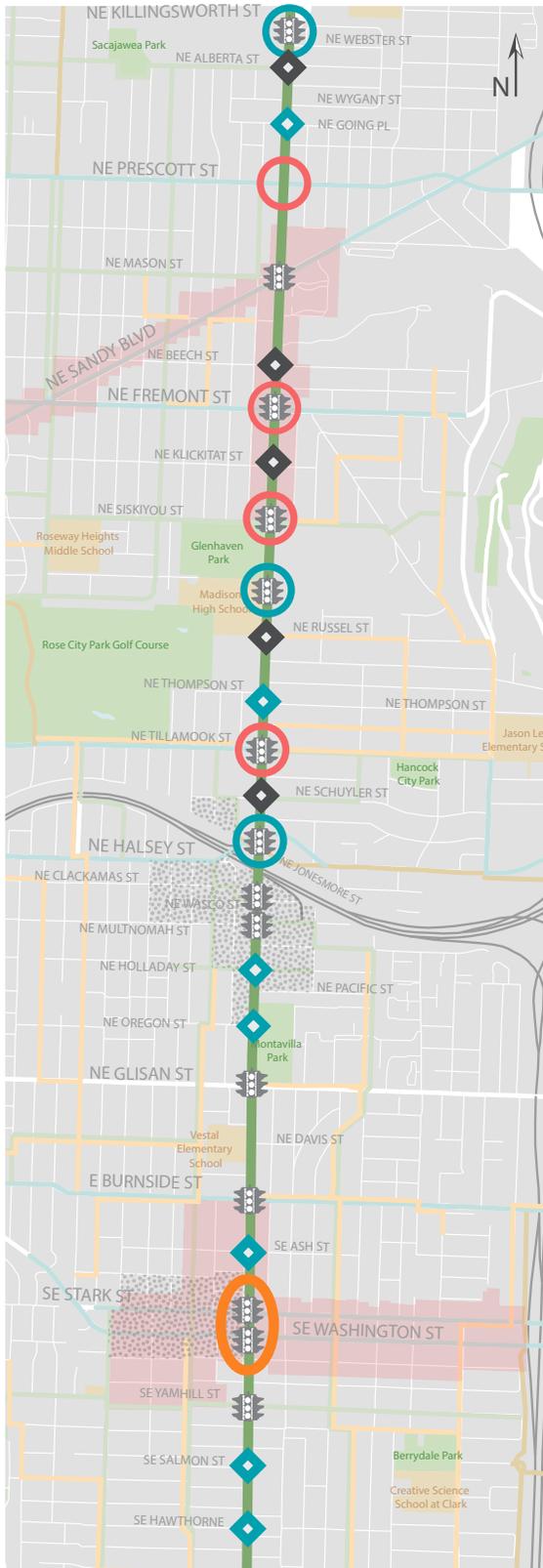


Recommended 82nd Ave Safety and Access Improvements North of SE Market Street



Proposed Spot Improvements

-  New Enhanced Crossing
-  Extend Island and Add Enhanced Crossing
-  Signal and Civil Improvements
-  Add Protected Left from side streets at Existing Signal
-  Switch current left turn allowance between SE Stark and Washington

Proposed Corridor Improvements (not mapped)

Safety

- Increase Lighting
- Add Leading Pedestrian Intervals at signals
- Strategic sidewalk widening
- Lower Speed Limit to 30mph, potentially 25 mph in active centers (Jade, Montavilla, MAX station, Madison High School)

Enhanced Transit to improve transit reliability, speed, and capacity

- Transit Signal Priority equipment and other ITS upgrades (Next generation capable)
- Improve bus stops (coordinate with crossings, locate far side of intersections where possible, lengthen to accommodate articulated buses, potentially consolidate, ensure ADA access)
- Queue jumps and other transit priority treatments

Existing or Planned Elements

-  82nd Avenue
-  Existing Enhanced Pedestrian Crossing
-  Existing Traffic Signal
-  Safe Routes to School
-  Existing, funded, or planned bikeway
-  Existing, funded, or planned greenway
-  Existing, funded, or planned multi-use path
-  Pedestrian District
-  Comprehensive Plan Center
-  Park
-  School

Recommended 82nd Ave Safety and Access Improvements

South of SE Market Street



Proposed Spot Improvements

-  New Enhanced Crossing
-  Extend Island and Add Enhanced Crossing
-  Add Protected Left from side streets at Existing Signal
-  Signal and Civil Improvements

Proposed Corridor Improvements (not mapped)

Safety

- Increase lighting
- Add Leading Pedestrian Intervals at signals
- Strategic sidewalk widening
- Lower Speed Limit to 30mph, potentially 25 mph in active centers (Jade, Montavilla, MAX station, Madison High School)

Enhanced Transit to improve transit reliability, speed, and capacity

- Transit Signal Priority equipment and other ITS upgrades (Next generation capable)
- Improve bus stops (coordinate with crossings, locate far side of intersections where possible, lengthen to accommodate articulated buses, potentially consolidate, ensure ADA access)
- Queue jumps and other transit priority treatments

Existing or Planned Infrastructure

-  82nd Avenue
-  Existing Enhanced Pedestrian Crossing
-  Existing Traffic Signal
-  Safe Routes to School
-  Existing, funded, or planned bikeway
-  Existing, funded, or planned greenway
-  Existing, funded, or planned multi-use path
-  Pedestrian District
-  Comprehensive Plan Center
-  Park
-  School

Why does 82nd and Airport Way matter?

82nd and Airport Way is meaningful in a couple ways:

1 – **The front door to the region’s only commercial service airport.** Every person, regardless of mode of transportation, must pass through this intersection to access the airport terminal. This includes 20 million annual passengers, over 10,000 employees and countless visitors.

2 – **A regional connector.** As the northern end of the 82nd corridor, commuters use this intersection as an alternate pass through to the urban core. It is a key portal to I-205 and the Glenn Jackson Bridge, and its light rail crossing is essential to TriMet’s light rail on-time reliability.

What’s the problem?

The intersection is already failing. That is, the signals cannot keep up with demand at peak times – of which there are five in a 24-hour period. Three peaks are associated with PDX travel times (6:00am, noon, 9:00pm), and the remaining two are associated with commuters passing through (8:00am and 5:00pm). Of these peaks, the AM and PM commute times bring the heaviest traffic.

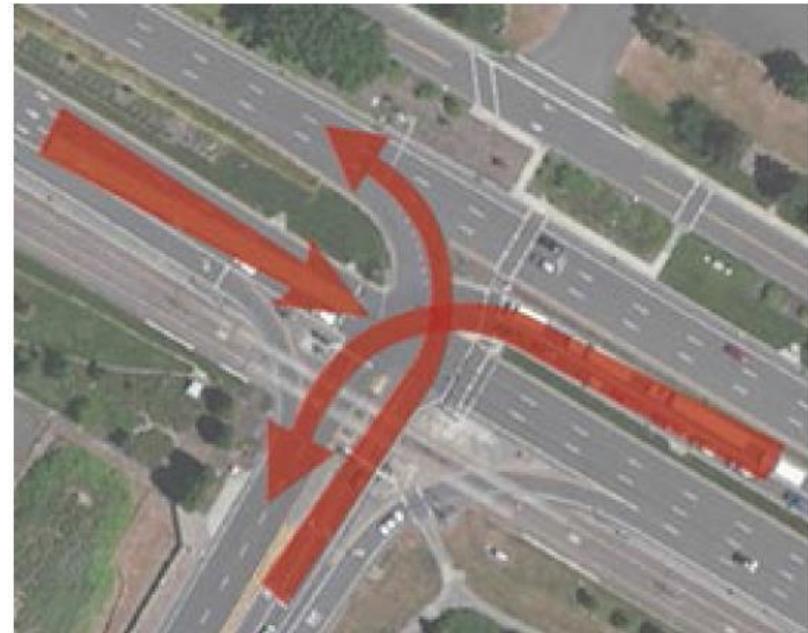
The existing challenges are compounded by:

Space and traffic flow issues related to airport construction:

The intersection now accommodates the “return to terminal” U-turn and is the only access to the TNC (Lyft and Uber) waiting lot.

Regional initiatives: While the Port of Portland has been (and remains) supportive of double tracking of TriMet’s Red Line and value pricing, both will put more pressure on this intersection. The double tracking of the Red Line will create more train traffic, which will inevitably result in more waiting time for vehicles and pedestrians. If I-5 is tolled near the Rose Quarter and I-205 is tolled near West Linn, more commuters will use 82nd Avenue to Sandy Blvd. to access the urban core. That is, this intersection will be heavily impacted by diversion.

Image showing the intersection’s 3 critical and constrained movements.



What's the solution?

The need for future capacity improvements at the intersection of 82nd and Airport Way was identified in the Airport Futures 2010 PDX Master Plan. The solution's key components are grade-separating eastbound Airport Way and merging northbound left-turners with westbound traffic without a traffic signal. Bicycle and pedestrian crossings would be simpler and safer to accomplish. Also, the solution would complement TriMet's emerging strategies to improve the light rail system's on-time reliability. Construction will cost \$73 million, and is set to begin in 2023.

Recommendation (without a new 82nd/Frontage Rd Intersection)

- Eastbound Airport Way is Grade-Separated.
- Westbound Airport Way Stops Only for Pedestrians and Bicycles.
- Eastbound U-Turns to Return to Terminal.
- Traffic Signal Controls the Left Turns.
- Relies on existing Frontage Rd. accesses.
- Occupies the Least Amount of Developable Land
- Planning-Level Cost Estimate: \$73,200,000 (2020 dollars).



What will it look like?



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82ND AVENUE TRANSIT CORRIDOR



NE Killingsworth St. to SE Monterey Ave.

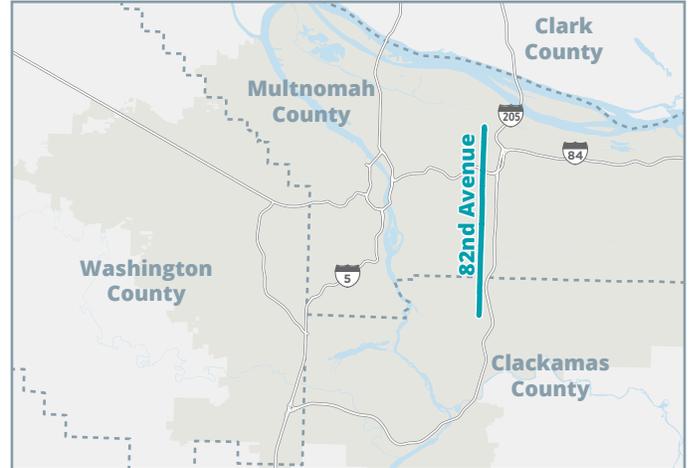
Several TriMet lines travel along 82nd Avenue. One of them, Line 72, has the highest ridership in the TriMet bus system.

Project: Spot improvements at 6 locations with high transit delay

Project length: 10 miles

Roadway ownership: ODOT

Project cost: \$175 Million



13,400 people travel by transit through the corridor each day



Every day, passengers experience a combined **690 hours** of delay



During peak hours, buses that use 82nd run **every 5-8 minutes**



40% of the population within 1/4 mile of the corridor are people of color

Challenges

- **5 locations are responsible for 24% of delay:**
NE Sandy Blvd., NE Glisan St., E Burnside St., SE Powell Blvd., SE King Rd., SE Johnson Creek Blvd.
- **Narrow roadway:**
56-60 feet between curbs and 5-7 foot sidewalks in Portland
- **Moderate to high traffic volumes:**
25-30k vehicles per day
- About **1 out of 4** trips on Line 72 are late in the PM peak
- High crash corridor

Potential Solutions

- Transit signal priority and queue bypasses (with strategic roadway widening) at high-delay locations
- BAT lanes (peak or all day) at spot locations with lower traffic volumes
- Coordinate with planned pedestrian crossings
- Articulated electric (60-ft) buses to add capacity
- Branded stations with passenger amenities
- Stop consolidation to reduce travel times

Benefits

- Reduces travel time by an average of 15%
- Saves passengers a combined 150 hours of delay each day

Risks

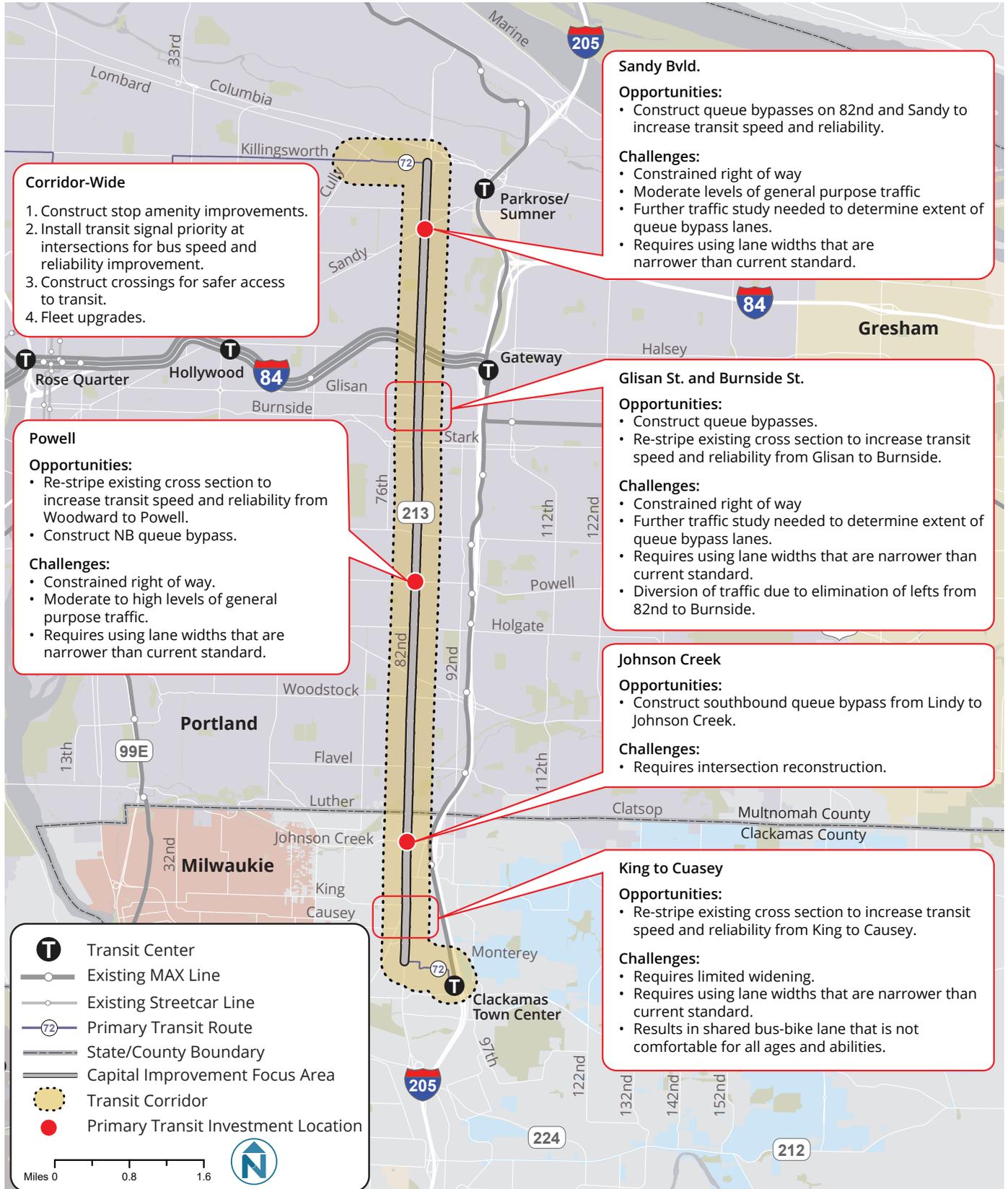
- Requires spot right-of-way acquisition
- Estimated design includes non-ODOT standard lane widths

A combination of federal and local funding may be available to increase overall project funds to up to \$300 million. This funding could enable additional transit improvements that would further improve travel times and bus stop amenities.

Restriping of 82nd to provide continuous exclusive transit lanes (Rose Lanes) would reduce travel times by up to 35% depending on level of investment. Traffic diversion is expected in this scenario.

82ND AVENUE TRANSIT CORRIDOR

NE Killingsworth St. to SE Monterey Ave.



SURVEY FINDINGS: OVERVIEW

NOTE: Participants in this survey were self-selected and the results are not statistically valid. Instead, the survey responses offer qualitative insights into lived experiences on corridors, and their responses to and suggestions about possible regionwide programs.

The 2020 Transportation Investment Measure Survey was made public on May 6 and closed on July 8, 2019. 3,458 responses were collected.

Overall, survey responses highlighted strong support for transportation improvements and investments that prioritize pedestrian and bicycle safety, as well as improvements that aim to mitigate and decrease greenhouse gas emissions and to support safe traffic flow with strong support for prioritizing transit during peak travel times.

The summary below includes highlights from each of the main sections of the survey – providing a snapshot of the key learnings, emerging themes, and responses from survey participants. The summary is split into three core sections: Demographics, Corridors, and Transportation Improvements.

Survey participants were invited to respond to a series of optional demographic questions, including the zip code of their home address; information about their gender and racial/ethnic identity, as well as information pertaining to any experience or identity of living with a disability, age, and household income.

Most questions provided a variety of drop-down options, responses were optional, and provided room to write in additional answers or responses they felt were not provided within the menu of choices built into the survey.

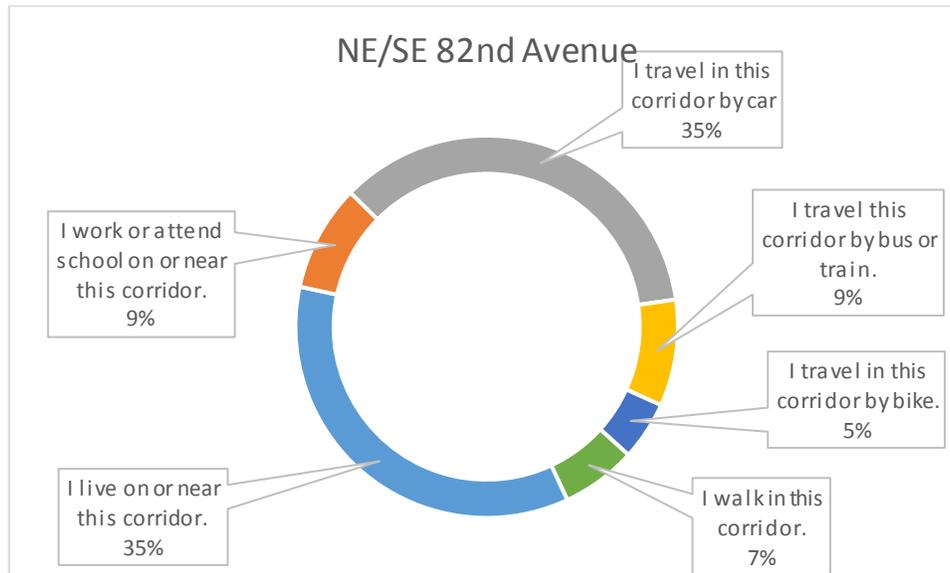
Out of those who completed the optional demographic question, responses highlighted the following trends:

- Most respondents (55%) lived within a Multnomah County Zip Code
- 11% of survey participants self-identified with a racial and/or ethnic identity other than white, with 89% of respondents identifying as white.
- 53% of respondents identified as Woman, 44% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgender
- 46% of respondents were under the age of 44
- 15% of respondents identified as living with a disability, with 5% of those defining their disability as Ambulatory (*which was defined as 'unable or having serious difficulty walking or climbing stairs'*)
- 61% of survey respondents had a household income (pre-tax) over \$74,999

These findings when presented in comparison to demographics for the region showed the survey respondents to be mostly representative of the demographics of the Metro region as a whole, with the exception of age and household income (in which survey participants presented as older than the median age, and experienced a household income higher than the median household income for the Metro region).

A full summary of these demographic findings has been included in Appendix A.

EXPERIENCES ON NE/SE 82ND AVENUE



NE/SE 82ND AVENUE: COMMENTS FOR DECISION MAKERS

The condition of the roadway and sidewalks were consistently referenced by survey participants – specifically the presence of pot holes, which were described as hindering both car travel and multi-modal transportation options. The majority of respondents support major road re-paving and increased multi-modal investments, including better sidewalks, protected bike lanes, and safer and more frequent access to transit.

Respondents described high speeds as negatively affecting those who walk and bike within the corridor. Survey participants described the corridor as ‘unsafe and dangerous’ – citing wide distances to cross, poor lighting, and a lack of protected bike lanes. Many respondents tied the increase of traffic jams and congestion to poor road conditions, the timing of lights, and a lack of dedicated transit lanes.

Infrastructure and Design

- “Desperate need of repaving! My vehicle is literally falling apart from driving 82nd every day to work. Horrendous.”
- “In horrible repair; many and deep potholes, most of the year.”
- “East Portland has been neglected for decades. Only in recent years have minor updates and improvements begun to be made. Please invest in this heavily populated area of the city.”
- “Lots of potential to create a vibrant neighborhood. I appreciate the diversity —culturally, generationally, economically and business makeup. If it were less auto-centric, this community would thrive.”

Cyclists and Pedestrians

- “82nd is extremely unsafe and unpleasant for pedestrians and bicyclists. It is very difficult to cross. Vehicles drive way too fast and do not fully stop before turning.”
- “Biking conditions on this corridor are awful, the need for protected bike lanes and intersections along this corridor cannot be emphasized enough.”
- “Cars often fail to stop for pedestrians. Need sound cues on lights for blind pedestrians.”

- “The 205 MUP is the bikeway parallel to 82nd but the homeless camps make the path feel unsafe
- “Seriously not bike friendly. Cringe when I see it listed on Google maps as a bike route. It SHOULD BE a bike route. But no sane person with access to information would reasonably bike there now.”

Speed and Safety

- “It’s super dangerous! Distracted and aggressive driving and lack of enforcement make me nervous to even cross it on foot.”
- “Middle turn lanes are dangerous. Avoided lots of potential head on collisions.”
- “This one feels dangerous and alienating in any mode of transportation, especially driving/biking/walking. I only feel moderately safe in a bus.”
- “Even in a car, this is an incredibly scary street to travel on. It would be amazing to see better traffic calming infrastructure that makes it more conducive to other modalities.
- “Don't change the speed limit.”

Congestion and Traffic

- “Insane traffic jams; uneven pavement & potholes; lack of crosswalks with traffic stoplights; lots of shabby mini-malls and stores; traffic jams from Sandy to Clackamas”
- “Trafficking in this road is dirty, slow moving but I often take it to avoid 205”
“I try to avoid this because of the heavy traffic all day long.”
- Leave it alone...no road diets or bike lanes. Maybe increase development density. BUT it needs to be kept as a transit corridor, and a way to keep short-trip cars off 205

Transit

- “I often ride the 72 bus on 82nd, though I wish it were more bikeable as well. Overall, though I know the 72 is very high ridership so I'd support bus lanes over bike lanes here.”
- “While I ride TriMet and the CCC Xpress Shuttle, bike and walk in this corridor, I do not feel safe walking to transit, biking and walking.”

RESPONDENT COMMENTS

Infrastructure & Design

1.	82nd - First, the road itself needs care, potholes, buckled under the weight of buses. Not great for driving. As a transit user it would be great to have more and nicer bus shelters. Why does only downtown get classy shelters? This is a major corridor. I live near but avoid walking here the streetscape feels completely ignored, no art, no trees or plants. Looks dingy and un-cared for, seems like a class and cultural boundary - here is where portland stops caring about the experience of people who live nearby and use it.
2.	82nd Avenue is a mess. Terrible pavement, covered in potholes and damage from studded tires & chains. Difficult to navigate as a pedestrian, with stretches of several blocks with uncontrolled crosswalks. This has the effect of walling people off on one side of the street or the other.
3.	82nd does not function like a highway already, so go ahead and make it pedestrian-friendly, slower, with more street-facing development and less parking.

4.	82nd has a bad reputation, but having lived there a while...my observations are that the sidewalks are too narrow or non-existent, there is a lot of garbage on the street and that it needs more green space. 82nd is the avenue of the roses, but I cant picture any roses on that street.
5.	82nd is a major major corridor - that is terrible for bikes and peds. It'd be great if there was a N/S bike led corridor nearby...
6.	82nd is a placeless thoroughfare, but it doesn't have to be and shouldn't! Reconfiguring the streetscape to prioritize walking, biking (protected lanes), and transit (separates bus lanes) should occur.
7.	A Nuisance drive
8.	All need improvement whether street light timing, widening or better surfaces
9.	all those parking lots and mini-malls should be replaced by dense (5+ stories) and pedestrian friendly development.
10.	Always busy, pedestrian and turning movements are unsafe. Roads are rough and drivers need to be very aware.
11.	Always messy; lack of good walking spaces, safe crossings. No bike infrastructure
12.	Always slow. Please add more flashing yellow turn signals in Clackamas.
13.	Always tense
14.	As a major arterial, it does not seem very non-car friendly
15.	Asphalt is horrible on this corridor, needs to be completely repaved/repainted/redone. Speed limits needs to be reviewed
16.	At this point the road is more potholes than road.
17.	Awful experience. It absolutely needs roadway safety and lane reconfiguration.
18.	Bad paving. Poor crossings. Bad intersections. Low pedestrian/bike access. Inefficient transit passage
19.	Bad sidewalks. Traffic too fast, heavy. Not enough trees.
20.	barrly passable
21.	Better street paving
22.	Better than it used to be but still not adequately synchronized
23.	Can we add lanes to this corridor?
24.	CHUCK HOLES EVERYWHERE
25.	Close to but not in Cully, my neighborhood.
26.	Computer tied signalling needed to improve flow
27.	Currently good structure for auto travel
28.	decrease SOV mode split
29.	Desperate need of repaving! My vehicle is literally falling apart from driving 82nd every day to work. Horrendous.
30.	difficulty to turn East on Stark off southbound 82, with no left turn. If you over shoot and turn left, then those roads are poor quality.
31.	Dire need of beautification, maintenance, bus pull outs.
32.	Do all of our grocery shopping there

33. East Portland has been neglected for decades. Only in recent years have minor updates and improvements begun to be made. Please invest in this heavily populated area of the city.
34. easy access to airport
35. Endless gauntlet of potholes. A general condition of bad repair.
36. Extremely poorly kept and an embarrassment. Shame on ODOT and others
37. Far too many potholes, extremely damaging to vehicles!
38. FILL THE POT HOLES!
39. Fix potholes
40. Fix potholes
41. Fix potholes - smooth out the ride.
42. Fix the pavement
43. Fix the potholes, please?
44. Fix the road and the sidewalks. Make it safer by having more foot-patrol. 82nd is uninviting and dangerous.
45. Fix the roads, it was terrible. Also there needs to be bus turnouts so the buses can stop without impeding traffic.
46. For all these corridors would like to see improved dedicated bike lanes and dedicated bus lanes
47. For reasons of safety and liveability, 82nd desperately needs to be made a place for people, not just cars
48. Full of potholes.
49. Full of potholes. People drive too fast
50. Garbage trucks aren't even built for this street. Slalom course to avoid holes
51. Generally runs smoothly. Plenty of Lanes for traffic.
52. Generally unpleasant experience - tends to be an eyesore and void of real 'destinations'; don't really want to hang out here; a means to an end.
53. Greater separation of sidewalk from roadway would be safer.
54. Get rid of the homeless, bikes and bike lanes
55. horrible roads desperately in need of maintenance. Terrible road to use as a corridor unless you have no other choice as there are far too many lights to use for thru traffic.
56. I like the yellow signal optional turning at 82nd and Burnside
57. I am frustrated by the state of the roadways. Potholes are a problem.
58. I avoid this as much as possible, due to both the traffic and the road condition, but many stores along 82nd (e.g., Trader Joe's, Natural Grocers, Best Buy) are the nearest to my home.
59. I avoid this corridor when possible because it isn't pleasant to be on. Just a lot of cars, lots of traffic. I wouldn't feel safe biking on it. Walking would be unpleasant. It is definitely a through street, but would be great to make it more accessible by modes of transportation other than cars.
60. I avoid this street as much as I can because of all of the potholes and cracks in the street from the ice and snow several years ago. If I have a choice to use the whole thing I take 92nd ave. I would prefer to use 82nd though.
61. I don't have as many issues with this one. I can go all the way north from Oregon city and it doesn't take nearly as long as trying to get to west portland

62. I only drive here to shop too many cross streets and too low speed no residential and will never be good for bikes so higher speed is warranted.
63. I shop along this corridor & occasionally use it to bypass traffic clogged 205
64. I shop and eat along this
65. I think the speed limit should be reduced and shade trees and shrubbery should be planted
66. I try to avoid it. It's ugly & slow.
67. I use it when freeways are backed up. If we instituted tolls on freeways, I'd worry about more traffic here when we need to calm traffic and make it safer for pedestrians and bikers.
68. I usually drive 82nd or 92nd as an alternate to I 205 during rush hour.
69. I want businesses to stay graffiti free and not vacant.
70. I'd like it to be paved and remain 4 lanes. Our regional leadership has failed on the highways(205/5). If ODOT WANTS TO CHARGE USERS A TOLL FOR NOT USING THE HIGHWAY THEN WE NEED TO HAVE REAL, viable options to get around Portland. And yes, PBOT is terrible.
71. I'm happy about the recent resurfacing!
72. Improve as an alternative to I-205
73. in horrible repair; many and deep potholes, most of the year
74. Infrastructure improvements
75. It needs new pavement. I like that it keeps moving.
76. It needs to be better maintained. The road surface is usually far worse than the rest of town.
77. It needs to be transferred to Portland control, and it needs to be treated like a city street instead of a highway. People live right next to it, but it's managed as if people don't. It needs sidewalks with trees.
78. It seems the lights are not timed for continuous traffic movement.
79. It would be good to make 82 more attractive with trees and other plantings.
80. It's in need of repair. Many potholes and a rough ride
81. Jurisdictional transfer now!
82. Leave it alone...no road diets or bike lanes. Maybe increase development density. BUT it needs to be kept as a transit corridor, and a way to keep short-trip cars off 205
83. Less lights
84. Less space for cars. More safety, space, and money for everything else
85. Light to light congestion.
86. Lights should be synchronized so it doesn't take so long
87. Long stretches are rough and in need of resurfacing/paving.
88. lots of lights
89. Lots of potential to create a vibrant neighborhood. I appreciate the diversity — culturally, generationally, economically and business makeup. If it were less auto-centric, this community would thrive.
90. Lots of potholes
91. Lots of potholes and needs to be paved.
92. Lots of potholes, lots of poorly timed lights, lots of need to expand sidewalks

93.	Lower speed limit to 30 mph
94.	Maintain drivability & vehicle throughput
95.	Maintaining would be very helpful, would like to see better timed lights during rush hour
96.	Major congestion, lots of potholes and poor road conditions, no/poor sidewalks, lots of busses
97.	Make it city owned, not a state highway first.
98.	Many pot holes and other defects to most lanes all along 82nd
99.	Many potholes
100.	Many potholes and dangerous for people trying to cross streets
101.	more green infrastructure is needed here !!!
102.	More lighted crosswalks. My dad lives in an assisted living facility and crosses 79th to get to Winco. There are lots of peds crossing in that area.
103.	more placemaking and pedestrian safety. Street trees and lower speed traffic are desperately needed here.
104.	Much of 82nd is in rough shape. Uneven pavement and potholes.
105.	Must be taken over from ODOT and given a major road diet.
106.	Narrow; poor condition; dark; too many ped. crossings apart from traffic signals
107.	Need an overhaul
108.	Need better sidewalks getting to and from this corridor
109.	need for additional north/south parallel fully connected streets to reduce load on 82nd with possible potential to reduce number of traffic lights.
110.	Need planning and design funding to go along with any inter-jurisdictional transfer.
111.	Need to beautify and make safer like we did on MLK after 3 trys
112.	Need to fix potholes and make travel lane lines more visible
113.	Needs better upkeep. Many potholes never get fixed. Hard on car.
114.	Needs fewer cars.
115.	Needs maintenance and traffic bypasses
116.	Needs major investment to make a viable corridor. Has great potential for TOD but is a major through street so can't end up like Inner Division, which is now not viable as a transportation corridor.
117.	Needs major retrofit and improvements to improve car travel
118.	needs more street lights and flashing cross walk signs
119.	Needs Paving
120.	Needs paving
121.	Needs repaving
122.	Needs repaving and repair. Transit station on N 82nd needs better security.
123.	needs repaving. do not reduce lanes or speed limit!
124.	needs repaving. do not reduce lanes or speed limit!
125.	Needs repaving/

126.	Needs replacing
127.	Needs resurfacing - driving on 82nd is like one large rumble strip
128.	needs to be paved and striped. Jay walkers need to be fined
129.	needs utility upgrades
130.	Neglected and in major need or repair
131.	No reason for this to be 4 lanes! Give it the Foster treatment.
132.	Noisy, hot and ugly
133.	North/South travel is fine except between Division and Powell. That stretch can get very crowded and slow, especially during rush hour
134.	Not a viable option. Too slow.
135.	Not an aesthetically pleasing corridor.
136.	Not enough crosswalks or intersections. Difficult for cars to pull out from sidestreets and pedestrians to cross safely.
137.	not good traffic flow/streetlight flow between Clackamas Town Center & Powell
138.	Not pretty but it works.
139.	nothiing
140.	Nothing but pot holes . It shortened the life of my last car
141.	Ok
142.	One day I hope it beautifies like MLK did (of course it took 3 tries that I know of.....)
143.	One of the most uncomfortable corridors that i use.
144.	Outside lanes on both sides are crumbling.
145.	Patchwork upgrades make biking this corridor unsafe and not good for businesses. Need to also upgrade bike/ped facilities in the area, not just on roadway. Phillips Creek Trail. The key is not just o reduce volume or increase capacity- the ultimate goal is livability! How do you achieve that, need to make improvements beyond the car!
146.	Pave it. It's a pot hole mess.
147.	Pave it. All of it. That's be a nice start.
148.	pavement is in bad repair in some areas.
149.	Pavement is worn out.
150.	people are bad at merging, invest in flow technology to help
151.	People running red lights
152.	Please acquire this highway from the state.
153.	Please continue to improve the roads! It is helping!
154.	Please do not neglect the maintenance of this heavily-used road.
155.	PLEASE get rid of the useless parking lots/used car dealers/strip malls/big box stores. This could be the next Pearl Dist.! Streetcar from Gateway to Lents, in it's own lanes; protected bike lanes, AFFORDABLE HOUSING, new, walkable, car hostile neighborhoods.
156.	Please make it car friendly.

157.	pleased with the new resurfacing
158.	Poor paving. Always bad traffic and bus interaction. Used as detour from I205.
159.	Poor surface conditions
160.	Poorly maintained
161.	Poorly maintained and planned.
162.	Poorly maintained road
163.	Poorly pavement, with intermittent sidewalks
164.	Pot hole nightmare. Hate this area.
165.	Pot holes should be fix more lit cross walks.no bike lanes. You know originally bike lane where to be one off the busy st to help keep them safe.
166.	Pot holes, are horrible.
167.	Pot holes, pot holes, pot holes.
168.	potholes
169.	Potholes
170.	Potholes
171.	Potholes and poor striping make it dangerous. Too many unpredictable pedestrians.
172.	Potholes are a problem and even with the new flashing crosswalks it's still dangerous for pedestrians.
173.	Potholes, buses block right lane
174.	Potholes, not enough reliable transit. Congestion nearby 205 and 84 redirect traffic onto this area.
175.	Potholes, Poor signage, dirty
176.	Potholes. People running into the street, not at crosswalks. Also, bad drivers.
177.	Potholes. Too much speeding.
178.	pressure state to repair
179.	Pretty well maintained for the volume
180.	Really bad roads, difficult to drive, not ped. or bus friendly
181.	Really busy. Need lights synced
182.	Really isn't safe or welcoming to pedestrians or bicyclists but a lot of people do walk in the area.
183.	Really rough roads, narrow lanes, unfriendly to bikes and pedestrians
184.	Reduce how much time pedestrians spend crossing the roadway with (1) dedicated bus lanes (i.e. less car travel lanes) and (2) mid-block pedestrian island refuges. At existing signalized intersections, (3) implement Leading Pedestrian Intervals to allow pedestrians, people using mobility devices, & all vulnerable users of the road time to be seen by turning vehicles.
185.	Reliable sidewalks needed!!
186.	Repaving way past due!
187.	Riad syrface ducks!

188.	Ripe for high density mixed use development, sidewalk repair/widening w/ street trees, higher frequency bus service.
189.	Road condition is appalling
190.	road conditions are very poor and results in poor driving and damage to vehicle; needs a bike lane and sidewalks
191.	Road disrepair
192.	Road improvement. congestion solutions
193.	road in disrepair; not safe for cyclists
194.	Road in terrible state of repair once you enter Multnomah county. Clackamas county side is better.
195.	Road needs improving. Potholes are ridiculous.
196.	Road needs to be resurfaced
197.	Road surface is full of potholes. Too crowded.
198.	Road surface is very poor
199.	roads are crappy with lots of pot holes, congested traffic
200.	roads are generally in bad shape
201.	Roads are not maintained. Needs better bike protection
202.	Roads are too wide. Cars travel too quickly. Unsafe for pedestrians and cyclists. Too many surface parking lots.
203.	Roads are very deteriorated
204.	Roads need work and it is a congested road
205.	rough, crowded, unsafe drivers
206.	Rutted. Bumpy. Potholes. Fugly. A place to get through as quickly as possible. The only reason I drive here, which isn't often, is to have good Chinese or because I needed to circumvent bad I-5 traffic by taking I-205 to cross to the east side and then double back towards the central eastside of Portland, beginning by getting off I-205 driving 82nd where it forks from the expressway. I usually turn off as far south as Foster or north as Burnside.
207.	SE 82nd doesn't seem to have a calmer parallel street like SE Division/Clinton or NE Burnside/Ankeny. Traveling north-south requires using the I-205 bike path (which currently feels unsafe to many) or remembering a circuitous route along small side streets that don't connect all the way.
208.	So many development opportunities, but need to create multi-purpose destinations not just treat it as a travel corridor.
209.	So many non-registered cars tearing it up.
210.	So many potholes - never fixed in a timely manner
211.	So much change and growth in this area. PCC, Jade District, Montavilla... I wish there were a MAX line on 82nd to tie it all together
212.	Some type of continuous "trolley" or street car is desirable
213.	Somewhat efficient with moving at a swifter pace
214.	Street in poor condition, Traffic doesn't flow smoothly

215.	Street's in poor condition.
216.	Streets are heavily potholed; pedestrians need more crosswalks
217.	Strip mall hell. I only go here when I have to.
218.	Substandard for virtually all modes, but particularly bad for walking, cycling, and transit (delays/traffic)
219.	Such an ugly unpleasant street
220.	Surprised at how bad the potholes are. Wouldn't mind more turn lanes and signals around PCC Southeast.
221.	Terrible pot holes
222.	Terrible road conditions
223.	Terrible sidewalks
224.	Terrible. Car-centric design, dangerous narrow sidewalks in bad condition, stupid blinking yellow left-turn lights that cut short pedestrian crossings in favor of imaginary left-turn car traffic, closed crosswalks, short crossing times. 82nd should be cut down to two traffic lanes and the sidewalks should be widened, or a rapid transit bus lane added. ODOT has been a terrible, biased, incompetent steward of this street and needs to surrender it to local control.
225.	The condition of 82nd Avenue is absolutely shameful. The pavement and sidewalks look like a cratered moonscape, ODOT should be ashamed of themselves. It's far too dangerous to drive on this street, much less walk or bike. It is an outrage that the legislature would give ODOT billions for freeway expansion projects without spending a single penny to fix the mess they've made here on 82nd.
226.	The curb tight sidewalks make walking uncomfortable.
227.	The focus for improvement should be primarily on improving traffic flow for automobiles
228.	The general conditions of the road surface are sub par.
229.	The outer lane for almost the whole length is nothing but potholes and broken asphalt due to buses and increased truck traffic
230.	The part of 82nd ave that I travel most is from Powell to just before the airport. The condition of 82nd is in terrible shape. There are potholes, worn down areas, deep cracks, etc. It appears as if shortcuts were made when this road was paved. It isn't as sturdy as the freeway, and I think that may have something to do with why the road wears down quickly after getting resurfaced.
231.	The pavement is unreasonably rough on 82nd
232.	The potholes are awful on the entire stretch, from Clackamas to Airport Way.
233.	The region's ugliest street. Major sidewalk and safety improvements needed. Center refuge lane should have restricted access and be landscaped.
234.	The road is almost undrivable it is in such bad shape
235.	The road is full of huge potholes, there aren't enough protected crossings for pedestrians, the corridor is just unappealing visually. There's a lack of trees/landscaping and the businesses tend to be suburban strip malls.
236.	the road is in bad shape, and completely unsuitable for pedestrians.
237.	The road is in terrible condition, with a great need for pothole repair.

238.	The road is ridiculously dangerous, built with way too much emphasis on car speed. It is impossible to bike on and you feel like a squirrel crossing it. I-205 runs parallel nearby, so there is no need to emphasize car capacity and speed on it.
239.	The road is very bad asphalt is bad outside lane bus falls apart
240.	The road needs resurfacing and pedestrians need more frequent signed crossing places. As a pedestrian (with kids) it can be hard to cross on foot. As a driver, I also worry about people walking in front of my car, esp at night.
241.	The road surface is bad in most areas, people drive too fast and the neighborhood and retail areas are either unfriendly or dangerous to pedestrians and cyclists.
242.	The road surface is in a state of disrepair south of Powell boulevard.
243.	The road surface is in terrible condition. Speeds are often too fast for safety.
244.	The road surface is terrible. Full of potholes. Need turnouts for buses to keep from holding up traffic.
245.	The road would benefit from increased maintenance. I'm often driving around pot-holes and other poor road conditions while trying to stay in my lane.
246.	The sidewalks are atrocious and need attention.
247.	The sidewalks are inadequate along long stretches of the street, and the road surface itself is in disrepair most places.
248.	The stop lights are poorly timed and create significant traffic due to the start/stop as well as the delay from this action.
249.	The street is usually full of potholes and significant traffic backups. Don't always feel safe crossing at crosswalks
250.	The streets are rather wide and there are many active driveways which makes walking on the sidewalk feel secondary to autos.
251.	The surface is incredibly uneven and even dangerous for motorcyclists.
252.	There are many potholes making this a tough road to traverse.
253.	There are too many driveways, it is difficult to use the center turn lane. A raised median combined with u-turns allowed at signalized intersections would be a safety improvement. The pavement quality near Fremont Street is terrible.
254.	There needs to be east and west train thru Milwaukie and Clackamas
255.	These roads are so full of pot holes cars can not drive at a normal speed. Constantly dodging cars and potholes.
256.	This corridor is gentrifying and needs more affordable housing.
257.	This is one of the worst designed streets in Portland. It needs to be rebuilt to prioritize walking and alternate forms of transportaion over cars.
258.	This is the worst street in Portland. It is vital that one of the lanes gets shut down to all car traffic and is solely dedicated to public transit. We need a BRT or street car line for the entire length of 82nd.
259.	This needs to become a City of Portland street and a place people want to be
260.	This needs to become a street for people
261.	This road has the potential to become a civic corridor and should be the economic heart of East Portland. It should have dedicated bus lanes/bike lanes, wider sidewalks, and re-zoned so companies like Wal-Mart don't get to lagoons of parking that take up valuable land. I want to see that

	these changes are made while ensuring the current residents get to enjoy them. There is often a fear that once the bike lanes go in, the residents get pushed out. This cannot happen with 82nd Ave. It needs to build on its character rather than get it flushed out and deleted. .
262.	This road is littered with potholes and every year they get a sub-par patch which only seems to make things worse the following year. This road needs to be a top priority.
263.	This road is too narrow for the amount of people using it. Sidewalks are curb tight and cars feel so close.
264.	This road is very busy and the pavement is full of pot-holes. I would never bike on this road as it does not have a bike lane. The bus moves rather slow in traffic.
265.	This road needs a complete overhaul. It is inhospitable to all modes. Please provide streetcar for local circulation and BRT with wide stop spacing for longer distance trips.
266.	This seems to be improved. Best for early morning travel.
267.	This street need to be paved, and people drive recklessly around busses. Improved bus turn outs would help greatly in this corridor. Additionally, many sidewalks are incomplete and there are no good places for bikes, if there was a nearby bike corridor that was signalized for safe travel it would get people on bikes off this dangerous street.
268.	This street needs a lot of improvement-- it has a lot of pot holes. There are many accidents and I am concerned about letting my son (13) cross 82nd. One of his schoolmates was hit by a car who didn't check the crosswalk before turning.
269.	This street should be prioritized for better bus service and better sidewalks and crossings, with a parallel Bikeway.
270.	Throughput put on 82nd needs to be maintained with two full service 13 foot wide travel lanes in each direction
271.	Timing lights have issues
272.	Timing of the lights is terrible, traffic is always slow.
273.	Too many cars on SE 82nd ave all the time and too much construction which has lasted for months
274.	Too auto centric. Make it like the rest of Portland!
275.	Too many driveways
276.	Too many pot holes and stop lights.
277.	Too many potholes, esp south of Division
278.	Too many signals & bike lanes
279.	Too many stops
280.	Too many cars that behave dangerously around pedestrians, and too much toxic exhaust from cars. It hurts to breathe on this street.
281.	Too much auto capacity, not enough safe bicycle access to businesses on 82nd
282.	Trashy and dangerous
283.	Try to avoid. One of the worst parts of Portland. Sadly, Milwaukie does not have amenities needed.
284.	ugh.
285.	Ugh. Is this even Portland? Terrible strip could be anywhere in America.
286.	We must accept that some corridors need to prioritize motorized traffic

287.	We need bigger sidewalks with trees or buffers to separate pedestrians from vehicles as well as more affordable mixed use housing.
288.	With the exception of waiting in traffic at Johnson Creek Blvd, the old road still seems to move fairly well despite changing times, but I do not travel it during peak times.
289.	Worsening
290.	Worst road quality I drive on
291.	You'll be getting a lot of this, but 82nd Avenue needs to be fully transferred to City of Portland jurisdiction. We cannot unmake this anti-human hell-scape until we are free to ignore ODOT's allegiance to freight shipping above all else. I live between 82nd and 102nd, and I cannot describe how awful it is to ride, walk, or take TriMet along 82nd

Cyclists and Pedestrians

1.	Cars often fail to stop for pedestrians. Need sound cues on lights for blind pedestrians.
2.	82nd Ave needs a bike lane in the area of the 82nd MAX stop. I have to ride the Green Line to Division even, when the MAX is congested or backed up. I could get off at 82nd and ride to Division, but there are no bike lanes and it is unsafe.
3.	82nd Avenue is a hostile pedestrian and cycling environment, and should be the main street for East Portland, with the ped, bike and transit upgrades that implies.
4.	82nd is a nightmare to bike on
5.	82nd is a placeless thoroughfare, but it doesn't have to be and shouldn't! Reconfiguring the streetscape to prioritize walking, biking (protected lanes), and transit (separates bus lanes) should occur.
6.	82nd is extremely unsafe and unpleasant for pedestrians and bicyclists. It is very difficult to cross. Vehicles drive way too fast and do not fully stop before turning.
7.	A lot of destinations here, and growing, but awful, awful infrastructure for peds and bikes.
8.	a n/s bike throughway needs to be built/planned/supported. this is a regular bike commute for me, and the most dangerous, esp. on powell
9.	All bicyclists should be accountable to the traffic laws in place and police should enforce them!
10.	As a pedestrian - It is SCARY to walk down this street. Sidewalks are very small and there isn't any buffer between cars that are traveling very fast. It's difficult to cross because light cycles for the directions crossing this street are so short and because you have to press the pedestrian button before the light changes to get a crossing signal. If you a driver - there are a lot of big potholes.
11.	Awful walking. Helped a person in a motorized wheelchair so they did die by car strike.
12.	Better led crossings.
13.	Bike lanes
14.	Bike lanes. There are none! The street is very ugly from NE to Clackamas.
15.	Biking conditions on this corridor are awful, the need for protected bike lanes and intersections along this corridor cannot be emphasized enough. It would be awesome if 82 had bike lanes all the way from Clackamas to the PDX airport. If motor vehicle traffic is affected by these changes they could be diverted to I-205.
16.	Biking is terrifying at best, deadly at worst. The 72 is slow since it's getting stuck behind car traffic. Bus lanes and physical separation of bikes from auto traffic are a must
17.	can't bike here

18. cars don't stop for pedestrians
19. Cross walks should be removed where there are no stop lights
20. Crossing intersections is dangerous as the roadway is too wide, and the corner radii are too large, making for dangerous turning manouvers at major inte rsections. Portland should take over 82nd from ODOT and narrow the travel lanes, and build curb-protected and/or raised bike lanes, as well as center median islands. Also prohibit right-on-red at intersections, and in some cases prohibit right on green as well, so pedestrians can cross with signal protection. Need more signalized crosswalks across 82nd. Also need bus priority, at least at intersections.
21. crossing street
22. Crossing this street on bike or foot is really hard
23. Curb/lighting improvements over time have been nice but can continue to improve to be more pedestrian/bike friendly.
24. Deep SE needs better sidewalks and make it more walkable. In many places right now there aren't even sidewalks and walkers are dangerously close to the street. Also, if we really want to see this street become better and not be recognized as the determining line of where people want to live... We have to get these drug dealers and prostitutes out of here. Otherwise if we allow the road to be trash people will treat it like trash
25. Despite lots of transit, I find this street devoid of sufficient pedestrian infrastructure
26. Difficult and dangerous to cross on foot or on a bike. Not enough transit service. Too much space allocated for car storage, not enough for people walking or using micromobility.
27. Difficult for pedestrians-lots of cars, higher speeds, wide distances to cross
28. Difficult to walk and feels unsafe.
29. Difficult/dangerous to bike here. There should be phsycially protected bike lanes on SE 82nd. Parallel routes are not good enough, as you can't get to businesses you want to reach.
30. Do everything you can to make it safe for walkers, bikers, and folks getting off/on busses.
31. Drivers have no regard for pedestrian traffic, ever.
32. Extreme disrepair walking/biking unfriendly connection to Halsey is a mess
33. Extremely dangerous for walking and driving. Ridiculous how poor the condition of everything is -- sidewalks, crossings, lights.
34. Extremely inhospitable for bikes
35. Extremely unsafe for walking, no way to safely bicycle near, traffic speeds are too high
36. Feels awful and unsafe as a pedestrian or bicyclist. Make it more human scale.
37. Feels dangerous for bikes and pedestrians. Feels unapproachable for pedestrians.
38. Feels dangerous to cross as a pedestrian or cyclist, extremely fast traffic, many potholes.
39. Feels inhuman - blight. Would never walk there
40. Feels very unsafe outside a motor vehicle
41. Horrible pedestrian environment. Unpleasant waiting for the bus. Parallel bikeways too circuitous.
42. Horrible sidewalks, blocked by posts. I would love to walk down SE 82nd but it feels so unsafe. Horrible condition of road as well, though they've paved small portions over the past couple of years
43. Horrid pedestrian experience

44. I find this area (82nd Avenue particularly) has a dearth of bike-friendly accommodations.
45. I never feel safe walking on this street. There aren't enough crosswalks.
46. I often see pedestrians and the occasional cyclist walking on the shoulder of 82nd between Sunnyside and Harmony. It isn't safe, and they need a sidewalk.
47. I want to be able to safely bike, walk, and take the train throughout Portland. I walk and bike as much as I can but it doesn't feel safe to bike or walk in this area due to traffic.
48. I wish the lights were timed better. I wish there was a parallel bike route.
49. I wish this was better for bus or walking (sidewalks are not great!), I live pretty close but the connections to anything from Division, etc are unfriendly. Also the potholes are terrible.
50. I would frequent this area for shopping and restaurants if there was a dedicated and separated lane for bus, biking, and walking
51. I would like to see improved bike facilities on this major north south corridor, and repaving. The current conditions for drivers, bikers, and pedestrians on this corridor are awful.
52. Improve and focus on all NON-car modes of transit. Create a built environment that actually keeps non-car users safe and comfortable.
53. Improved bicycle crossing and interactions along and near this corridor. Improved sidewalks too!
54. Intermittent bike lanes are dangerous. You can be riding in a bike lane near King Rd or Johnson Creek Blvd and it abruptly ends putting you in traffic. Sidewalks are too close to traffic. Road is not safe for any use other than cars.
55. is a bit shady for pedestrians
56. It doesn't feel safe to cross the street or walk on the sidewalks on 82nd.
57. It is difficult to bike near (parallel to) this corridor.
58. It is in rough shape. Crossing road I am fearful bc it's not lit. Especially 82 and Glisan near community center, just not safe as pedestrians.
59. It is noisy and scary to walk on 82nd Ave. Also, it is boiling hot in summer.
60. It is not pedestrian-friendly and that makes it dangerous bc people try to race across the street to avoid cars
61. It is not safe to bike; it is not a healthy or welcoming place to walk; buses get stuck in traffic and should not.
62. It is not walkable.
63. It is pretty unpleasant for walking-- wider sidewalks, trees, and improved lighting and crosswalks would help. A parallel bike route on west side of 82nd would be nice.
64. It needs more marked, especially with flashing lights or a traffic light, crosswalks, and of course, the road is in sad shape.
65. It would be nice if it were more pedestrian and bicycle friendly
66. It's just dangerous. We need pedestrian improvements in this corridor. Not only that, but improved transit as well. Buses are frequently overcrowded. I know this is a state road, but because of that, it's nothing but parking lots. It has MASSIVE potential for redevelopment (affordable housing cough cough).
67. It's no place to be on a bike.
68. It's scary to walk through this corridor as a pedestrian. When I drive through this corridor, the traffic around me is always over the speed limit. It is difficult to transfer buses in this corridor because the lights are red for a long time.

69.	It's a terrible experience for pedestrians and cyclists.
70.	It's insanely dangerous for pedestrians and cyclists. Address those concerns.
71.	It's not safe
72.	It's super dangerous! Distracted and aggressive driving and lack of enforcement make me nervous to even cross it on foot.
73.	It's too dangerous
74.	It's unwalkable and unbikeable, especially north of Johnson creek and south of Harmony. Save us!
75.	Jurisdictional transfer should be perused aggressively and bike/ ped improvements must be made asap.
76.	Keep traffic moving, Pedestrians crossing at intersections.
77.	Like LA - dangerous for pedestrians.
78.	Lots is speeding. Bad pedestrians crossing. Many traffic accidents. Very loud and dirty.
79.	Make is safer for people biking and walking, slow down cars.
80.	Make it safe for walking and biking and getting to transit! It is a great community street and should function as a main street, not a highway!
81.	Make it safer for all users especially people walking and using Transit.
82.	Make it safer for bikes and pedestrians
83.	Make it safer for pedestrians to walk along and across! Make it safer for bikes to cross!!
84.	Make them safer for pedestrians and transit riders. Slow down the cars and create environments where people want to use other modes th.an driving
85.	Make this area friendlier to pedestrians, bicyclists. Invest in housing along with improvements.
86.	Make this better for walking and biking! Should be a transit dream.
87.	More bike lanes.
88.	More crosswalks
89.	More crosswalks and bumpouts needed. very unsafe to get across even at lights / intersections
90.	More places for pedestrians to cross
91.	More sidewalks, bikeable and walkable, livable street
92.	More trees are needed! We gotta make it feel less like a freeway. Also, more safe pedestrian crossing with flashing crosswalks, are needed. Gotta keep peds safe. Also, please sweep bike lanes.
93.	Nearly run over by buses and cars countless times in lit up valid crosswalks
94.	Need a safe way to bike North/South here
95.	Need more safe crossing spots for pedestrians. Scary for drivers when people run through traffic.
96.	Needs a bike option
97.	Needs a greenway nearby or protected bike lane
98.	needs a road diet and a protected bikeway
99.	Needs better pedestrian, redevelopment, buses are slow
100.	Needs bicycle infrastructure - currently a death-trap for cyclists.
101.	Needs bike and pedestrian options

102.	Needs drastic investment for per/bike/scooters
103.	Needs major investment to be less burdensome to people traveling on foot, with transit, and by bike.
104.	Needs more bike options less ruts
105.	needs more pedestrian protections
106.	needs more safe bike and pedestrian crossings
107.	needs more small scale business and people friendly crossings
108.	Needs to be more pedestrian friendly
109.	Needs to be much more pedestrian friendly
110.	Needs to be peasant and safe to walk here
111.	no safe places for bikes to ride. Pavement is very potholed
112.	Not as pedestrian friendly as it should be around hubs like the max station
113.	Not bike or walking friendly
114.	Not bikeable
115.	Not easy or safe to cross (even at signalized intersections). Pedestrian infrastructure is extremely deficient. Line 72 is very busy, but slow (hint: this is a very strong opportunity to make a great transit corridor). The vehicular traffic undermines the quality and value of the corridor.
116.	Not enough pedestrian crosswalks. Not enough trees or bioswales.
117.	Not fun to walk on. The sidewalks aren't wide enough for the speed of cars.
118.	Not pedestrian friendly
119.	Not pedestrian friendly. Sidewalks too narrow. No street trees.
120.	Not pedestrian or bike friendly. Dangerous for all road users. This is a highway going through a dense urban community, the road needs to reflect that and not act as a barrier that separates neighborhoods.
121.	not safe for bike or ped, buses need priority
122.	NOT safe for pedestrians or bicyclists
123.	Not safe to walk
124.	Not terribly walkable or friendly-feeling. Very low density and not safe. Feels like it should either be a highway or a vibrant commercial/residential corridor, but it's neither. This entire corridor needs drastically increased density around transit and neighborhood hubs. Create more opportunities for businesses so everyone doesn't have to go all the way into downtown and back every day.
125.	not very pedestrian friendly
126.	Not very pedestrian friendly
127.	Not very pedestrian friendly
128.	On SE82nd Avenue there are vacant areas where the bike path ends and then restarts. Also the bike lane needs to be cleaned more frequently so as to prevent unwanted obstacles and shards of glass which are a deterrent for cyclist/commuters.
129.	ped and bike safety are NOT addressed

130.	Pedestrian and bike experience needs to improve
131.	Pedestrian safety
132.	Pedestrian safety and road conditions are very bad
133.	Pedestrian safety needs to be improved. I see cars running the red light at the 82nd transit station almost everyday
134.	Pedestrian travel is uncomfortable
135.	Pedestrians wait for cars to stop. Four fast lanes means all four have to stop at the same time. The center safety island is just a left turn lane most of the time.
136.	Please make this safer for cyclists. SE 82nd is still close to the city, but feels like the Wild West. Why?
137.	Please, please listen to local organizations like OPAL and make this area more walkable and bike-able while prioritizing folks who ALREADY live there. Various proposals exist that suggest how to make this area more walkable while resisting gentrification and displacement of current residents.
138.	S E 82nd needs more ped crossings
139.	Safer walkways and bike ways are needed here, but without moving buildings I don't know how it will happen
140.	Safety for pedestrians, more bus
141.	Safety, transit, walking and biking must be a priority here.
142.	SE 82nd is dirty and unbikeable due to trash and glass
143.	Seriously not bike friendly. Cringe when I see it listed on Google maps as a bike route. It SHOULD BE a bike route. But no sane person with access to information would reasonably bike there now.
144.	Sidewalks are completely unsafe and inadequate, dangerous traffic speeds, aggressive driving behavior and grossly insufficient signalized crosswalks. I am afraid to walk or bike on or near this street. It hell for someone walking or rolling.
145.	terrible for biking
146.	The lack of sidewalks throughout the corridor is scary, the crossings are scary for peds, many of the bus stops are sub-standard and are inhospitable places to wait.
147.	the main danger walking is cars pulling out of so many parking lots- the pull too far forward too quickly. taking the 82nd bus has always meant dealing with sketchy people.
148.	This avenue needs to include bicycles.
149.	This corridor is does not feel safe or comfortable as a pedestrian.
150.	This corridor is hostile to people traveling by bicycle or on foot-to-transit
151.	This corridor is so dangerous for bikers and pedestrians. Please make this safer for families to bike and walk.
152.	This corridor is very difficult to walk or bike on and even driving often feels quite unsafe. I avoid this corridor.
153.	This corridor needs fewer lanes dedicated to single occupancy vehicles and more dedicated protected bike/ped/scoot/skate infrastructure
154.	Stop adding bike lanes and taking away traffic Lanes
155.	This is unpleasant to walk and unsafe to bike.

156.	This needs completely separated and protected bike lanes from cars. It also needs a dedicated bus lane.
157.	This should be made safer and more pleasant for pedestrians.
158.	This street close to Clackamas County is terrible sidewalks, is full of potholes, feels unsafe for pedestrians and unpleasant for drivers. I wouldn't dare bike on it, even though it is very close to my house.
159.	Tiny sidewalks that make me feel unsafe walking them, traffic is too fast, 72 bus is unreliable; very noisy
160.	Too few crosswalks.
161.	Too many cars on this road and not pleasant to walk/bike due to noise and pollution
162.	Too many cars, no bike lanes on most of it, existing bike lanes seem dangerous, and walking is at best unpleasant
163.	Trying to cross 82nd on foot is very hard and very dangerous, even with the right of way.
164.	Unbelievable number of ADA-noncompliant, and in fact, completely prohibitive pedestrian facilities, requiring either madly dangerous crossings or multi-block re-routes, frequent missed busses
165.	Unpleasant for walking, which means additional waits for transit.
166.	Unpleasant pedestrian environment due to narrow sidewalks/no buffer from traffic
167.	urgently needs safer sidewalks, more frequent and better protected pedestrian crossings, bus priority treatments and clearer, more convenient N/S bike facilities on parallel streets
168.	Very dangerous and unwelcoming for pedestrians. Very poor road conditions, and too many accidents.
169.	very difficult to bike!
170.	Very difficult to bike. Needs space for pedestrians and bikes. It can be difficult to navigate by car because of the paving. The lights are not timed appropriately for the amount of traffic. Needs more pedestrian safety islands.
171.	Very difficult to experience by foot or bike.
172.	Very many pedestrians crossing in an unsafe manner
173.	Very unsafe for walking/biking but a key corridor in EPDX. Recent safety improvements do not go far enough. Speeds are fast and crossings are far apart. Multiple schools along this route as well.
174.	Waking or biking in this area is a lousy experience. The road is too wide & fast, and the environment is unwelcoming for pedestrian & bikes. Needs more trees!
175.	We need more crosswalks with flashing lights crossing 82nd south of Woodstock towards Clackamas
176.	Why no tress? Not bike or walk friendly.
177.	Wider sidewalks, less intimidating intersections for peds.
178.	Would be great to have a bike path
179.	would like to see more pedestrian crossings. Having bike routes running north and south along this area would be so helpful
180.	Would walk if safe
181.	You will die if you bike on this road. Bicyclists use the sidewalks and this becomes challenging for pedestrians. Bus service is great. Traffic is very heavy and it is dangerous to cross the street. A pedestrian island exists at Oregon & 82nd, but has no crosswalk and no warning light for traffic. There are bus stops on the north and southbound sides of 82nd and people take risks hurrying across. You

have to step off the sidewalk to get traffic to stop. The intersection with Powell is very dangerous in the morning for crossing 82nd. Vehicles often continue turning left on red and those turning right often do not yield the right of way to pedestrians.

Speed & Safety

1. 35 MPH is too fast. Pedestrian crossings are scarce and most drivers don't stop for them, even when one car stops. Dangerous situations.
2. 82nd & Powell bus stops need better policing and cleaning
3. 82nd is sketchy af and I won't use public transit or walk because I feel unsafe from the people. Forget about biking.
4. 82nd sometimes doesn't feel safe to walk on (on the sidewalks) due to the speed of the cars passing by
5. A blight! I stay off this street as much as possible due to speed and general unpleasantness.
6. A horrible, dangerous corridor with good destinations.
7. a lot of the businesses have died along this road and it is just sketchy
8. A major N/S corridor for outer East Portland feels unsafe and neglected
9. Address the homeless camps. It's scary dangerous and leads to people jaywalking. Please please please pave the roads on 82nd
10. Car traffic needs to be slowed and pedestrian access increased
11. Completely hazardous to all active modes. I've ridden down 82nd on bike and skateboard. I've walked on the sidewalk a well. The sidewalks are dangerous, the roadway is even more dangerous.
12. Dangerous
13. Dangerous
14. Dangerous as hell to bike here
15. Dangerous by bike
16. Dangerous for bikes
17. dangerous for pedestrians
18. dangerous for pedestrians
19. Dangerous road to bike on, or even walk near
20. dangerous to get around here on bike. there needs to be a bike corridor adjacent/near 82nd.
21. Dangerous, poor condition, and ugly
22. Dangerous. Poor condition.
23. Deadly, too fast, car centric
24. Difficult to navigate during high traffic times
25. Dismally unsafe for all users except cars.
26. Don't change the speed limit.
27. driver speed is high. feels unsafe to bike or walk here.
28. Even in a car, this is an incredibly scary street to travel on. It would be amazing to see better traffic calming infrastructure that makes it more conducive to other modalities.

29. Exciting culture -- ethnic restaurants and shops. Scary to travel on or through.
30. has become filthy and dangerous
31. I am a delivery driver for local businesses and travel all of these. The focus on bicycles having the right of way has made my job unsafe and unsafe for others.
32. I do not feel safe on this street and try to avoid it
33. I don't feel safe using transit in this area.
34. I don't feel safe walking or taking public transit in this corridor at night.
35. I don't feel that 82nd is safe for pedestrians. More work needs to be done to make crossing the street safe.
36. I live near and cross 82nd Ave every day on foot and by bike. It never feels safe.
37. I never drive on 82nd unless it's unavoidable. It's poorly designed, badly maintained, and unsafe.
38. I try to avoid using this corridor as much as possible - there seem to be a lot of pedestrians, and it feels really dangerous to be driving as fast as traffic is going so close to the sidewalk. The pavement also seems patchy in places, and it can be distracting
39. I work at CCC's Harmony campus. While I ride TriMet and the CCCXpress Shuttle, bike and walk in this corridor, I do not feel safe walking to transit, biking and walking. The corridor feels focused on private automobile needs. Please make this corridor safer for driving, riding transit, biking, and walking.
40. Increase speed limits and flow along 82, traffic circles at the big intersections and pedestrian bridges. Get the foot traffic onto the sidewalk and make the road useful.
41. Inhospitable to anything but SOV.
42. It feels like that out by where I live (Johnson Creek Area) that the city has just thrown up its hands and walked away from 82nd. The road is very, very rough, there is open drug use and selling, there is open prostitution. I only travel this road if I have to.
43. It feels sketchy and not like a respected part of the city.
44. It feels unsafe to do anything but travel by car or bus. too much traffic. Bicycling feels insane
45. It has a bad reputation for drugs, theft, and all other manner of crime.
46. It's useless unless I am in a car. Too dangerous and unsafe for other modes of transport
47. Known as a prostitute road. I only go there if I'm going to sportsman's. This road is in need of some serious clean up.
48. Make 82nd a Better place to be a human
49. makes me nervous to drive here
50. Middle turn lanes are dangerous. Avoided lots of potential head on collisions
51. My ladies feel unsafe on this route.
52. Needs dedicated bus lanes lower speed limit and traffic calming. Currently a shameful death trap for poor people
53. Scary at night and in the rain.
54. Scary. I hear someone locking brakes almost every trip. Aggressive drivers there.
55. should be much, much slower speed limits through here!
56. should slow it down for ped safety
57. slow

58. Slow and crowded
59. Slow down car traffic
60. slow it down and make it better for neighborhood use
61. Slow moving with long waits at intersections.
62. Slow traffic to make it more enjoyable for pedestrians
63. Slow traffic, very clogged
64. Slow. There is no effort made to time or coordinate the traffic lanes. It is structured as a collector ,and if forced to serve as an artery. Local traffic is chaotic and dangerous
65. Slow/backed up traffic. Potholes!!
66. Slower speeds, more safety features
67. SO dangerous. An incredibly amount of potholes, not safe for pedestrians, a cesspool of illegal activity.
68. So scary and dangerous as a pedestrian. There is so much unrealized potential for transit -oriented housing all up and down 82nd. Please prioritize bike & pedestrian safety, transit, and affordable housing rather than cramming as many cars through the city as possible - we are facing climate crisis and we need to act like it.
69. Speed is too high. Pedestrians and cyclists are in danger here and on cross streets! Please lower speeds here and make walking/biking more safe.
70. Speeding / reckless drivers are a huge problem.
71. Super busy and not well maintained. It seems dangerous to walk along 82nd.
72. Super dangerous to drive due to holes! Not safe to walk or cross streets at night.
73. Terrifying as a pedestrian, and as a driver. Needs major investments to improve safety. City should acquire from ODOT
74. Terrifying, dangerous road with tons of fast moving vehicles who are extremely aggressive with pedestrians. I would never bike here.
75. That people drive like maniacs on it speeding
76. This is a deadly mess. I travel here as infrequently as I can. We need to do better for pedestrians, cyclists, bus riders, and neighbors.
77. This is a ridiculous corridor to navigate. The sidewalks are too small, the lanes too compact, the visibility poor, and I feel unsafe as both a pedestrian, biker, and driver. This corridor would benefit from the removal of a lane, expanded sidewalks, and efforts to reorient development away from setbacks with streetfront buildings.
78. This is a very slow and depressing corridor to travel.
79. This is an extremely dangerous street that many people die or are severely injured on by drivers. It needs to be transferred from ODOT to PBOT's control and ODOT should include money to pay for safety upgrades. It's unconscionable how ODOT has neglected this street- in many places there are no sidewalks, giant potholes, and constant speeding and dangerous driving. Designated a High Crash Corridor
80. This is an incredibly unsafe corridor for pedestrians and cyclists. Improvements including protected bikeways, signal timing and speed reductions are needed.
81. The 205 MUP is the bikeway parallel to 82nd but the homeless camps make the path feel unsafe

82. This area is extremely dangerous for cyclists and pedestrians. Car speeds should be reduced and a road diet implemented. There should also be more frequent bus service.
83. This one feels dangerous and alienating in any mode of transportation, especially driving/biking/walking. I only feel moderately safe in a bus.
84. Too fast and dangerous.
85. Too fast, insufficient traffic enforcement, and deprioritization of pedestrian safety. Corridor needs vast infrastructure and traffic easing investments to calm traffic and non-automobile transit modes.
86. too fast; I see people midblock crossing every time I use this road
87. Too many people die on 82nd. It feels very unsafe and uncomfortable on foot or on bike. There are too many driveways, and the sidewalks are narrow and right next to the street. The traffic is dangerously fast.
88. Too much crime and pedestrians unsafe
89. ugly, scary, hard to cross as a bike or pedestrian, uninviting
90. Unsafe
91. Unsafe
92. Unsafe - high speeds
93. unsafe - really need to do more to reduce car speed and protect peds/bikes
94. Unsafe crossings, bailouts from 205
95. Unsafe for pedestrians. That's bad. Let's fix it.
96. Unsafe, avoid when I can
97. Unsafe. Bad for business. Needs better zoning
98. We cross 82nd by bike to get to the MAX and it's always a scary experience.

Congestion

1. 82nd drive and highway 212/224 area is often congested, although a bit less now than before bypass opened
2. Always congested
3. Any improvements that can decrease congestion
4. Backed up, needs help.
5. Busy but not impossible
6. Busy good pace too scary to bike loud
7. Busy, but I only use this one on the weekends, so doable.
8. Busy, but works.
9. Can be very slow, especially on weekends.
10. Condition of road surface is terrible. Very unpleasant to walk or bike
11. Congested and not a corridor you can walk comfortably
12. congested and slow going for cars and buses
13. Congested, and needs more safe left turn lanes/lights.

14. Congestion is biggest problem. Unsafe for bikes. Even intersections are so rumble stripped that bikes are dangerous in crossing
15. Congestion; poor condition; limited access for bikes
16. Crowded
17. Crowded and slow. Badly timed lights. Stop and go no matter how many cars are around.
18. crowded, bumpy road
19. Crowded, slow, nerve-wracking, plus the north end is ugly with utility poles, wires, derelict buildings, marginal businesses.
20. Each of these quarters is overwhelmed by traffic for much of the day. This applies to all of the quarter is below.
21. Gets very congested. Not easy to get to from West Linn
22. getting stuck behind Trimet busses
23. Good at moving a lot of traffic
24. Heavily used, but traffic usually is moving. More bus lanes at bus stops would be helpful to keep traffic moving.
25. Heavy traffic during rush hours
26. Heavy traffic, all wheels and foot
27. high traffic
28. highly congested corridor. emissions from all the cars sitting in traffic will not be corrected by adding bike lanes. This is a car corridor and Metro needs to incorporate cars as part of the overall transportation puzzle. Currently left out, but how do you think the other projects are funded? Bikes and peds aren't paying license fees.
29. I try to avoid this because of the heavy traffic all day long.
30. Increased traffic.
31. Insane traffic jams; uneven pavement & potholes; lack of crosswalks with traffic stoplights; lots of shabby mini-malls and stores; traffic jams from Sandy to Clackamas
32. It has improved over the years in terms of mixed use viability, esp. crosswalk visibility and placement, but is still a place to avoid IMO, because of the heavy vehicle traffic.
33. It is ridiculous how congested 82 is, given it's proximity to a freeway and max line. what gives?
34. It's very busy, but it has some shops I go to, like Trader Joes., especially when I come from Clackamas.
35. Least experience--I drive it between Sandy and Stark. Usually use it if I'm on that side of 205 already and need to get to Montavilla business corridor on Stark. It's busy and ugly.
36. Messy and slow
37. often congested
38. Overly crowded, takes forever.
39. Overwhelmed by people avoiding I-205, etc.
40. Pretty good traffic flow now
41. Pretty well functioning corridor for the amount of traffic it has to handle
42. Slow, congested
43. So crowded during school and rush hours.

44. so much traffic, but it is where major shopping is located.
45. The south end of 82nd Ave. can get extremely congested around the Clackamas Town Center area. And to be honest, most the difficulty is a result of people being in a hurry and lacking patience. And that includes pedestrians.
46. The traffic on this street actually moves pretty well
47. Smoother options to get on/off 205
48. This corridor is at peak capacity during peak travel times.
49. This has lots of auto traffic
50. Too busy. Needs a road diet above Flavel.
51. Too car oriented
52. Too car-centric. I would consider biking and shopping here if it were more bike/ped friendly.
53. Too congested
54. Too congested during commute times
55. Too congested on all these corridors
56. Too many business and street entrances/exits too close together with high traffic volumes on 82. Result is hard to get onto or off of 82nd.
57. Too many cars
58. Too many cars
59. Too many cars going too fast
60. too much auto traffic
61. Too much congestion. Too many lights.
62. Too much traffic
63. Too much traffic, not enough safe cross walks.
64. Too much traffic.
65. Traffic
66. Traffic
67. Traffic and construction
68. traffic calming, better access for bikes, more crosswalks and better access for pedestrians
69. Traffic congested in certain areas throughout most of day. Roadway desperately needs repair
70. Traffic flow
71. Traffic gets backed up often
72. Traffic is a nightmare
73. Traffic is interrupted by too many stops at lights.
74. Traffic is lighter, not so bad.
75. Traffic is often slow here.
76. Traffic is utterly horrible here. I avoid this when I can, but can't always do so.
77. Traffic lights timed in secession

78. Traffic moves excruciatingly slow.
79. Traffic moves extremely fast, and it's difficult to envision this as a functional commercial street, it's just a highway
80. Traffic overwhelms all other uses.
81. trafficking in this road, dirty, slow moving but i often take to avoid 205
82. Very busy any time of day
83. Very busy at rush hour
84. Very busy, I try to avoid it
85. very competitive and aggressive drivers; poor pavement
86. Very congested due to cut through traffic
87. Very congested, and at places the side walk seems too close to the street
88. Way too congested although it is gradually getting better
89. When 205 is backed up for miles, 82nd is often the only alternative to go south
90. You need to improve traffic flow. Restricts the number if side streets feeding into 82

Transit

1. 82nd is a placeless thoroughfare, but it doesn't have to be and shouldn't! Reconfiguring the streetscape to prioritize walking, biking (protected lanes), and transit (separates bus lanes) should occur.
2. 82nd should be a transit priority street. Sidewalks and bikeways added.
3. A Max along 82nd would be perfect.
4. Better bus access. Beautify spaces (more trees). Make it safer for pedestrians.
5. BRT Needed. Better bus shelters, Traffic calming in general, More crosswalks, fix the potholes, please!
6. Bus Service could be more frequent
7. Bus service could be more frequent, and the stop area should be cleaned all the time
8. bus service more
9. Bus traffic slows the entire stretch to single lanes. It's worse now than ever
10. Buses & stops are sometimes very dirty and people speak rudely. Potholes! MAX stop at 82nd needs better shelter against wind and rain.
11. Clear visible sidewalks & crossing for folks. A rapid bus service similar to the #4 turning into the #2. Many of us are traveling between the 2 farthest points. Buses are overcrowded & run late
12. Further transit investment needed (i.e. safety and access improvements at stops), also, pavement maintenance constantly.
13. Good transit service
14. Great need for reliable transit
15. I always wanted the Max line to run down 82nd rather than 205, however I understand the expense and ease of obtaining right-of-way.
16. I hate having to travel on this stretch. Needs more bus service, or Bus Rapid Transit, desperately.

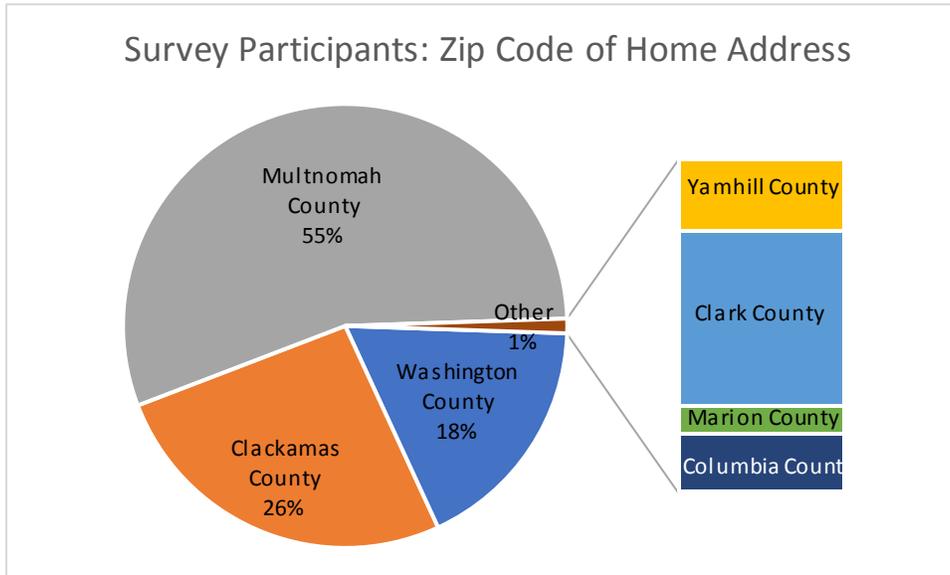
17. I often ride the 72 bus on 82nd, though I wish it were more bikeable as well. Overall, though I know the 72 is very high ridership so I'd support bus lanes over bike lanes here.
18. I stay away as much as I can due to traffic congestion, TriMet bus stopping traffic every block is the most frustrating!
19. I take the 72 along this corridor and it is always packed - I would like to see more frequent service, and more covered bus stops. I would also like to see bus stops all be located near a signaled crosswalk - there are too many stops on 82nd that are in the middle of a very long block and makes it challenging to cross the street easily and safely. I would like to see ALL investments in this corridor prioritizing pedestrian crossings, sidewalk improvements (they are very narrow and often uneven), and increased service for the 72. I do not think the needs near Airport Way are as important as transit and pedestrian needs.
20. It isn't safe to bike on, and bus service could be more frequent, with an express to downtown from I-5
21. It would be much more useful to me if the MAX was down 82nd rather than 92nd. 82nd is where all the shopping, food, activities, and grocery stores are, and is closer to where I live. 92nd is out of the way and requires taking another bus or car to get there.
22. Keep traffic flowing. Bus turn outs to keep things moving.
23. Max it up - Make travel to PCC Southeast easy
24. Missed opportunity with MAX, BRT. Needs so much work to make it livable/walkable
25. need more bus shelters, and bus stop #s & maps (bad situation on 46th place, been broken for 4 years, not a great spot to wait.
26. Needs much more frequent bus service-- specifically, full BRT wth bus- only lanes.
27. Needs space for bus line 72 to perform even better
28. Please make public transport, biking, and walking easier!
29. serious safety concerns as a bus rider
30. The bus stops have very few covered areas which shows the abhorrent disparity between east and west side. Additionally the time between busses is longer on the east side vs west side
31. This is easy to drive to get to places, but the bus connections and connections to max are very slow, and winding.
32. Streetcar
33. The 72 is a neglected route. Give the number of schools along its route, more service should be offered at school times.
34. This needs redesign, focusing on BRT
35. This road needs better infrastructure for transit and pedestrians
36. Trains, dedicated bus and emergency vehicle lanes
37. Transit lane
38. Tri Met needs to expands service all the way down 213 to Molalla
39. Waaaaay too many curb cuts! 72 is extremely unreliable, should have bus lanes. Block auto left turns at many corners if necessary.
40. We need free public transit.
41. Would be great to have BRT and safer crosswalks!
42. Would love more mass transit options

APPENDIX A:

SURVEY PARTICIPANT DEMOGRAPHICS

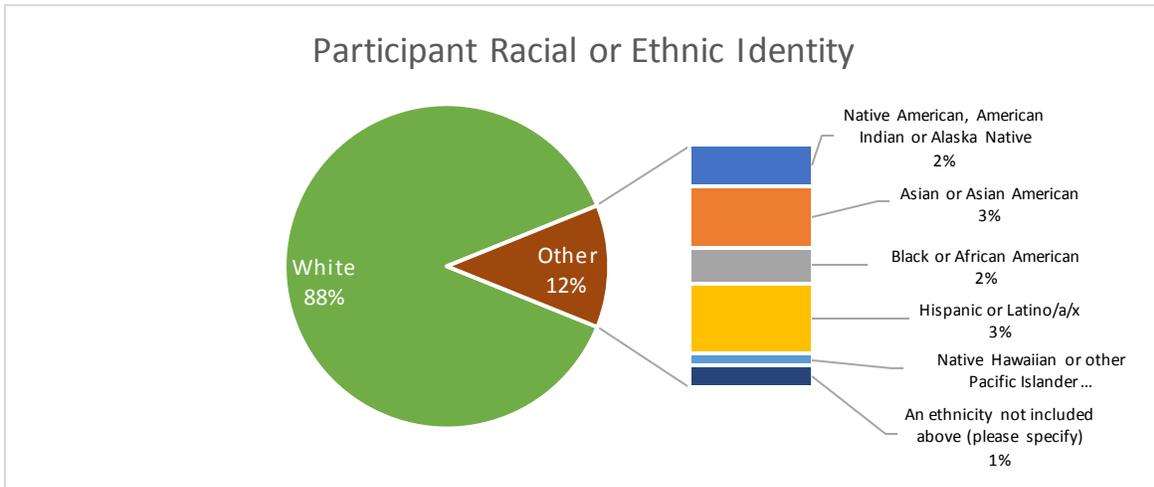
ZIP CODE OF HOME ADDRESS:

Out of the total number of respondents, 55% lived within Multnomah County, with the majority living within Portland city limits.



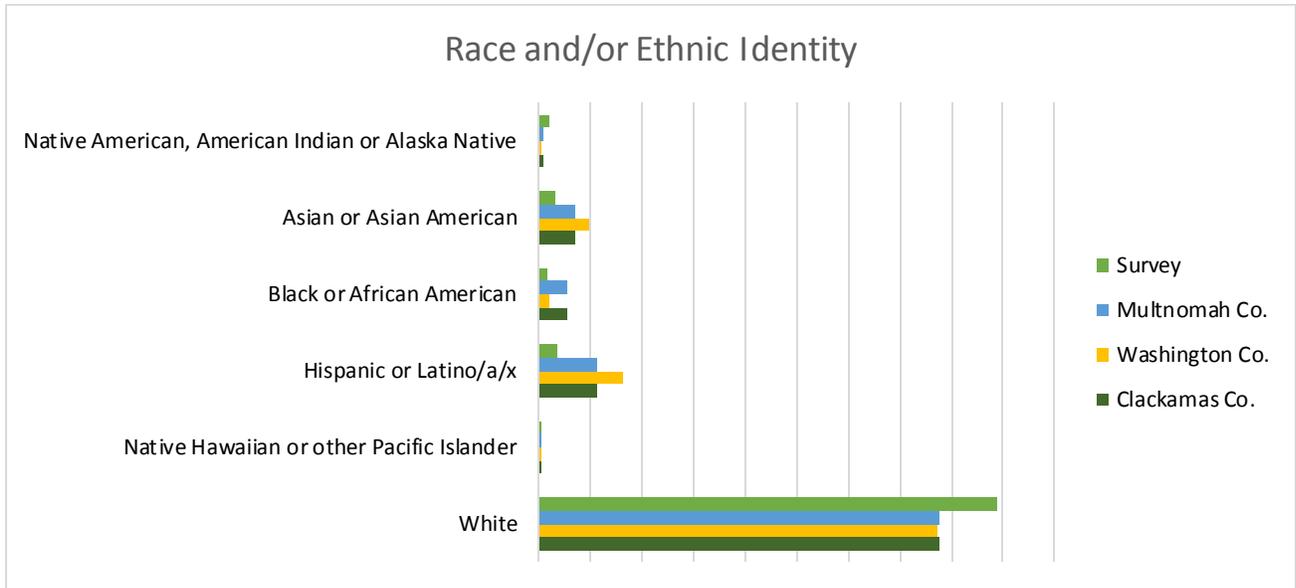
RACIAL AND/OR ETHNIC IDENTITY:

Out of those survey participants (1930 total) who responded to this question, the majority self-identified as white, with 12% of respondents identifying with a racial and/or ethnic identity other than white. Highlighted in the graphic below, this 12% (or 215 total participants) was comprised of individuals who identified as Hispanic or Latino/a/x, Black or African American, Asian or Asian American, Native American or Alaska Native, and Native Hawaiian or Other Pacific Islander.



Participants were also invited to select (and to specify) if they identified with an ethnicity that was not included in the list of provided options. Out of those who selected ‘ethnicities not included’, responses included Middle Eastern, Mixed Race, and Jewish. A large number of comments written into the selection ‘ethnicity/race not included’ either rejected the question all together (i.e: ‘none of your business,’ or ‘what difference does it make?’) or wrote in ‘human’ as a response.

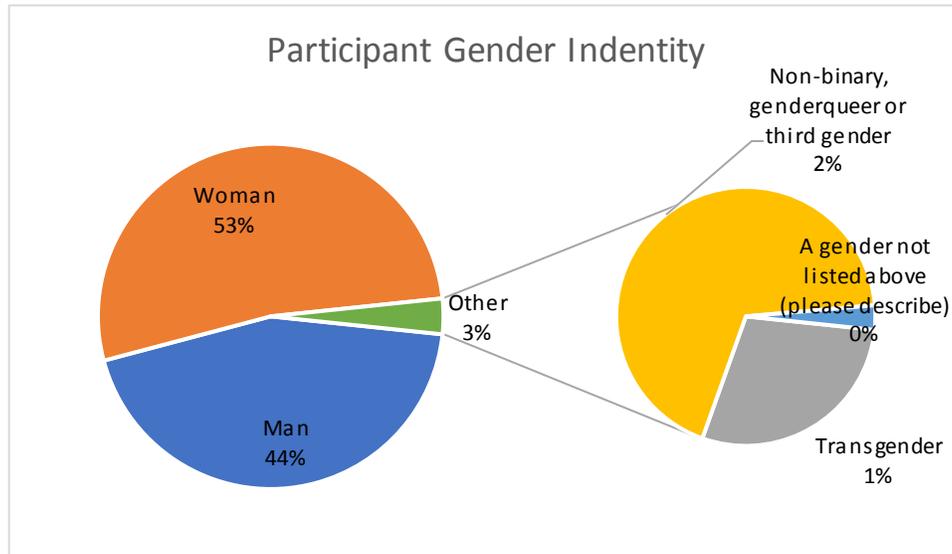
When compared to regional findings in regard to population race and/or ethnic identity¹, survey findings suggest a slight over-representation of participants who self-identified as white (outlined in the graphic below).



¹ Regional data was pulled from the 2018 American Community Survey Population Key Findings data, available through the U.S census.

GENDER IDENTITY:

Out of those 1986 participants who selected to respond to this question - 53% identified as Woman, 44% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgendered. The graphic below presents these findings from the results in the form of a pie chart.

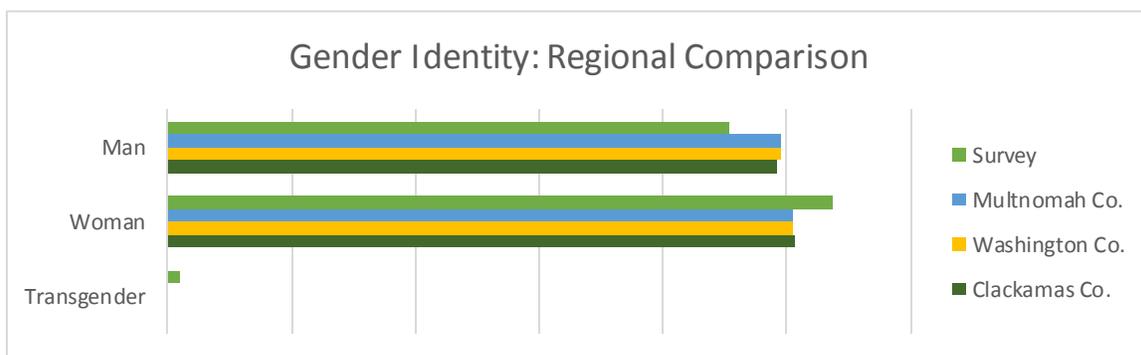


Participants were offered the option to select 'a gender not listed above', and to write in a response they felt was not presented within the drop-down menu. The large majority of these written responses showed strong resistance to the question itself, with one or three responses expressing a gender identity self-described as:

- Bi-gender.
- Present female but am half female and half male.
- Gender Negative, Gendermodal.

Several comments expressed gratitude and recognition for including this question in the survey.

Looking to regional demographics as a baseline comparison, survey findings showed that a higher number of women responded to the survey than the population estimate for the Metro region. It is important to note that the demographic offerings presented in the survey do not match the categories or classifications of the American Community Survey (Census) in regard to gender identity.



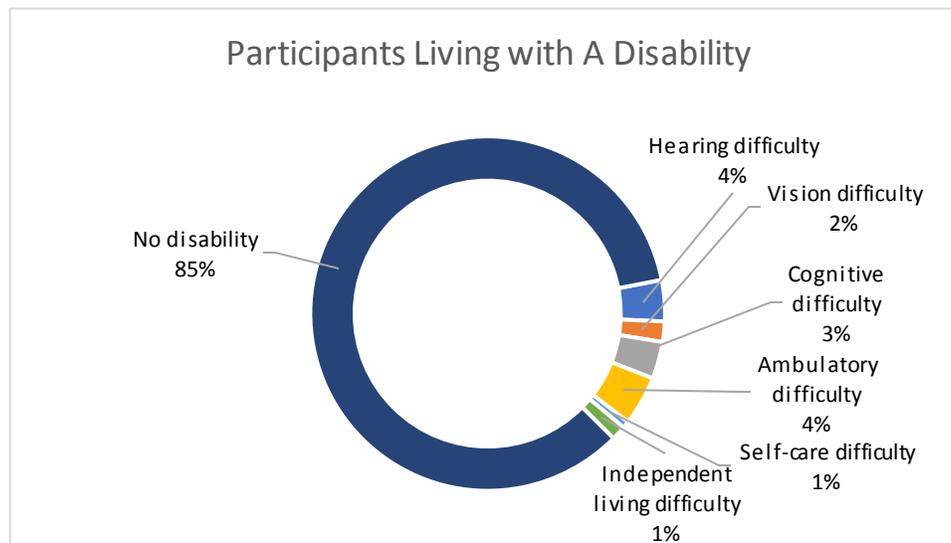
*COMPARISON DATA FOR THOSE INDIVIDUALS IDENTIFYING AS TRANSGENDERED AND/OR GENDER NON-CONFORMING NOT AVAILABLE THROUGH THE AMERICAN COMMUNITY SURVEY

LIVING WITH A DISABILITY:

15% of respondents identified as living with a disability, with 4% of those defining their disability as Ambulatory (which was defined as 'unable or having serious difficulty walking or climbing stairs'), and another 4% who defined their disability as associated with Hearing (deaf or having serious difficulty hearing).

Other disabilities were listed and described using the following terms:

- Vision difficulty (blind or having serious difficulty seeing, even when wearing glasses)
- Cognitive difficulty (because of a physical, mental or emotional problem, having difficulty remembering, concentrating or making decisions)
- Self-care difficulty (unable or having difficulty bathing or dressing)
- Independent living difficulty (because of a physical, mental or emotional problem, unable or having difficulty doing errands alone)



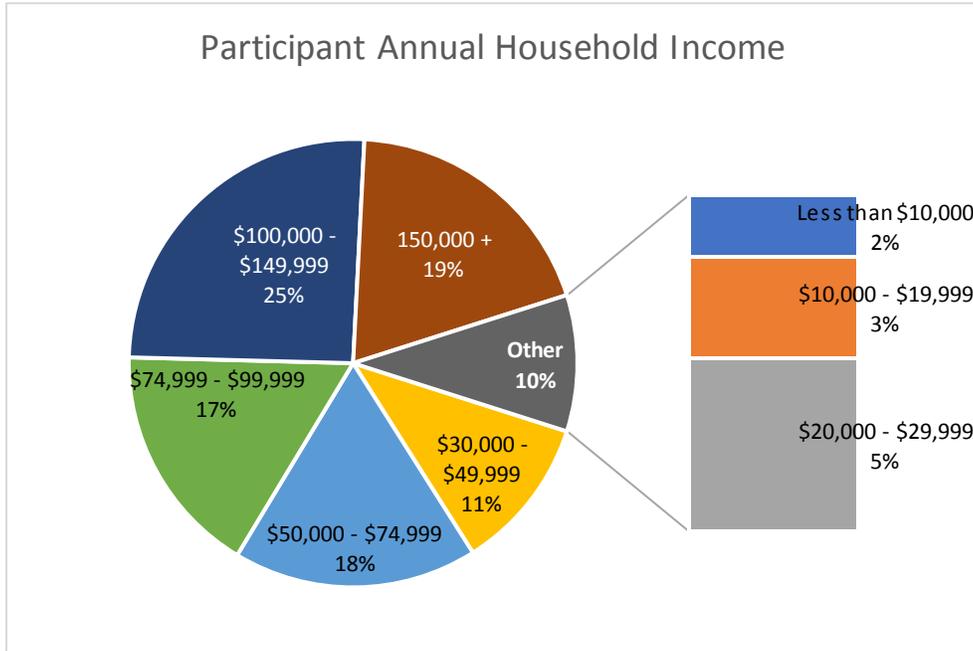
Participants were also given the option to write in a disability that they felt was not represented in the options listed.

These submitted responses included:

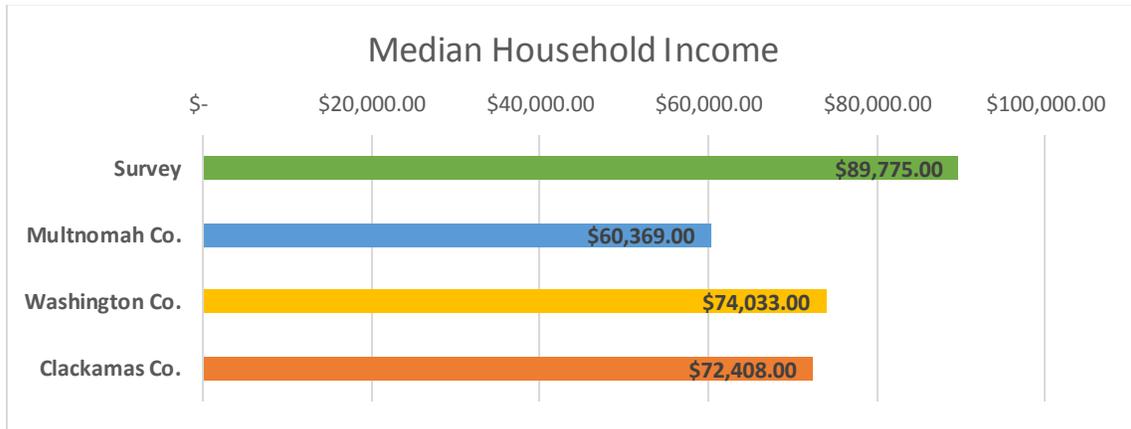
- Spouse and/or child with a disability:
- Mental Health, including PTSD and Anxiety
- Mild Hearing/Vision
- Chronic Pain
- Learning disability that makes planning and sticking to a time table difficult.
- Age
- Asthma
- Temporarily disabled due to Cancer
- Communication disability/speech disorder
- Epilepsy, and seizures
- HIV

HOUSEHOLD INCOME:

61% of survey respondents identified as having a household income (pre-tax) over \$74,999.

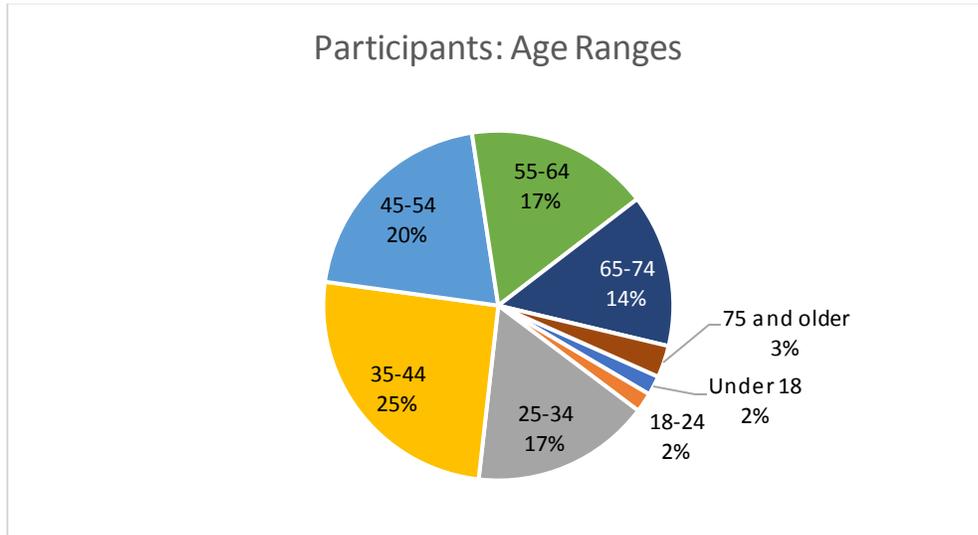


Survey respondents showed a higher median income than that of the region (represented in the graphic below):



AGE:

Over 2171 participants selected to complete this question, with 46% of those respondents identifying as under the age of 44. Twenty percent identified as between the ages of 45 and 54, 17% identified as between 55 and 64, and 14% identified as between the age of 65 and 74. Three percent of respondents identified as over 75.



In comparison to regional demographics, survey respondents were older than the median age.

