

**Portland’s aging downtown bridges are not expected to withstand a major earthquake.**

Since 1926, the Burnside Bridge has served us well. To take us across the river for another 100 years, it needs an upgrade. Over the next several years, Multnomah County will evaluate options for creating a resilient Burnside crossing that will withstand a major earthquake.

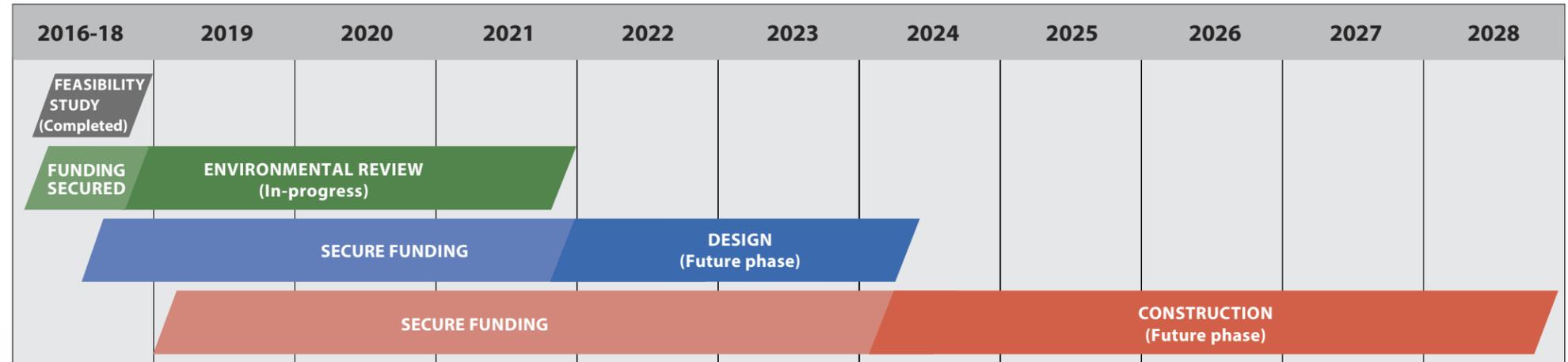
**What is the plan?**



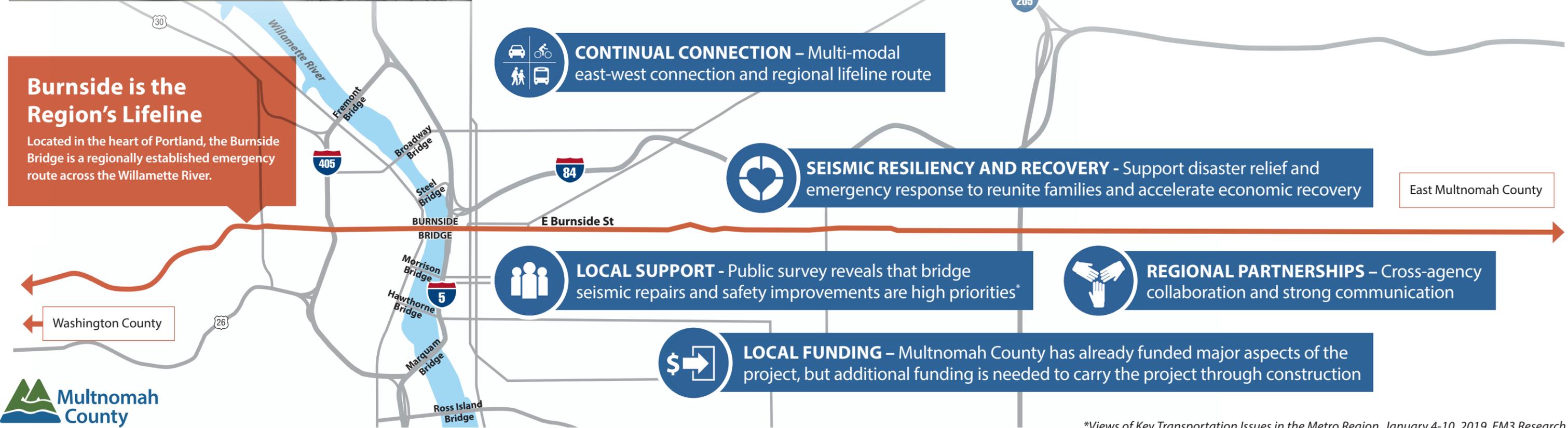
Visit [burnsidebridge.org](http://burnsidebridge.org) to view a simulation created by engineers depicting how the Burnside Bridge will respond in a large earthquake.

**PROJECT TIMELINE**

The project is now in the Environmental Review phase which includes preparing an Environmental Impact Statement (EIS). Your input is vital in helping us get to a preferred option to advance into Design and then into Construction.

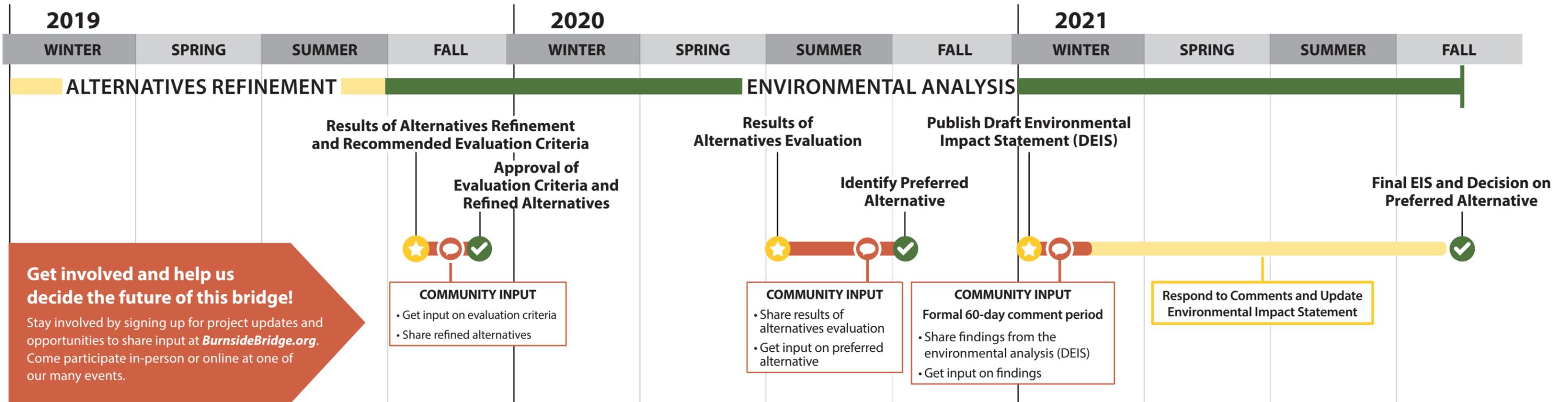


**Burnside is the Region’s Lifeline**  
 Located in the heart of Portland, the Burnside Bridge is a regionally established emergency route across the Willamette River.



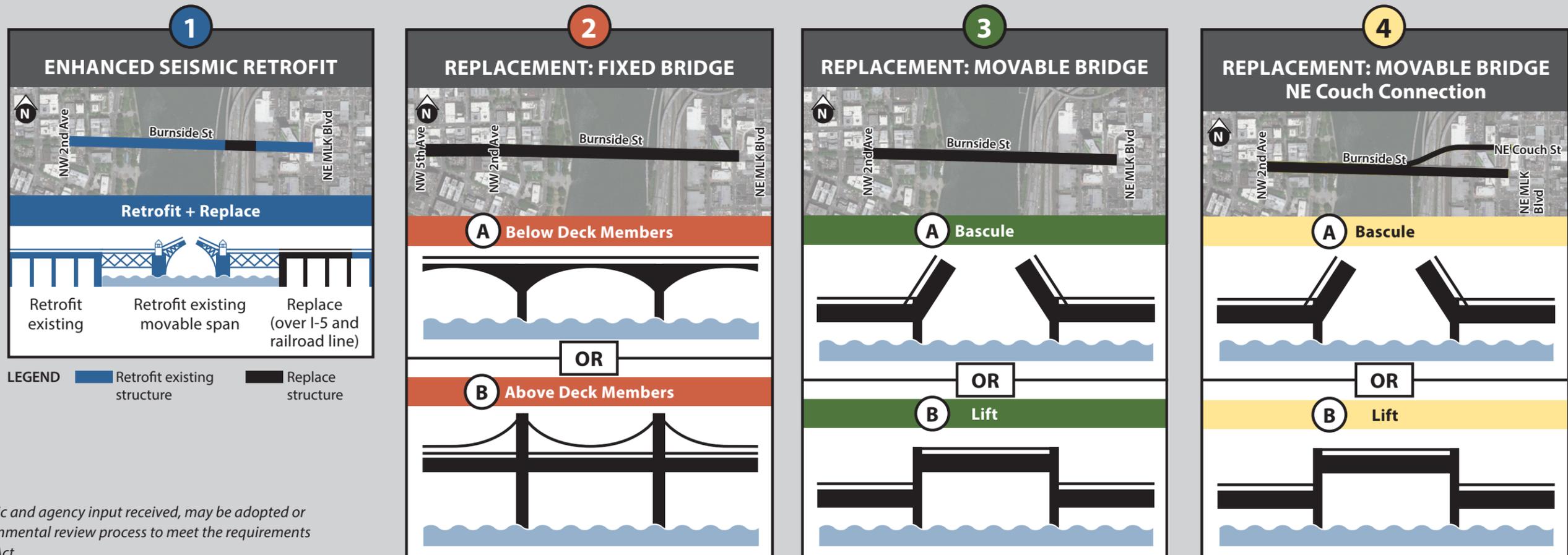
\*Views of Key Transportation Issues in the Metro Region, January 4-10, 2019, FM3 Research

# Environmental Review Process



## Alternatives with options under evaluation

Four alternatives with multiple options are being studied further as part of the Environmental Review phase of the Earthquake Ready Burnside Bridge project, each with distinct characteristics to consider and evaluate. A no-build alternative will also be evaluated.



The information presented here, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the federal National Environmental Policy Act.

Alternative illustrations are not to scale and are for bridge type illustration purposes only.

# BURNSIDE TRANSIT CORRIDOR



## Beaverton Transit Center to Gresham Transit Center

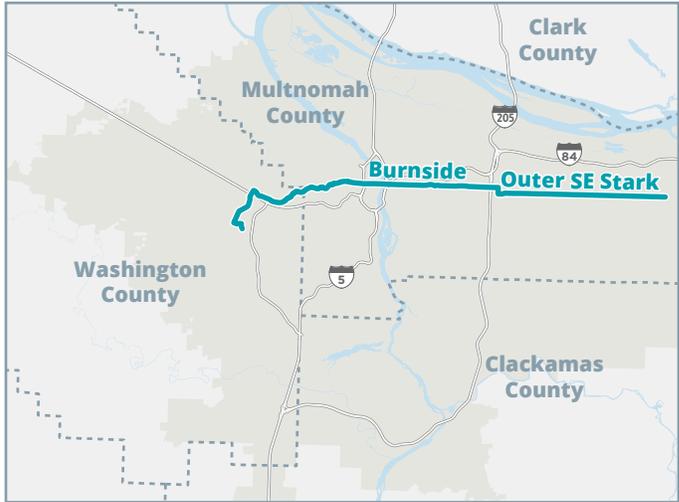
Spanning two counties, the Burnside and Outer Stark corridor is primarily served by Line 20, one of TriMet's two 24-hour lines. Service connects from Beaverton Transit Center through Portland and east to Gresham Transit Center.

**Project:** Implement transit priority treatments in areas of delay

**Project length:** 22 miles

**Roadway ownership:** Washington County (BTC to Barnes/Burnside); City of Portland (Barnes & Burnside to 162nd Ave.); City of Gresham (162nd Ave. to Kane)

**Project cost:** Approximately \$175 Million



During peak hours on the Burnside Bridge, buses run

**every 3-6 minutes**

During the weekday peak, Line 20 runs

**every 15 minutes**



**Line 20** provides

connections to all MAX lines, WES Commuter Rail, 13 frequent lines, and many other bus lines



**19,840 people**

travel by transit through the corridor each day on four bus lines (20, 19, 15, 12)



Every day, passengers experience a combined

**1,150 hours**

of delay

### Challenges

- **Constrained right-of-way in many areas** means repurposing lanes or parking for transit priority
- **High traffic volumes** in Central City area
- **Parking removal** would be required east of Sandy to achieve transit priority
- **About 2 in 5** westbound and **1 in 4** eastbound trips on the Line 20 are late in the PM peak.

### Potential Solutions

- Queue bypasses at high-delay locations in the City of Gresham at Halsey and Glisan
- Some transit, bike and pedestrian improvements in the City of Portland in advance of T2020
- Transit Signal Priority at all existing signals and new pedestrian signals
- Articulated electric (60-ft) buses to add capacity

### Benefits

- Reduces travel time by an average of 16-23%
- Saves passengers a combined 730 hours of delay each day

### Risks

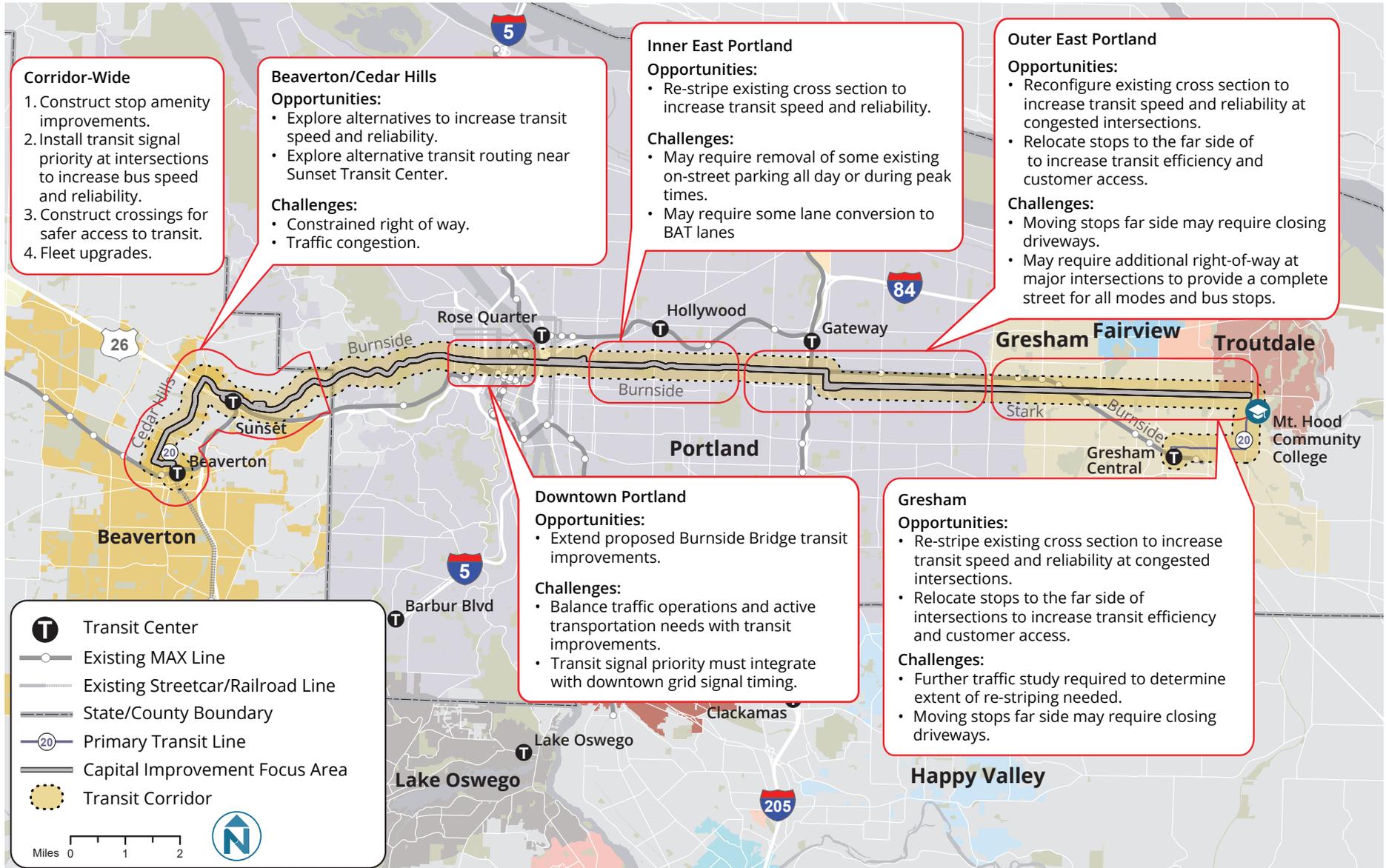
- May result in traffic delay and diversion

**Up to \$300 Million may be available through the federal funding process.**

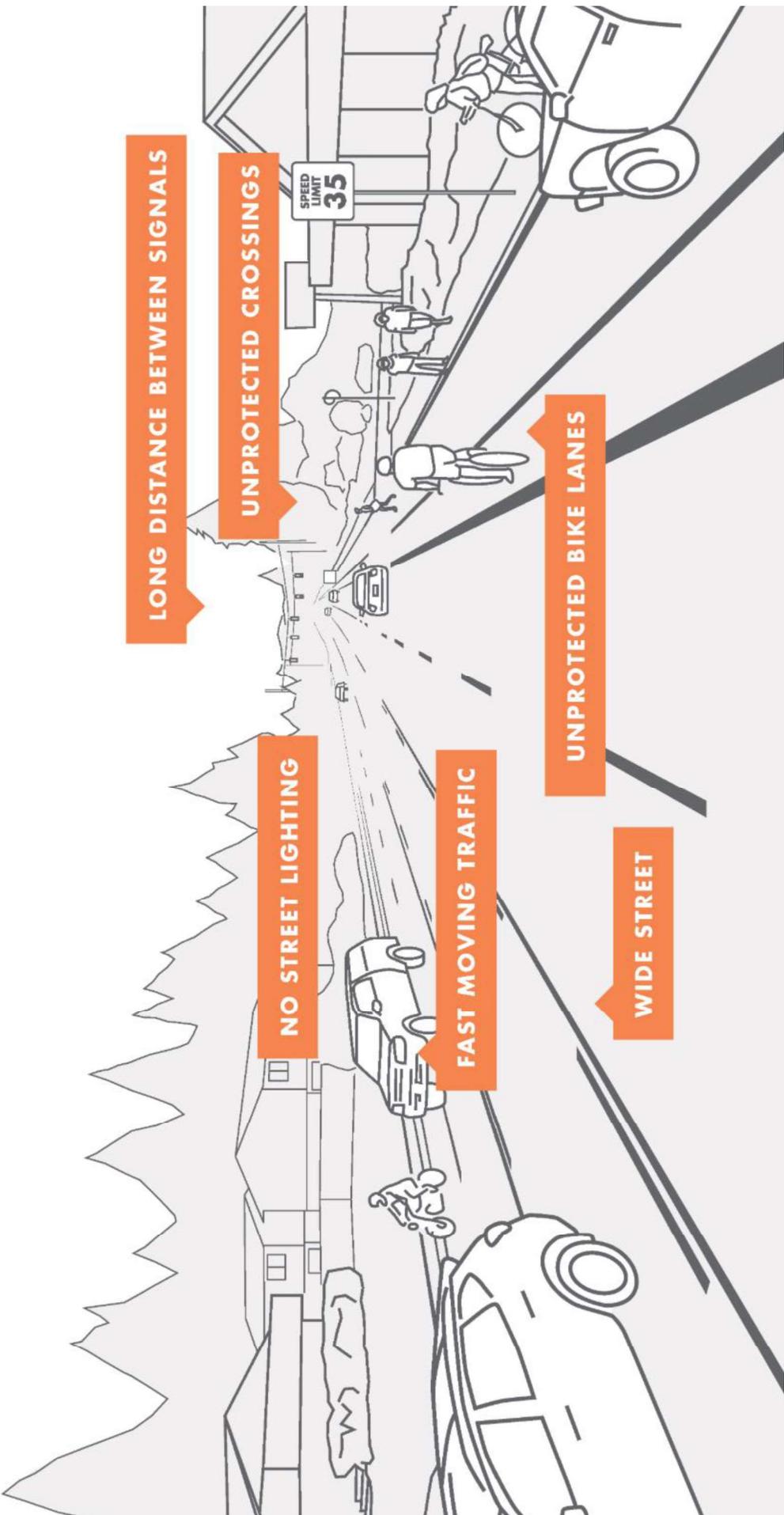
This funding could enable additional transit improvements that would further improve travel times.

# BURNSIDE TRANSIT CORRIDOR

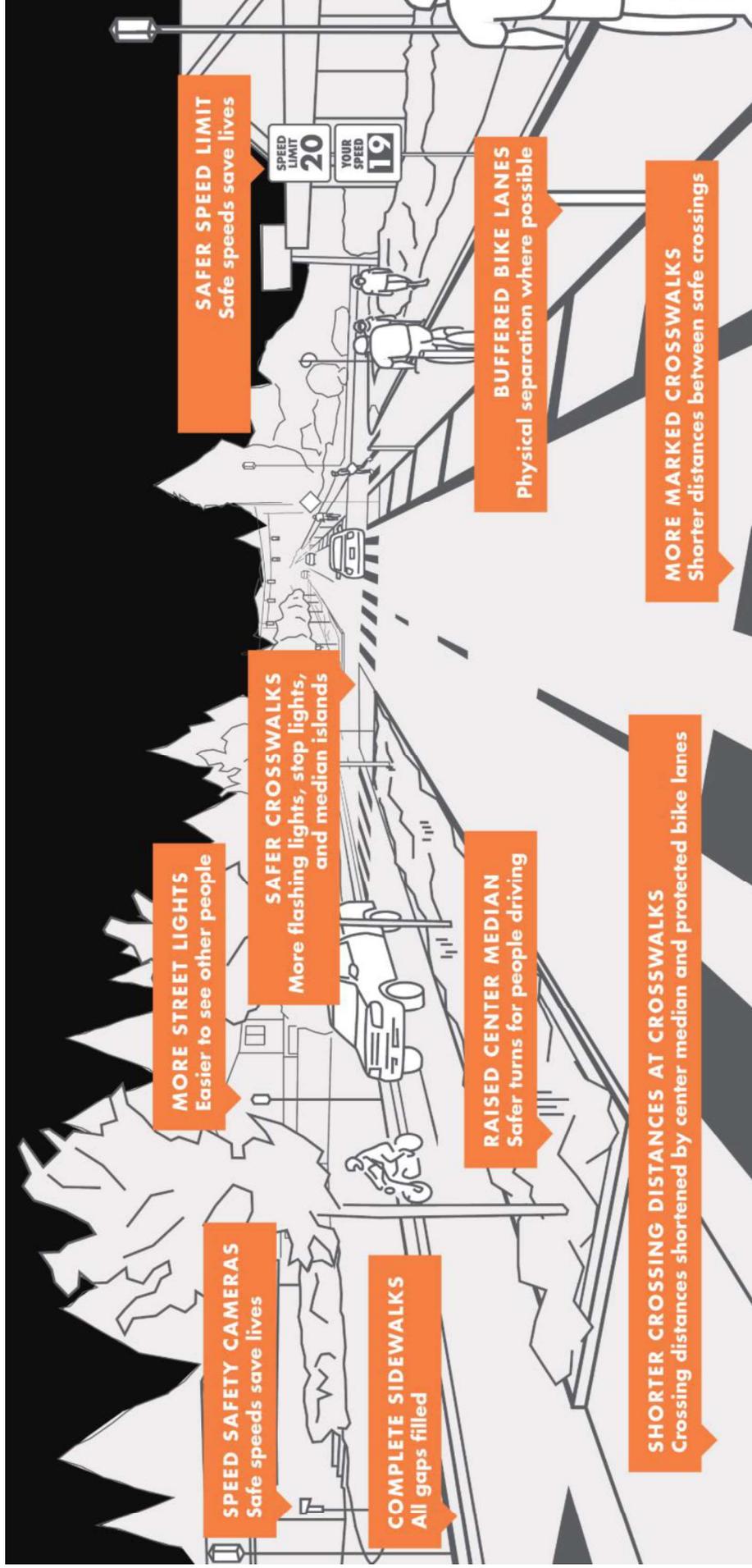
## Beaverton Transit Center to Gresham Transit Center



# Anatomy of a High Crash Corridor



# Example Street Safety Design Elements



## 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.

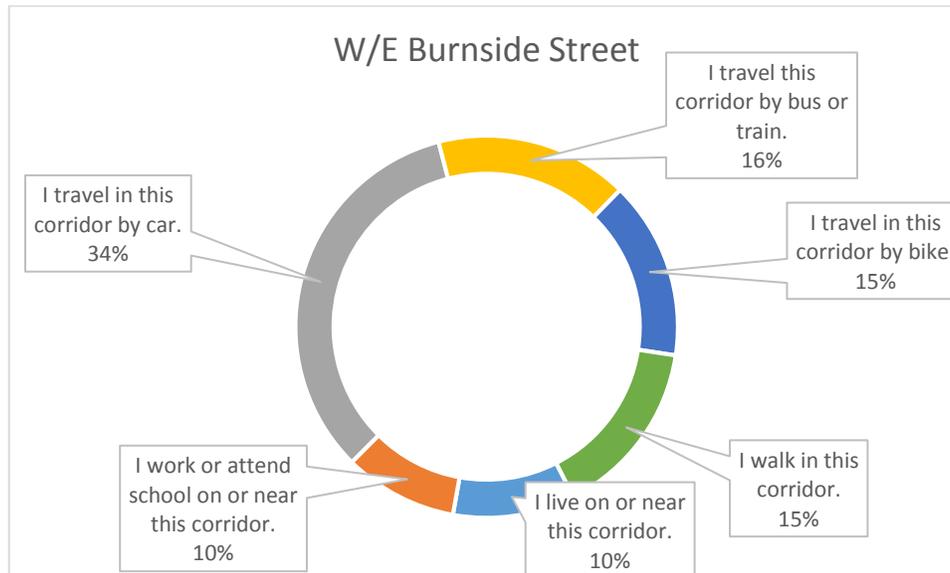
Out of those who completed the optional demographic question, responses highlighted the following trends:

- 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 WEST AND EAST BURNSIDE



### W/E BURNSIDE STREET COMMENTS FOR DECISION MAKERS

This corridor was viewed by many respondents as being mostly friendly to pedestrians, with frequently pedestrian crossings cited often in responses. Comments highlighted tension between current high-speed vehicle travel and safe pedestrian crossings. Some respondents see cleanliness issues and perspectives and experiences with the unhoused as a personal barrier to walking and biking within this corridor.

There was strong support for increased frequency and prioritized access for transit.

Many responses commented that limited left-hand turns into Downtown cause confusion and backups. Respondents also cited current construction as leading to backups and poor/frustrating route navigation for drivers. Excess speeds were referenced a key issue for many survey participants – which they felt contributed to safety issues for drivers, pedestrians and bicyclists, specifically between 60<sup>th</sup> and 130<sup>th</sup> Ave.

### Cyclists and Pedestrians

- “Needs repaving, especially west side. Burnside and W 10th at Powell’s is hard due to a lot of pedestrian traffic...could use the handy intersection at Burnside and 11th with the multiple lights where occasionally, pedestrian traffic is a free for all.”
- “Overall very pedestrian friendly but W Burnside is filthy.”
- “Traffic improvements done between SE 12th & SE 28th have made this portion of the road much, much easier to cross on foot.”

### Connectivity and Infrastructure

- “Burnside Bridge construction makes this hard to gauge. Access from Northbound Grand to Burnside Bridge is becoming slower and more difficult.”
- “Burnside is used to try and avoid US 26 because US 26 is woefully inadequate on the west side. The Vista Ridge tunnels need to be FIXED/widened. Burnside needs to be fixed/widened. This is not just an induced demand issue. US 26/Vista Ridge Tunnels are not functioning the way they

should. If the off ramps and lanes were better designed, it would solve most issues with Burnside. Burnside also needs bike facilities.”

- “Confusing around sandy interchange and Burnside Bridge, no left turns downtown difficult to get around.”
- “Do not widen any portion west of I-205 It would ruin too many beautiful homes and destroy irreplaceable historic neighborhoods.”

**Congestion and Traffic**

- “Gets absurdly backed up, but you know that. BRT please.”
- “The construction on 122nd has caused significant back-ups but as the project is now closing I believe this issue will resolve itself.”

**Transit:**

- Better bus service
- Better transit priority and bike access (across the bridge)
- Both a main corridor and very residential: this street would benefit from RAPID TRANSPORT. Even an express bus that stops only at the major intersections and runs every ten minutes or better during peak commute times. Burnside takes on lots of overflow traffic every time there’s a problem (accident, construction, etc.) on other routes (e.g. 84). Better rapid mass transit, please!

**Safety & Speed**

- “Street parking on some areas of E Burnside make it very hard for people to cross or turn left onto from side streets because you can't see around them.”
- “West Burnside in particular still feels dangerous to cross -- especially the NW 15th intersection - the lights turn very slow and the median is bothersome.”
- “Please slow these people down especially at 60th and E Burnside. Just write \$250 tickets for everyone going 20 over speed limit and running reds, you will solve the budget crisis.”
- “Consistently see drivers exceeding the speed limit by 15-20 or more miles per hour; consistently see drivers run red lights.”

**RESPONDENT COMMENTS**

**Cyclists and Pedestrians**

1. A dedicated lane for buses, bikes, and wider sidewalks is sorely needed given all the Biketown riders, walkers, and buses stuck in traffic. More sidewalk seating would be nice for businesses as well.
2. A safer option to bike, esp west to east. Protected pedestrian areas. Dedicated bus lanes.
3. Add more pedestrian crossings. Consider adding bus only lanes with priority at signals for pedestrians and the buses.
4. Add more protected bike lanes on W Burnside. It's hard to get to the pearl after crossing the burnside bridge.
5. All bicyclists should be accountable to the traffic laws in place and police should enforce them!
6. As noted, needs curb-protected bike lanes. Narrow the travel lanes, and narrow the left turn lane. Install center median for most of the length, with only a few left turn pockets.
7. Bad bike infrastructure
8. Better bicycle facilities

9. Bicycle access on West Burnside would be incredible.
10. Bike highway city wide
11. Bike lanes missing
12. Biking and transit conditions on this corridor need to be improved. The city should consider the installation of protected bike lanes in combination with floating bus islands. Additionally the stretch from NE 68th to NE Gilham has no sidewalk, I've seen people on wheelchairs trying to climb that hill using the car travel lane. This is a very unsafe situation.
13. Burnside east of 82nd Avenue is a pretty great corridor for bicycle commuting. Bus service is good on Burnside.
14. Burnside is an arterial. I don't need to ride on it because Ankeny is right there. Keep traffic moving.
15. Burnside is dangerous for bikes and needs expanded bike lanes!
16. Burnside is swarming with pedestrians, but cars can speed through
17. Burnside needs more allowance for bicycle travel. There's a nice bike lane on lower E Burnside that I cannot use, because it is always blocked at several instances by Uber/Lyft drivers parked with their flashers on. Even though the route is faster, and more direct, and has a signalized crossing at Sandy, I have given up on using it, because of all the TNC vehicles using as a loading zone. It really sucks that our city has invested money to develop this bike route, and has let it go. I now have to cross Sandy at the intersection of 11th and Ankeny instead, which is slow and much more dangerous than crossing Sandy at the light on E Burnside.
18. Burnside should have better bike infrastructure
19. Burnside works well except for bicyclists. Make connections to bike-friendly nearby streets more clear.
20. Busy and dirty bike Lanes if present at all.
21. Busy car traffic and dangerous for pedestrians.
22. Could be made more bike-friendly.
23. crossing street
24. Crossing this corridor on foot/bike is difficult at non-signalized crossings and because often only one lane of cars will stop.
25. Curves on this street reduce visibility for cars vs pedestrians. Slowing traffic down helps!
26. Cycling on E Burnside east of 97th St is uncomfortable. Motorists drive too fast and using the bike lane makes me feel vulnerable
27. Dangerous by bike
28. Dangerous to ride and walk here (this is near my office). We need faster bus service here. Take a lane for buses!
29. dangerous, unpleasant for pedestrians
30. DESPERATELY needs bicycle improvements. This street is scary to walk or bike on. Better bus shelters here would also be nice.
31. 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.
32. difficult to bike

33. Downtown the bike lanes are an utter joke. I've almost been doored in hotel zones more often than I can count. There are far too many redundant car lanes. On the East Side, this corridor has improved somewhat but it needs further calming and pedestrianization.
34. Drive , too crazy to bike have taken bus few and far between
35. driver speed is high. feels unsafe to bike or walk here.
36. Drivers are awful on Burnside, often ignoring pedestrians and cyclists because "it feels" like a highway. Additionally, ongoing work on the bridge has made a nice walk something I dread having to use.
37. E Burnside is fine for walking, W Burnside near 23rd is surprisingly bad for walking even though it is so centrally located.
38. East Burnside is great as a pedestrian since the couplet was created. The bikes lanes on Burnside and COuch are good except they do not continue east. W Burnside needs a road diet- drivers do too much weaving. It is scary to cross as a pedestrian and scary to drive on. Drivers are too aggressive for me to use it with my bike. remove driving lanes and add bike lanes.
39. Eh, pretty fine with Ankeny there to bike.
40. Ensure the bridge replacement doesn't add solo vehicle capacity, but does add protected ADA/bike facilities and creates a sense of place and community. Don't destroy the skate park!
41. Frustrating route to get into the city with any level of traffic. Difficult and dangerous for hikers to cross for trails.
42. Good bike crossings
43. Hard to negotiate by bike.
44. High auto traffic feels unsafe for biking
45. I appreciate all the changes to make Burnside more bike/pedestrian friendly but it can be sticky with all the construction going on. I hope for better bike infrastructure on the bridge once construction is done
46. I appreciate the bike lanes on inner East Burnside. Ankeny is a good parallel route on the east side, but the west side doesn't have as high-quality of parallel route.
47. I believe there needs to be more stop lights on Burnside. It can be very tricky to cross Burnside safely as a cyclist or pedestrian.
48. I drive the #20 bus on this. Parts are beautiful and should be protected, but could use protected bike lanes on or near the portion west of downtown. Could use safe hiking/walking path up from downtown too.
49. I feel safe walking along this street between 102nd ave and east because of the MAX train and the single traffic lane.
50. I generally find E Burnside (between 40th and the river at least) easy to walk, bike, drive, and bus. I appreciate the 20s-30s bikeway to allow for safer crossing.
51. I have high hopes this will be a nice place to walk, bike, or even drive once the construction is over. But boy, it's been a while.
52. I keep pushing for bike lanes where not already present on Barnes Rd (not Burnside), at least in the uphill direction. There are not many bike routes over the hills and the route from Barnes to Skyline to Fairview should be improved.
53. I live off Burnside on 47th. In this area there are few east/west options for people on bikes, scooters or skateboards. Active mode users are forced to ride south to Salmon or north to Davis to find a safe east west route. Burnside is highly dangerous for active modes due to it's high speed four lane design. There have been several fatalities since I've lived here.

<p>54. I love and work near W Burnside and with the exception of taking the bus or driving I try to avoid this street because it feels dangerous to walk along and I would never ever try to bike on it because of the way motor vehicle traffic is prioritized. For being the corridor that connects my neighborhood to downtown and the east side of the city, it is largely hostile to any transportation mode that is not motorized.</p>
<p>55. I often experience aggressive driving here who do not stop for me at crosswalks or buzz me when I am riding to a commercial destination on Burnside. In the inner city this roadway needs more traffic calming. Outer Burnside is a mess with dangerous speeding and very few places to cross the roadway. The bike lanes on much of outer Burnside are completely inadequate and are often blocked, filled with debris, or are so narrow as to require moving into the main traffic lane.</p>
<p>56. I use SE Ankeny as my primary bike commute route. Drivers using SE Ankeny as an alternative to Burnside make the route unsafe at times.</p>
<p>57. I use this corridor a lot for getting downtown, getting around town. I bike around here occasionally, but usually short segments and the back onto greenways. This is an important way to connect east/west. Busing on this corridor can be pretty slow (compared to Hawthorne or Morrison) due to traffic.</p>
<p>58. I wish it was oneway downtown so it was safer and easier to cross</p>
<p>59. I wish there was more cross walks, not only the ones at lights, i'm not sure if this would be safe however. I mostly use Burnside at the bridge on the west side and east side between 50th and 60th st.</p>
<p>60. I wish there were a bike path on this street that didn't share the road with cars. I imagine a bike path that went from Sunset Transit Center all the way into the hear of downtown Portland. More people would bike if they didn't have to risk their life to do so.</p>
<p>61. I work on the west side near the bridge. There's a train that encircles my office and freight trains block access to cars, bikes and pedestrians for long periods of time. You get trapped and can't get out. I've waited up to 45 minutes. It's unreasonable and freight trains shouldn't be going through our city messing up all forms of transportation</p>
<p>62. impossible to bike safely.</p>
<p>63. Improve and focus on all NON-car modes of transit. Create a built environment that actually keeps non -car users safe and comfortable.</p>
<p>64. Improved cycling and pedestrian facilities needed.</p>
<p>65. In downtown/oldtown pedestrians crossing against the light is a huge problem.</p>
<p>66. inconsistent fast/slow; blind sightlines; pedestrians have poor crossings</p>
<p>67. Inhospitable to anything but SOV, too wide, too fast. Needs cycle tracks and transit only lanes, remove parking if needed.</p>
<p>68. Insufficient pedestrian infrastructure east of Cesar Chavez Blvd, especially in residential corridors. Mostly unmarked crosswalks. Traffic speeds east of Cesar Chavez can become hazardous as car users speed through residential zones. Lack of vehicle-bicycle separation once greenway bike traffic merges onto E Burnside at NE 68th Ave. Car users often have to negotiate sharp curves at 30 MPH and often fail to stay within the lane, swerving into bike lanes. Traffic easing measures and bike lane protection investments on E. Burnside would make a significant impact.</p>
<p>69. It feels as though the needs of pedestrians and transit users are not currently a top priority on this corridor. There is very heavy and fast car traffic, making it feel unsafe at certain points. Crossing Burnside is is dangerous, considering the constant construction and closed sidewalks, heavy traffic,</p>

and lack of pedestrian friendly crossings (e.g, longer crossing times, leading pedestrian signals). Full buses often get stuck in traffic with single occupancy vehicles.
70. It is difficult to cross the street in this corridor (E half) as a bike or pedestrian. There aren't enough crosswalks with lights to alert vehicles about bikes or pedestrians (on the E side). Otherwise, this is a fairly good corridor for travel, compared to many others.
71. it lacks cycle tracks, it lacks buses with traction for snow and ice, it lacks legit stormwater management
72. It works pretty well, it got pretty poorly maintained there for a while. Great bus street. Good for peds on the east side. West side is just kinda sketchy. Bike stuff should be on parallel streets as it is now.
73. It would be great if the pedestrian crossings included green crossings for bikes.
74. It would be nice for Burnside to become narrower and more pedestrian friendly
75. It's extremely difficult to find a good place to cross W Burnside on a bike. Northbound commuting options for "interested but concerned" cyclists are almost non-existent, since the Oak St. greenway spits one abruptly into rush hour traffic on 10th with no infrastructure.
76. Least amount of experience. I cross it on bike using the I-205 trail. Have driven on it when another east-west street has had issues. I don't like driving on it.
77. Like a big wall between Old Town and Downtown. A terrible place to walk between good hollow and NW Portland.
78. Make is safer and more inviting for pedestrians
79. Make is safer for people biking and walking, slow down cars.
80. Make it safer for walkers and trimet riders
81. More crosswalks. Like, a lot more, on both sides of the river. Other than that (and parking difficulties on the east side near 28th) I really like Burnside.
82. More protected bike lanes!
83. More public transit and biking infrastructure!
84. Most of my travel on this corridor is for entertainment/recreation. The sidewalks on the West Side are far too narrow and close to traffic. The road is built for cars making it difficult to use as a pedestrian or by bike. The width could allow for bus and bike lanes.
85. Need more crosswalks on the East side
86. Need more space for pedestrians
87. Need to slow traffic to make crossing the street easier for peds and bikes
88. needs a road diet and a protected bikeway
89. Needs better bike infrastructure
90. Needs better bike infrastructure
91. Needs bicycle infrastructure - currently a death-trap for cyclists.
92. Needs bike and pedestrian safety improvements.
93. Needs bike lanes or routes, sidewalks not safe or pleasant on the west side
94. Needs bus lanes the entire length from NW 23 to NE 99. Support rebuild of Burnside Bridge (with bus lanes)
95. Needs curb protected bike lanes and/or bus lanes. Too congested for all modes.

96.	Needs major investments in pedestrian safety! A major artery, lots of shops and restaurants, and we live one block off it- but still does not feel safe to travel along it on bike, or even to wander. Cars go too fast and often do not know to stop when pedestrians and cyclists are trying to cross. Still feels like frogger.
97.	Needs safe infrastructure for Biking/Walking. Less focus on driving. Add more bus/transit options.
98.	Needs safer pedestrian crossings
99.	Needs separated bikeways, on Burnside or parallel streets. More street trees to calm traffic. Needs repaired and wider sidewalks
100.	Needs to be slowed through downtown, with better pedestrian crossings to connect north and south.
101.	Needs to be slower/more pedestrian friendly
102.	Nice, walkable and quite interesting and pleasant, particularly through East Portland and downtown. Sidewalks are sometimes noticeably narrow, but taking the lanes from four to two or three, particularly through downtown, would be idiotic.
103.	No bike facilities
104.	No sidewalks west of uptown
105.	Noisy and not enough places to cross safely.
106.	Not bike friendly
107.	Not enough cross walks and lots of speeding drivers
108.	not good for bikes and the alternatives are broken and discontinuous
109.	not safe for pedestrians
110.	On the east side Ankeny provides a decent bike corridor (could use better signals around SE 11th). On West side it is difficult to get from the river to NW 23rd on a bike unless you go pretty out of your way.
111.	one of the worst parts of downtown portland. It is very hard and dangerous and scary to cross as a pedestrian and it is absolutely awful for bikes.
112.	Only maintenance. No increase in size of traffic volume capacity. Protect bicycle riders and walkers.
113.	Overall very pedestrian friendly but w burnside is filthy
114.	Pedestrian crossings do not feel safe
115.	Pedestrian environment needs improvements: narrowed intersection, marked crosswalks, too many lights, shitty sidewalks on W Burnside that are too narrow and dingy; very noisy
116.	Pedestrian environment needs improvements: narrowed intersection, marked crosswalks, too many lights, shitty sidewalks on W Burnside that are too narrow and dingy; very noisy
117.	Pedestrian safety
118.	Please make protected bike lanes here.
119.	Please protect the bike lanes on burnside! People are often using the limited bike lanes as Uber loading zones and it's very dangerous.
120.	Protected bike lanes
121.	Protected bike Lanes in danger zones?
122.	Protected bike lanes needed.

123.	Protected bike lanes, housing density, better transit
124.	poor for pedestrians and cyclists
125.	Pretty easy to walk, busses run fairly frequently, I haven't walked here at night in a while, but lighting could be better overall.
126.	Safer biking and pedestrian access is needed
127.	Safer for pedestrians
128.	Safety, transit, walking and biking must be a priority here.
129.	Scary to cross w burnside on foot
130.	SE Ankeny is great for bikes!
131.	Separated bikeway needed. On W Burnside serious pedestrian improvements required.
132.	Sidewalks are in need of repair and obstacle removal. There is also a lot of trash in some areas.
133.	Sidewalks aren't maintained as well as they should be. Property owners let branches spill into the right of way, and pavement is often broken.
134.	Sidewalks on the west side are too narrow, I feel vulnerable to vehicle traffic.
135.	Similar to all above: more visible & separated routes for folks & bikes. Paint is NOT enough
136.	Signalized crossing at SE 16th please!
137.	slow speeds, prioritize walking, biking and transit - add more medians
138.	Sometimes there's a lot of broken glass in the bike lanes
139.	Specifically on E Burnside - I walk around there a lot and while there are plenty of crosswalks, it's highly stressful to cross the street at peak traffic times.
140.	Terrible for walking. Ankeny is good for bikes on the east side but the bridge is terrifying
141.	Thank you for the center turn lane and all the ped crossings. I have to navigate burnside to get to work, and it used to be much harder to cross on foot and bike. Maybe a dedicated bus lane would help other people get around faster without their cars!
142.	The best street for biking east of 205. Wish more roads were like it.
143.	The bike lane disappearing at 82nd makes the intersection feel unsafe. The bike lanes are often full of debris.
144.	The crosswalks do not feel safe btw around 16-28. Crosswalks need lights pedestrians can turn on before crossing
145.	The major intersections along Burnside seem chaotic. Outer Burnside has a bike line that does not seem safe at all and there are portions even on the West side where there is barely a sidewalk. The intersection near 10th avenue by the Doc Martens store is one example.
146.	The noise and pollution on this street makes it impossible for me to actually enjoy living and walking in this neighborhood.
147.	The section of West Burnside between NW 8th and 10th Avenues needs major improvement. I walk the corridor almost daily and it is very hostile to pedestrians.
148.	The traffic on this street makes it very intimidating for pedestrians and makes bus service highly unreliable across the bridge.
149.	There are a lot of common destinations there for people on bikes, but no way to safely ride on Burnside. The west side of the bridge is particularly uncomfortable for biking.
150.	There are no bike lanes on Burnside & this corridor is hostile to people traveling by bicycle.

151.	There is no real bike friendly or walking friendly path in this area.
152.	There should be a dedicated bike lane with pylons, car speeds should be reduced, and traffic calming implemented.
153.	There should be protected bike lanes across the bridge and transit only lanes during times of congestion. Also, cars do not stop for pedestrians at crosswalks.
154.	There's so many new apt buildings here. I'm worried about pedestrian safety!
155.	This corridor needs better bike lanes and a bus only lane.
156.	This corridor needs safety improvements for cyclists and pedestrians. I also recommend speed reductions.
157.	This corridor pits bikes/scooters and walkers against one another. Needs fewer lanes dedicated to single occupancy vehicles and more dedicated protected bike/ped/scoot/skate infrastructure as well as dedicated bus-only lanes
158.	This corridor's bridge is scary to bike across.
159.	This is incredibly unfriendly to peds and cyclists. and yet still such a major connector. also-- speed and distraction is rampant on it.
160.	This is not a pleasant place to walk or work. There's so much auto traffic on grand and mlk, and right turns are unguarded making getting around this area uncomfortable. I'd love to see more of this traffic off the main roads here. The narrowing of westbound burnside across MLK has helped slow down traffic, but it's really bad right now as the bike lanes in the area are almost all blocked by construction workers.
161.	This road is extremely dangerous for pedestrians crossing. There are many crosswalks, but there are not warning lights to warn drivers someone is crossing. Traffic is so congested it is difficult to see pedestrians crossing the road. We have observed pedestrians almost hit on this street, as they cross mid-street too.
162.	This street absolutely must be narrowed. Priority for pedestrians, not suburbanites leaving the City.
163.	This street is pretty pedestrian friendly, I'll give you that. But sooo not bike friendly. And once you leave the city it's dark as hell and creepy! I wouldn't walk on Burnside at night.
164.	Too many bicycles, scooters, skateboards on the road with no respect for stop sign, turn signals, and traffic lights.
165.	Too many single occupancy vehicles. As for biking, crossing the Burnside Bridge is very unsafe.
166.	Too much auto capacity, not enough safe bicycle capacity. Add streetcar, and one-way couplet to west Burnside
167.	Too much pedestrian traffic
168.	Too narrow. Too much traffic for bikes.
169.	Traffic signals are critical for sfe bike/ped crossing so there need to be more of them at shorter intervals. Bike lanes on Burnside Bridge should be protected lanes if vehicular traffic continues at or above current volumes and speeds.
170.	Traveling west proves stressful as a driver deals with pedestrians, homeless (unpredictable behavior, and bikers
171.	Turning cars make me feel unsafe when I'm riding on my bike, complicated by construction
172.	Unpleasant to walk, unsafe to bike, difficult to cross. A car-free corridor down Ankeny would be a nice alternative.

173.	Unsafe for bike riding
174.	Unsafe for bikes
175.	very difficult to access this area by bike if coming from North Portland. Mostly reserved to neighborhood streets as Grand and MLK are terrible for biking
176.	Very helpful corridor -- by bus or walking.
177.	Visibility of pedestrians at night is poor due to lots of parked cars near intersections. Better lighting at corners/crosswalks please.
178.	W Burnside is extremely hazardous for pedestrians. I cross at 18th or 19th and Burnside every weekday, and have to be vigilant for vehicles, bikes, and scooters in every direction. The 20-second walk signals are not long enough for many folks (elderly, mobility-challenged, etc.) to make it across safely at all. I dread this part of my commute every day!
179.	W side feels safe for crossing on foot, E side not as much. The further E, the faster the traffic. Bike lanes are nice on the inner east side.
180.	W. Burnside is terrible. For being such a main drag, it sucks to drive, walk, and bike on.
181.	Walking is not pleasant on the west side
182.	Walking on West Burnside doesn't feel safe - crossings could be improved
183.	walking to downtown is very dicey
184.	Way to busy and fast. Scary on a bike or as a pedestrian. Feels unsafe, often dirty, would benefit from protected bike lanes and wider sidewalks (especially crowded with busses)
185.	West Burnside is a disaster for biking. Needs major safety improvements and better bike infrastructure
186.	west side has no respect for cyclists (even if you ride 40mph dh from Skyline) . east side is easier to maneuver by both car and bike.
187.	West side needs better options for pedestrian crossing separate from cars turning. Probably protected turn signals for cars so pedestrians crossing and cars turning onto the street aren't forced to compete
188.	While I ride TriMet, 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.
189.	with only a few exceptions, mostly hostile to bicycle traffic, although still too tempting for many bikes because of it's direct route and signaled crossings
190.	Would love better crosswalk by Powell's, like what the Couch Powell's crosswalks have (all-way crosswalk)
191.	Would love w side bike lanes.

### **Infrastructure & Design**

1.	<3
2.	A busy car corridor unworthy of our policies.
3.	A few more left turn lanes, like the on off of burnside onto NE 4th, would be helpful.
4.	a great and easy street to walk, bus, or drive. the newest configuration to get onto the burnside bridge is confusing and dangerous for peds and vehicles
5.	Absolutely pointless road. Useless for anything. Remove all traffic or make it a worthwhile fast way through town.

6. access to and from home and work
7. All need improvement whether street light timing, widening or better surfaces
8. Also relatively pleasant for an urban through-way.
9. awesome
10. Better signs needed
11. Better than a lot of city streets. Drivers seem more aware.
12. Burnside is generally pretty good "close-in" but becomes more concerning safety-wise further out
13. Burnside is now a mess, because the stupid city closed it and we have to jog over to Couch to use the Burnside bridge. The Bridge is a mess because of construction, but worse, worse, worse, is those hideous gross new apartments built right at the East end of the bridge. Now we cannot see Mt. Hood (or anything else) when we drive West to East. Who wants to look at that garbage?! West Burnside is relatively easy, except late in the afternoon.
14. Burnside is used to try and avoid US 26 because US 26 is woefully inadequate on the west side. The Vista Ridge tunnels need to be FIXED/widened. Burnside needs to be fixed/widened. This is not just an induced demand issue. US 26/Vista Ridge Tunnels are not functioning the way they should. If the off ramps and lanes were better designed, it would solve most issues with Burnside. Burnside also needs bike facilities.
15. Burnside works well for me.
16. Burnside/Couch Couplet on west side, from riverfront to I-405 still a good idea...
17. Can we keep this a road not intended for taking traffic and only handle local traffic. It is too pretty to extend.
18. Can't wait for construction to end.
19. Certainly challenging most of the day
20. Challenging, especially on the west side. Burnside is a great choice for my commute, except that there are so few opportunities to turn left into downtown when westbound.
21. Confusing around sandy interchange and burnside bridge, no left turns downtown difficult to get around
22. Confusing with the unexpected ends and one ways
23. Construction a mess.
24. Construction at 11th/12th and the beginning area of the eastside couplet backs up traffic. It is a pinch point that didn't exist before couplet was installed
25. Construction is the worst part of this travel, and traffic is often clogged. Need some way to keep cars moving, or move cars off the parking lanes and let the bus use these lanes.
26. Construction is the worst part of this travel, and traffic is often clogged. Need some way to keep cars moving, or move cars off the parking lanes and let the bus use these lanes.
27. Construction of new buildings has often blocked pedestrian access and access to buses.
28. Construction slow downs occur often.
29. Continue the East-side Burnside Road diet all the way. Too often there isn't enough sidewalk space, no bike lane for a convenient east-west connection, and not good enough transit. Consider bus-only lanes with the bridge bottleneck. And install more traffic lights at places like the Pittock Mansion turnoff. As someone who has biked to Pittock mansion, it feels incredibly unsafe.

30. Couch needs to be widened between the burnside bridge and 20th Ave to accept as much traffic as burnside
31. Couplet needs to be removed and it needs to allow for left hand turns off and onto it
32. decrease SOV mode split
33. difficult to navigate, inability to turn left.
34. Do NOT down size the 4 lanes.
35. Do not widen any portion west of I-205 It would ruin too many beautiful homes and destroy irreplaceable historic neighborhoods
36. Do what you did to Foster here. Two travel lanes with a turn lane. Walking here sucks and it doesn't hurt the cars to slow them down. People go way too fast in cars and we need a turn lane anyway.
37. E Burnside between 53rd and 60th could use a road diet. There are a lot of restaurants and shops opening with outdoor seating but it's so noisy with 4 travel lanes.
38. East bound south lane of sw Burnside needs a ton of potholes and cracks fixed
39. East Burnside from 32nd to the Burnside Bridge needs more motor vehicle capacity and bus turnouts
40. Feels disjointed. Walkable in some areas, not all; lots of ease of driving in parts, but couplet and west side are burdensome to drive; no continuity.
41. FILL THE POT HOLES
42. Fine
43. Fine except huge delays from downtown on the eastbound afternoon commute.
44. Functional.
45. Get rid of the HAWK signals. Use normal traffic lights. HAWK signals confuse drivers and someone will get killed.
46. Get rid of the homeless, bikes and bike lanes
47. Gets confusing around the Sandy area
48. Good alternative to 84 or East side. West side has more traffic and too many lights.
49. Good alternative to HWY 26 for residents of Bethany/Cedar Mill/ Forest Heights neighborhoods. Improvements to shore-up unstable slopes and prevent closures due to landslides would be wise.
50. Great way to access Forest Park. I also use Burnside to get downtown.
51. great, need to maintain historic character
52. Half of the street signs are so wiped out or filthy they're impossible to read. If it weren't for Siri I would never know where to turn.
53. has gotten worse since the improvements
54. Horrible. Washington county side is much better because they have obviously invested in pavement management. You can literally tell based on the road condition when you enter Washington County
55. I cross this more often than I travel along it, but that's still travel in the corridor
56. I dislike the Burnside/Sandy couplet.
57. I drive and walk almost as often as I drive. Powell's and many concert and theatre venues. Burnside between the bridge and 14th is scruffy but has beautiful trees. W. Burnside is made too look good only by 82nd Ave. Both walking or driving W. Burnside is annoying, a story of difficult or frustrated turns or crossings. I walk across W. Burnside more than along it because especially west

<p>of 14th sidewalks are vestigial. As a driver, I request left turns left turns left turns! Why make me travel three block lengths through the Pearl or Northwest to make a left? Get a center left turn lane west of 14th, an uphill bike lane, and wider sidewalks, and remove a driving lane, but please remove an eastbound driving lane. I drive west most often. :-)</p>
<p>58. I have not had any negative experiences here.</p>
<p>59. I know you can't turn left on Burnside and for very good reason but a left turn lane would be a dream come true</p>
<p>60. I prefer East to West because West has too many no turn signs when you want to exit south:(</p>
<p>61. I rarely travel along this street, but cross it frequently. Sometimes drivers even stop.</p>
<p>62. I ride the Ankeny Greenway every day, getting on at SE 28th WB and at SE 6th EB, which works well. East Burnside eastbound is problematic because the bus stops in the bikelane</p>
<p>63. I think Burnside works pretty well, although the westside couplet idea still seems to me worth considering. It's a learning curve for new people that you can't turn left from westbound Burnside in the downtown area, but I think that's a good decision and keeps traffic moving fairly well.</p>
<p>64. I think this works pretty well the way it is. I especially appreciate the timing of the traffic lights, which allows continual movement.</p>
<p>65. I travel this primarily to avoid Hwy 26 between Beaverton and Portland. Drivers trying to turn onto Burnside from Barnes Rd and from Sylvan often take huge risks.</p>
<p>66. I understand why you can't turn left on W Burnside, but one left turn lane on the west side would be wonderful.</p>
<p>67. I worked on this corridor for years, and live off Burnside in east Portland, so I use this corridor to navigate to and from just about everywhere I go</p>
<p>68. I would love to see W Burnside with one fewer travel lane so that sidewalks can be widened west of 9th Ave. Bus lanes would also be great, and bike lanes leading up to the bridge.</p>
<p>69. If I have to travel from downtown during rush hour this is my preference after getting past the Sandy/Burnside interchange.</p>
<p>70. Improve capacity and flow</p>
<p>71. Intersection at Sandy/Burnside/12th(?) is very dangerous. There are too many lights close together heading East on Burnside, and some drivers don't seem to see some of the lights, driving right through them.</p>
<p>72. is this sustainable? What is the future budget to support this?</p>
<p>73. It feels like a downtown arterial should. And it's interesting visually.</p>
<p>74. It functions well.</p>
<p>75. It is about time to remove the ancient peak directional lanes from East Burnside in the E 50s and 60s. These are a legacy of autocentric midcentury planning that expose people living along the densest part of the corridor to substantial traffic hazards. There is also an inherent equity issue in the fact that the part of corridor that most recently was road dieted happened to be the portion in front of some of the most expensive homes in the city, through Laurelhurst.</p>
<p>76. It is all screwed up. It used to move but not now.</p>
<p>77. It's a lifeline. But add stops for Wildwood Trail after the bridge is built ... walking up Burnside to stop 686/687 is not very safe.</p>
<p>78. It's ridiculous that the Burnside couch couplet has a light at every single intersection</p>
<p>79. leave as is</p>

80.	left turns often difficult, esp W Burn
81.	Lights not sequenced properly causes slow going traffic.
82.	like the recent improvements to east Burnside; west Burnside needs help
83.	limit/reduce/combine driveways
84.	Lots of auto traffic
85.	mainly a route to downtown
86.	Make greenways car free
87.	More left turns should be blocked, beacon lights for peds. Needs widening so it doesn't bottleneck coming in and out of downtown and to alleviate 26.
88.	Most of West Burnside needs widened to four lanes.
89.	mostly ok, don't use much
90.	Mostly travel on Eastside. Heading west in the morning can get jammed between Chavez and 28th
91.	much like BH Highway especially from Broadway to 23rd.
92.	My family business is on and has been on E 11th and Burnside for nearly 40 years. It is now very hard to change lanes due to how the lights are timed (there's no flow, only stops and starts), which leads to a lot of aggressive driving. Additionally, one way signage from NE 12th is very hard to see - we regularly see people turn down the wrong way. Additionally, the three lanes that split into 4 lanes used to divide in the middle as much of the traffic wants to STAY on burnside, not turn to sandy. Now only the far right lane becomes two lanes, which lead to a lot of traffic back up, aggressive lane changes because it's very hard to get over which in turn endangers bikers. I also strongly believe Ankeney should be a bike thoroughfare, mostly cut off to cars while Burnside should not have a bike lane. Portland has really fallen off the map of bike safety which is extremely disappointing. After a major bike accident 10 years ago, I can rarely bring myself to manage the traffic here out of anxiety. Bikes need separate, safe corridors.
93.	My favorite route around Highway 26.
94.	My main experience on W Burnside is running or walking, sometimes with small children
95.	N/a
96.	narrow
97.	Narrow stop and go. Pedestrians. I've avoided it during 3 to 6 hours
98.	Needs investment for earthquake/hazard route priorities
99.	needs more lanes. Add right turn lanes along with left turn lanes
100.	Needs more left turn lanes. Also not bike friendly.
101.	Needs repaving, especially west side. Burnside and W 10th at powells is hard due to a lot of pedestrian traffic...could use the handy intersection at burnside and 11th with the multiple lights where occasionally, pedestrian traffic is a free for all.
102.	Needs repaving, particularly the west side from Willamette River to Barnes Road.
103.	Needs to be preserved and enhanced as a major east-west across the region and river
104.	off road parking
105.	ok
106.	Ok

107.	Okay
108.	okay. no real complaints except for burnside & e 20th crossing
109.	Once east of NE 14th, pretty good
110.	Perpetually covered in potholes despite being perpetually being worked on by road crews.
111.	Please don't take out any more vehicle lanes - this is a major throughway
112.	Please make it car friendly.
113.	PLEASE re-pave Burnside, from downtown heading west
114.	Poor pavement conditions. Buses stuck in traffic.
115.	Possibly one of the best corridors in Portland.
116.	Reduce to one lane in each direction for cars, protected bike lanes. (Foster+) Better safety for pedestrians. 20 mph is plenty (EVERYWHERE)!!
117.	Reintroduce the lanes you took away a couple of years ago from 39th west. Destroyed the traffic flow of the street.
118.	Remove and ban tent camps
119.	Remove parking for continuous bike lanes, add bus lanes downtown. Too many EB auto lanes on bridge - invites speeding.
120.	Restructure of Burnside/Sandy interchange a mess.
121.	Road bed is destroyed and needs to be repaved. Pedestrian visibility crossing streets is poor. It's ugly for the city center. Eastside looks better.
122.	road quality (potholes) make this dangerous. Also, need more lanes/ bike lanes.
123.	rough road
124.	Runs ok on e side. Needs to flow on w side.
125.	Street parking on some areas of E Burnside make it very hard for people to cross or turn left onto from side streets because you can't see around them.
126.	Such a strange mix. Outmoded zoning regulations that preference parking lot toward the corridor. No great ped/ bike environment. Connectivity to river is not great. East Burnside is okay in some parts, but little trees/ vegetation/ greenspace have been required in recent developments. West Burnside, an auto-centric corridor, is a disaster and not a pleasant place to walk whatsoever. Such a shame as it could actually be the heart and soul of the City, but it has such a long way to go!.
127.	Seems like there is always repair. It is busy but that won't change until something is done about the tunnel
128.	The bottle neck on the west side between Leahy and Miller is full of aggressive drivers trying to merge at the last minute.
129.	The Burnside Bridge always appears that it is work in progress.
130.	The city spent a lot of money making Burnside one way to help relieve congestion, and then decided to allow massive apartment complexes to be erected which, in turn, meant that the money spent before is now pretty much wasted. Stop wasting our money.
131.	The construction on 122nd has caused significant back ups but as the project is now closing I believe this issue will resolve itself.
132.	The couplet was a shitty idea, and there are too many road and building construction sites. The lack of oversight has created serious congestion, dangerous circumstances and immense amounts of road rage.

133.	The parking option which suprisingly blocks the lane is a major hazard
134.	the potholes on these streets make them a safety hazard and they are damaging to vehicles. FIX THEM!!!
135.	The pro-time parking is downright weird.
136.	There is difficulty in the areas where at some times of day part of the road is a lane, and at others it's ok to park there. I'm mainly thinking of the E 33rd to 38th area
137.	There is regular extensive congestion on Barnes segment from the Hospital up to Miller Road. Widening to 5-lanes is I believe in the Washington County plan, but the canyon will still be two lanes.
138.	These corridors are significantly inadequate for the volume of traffic that has to travel via them. Also, Public transportation in this area is highly invasive to car traffic.
139.	This corridor is a very different experience depending on what part you are in: Burnside south of downtown could use traffic calming features like those use in downtown; most of the stretch could use transit dedication at signals or alternating lanes with rush hour
140.	This corridor needs more car lanes
141.	This has become so much worse with all of the unchecked construction and reduction of lanes for vehicles.
142.	This is a crucial commute route for me to get to work
143.	This road is fine.
144.	Too small a route for the number of users
145.	Total rebuild- too old and deteriorated
146.	Ugh. I avoid this street. Once on, it seems impossible to get off due to one-way streets and 'no turn' signage.
147.	Usually OK
148.	Vehicles on E Burnside between 60th and 130th travel too fast.
149.	Very confusing with the new reroutes. I avoid this as I'm never sure what lane I'll need to be in.
150.	Very hard to drive to 28th, many pedestrians. Needs speedbumps!
151.	Very improved since the couplet
152.	W burnside could use a new road surface.
153.	West Burnside downtown is a major barrier that disconnects the north and south sides. The homeless issue makes it uncomfotable to walk in the area.
154.	West Burnside has trouble function as a corridor and a key community street for pedestrians, cyclists and transit riders. Sidewalks need to be wider if one of more lanes can't be eliminated
155.	West Burnside in particular still feels dangerous to cross -- especially the NW 15th intersection -- the lights turn very slow and the median is bothersome.
156.	West Burnside is a total EMBARRASSMENT! It's Portland's signature street, and it's HELL. EVERY Portland visitor has to go down either W Burnside or SW Ankeny. So, let's make ALL of SW Ankeny CAR-FREE!!
157.	West Burnside needs help, but with the planned Central City in motion, don't bother. Portland will modify this until there is gridlock. The connection of West Burnside from 23rd to Barnes could use an investment. It is already an alternative to US 26 for many.

158.	West Burnside needs repaving/resurfacing from 2nd Ave to at least 25th Ave. It's especially bad for mopeds/motor scooters because of the ripples.
159.	WEST: There is far too much backup considering the flow of cars. I honestly think the stop lights need to be put on an improved schedule to allow better flow of traffic. EAST: There are far too many issues considering the flow of traffic. (1) drivers going well below the speed limit and holding up flow of traffic, (2) cars trying to turn left during rush hour holds up flow of traffic, should put no left turn signs up on all major streets, (3) the divider between continuing on E Burnside//NE Sandy as you drive east continuously causes jams because there all of a sudden is only 1 lane continuing on Burnside and tons of cars have to merge
160.	What a cool diverse street with many changes along it's length! Here is another street that I wish I could bike more on, but ultimately believe that the region would be more equitably served by a bus lane in this corridor to speed up the 24-hour, newly Frequent Service 20 Bus line.
161.	What a mess the city has made of East Burnside!
162.	What's to say here? The couplet seems to work OK, but I'd still avoid it during rush hour
163.	Widen and provide left turn lane at all intersections from 23rd West. Fix left turn signal at 25th near Uptown. It always functions even when no car eastbound car is turning. Needs repaving from west 23rd to Skyline. Tunnel needs widening to at least three lanes..

### Congestion

1.	always heavily travelled and gets jacked at lloyd center/on/off ramps.
2.	Burnside Bridge construction makes this hard to gauge. Access from Northbound Grand to Burnside Bridge is becoming slower and more difficult.
3.	Burnside Bridge major eastbound afternoon bottleneck
4.	Burnside gets very slow the closer it gets to the river. Otherwise, it is okay. but near downtown and close in SE/NE not
5.	Burnside has TONS of businesses and homes on it. Parts of it are kinda livable, but some parts are scary, hard to cross on foot, noisy, and choked with car traffic.
6.	Burnside is a traffic nightmare with business and residential buildings. All these streets weren't intended for the volume of traffic they are experiencing.
7.	Busy eastbound during afternoon rush hour from downtown to Sandy Blvd.
8.	Can't turn off or on Burnside. Clogged all the time
9.	Car traffic is becoming excessive for the roads.
10.	Cars are the problem.
11.	Congested and not a corridor you can walk comfortably
12.	Congestion
13.	Congestion here pushes me to the Sunset Highway or Lovejoy over the west hills
14.	Congestion through this corridor is always awful. It impacts our decision to cross the water or not.
15.	Consistently traffic filled. Not pleasant in a car. When on foot or bike, I avoid it at all costs.
16.	Crowded
17.	Crowded. Would prefer less auto traffic.
18.	E. Burnside Street is a major thruway, but has become a real bottleneck, especially between the river and Sandy Blvd.

19. Eastbound cars waiting to turn left cause big holdups
20. Extreme traffic congestion.
21. fair traffic flow
22. far too much foot traffic to use this street effectively for motor vehicles
23. Gets absurdly backed up, but you know that. BRT please.
24. gets backed up b/c people avoid hwy 26. dangerous in terms of cross walks and speed going east on burnside when going downhill.
25. gets chocked up during rush hour as everyone uses it as an alternative to Canyon
26. Getting VERY busy with cars. Biking is by far the most efficient option here. Cars use cut through side streets often.
27. heavy but not grid-locked
28. Heavy traffic
29. Heavy traffic during rush hour
30. I avoid it whenever possible.
31. I avoid this street during rush hour.
32. Manageable traffic, usually
33. Massively congested on/near Burnside Bridge at peak hours; difficult pedestrian/bike crossing in core
34. Needs expanded with better ways for cars to turn without stopping all traffic behind them.
35. Needs fewer cars.
36. No matter the method of transit, West Burnside feels congested.
37. Often congested, light can seem out of sync
38. Often super congested
39. Ongoing construction on this street has really slowed car traffic down in the last 6 months or so
40. Super congested with cars, taking busses is ineffective due to car congestion
41. Takes me forever to drive back and forth from NE Burnside to the west side almost to NW 23rd!
42. This is still a preferred way to get into SE.
43. This is the smoothest running street of all. Traffic moves.
44. This one is often pretty congested.
45. This street is too packed with traffic, that I no longer use it.
46. Too car centric
47. Too congested with cars. Need wider or more bike lanes and/or dedicated bus lanes.
48. Too many barriers
49. Too many cars
50. Too many cars speeding
51. too much auto traffic
52. Too much traffic

53. Too much traffic. Lots of reckless driving.
54. too much traffic. not maintained well
55. Traffic
56. Traffic calming
57. Traffic during rush hour is a mess due to changing 4 lane traffic (2 lanes each way) into one lane each way with an HUGE (waste of space) middle turn lane.
58. Traffic flow, worse due to less lanes
59. Traffic improvements done between SE 12th & SE 28th have made this portion of the road much, much easier to cross on foot.
60. Traffic jams; confusing lanes and lights
61. trafficky
62. Travels well and stays fairly light.
63. Very congested/slow
64. W. Burnside coming into town is often backed up to the cemetery! I know you won't do it, but it could surely use another lane east bound. East Burnside is not too bad. That Couch/Burnside couplet works, but I don't think it was necessary.
65. Woowwwww during rush hour it takes SOOOOOO long to cross the Burnside Bridge. I think last time I was on bus 20 it took around 15 minutes just to get from one side of the bridge to the other. Let's put up some bus lanes!!!

### Transit

1. Attempting to access Burnside and 20th via bus from Hawthorne near 20th is ridiculously difficult - you must take a bus up to 39th, then change to another over on 39th then take another bus down to 20th or vice versa on 12th (same thing) - need a regular bus on 20th!
2. Better bus service
3. Better transit priority and bike access (across the bridge)
4. Both a main corridor and very residential: this street would benefit from RAPID TRANSPORT. even an express bus that stops only at the major intersections and runs every ten minutes or better during peak commute times. Burnside takes on lots of overflow traffic every time there's a problem (accident, construction, etc.) on other routes (e.g. 84). Better rapid mass transit, please!
5. Burnside is one of the streets I most enjoy walking or riding the bus down, but the closer you are to the bridge, on both sides of the river, the more chaotic traffic seems, & the less safe it feels to walk. Wider sidewalks and increased public transit would help!
6. Bus frequency for line 20 and bus only lanes are needed. A bike path is also needed.
7. Bus lanes
8. Bus Only Lane
9. Bus service could be more frequent
10. Bus-only lanes
11. Buses much too slow in traffic.
12. Buses should run more often.

13. Dedicated transit lanes!
14. Frequent bus options in this area make transit easy
15. Further investments in transit would be great along this street. Bus only lane could be used on the entire corridor to make transit more timely and reliable.
16. Get rid of parking on Burnside and use the lane for buses
17. Good bus service. No complaints.
18. Good Max option. A lot of commercial activities i use are on this corridor
19. great for transit
20. Great transit
21. I live how MAX has been placed on the east side of Burnside, I wish Powell or Division was more like this.
22. I take the 20 regularly to recreate, and we desperately need a bus-only lane for the 20 that goes across the entirety of both east and west burnside.
23. I take the bus to shops from my work up/down Burnside and I also drive it a lot.
24. I take the MAX train from Beaverton with my bike to Providence Park and ride the 18th/19th couplet to NW Portland. The crossing is under construction and will be great when it's done. I hope to be able to safely RIDE all the way from the MAX stop to the 18th bike lane, and back, safely. As it is, I push my bike on the sidewalk and walk to the bike lane. "Taking a lane" across Burnside is terrifying and I won't do it.
25. I would'd like to see faster arrival times, especially during the morning / evening. Hire more drivers for the 12, 19, and 20. I'd also like to see each stop have both seating and covering.
26. I'm not sure we need a train line on this corridor. The buses are a better option, but it might be better to have more buses running every 10 minutes to accomodate the needs along this thoroughfare. The Blue line on the other side of 205 works fine there but makes less sense in town since the Max runs along I-84.
27. Improved bus service--express bus from Washington county via hwy 26 and a bus on Cornell between Cedar Mill and NW Portland could help reduce congestion on west Burnside.
28. Increase speed limit. There are so few lights that 30 is not necessary and slows down public transportation.
29. Keeping frequent bus service along all corridors at all times including after 7 PM is essential.
30. Less cars on the bridge, more transit
31. Make line 20 a frequent service line and make improvements in bike infrastructure
32. More frequent bus service is needed.
33. More frequent buses. I see SOOOO MANY single drivers communiting.
34. Need for reliable transit
35. Need more and safer crossings, dedicated bus lanes, less driving
36. Need more frequent all-day bus service
37. Need two lanes open when crossing bridge east to west across MLK and on commute including crossing the bridge
38. Needs a dedicated bus lane downtown and inner eastside
39. Needs better bus/transit

40. Needs frequent, full BRT wth bus- only lanes.
41. Needs priority lanes for bus
42. Not awful, could use more service.
43. Only by public transit.
44. Please expand transit options, and please work to reduce the number of cars.
45. Please make public transport, biking, and walking easier!
46. Prioritize bus lanes in this corridor
47. prioritize transit to reduce being stuck in traffic!
48. should be scheduled more often
49. Some type of continuous "trolley" or street car is desirable
50. Thank you for expanding service into late night. Now add more frequency please.
51. The street could be wider but other than that this corridor is fine. More buses after sporting events at Providence Park
52. Trains, dedicated bus and emergency vehicle lanes
53. We need free public transit.
54. We should take half of this street and turn it into dedicated bus ROW and a separated bike lane.
55. West Burnside was a nightmare before the cute little trains and streetcars were put in. Now it's even worse. That crosstown Max train causes unbelievable backups. The traffic lights cant stay timed properly .
56. Why isn't this BRT yet?
57. Would love more mass transit options, and consider 'superblocks'

### **Speed & Safety**

1. A bit too auto oriented right now. Feels very unsafe on the east side from the river to about 12th, all those lights, stop and go traffic. Feels unsafe as a pedestrian for the same reason. Couplet helped, but not enough. Should be discouraged as a driving corridor.
2. Burnside is a little frigtening to cross in a car or as a pedestrian
3. Burnside is designed to move vehicles through, especially during peak hours when the parking lane becomes a travel lane. Vehicles speed through too quickly and make it dangerous to cross, as well as dangerous for other vehicles, pedestrians and bicyclists that use the corridor.
4. Calming measures on W Burnside Street, especially from NW 24th to Skyline, would increase safety for people visiting Washington and Forest Park; it could be an incredible bike/ped corridor into the west hills, but is currently impossible to travel outside of a car or bus.
5. Car traffic in this area is too heavy vs. pedestrian and bike traffic. A lot of different vehicles and individuals moving at many different speeds. It often feels unsafe to travel this corridor.
6. Cars go too fast and pay too little attention to pedestrians and cyclists. Need better transit.
7. Consistently see drivers exceeding the speed limit by 15-20 or more miles per hour; consistently see drivers run red lights

8. drivers more often than not speed on W Burnside and get impatient with pedestrians during congested travel times. I walk across W Burnside at 21st Street to get to work and often worry I could be struck by turning vehicles.
9. everyone is careful bc of the many pedestrians
10. Fast traffic. Need safer crossing at NE 57th-ish.
11. Fast, unsafe driving.
12. Holy fucking god. For the love of Christ please slow these people down esp at 60th and E Burnside. Just write \$250 tickets for everyone going 20 over speed limit and running reds, you will solve the budget crisis.
13. Homeless on and off the walk paths to and from the bus stops
14. 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.
15. I live right off of Burnside and we have a huge issue with cars. I walk a lot around my neighborhood and crossing Burnside often feels dangerous and I watch cars speed through the intersections. We have some greenways and there are a lot of cyclists but I would like to see more isolated bike paths and walking trails.
16. it's unsafe as everyone drives as if the speed limit is the speed minimum and there are no repercussions. It is become increasingly dangerous to be a cyclist because drivers are too impatient to slow down for 20 seconds and would rather risk intentionally hurting a cyclist.
17. Less space for cars. More safety, space, and money for everything else
18. Let's slow it down. We don't need 4 fast moving lanes.
19. Lots of dangerous drivers. Improve safety of pedestrian crossings. Install safer, separated bike infrastructure. Reduce driving speeds.
20. Lots of speeding drivers, and the four lanes mean it is hard to cross easily and is very noisy and unpleasant to walk along. Designated a High Crash Corridor.
21. Lots of speeding. Bad crossings for pedestrians.
22. more crossings, slower traffic on east Burnside; add more 4-6-storey bldings west of E. 30th Ave
23. Motor vehicles travel at excessive speeds and there is no enforcement
24. Needs traffic slowing further SE.
25. People drive too fast
26. People drive too fast and tailgate
27. People speed too much just east of 82nd
28. See comments below about homeless people. The area can be frightening if not downright dangerous as you never know which lunatics screaming obscenities or sleeping on the pavement are harmless and which ones are dangerous.
29. Slow
30. Slow traffic over bridge in the PM
31. Speed limits are way too high. There is a shocking lack of bike / pedestrian facilities on West Burnside. Outer West Burnside needs a bus-only lane to the east of the Barnes Road tunnel.
32. Speeding
33. Speeding is rampant

34. This is improving, but speeds remain too high.

35. Traffic moves too fast

36. Traffic too fast, heavy. Not enough trees.

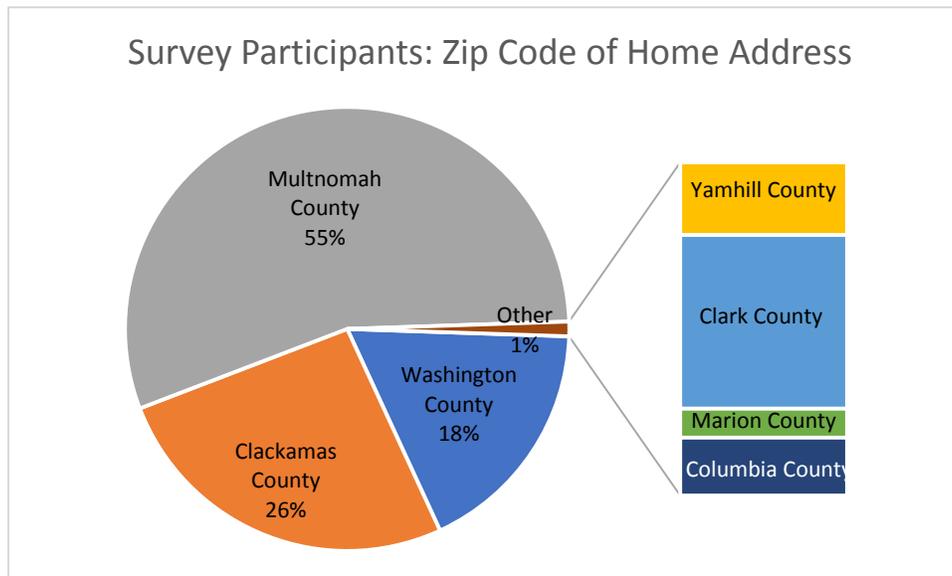
37. traffic travels too fast

# APPENDIX A:

## SURVEY PARTICIPANT DEMOGRAPHICS

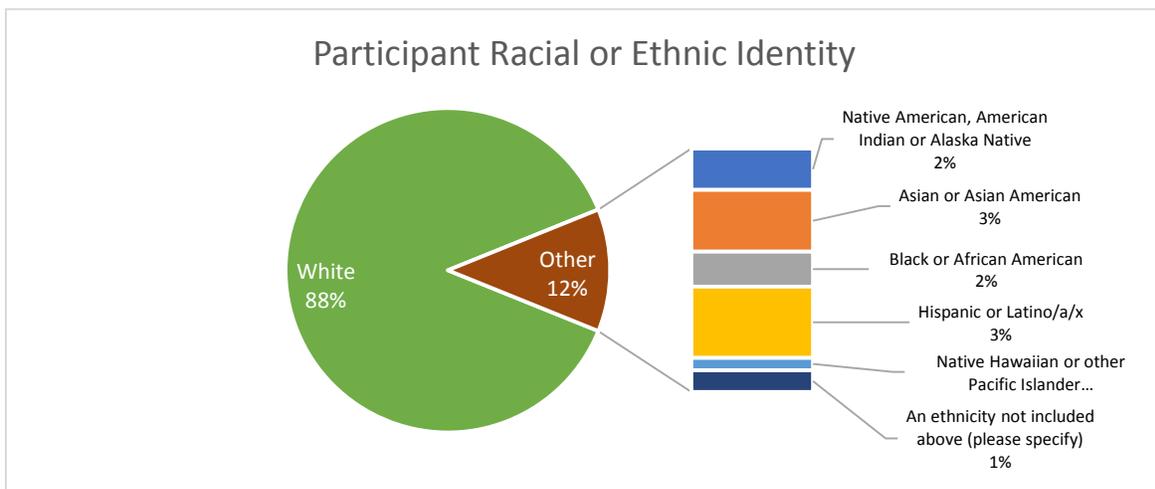
### ZIP CODE OF HOME ADDRESS:

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



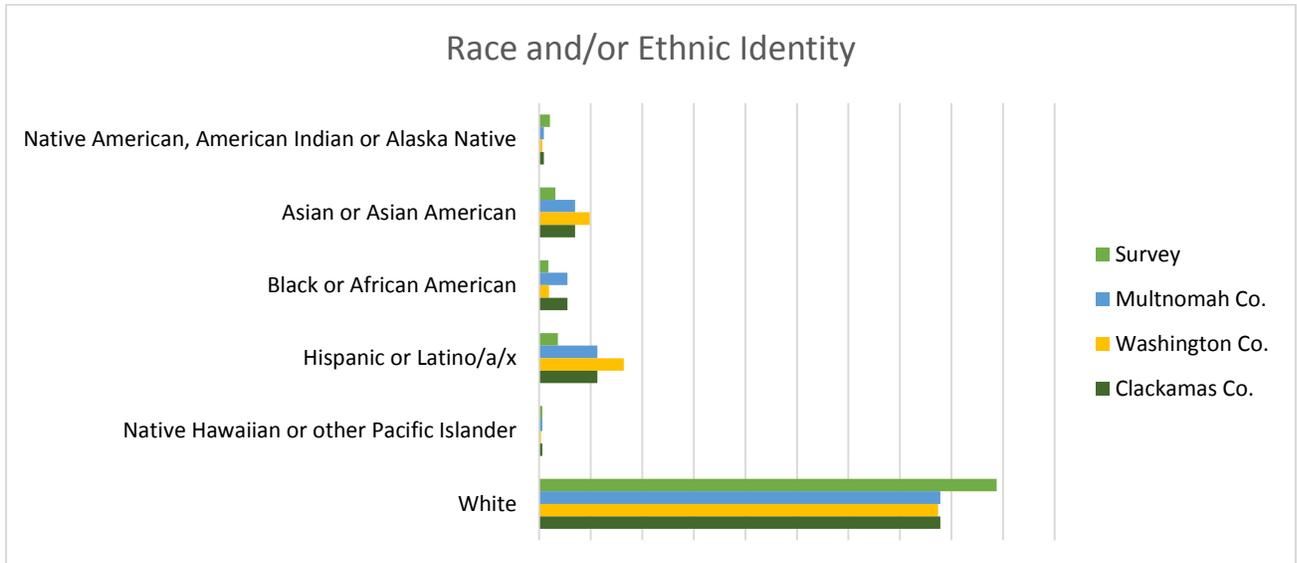
### RACIAL AND/OR ETHNIC IDENTITY:

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.

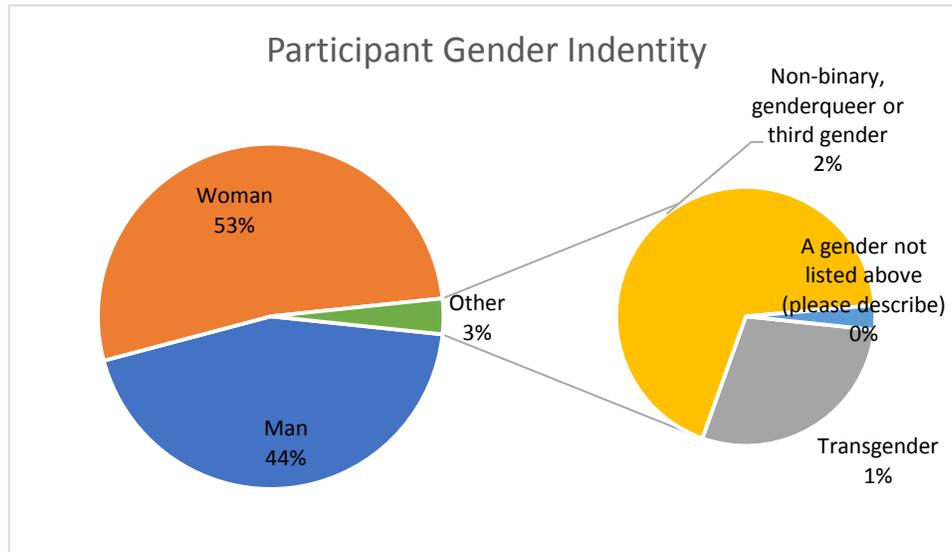
When compared to regional findings in regard to population race and/or ethnic identity<sup>1</sup>, survey findings suggest a slight over-representation of participants who self-identified as white (outlined in the graphic below).



<sup>1</sup> 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.

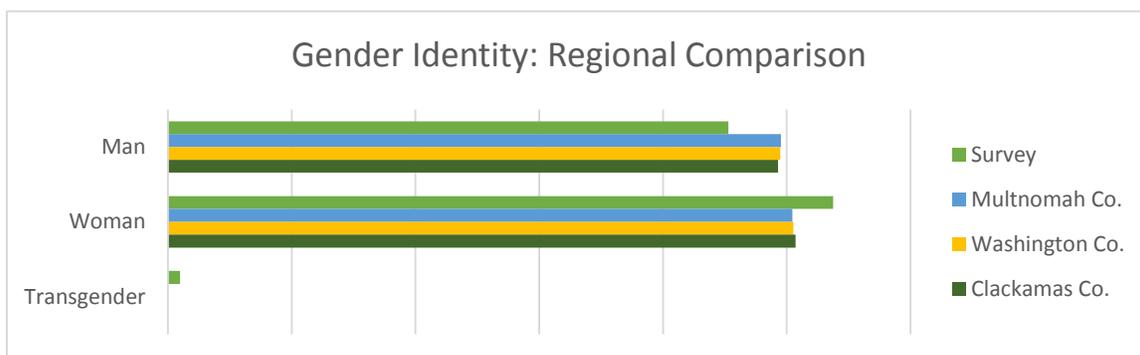


Participants were offered the option to select 'a gender not listed above', and to write in a response they felt was not presented within the drop-down menu. The large majority of these written responses showed strong resistance to the question itself, with one or three responses expressing a gender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



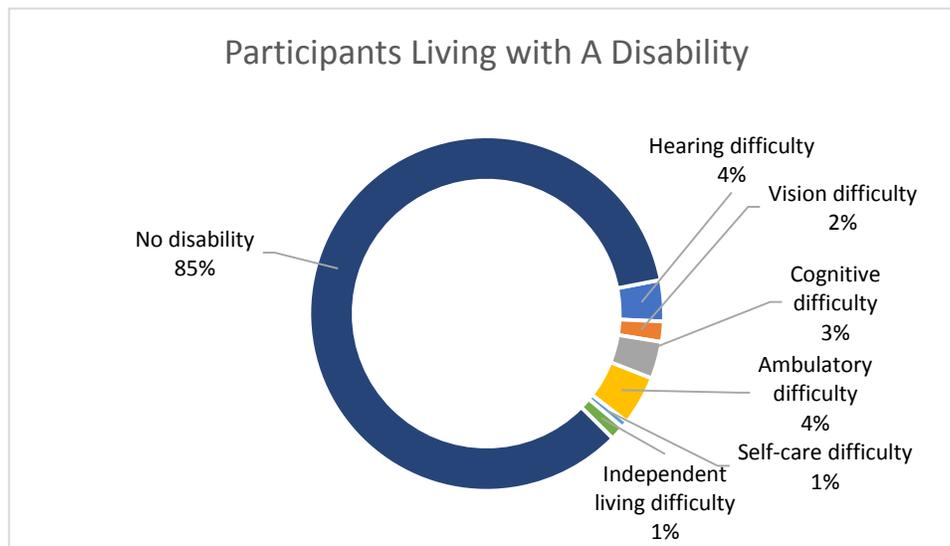
\*COMPARISON DATA FOR THOSE INDIVIDUALS IDENTIFYING AS TRANSGENERED AND/OR GENDER NON-CONFORMING NOT AVAILABLE THROUGH THE AMERICAN COMMUNITY SURVEY

## 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)



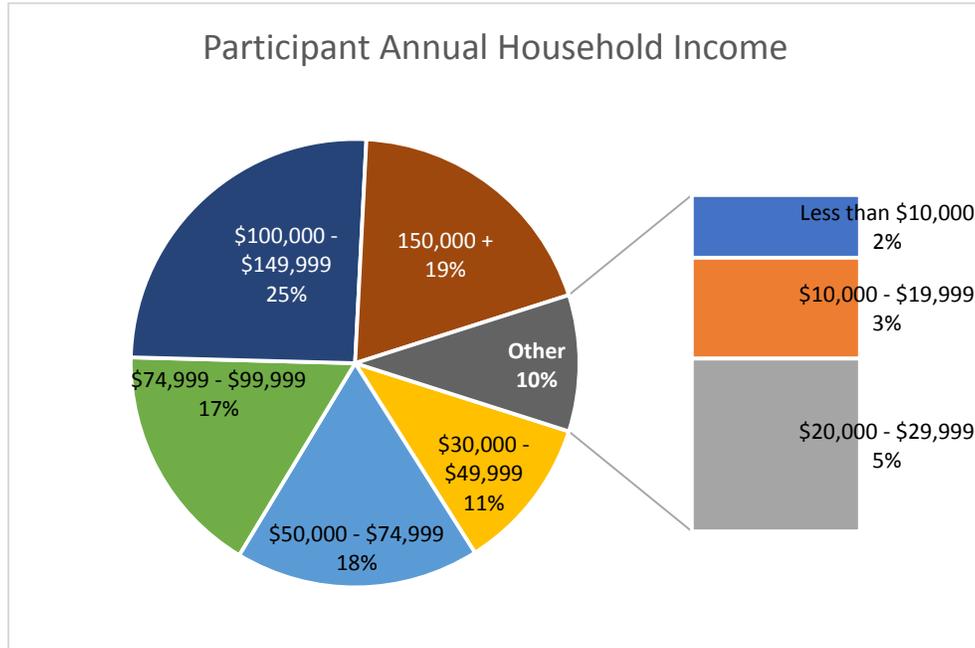
Participants were also given the option to write in a disability that they felt was not represented in the options listed.

These submitted responses included:

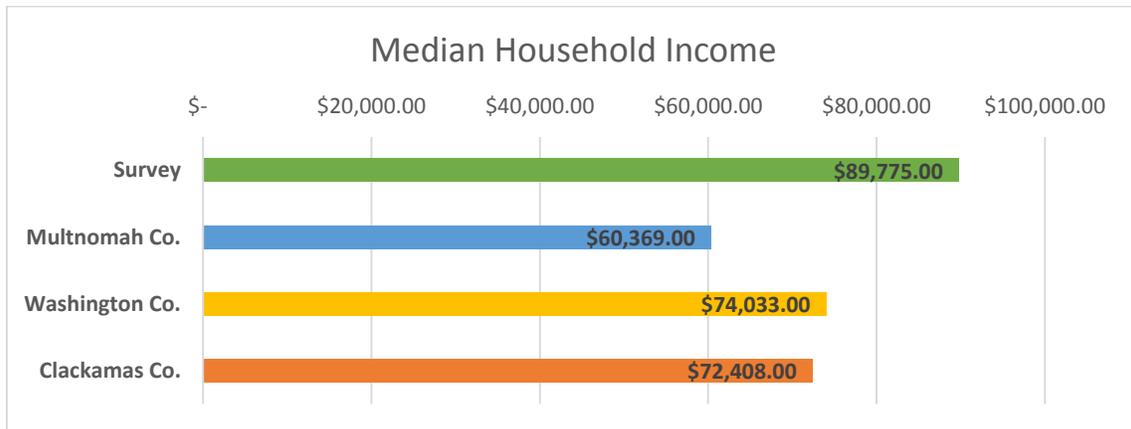
- Spouse and/or child with a disability:
- Mental Health, including PTSD and Anxiety
- Mild Hearing/Vision
- Chronic Pain
- Learning disability that makes planning and sticking to a time table difficult.
- Age
- Asthma
- Temporarily disabled due to Cancer
- Communication disability/speech disorder
-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

**HOUSEHOLD INCOME:**

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

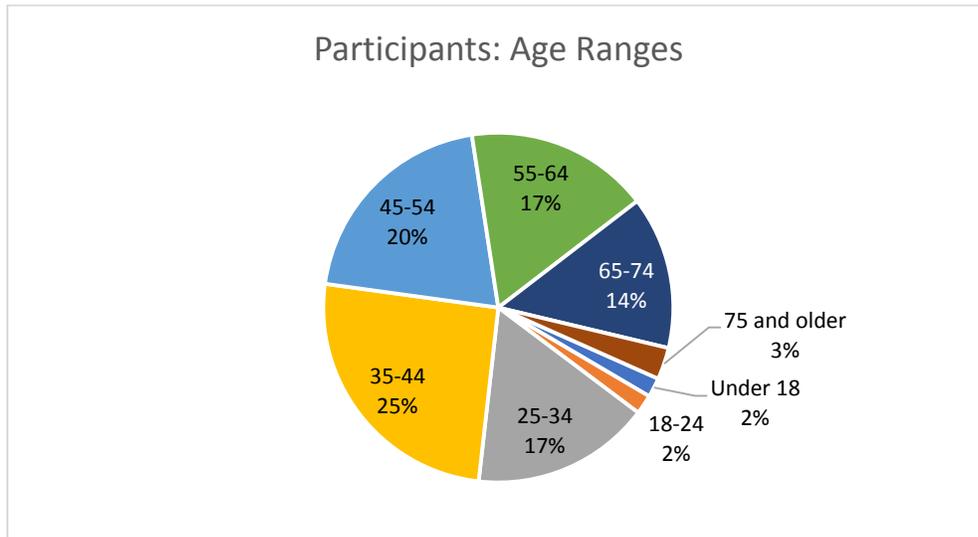


Survey respondents showed a higher median income than that of the region (represented in the graphic below):



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.

