

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.

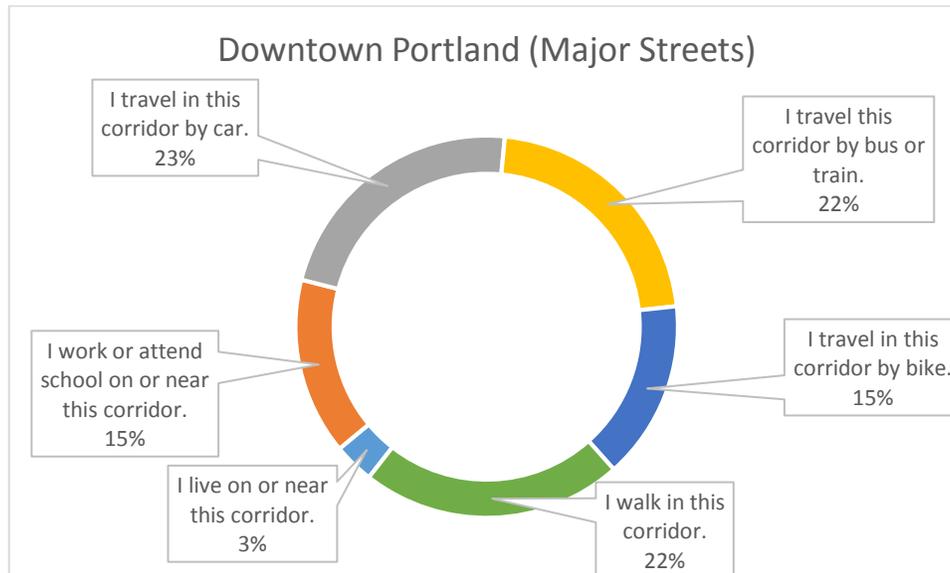
Out of those who completed the optional demographic question, responses highlighted the following trends:

- 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 IN DOWNTOWN



DOWNTOWN PORTLAND (MAJOR STREETS): COMMENTS FOR DECISION MAKERS

Respondents cited bicycle and pedestrian infrastructure and safety as a top concern and request for improvement. Congestion as a major concern/issue within this corridor, with many respondents describing their experience with traffic back-ups throughout the day. Challenges parking were cited, as well as the experienced safety, condition of the road and overall cleanliness of the corridor. Some think that there are too many vehicles within the downtown area and would like to see areas closed to traffic (emphasizing transit and pedestrian access). There was strong support for transit, including requests to 'bury' the Max and to create a tunnel accessing downtown.

Cyclists and Pedestrians

- "Avoid at all costs - peds and bikes will try to cause an accident, cars have no rights."
- "Bike/ped/transit infrastructure and signal priority needs to be the focus, and car parking should be removed if that is what is needed to make dedicated infrastructure a possibility."
- "Downtown Portland is a nightmare on a bike, although I travel by bike here to work most days. SW Broadway is like a terrifying video game with aggressive/distracted drivers, trucks, and Uber/Lyfts picking up and dropping off passengers all right in or next to the bike lane. Downtown Portland NEEDS safer streets for people (bikes and pedestrians) and dedicated bus lanes at points of regular congestion."
- "Additional efforts to dedicate transit primacy and bike lanes at certain intersections and lanes (toward bridges or connections) would be very helpful to increase safety and efficiency."
- "Safety when crossing. There is not enough time for a person crossing to cross in confidence. I have fallen when trying to run across intersections."

Infrastructure and Design

- "Downtown streets are typically easy to navigate other than during and near community events."
- "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."

- “A mess. Get rid of bike lanes and streetcars which make it confusing. No one from out of town will be able to figure out how to drive through this mess. Used to work downtown 20 years ago and it used to be much better.”

Transit

- “All transit leads easily to downtown. I never drive downtown, it's fantastic! I have several options for getting there, but the rest of the city is not so easily connected.”
- “Work there and commute by train. Love my MAX commute and would love to see MAX service expanded.”
- “I think we really need to get cars off the transit mall. That will solve a lot of problems. Otherwise, not too bad? Is there any way to speed up the MAX so it doesn't take 30 min to cross downtown? Maybe express trains that only stop once in downtown? Am I dreaming here?”

Congestion and Traffic

- “Congested and very hard to understand how you maneuver with all the green painted intersections.”
- “Parking is expensive, and there is lots of congestion during the AM and PM commute. Construction in downtown has greatly impacted traffic.”
- “In the morning and afternoons, the traffic can be insane. I almost refuse to drive there, and biking can be problematic with so many impatient drivers.”

Safety and Speed

- “Scooters are hazards.”
- “Too many homeless, not safe.”
- “Portland Police need to patrol more often to catch speeders and red-light runners.”

RESPONDENT COMMENTS

Cyclists and Pedestrians

1. The layout and facility of crosswalks downtown are generally good. However cars, bicyclist, and pedestrians often run lights which make it dangerous.
2. A bike route from downtown back over the Broadway Bridge to Inner NE would be good. You can get downtown easy enough, but not back because of streetcar tracks.
3. A safer and protected option to bike, esp south to north which is really awful outside of Naito. Protected pedestrian areas.
4. Absurd that there are no bus only lanes, real cycle tracks, protected intersections for cyclist/ped movement. MAX has too many surface conflicts also, turns into glorified streetcar, not express in any way.
5. All bicyclists should be accountable to the traffic laws in place and police should enforce them!
6. All bike lanes should have a physical barrier (curb or posts, for instance).
7. Feels safe to bike and walk and drive, parking can be a chore but that's okay.
8. Feels unsafe to bike, would be great to have streets where only buses + bikes can travel. Need fewer cars downtown.
9. Fewer bike lanes, but thank goodness for queue jumping. Biking is so much more convenient here. Parking is a drag so I don't drive. Walking is usually fine.

10. For the most part, I spend time walking, taking transit and cycling in the downtown area. Pretty easy to walk and use transit, but cycling infrastructure could be better. Occasionally I drive. Priority should be given to peds/transit/bikes in downtown. Increase parking costs!
11. Front Ave. lane reductions for bikes and walkers is redundant with McCall Park right adjacent.
12. Frustratingly disconnected bike network. Marked bikeways with stop signs (both 4- and 2-way) feel more dangerous than non-bike streets with stoplights due to poor visibility at intersections
13. Generally pretty good for bike commuting from NE Portland
14. Generally very walkable, bike infrastructure isn't great (paint is not protection and I know many people who have told me they would bike more if they didn't have to deal with cars)
15. Get busses off 5th and 6th and keep it ped/bike only.
16. Get rid of the homeless, bikes and bike lanes
17. Get trucks out of downtown!!! Bikes get stuck behind cars during rush hour
18. Good for walking
19. Horrible to bike on. Need to get rid of cars in this area.
20. I actually really love downtown Portland the way it is. Great biking, excellent transit and decent greenspace coverage as well.
21. 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.
22. I can bike faster than the MAX can get across
23. I cycle and walk here. We should remove single-occupant vehicles from the downtown core and limit delivery vehicles to low-traffic times
24. I do not bike downtown very often, but when I do, cars are very inconsiderate and aggressive.
25. I drive in fear of hitting a cyclist, and as a pedestrian fear bikes on sidewalks. Each "moving" group needs it's own space.
26. I feel somewhat safe on my bike, and enjoy walking here
27. I generally find downtown fine to walk, bike, and drive, although parking is too cheap. Some physically separated bike lanes would be great—see what Seattle has done on 2nd, for instance.
28. I have had so many close calls walking in downtown Portland. More serious and meaningful infrastructure needs to be invested in to make people walking and biking feel more comfortable. How is it that 4th street is so wide through critical walking areas like PSU?
29. I like the separated bike lanes. If you can create more of them, that's great.
30. I mostly avoid driving; very walkable. Cyclists are a bit out of control—would it be possible to establish a bike Blvd on 5th/6th to go with the existing TriMet infrastructure?
31. I mostly ride and walk on these. Green boxes aren't well enforced but feel safer here because traffic is slower
32. I mostly walk all over downtown, once there.
33. I park most days, take buses some days, work, run, and walk downtown, and value its versatility
34. I rarely ride my bike downtown. I take public transit or walk to get there.
35. I see too many of my fellow pedestrians crossing in the middle of block--dangerous. More education/warnings needed.
36. I take transit, bike or walk and I don't have a hard time getting anywhere

37. I walk and take the train here. Car traffic sucks during peak times, but honestly, I would rather have downtown be a car free zone with the exception of delivery, emergency, and public transportation vehicles. Make parking be on the outskirts of town and people can public transit their way in. Keep the air quality nice for everyone living and working downtown and more buildings that have plants growing on the outside to keep things cool.
38. I wish biking downtown were easier, clearer. It would be a great alternative to the bus.
39. I wish there were better biking options through Chinatown/Pearl District. There's not a good option to get from Chinatown to the eastbound lanes of the Burnside bridge.
40. I work downtown and go to school at PSU. It is terrifying to bike downtown. PLEASE BUILD SAFE, COMFORTABLE, AND CONVENIENT BIKE ROUTES!
41. I work downtown so walk around and bike a lot. I minimize driving. I find that public transportation is pretty good. Biking can be challenging. I work on 6th and Taylor. There are few to no bike lanes between the Hawthorne and my office. Instead, I choose to take the lane for safety (staying far enough away from cars to avoid getting doored). I find that my most frustrating/scary part of my bike commute is the few blocks downtown where cars pass me extremely close, speeding to the next light red light where I am waiting behind them. I would encourage ways to minimize traffic downtown (increased public transportation) which will make it safer for pedestrians and bikes.
42. I'm all for the cycling lanes and green boxes, but driver behavior downtown indicates greater driver education is needed.
43. If I'm being reasonable, for a major city, these streets typically feel relatively safe (I'm usually on foot in this part of town). But realistically, I don't feel safe crossing the street in downtown portland - drivers are often too fast, too impatient, or aren't paying attention when passing through crosswalks and intersections. It can feel dangerous.
44. Implement ped and bike safety projects as priority.
45. Increased visibility of homeless, more homeless, sometimes fights in south park, tents. I didn't used to feel scared to walk at night through the art museum/PSU park area, but after witnessing a fight by what appeared to be homeless men, I did feel scared.
46. Insufficient Northbound bikeway!
47. It is scary to ride a bicycle on most downtown streets. There aren't protected spaces for bikes to turn left. There often is no bike lane. It is difficult to cross the streetcar tracks. Cars are less likely to see bikes than in other corridors. It feels unsafe every time I bike there.
48. It's good but needs more bike protected lanes and traffic enforcement
49. Jaywalking needs some policing.
50. Large sections could be made into pedestrian-only areas without loss of car or bus access
51. Less accomodation for bikers, more lanes for drivers. It requires concentration to drive downtown with high traffice, busses, lane changers; bike riders do not follow the laws and are a distraction.
52. Less bike lanes and more car lanes
53. Less bike routes confusing drivers
54. Living in NW Portland, I bike in this area every day. The neighborhood greenways and dedicated bus lanes are a big plus. Dedicated streetcar lanes would also make a big difference.
55. Lots of dangerous drivers. Improve safety of pedestrian crossings. Install safer, separated bike infrastructure. Reduce driving speeds.
56. Love the bike infrastructure that's been added
57. Love the timing of lights for bicycles. Keep up the good work.

58. Lucky to be able to travel more than one block per light turn. Pedestrians and bikers don't follow traffic laws and cause delays by crossing when they shouldn't.
59. Mainly experienced this area as a pedestrian. Very grateful for MAX stops at Library and Galleria
60. Make biking and walking safer. Speed up transit.
61. Make Broadway better for cyclists
62. Make downtown corridor for walking, biking, scooters(yes, those idiotic things), & public transit only!
63. Make more dedicated bike and bus lanes.
64. Manual more auditory cues with walk lights downtown are incredibly helpful. Needed at all intersections.
65. more bike and ped friendly please
66. More bike and walk infrastructure
67. more bike infrastructure! more transit!
68. More Bike Lanes
69. More bike lanes are needed, especially northbound. Remove cars from transit mall and add bike boulevards.
70. More bike lanes!
71. More bike only lanes! And I LOVE Better Naito.
72. More divided infrastructure
73. More protected bike lanes north/south would be appreciated. Also, better transit access to northwest and faster transit service through downtown would be helpful.
74. More protected bike lanes!
75. More protected bike lanes. More pedestrianization. Park and 9th Aves should become car-free/local access only. Really looking forward to the green loop. Hope to have a continuous bikeway connection from South Waterfront to Old Town, The Pear, and Northwest Portland. I almost forgot!! Bury the MAX downtown. Aside from the time savings, the reliability will be MUCH better and there will be a serious commute option from the Eastside to the Westside. The psychological factor of trains maintaining high speed throughout the corridor + the time savings + reliability will make it totally worth it. We throw millions, if not billions, of dollars every day to improve freeway capacity/reliability. Why not take transit as seriously?
76. More separated bicycling facilities.
77. more sidewalks at intersection needs ADA ramps and better drainage
78. more streets set aside for bike lanes
79. More traffic enforcement regarding violations by cars and bikes.
80. Most the time I feel safe walking or biking around cause all the cars realize that there are so many pedestrians... But when the cars don't it's terrifying. Jefferson and Columbia, in goose hollow, some cars really do treat it like a speed way!
81. Much better (especially since Pokémon Go! has gone away) lights are synced. Parking is findable. Pedestrian friendly mostly
82. My main concern downtown is increasing bike safety.
83. My neighborhood. Best for walking. But with all the million dollar condos -- why poor sleeping outside on sidewalks?? Failure of city council to expropriate 2000 empty housing units and put

houseless folks in them? Do poor people count or they are just "extra baggage" in Trump's Amerikkka -- even neoliberal Portland? What would Jesus/Mandela/Chavez/Gandhi/Dorothy Day say???
84. My office is on SW Broadway, and that street is a deathtrap. Two weeks ago I was crossing with a walk signal and was still nearly hit by a right turning driver who then had to sit at the next red light. There are very few safe bike lanes, people drive way too fast, and crossing the streets feels very dangerous as drivers are constantly inching toward you as they turn. It's really loud from all the cars and parking is too cheap. Broadway is designated a High Crash Corridor.
85. Narrow streets congested with bikes, scooters, walkers, cars, transit
86. Need all stop intersections everywhere for pedestrians
87. Need better and safer N/S dedicated bike routes and infrastructure. Broadway is a disaster and very unsafe for cyclists, but is the fastest and most accessible street when coming off of the Broadway bridge. Major improvements needed along Broadway for bikes or a route from bridge to dedicated bike routes (not just sharrows, by roads closed to cars and bike/pedestrian only). Also need to improve safety for pedestrians downtown at many major street crossings. And get e-scooters off the sidewalks!!!
88. Need better safe bikeways
89. need bike/walk only streets
90. Need dedicated bike lanes! Bikes should not be stuck in the same rush hour traffic as cars.
91. Need MAJOR enforcement of pedestrian safety and speed limits. Removing cars completely from bus mall and other streets would be great.
92. Need more access for bikes within downtown core, plus safe turning/entry points into downtown from Better Naito.
93. need more like lanes
94. Need pedestrian bridges, MAX should be underground.
95. Need protected bike lanes
96. Need protected bikeways! Also need to prioritize ped access everywhere - still too auto-centric
97. Need protected bikeways.
98. Needs bicycle infrastructure - currently a death-trap for cyclists.
99. Needs bike and pedestrian safety improvements. Number of MAX stops needs to be reduced. Consider putting MAX underground to improve service.
100. needs fewer cars, but more transit and bike priority
101. needs major bike/peds improvements, in particular physically separated and protected bike ways. bus and transit needs to be speed up thru downtown. freight corridors need work.
102. needs more protected bike lanes, cars drive over paint into bike lanes constantly, plastic wands don't stop them either
103. Needs safe infrastructure for Biking/Walking. Less focus on driving. Add more bus/transit options.
104. Needs to be more bike friendly, and more transit only lanes need to be added
105. No feasible northbound bike lane between Naito and SW 14th
106. Northbound biking on Broadway between Burnside and Glisan is not very safe. The southbound side has a bikelane, the northbound side does not.
107. Not bike friendly, even during Sunday Parkways

108.	Not enough protected bike infrastructure.
109.	once I cross the bridge into downtown, it's a matter of gritting my teeth and pedaling like mad to get anywhere, dodging buses, aggressive drivers, train tracks, etc. Without PROTECTED bike lanes, it will never be a safe or comfortable trip.
110.	Only maintenance. No increase in size of traffic volume capacity. Protect bicycle riders and walkers.
111.	pedestrian friendly
112.	Pedestrians and bicyclists frequently ignore traffic laws.
113.	Pedestrians in crosswalk clog up turns, can signal timing help with this?
114.	People drive too fast, bike lanes in bad shape
115.	people not obeying the walk signals
116.	People walk out with zero regard to traffic.
117.	Permanent exclusive bikeways.
118.	Physically separate bike lanes, paint all bike lanes green
119.	Please devote exclusive space for people biking
120.	Please expand transit options and please provide physically protected bike lanes. You could start by charging more for parking in municipal garages.
121.	Please make protected bike lanes here.
122.	Please make public transport, biking, and walking easier!
123.	Please paint bike lanes green and consider protected bike lanes
124.	Poor bike connections, especially N/S
125.	pretty decent for bikes and pedestrians. Need easier, safer north/south biking
126.	Prioritize walking, biking, then transit. Cars should be secondary in downtown.
127.	prioritize walking, biking (protected) and transit
128.	protected bike lanes
129.	Protected bike lanes are critical to growing cyclist volume downtown. I've biked downtown for the past 10 years and am comfortable "taking the lane" but current conditions simply won't encourage new riders.
130.	Protected bike lanes on all major streets, traffic calming, No Turn on Red should be standard.
131.	really hard with all the new bike lanes and one way's, plus pedestrians, trains it can be a nightmare so bad that I won't attend certain events downtown
132.	Safer biking and pedestrian access is needed
133.	Safer for pedestrians
134.	Safety between cars and pedestrians and bikes is a concern
135.	Safety when crossing. There is not enough time for a person crossing to cross in confidence. I have fallen when trying to run across intersections.
136.	Safety, transit, walking and biking must be a priority here.
137.	Seems well managed but really slows down MAX trips. Feels safe as a pedestrian. Biking is a little riskier.

138.	Seperate grades between bus/private vehicle and MAX
139.	Sharrows are not infrastructure, and 20 is plenty.
140.	So easy to walk on! Car transit can be a bit terrifying.
141.	So much jaywalking, bikes that don't follow rules of the road, difficult to tell where bus lanes are. Again we avoid going downtown anymore
142.	South park blocks and west of PSU need attention. Traffci moves about fine. It would be nice if there were days of the month when no cars are allowed downtown, so that the city center can be for ped/ bike/ transit civic activities and gatherings (think Paris/ Copenhagen, etc). Downtown needs more green space in the form of pocket parks.
143.	speed limit too high for the amount of bikers and pedestrians that use it and cross it. During winter months it's very hard to see people and bikes, especially in the rain. How about more lighting?
144.	Speeding drivers not looking out for pedestrians
145.	Still too car centric, too little bike infrastructure, especially separate from car lanes. Car traffic on SW 4th too fast. Crosswalks are ignored. No bike infrastructure. Three wide lanes for cars overkill.
146.	Streets are fine. Pedestrian use is unpleasant because of panhandling and trash.
147.	SW 2nd should have a bike lane for the whole length of it. I have to ride with traffic for several blocks to connect with the seperated bike lane north of Morrison
148.	SW 4th avenue as well as Broadway could use some protected bike lanes.
149.	SW 4th avenue bike/bus lanes should be an example for the rest of downtown. SW Park should be ped only for the entire run.
150.	Terrible bike infrastructure. My daughter goes to school downtown and will not bike (she is 12). Downtown needs safe, direct bike routes, and bus-only lanes. All of downtown is ridiculously over-used for cars. Even though I need to drive there for school and for work, I support fewer lanes for cars, less and more expensive parking. Whenever I bike to a meeting, I realize it is more efficient and more pleasant.
151.	Terrible to ride bikes or drive
152.	The 12 mph light timing downtown makes biking fairly pleasant on most streets, but one is still left with the options of sitting in traffic or splitting the space between parked cars and gridlocked cars when traffic is bad.
153.	the Alphabet District/NW 23rd is terrifying. Ever try to eek out to see if it is clear to cross?
154.	The bike and car lines intertwined which is not safe to all
155.	The bike lanes are horrible as they are pretty much non-existent
156.	The bike routes through downtown are substandard. We need speedier bus/MAX service. Take lanes where possible!
157.	The downtown area is an embarrassment to the City for it's dedication to all things SOV including free/cheap parking, door zone bike lanes and a genuine lack of space or respect paid to humans. More car-free streets, more bus only lanes, more protected bike lanes and less/more expensive on-street parking please/thanks.
158.	The interchange coming off of the Hawthorne bridge is a nightmare! Please make bus/bike only lane!
159.	The lack of protected bike lanes and dedicated streets for transit with no cars permitted is contradictory with the climate goals we have set and our ability to move a larger population around in the future.

160.	The Oak/Stark bike lanes are much appreciated and efficient! Would like to see more of these in south downtown and Pearl District. Access from Pearl to Steel Bridge and Waterfront Park is difficult despite many bike riders needing access.
161.	the pocket size map showing designated bike streets is great. continue with the green bike lane pavement markings and signs to direct bikes around on bike safety streets. the vehicles are more alert to bicycles on these streets also
162.	the scooters are crazy... hope riders are organ donors since they never wear helmets
163.	The transit streets and improvements to bikeways are key to moving people around Downtown. I avoid car travel, unless I know it's a less busy time.
164.	The vision of the Central City in Motion project is a great start. I would love to see bike/ped/transit improvements continue in this area, including more bike lanes.
165.	There aren't enough comfortable separated bike facilities, and transit needs to get sped up through downtown
166.	There need to be better bike routes through downtown, with barriers from cars.
167.	There should be better infrastructure for biking and walking. We need
168.	There should be more and safer bicycle routes through downtown. Separated infrastructure is safer.
169.	There should be more roads like better Naito that are reduced cars with prioritized bike and pedestrian lanes
170.	This corridor is walkable and bikeable. Lower speeds help maintain a feeling of safety in most situations despite heavier traffic.
171.	Too congested with cars. Need wider or more bike lanes and/or dedicated bus lanes or just no-car throughfares .
172.	Too congested, too many people crossing the street at places without crosswalks - very dangerous!
173.	Too many horrible bike lanes. I'm an avid bicycle rider-the people who ride/commute in DT are awful & never obey the road laws even though they are given extra accommodations
174.	Too many lanes have been lost due to dedicated bike lanes or construction.
175.	Too may cars that behave dangerously around pedestrians, and too much toxic exhaust from cars. It hurts to breathe. Please make downtown a carless zone.
176.	Too much auto capacity, not enough safe bicycle capacity. Needs electric inter urban regional service connections from Hwy 30 corridors east and west, north and south corridors
177.	Transit and ped facilities are excellent. Vehicle movement is horrible during rush/business hours.
178.	Transit priority and protected bike lanes, please!
179.	Try to avoid the city of Portland because too many bicycles that don't follow traffic rules.
180.	Uber/Lyft drivers stop wherever they want, even if it's a bike lane or general traffic lane. Better would be to build specific dropoff zones with heavy fines for not using them. Better still would be to prohibit TNCs from operating in the downtown core.
181.	Unpleasant for driving - a transit/pedestrian corridor would be a good idea here.
182.	Walk from bus stop to work in the winter, bike from Hawthorne bridge to PSU daily in spring/summer. Biking connections are rough from PSU to Hawthorne bridge headed north/east. Better naito is great but limited. Turning left across it to get into pearl sucks. Couch intersection is only designed for going straight across it.

183.	Walkable with frequent transit service, except the outbound afternoon commutes across the Hawthorne and Burnside bridges.
184.	Walking and bicycling along 4th Ave is unsafe, particularly near PSU.
185.	walking downtown, I feel safe as a pedestrian, I like the street cars and max lines. if I try to drive downtown, I feel as though i might hit pedestrians because signage is really small and sometimes confusing. It's hard to read tiny street signs as I'm driving
186.	Walking is easy and comfortable, and transit is OK, if a bit slow. Driving isn't great during peak hours, but i believe its good to discourage car use during peak times in city center. I only drive downtown for evening events (such as shows).
187.	Walking is great. Biking is terrifying because drivers do not respect bike lanes or think to check before turning, merging, opening car doors, etc. Drivers are aggressive and angry towards bikers - it's an unsafe and hostile travel experience. I understand drivers being upset when bikers are going below the speed limit on regular lanes - but that's not the issue. The issue is drivers being unnecessarily aggressive and hostile towards bikers in zones designated for bikers, and completely disregarding safety because they are angry that people are biking.
188.	watch out for bikers who do not feel the need to follow any of the laws, this is coming from a former bike messenger... perhaps a skill test is needed to be able to use the roadways?
189.	Way too car centric, so many dangerous places for bikes and pedestrians.
190.	way too much land is dedicated to cars (40% or more?). The street in front of keller auditorium should be converted into a pedestrian plaza. You should close the streets along the north park blocks and make the entire thing a pedestrian zone (like the PSU campus section). The street next to the Schnitzer auditorium should be permanently closed to cars. As should ankeny from the waterfront all the way up to Big Pink tower. Better Naito should be permanent. The temporary pedestrian plaza at Montgomery st at PSU should be permanent. We should have physically protected bike lanes on all N-S streets and half of the east west streets. In fact, we could easily close down 50% of the streets and still have a full functional city that is better for people. Set up retail kiosks on the newly closed streets - rent them out to raise revenue to subsidize the expansion of the bus system.
191.	We need a network of protected bike lanes downtown, as well as transit improvements.
192.	We NEED better bike infrastructure downtown, it's embarrassing how bad and unconnected the bike routes are. I love the neighborhood greenways but lets put some money downtown.
193.	We need bike lanes. We just do. Portland streets were designed for trolleys and buggies and people. We don't 3 or 4 traffic lanes down all of them. Add some protected bike lanes and you will see biking skyrocket.
194.	We still need better cycling connections north to south downtown
195.	When we HAVE to travel to Portland, we always find more congestion, smaller streets, less parking and too many bike lanes!
196.	While I ride TriMet and Portland Streetcar, 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.
197.	Works fine for me as a pedestrian and bicyclist.
198.	Would like to cycle but am nervous of traffic. Also hate the new scooters, riders are unpredictable.
199.	Time to pedestrianize -- and hence relandscape -- parts of 5th and 6th streets, at the least.
200.	Crowded. Lawless bikers all over the roads. Too many homeless near parking.

201.	Too many right-hook/left-cross issues with poorly-trained motorists when I'm on foot/bike.
202.	Scary to bike and should be car free
203.	Alternatives for biking needed
204.	This corridor needs many improvements for cyclists. There are few safe options for cyclists and scooters to travel. I recommend creating more car free avenues in the downtown area and incentivizing travel by all modes minus single occupancy vehicles. The downtown should be for pedestrians, cyclists, and scooters. Cars need to be minimized.
205.	Recent transit and bike improvements are moving in the right direction. Continue to prioritize walking, biking and transit over auto and truck movement
206.	It's okay- take scooter out of the mux
207.	Don't take away car lanes for bike lanes
208.	I find downtown Portland the most bikeable of these corridors. I learned biking there, & have around a decade & a half of biking experience, for reference.
209.	I have traveled through or within downtown almost every day for the past four and half years. It is a place where I feel comfortable being on foot or traveling by bicycle. The timed traffic lights support slow travel speeds, and provide "invisible" bicycle infrastructure because they are a speed that moderately skilled cyclists can use to travel with traffic. Also, the short blocks improve access on foot, and the density keeps destinations close by. However there are many steps that can be take to improve walking and bicycling (such as protected bike lanes, leading pedestrian intervals, removing travel lanes when there are three or more lanes in each direction, restricting right on red). I also like the access that transit provides to downtown, and it is an important part of what makes downtown great.
210.	I would feel much more comfortable and spend more time in this corridor if there were dedicated protected bike lanes available in this corridor.
211.	Scooters are hazards
212.	Easiest to bike, walk, or drive, busses are slow since they have way too many stops
213.	too many cars, should have more pedestrian and bikeways
214.	More side walks, marked crosswalks, slower speeds, protected bike lanes
215.	Needs more protected bike lanes
216.	Too many cars. Not enough bike routes.
217.	More focus on bikeways and infrastructure and transit efficiency
218.	Certain areas feel like they prioritize pedestrians and transit users (e.g., parts of the pearl). However, there is a lack of comprehensive protected bike infrastructure and safe street crossings.
219.	Increases bike lanes has been nice. Reducing the amount of cars downtown should be a priority. Open more areas to ped-only; add more protected bike lanes throughout.
220.	Protected bikeways would make it feel so much safer biking here
221.	separated bikeways/scooter ways on every street required, more taming of vehicle traffic required in outer neighborhoods of downtown
222.	Needs safer bike options
223.	protecte4d bike lanes needed; remove right on red....impatience seen of both autos and bicyclists
224.	Many are too wide, resulting in high traffic speeds and narrow sidewalks for all the people on them; sidewalks are dirty; more scatter signals for pedestrians at really busy intersection, separating

	pedestrian movements from auto movements; far more bus lanes needed; more wide brick sidewalks with trees would be very cheery and pretty
225.	Areas of downtown should be pedestrian only much like I talk about with Mississippi street
226.	Make it safer for pedestrians.
227.	bicyclists often do not heed traffic signals, making it dangerous as a pedestrian
228.	The bike lanes are inconsistent and it's difficult to have a complete and easy experience biking downtown because of it.
229.	The bike path and cones along Nato PKY make travel slow. And the weird corner bump-outs are ridiculous
230.	I would love for there to be more bike protected routes on the downtown streets. It's really hard to get from the bike friendly areas that take you to downtown to actually get to the place where you need to go. I specifically need to get to 5th and market and there aren't very good ways to get there without riding with a TON of cars or on the sidewalk.
231.	More protected bike lanes, lower car speeds, better crosswalks.
232.	Need better biking, more transit only lanes, car-free streets or blocks
233.	I work in Old Town and there's really not enforcement when it comes to pedestrians. People wander the streets in front of cars/bikes frequently when they don't have walk signals.
234.	Remove street parking. Widen sidewalks. Improve crosswalks. Add protected bike lanes.
235.	Lack of intuitive protected bike network is ridiculous.
236.	Too many sidewalks closed for adjacent construction
237.	SW Clay and SW Market Streets need major pedestrian improvements since these streets still have remaining highway characteristics from past ODOT control. Dedicated bus lanes needed throughout Downtown. Signal improvements needed throughout Downtown to speed all modes of transit.
238.	Downtown has too many streets and the block sizes are too small. We should decommission half the streets and open them to foot / bike use only. Seriously, 200 foot blocks are dumb. The amount of space being wasted on streets and intersections in Downtown is a horrible shame and should embarrass this city.
239.	Less car, more walkable/bike friendly
240.	Needs better bike connectivity. Broke my arm here in a bike-car interaction.
241.	Slow speeds which makes it feel safer for walking and biking
242.	When I'm solo I feel safe enough, but I wouldn't bike with my family there and I wouldn't want them walking alone at night. Transit is great downtown.
243.	Given the short city blocks, Portland should consider more things like the 5th ave bus mall - build more pedestrian-only zones, and get cars out of downtown. Build better bike and pedestrian infrastructure, and get rid of on street parking.
244.	The protected bike lanes on 2nd and 3rd are extremely bad. I initially thought they were painted by enthusiastic, but untrained activists and expected them to be removed once the city realized they were there. Also biking south on Better Naito at night is blinding because of oncoming headlights. I have almost hit people standing in the bike lane waiting to cross because I literally couldn't see them because of glare from car lights. Also biking up Broadway is horrible. I consider myself an aggressive cyclist and I won't ride to Broadway anymore because every single time I do I almost get hit by someone turning or trying to parallel park.

245.	Safer bike lanes!! Why do I share a lane with so many cars all through downtown??
246.	I feel comfortable riding on most downtown streets due to the low speed and the way that the street lights are timed. Downtown badly needs protected bike lanes.
247.	Downtown should have at least a few high quality biking streets. Also the bottlenecks stopping the buses on the way over the river during afternoon rush are unacceptable.
248.	What are defined as major streets? All streets are packed with cars, even where cars are not supposed to be (transit-only lanes, bike lanes). Too many turning drivers don't yield to pedestrians.
249.	That there isn't a network of protected bike lanes downtown is mind-bogglingly absurd.
250.	More bike infrastructure. Once you get off Naito, biking downtown is very difficult
251.	More priority for transit, pedestrians, bicycles needed
252.	Taxi, uber, lyft, and delivery trucks block bike paths and ignore pedestrian right of way
253.	Make is safer for people biking and walking, slow down cars.
254.	In the morning and afternoons, the traffic can be insane. I almost refuse to drive there and biking can be problematic with so many impatient drivers.
255.	Biking is generally the fastest for me because buses get stuck in traffic after work. Protect bike lanes would improve the experience and encourage hesitant folks. Some streets have far too many general travel lanes. Pretty easy to drive and park everywhere except for around Powell's for obvious reasons.
256.	Easy to walk, lighting is fairly good, busses are really frequent. There are a lot of people who are in bad shape living on these sidewalks, though.
257.	I really want to ride my bike here more, but the lack of physically separated and protected bike lanes keeps me from it.
258.	not too bad, sometimes biking can be hairy

Infrastructure & Design

1.	A busy car corridor unworthy of our policies.
2.	A car free city center would be so nice
3.	A complete disaster and national embarrassment. Hell for people walking or biking with constant close-calls at crosswalks and either no bike infrastructure or laughably dangerous door zone bike lanes. The absence of decent infrastructure in downtown Portland is one of the major reason for why walking, cycling, and transit mode share has stagnated or dropped.
4.	A mess - hate it! Use downtown less and less.
5.	A mess. Get rid of bike lanes and streetcars which make it confusing. No one from out of town will be able to figure out how the hell to drive through this mess. Used to work downtown 20 years ago and it used to be much better. I avoid downtown as much as I can because of the insane roads and increasing crime, drug abuse, homeless problem.
6.	Again, the timing of traffic lights here is good, and appreciated. I would suggest that with the many construction projects going on, the developer/builder be required to provide pedestrian access adjacent to their buildings, no matter how intense the work going on. since while walking and having to dodge frequently to the other side of the street is highly inconvenient and annoying. This might be the place to say also, that it seems developers are ruling the city, getting extra consideration in addition to making boatloads of money courtesy of the city and at the expense, especially in quality of life, of tax-paying citizens.

7. All need improvement whether street light timing, widening or better surfaces
8. All are useless.
9. All of them - I travel mostly on Morrison/Alder and Main/Madison up to Hawthorne Bridge and on Burnside driving east from downtown
10. Fine
11. Fix the potholes.
12. Front/Naito parkway is a mess.
13. Functional
14. generally fine as is
15. generally good
16. Get rid of the street people. Potholes everywhere. If we have bike lanes, why use the sidewalks and go the wrong direction?
17. Go car Free
18. Good blend of choices for all modes of transit IMO, says the multi-modal user(sans car).
19. Gosh, I wish there was a ferry.
20. Great acces by all modes now but I am sad to see all the folks calling in the sidewalks
21. great spot to implement congestion pricing and dramatically shift the focus of transportation infrastructure away from private automobiles and toward walking, transit, and biking.
22. great, need to maintain historic character
23. Hard to navigate, complex one way patterns, confusing bud kabes, other lane changes
24. Hate driving downtown. Would rather go elsewhere to shop, except for Powell's.
25. Have been advised Portland City Planning is deliberately making downtown traffic horrible in order to keep people from driving downtown. Who planned this? Mr. Magoo? Will not take public transportation and risk being assaulted by people with mental health issues.
26. Hopeless. I worked downtown a few years ago, and discovered to my horror that you can't leave PSU, go North, then turn right to cross the river. We are forced to turn left and go further and further from crossing the river. The bus lanes and train lanes are confusing, and I have been threatened by bus drivers and street car drivers because I accidentally got in their lane. I don't go down town anymore to shop because there is absolutely no parking. So that's why downtown stores don't have the customers they used to have.
27. Horrible especially since the those I charge want to give more space to the bicyclists who don't obey any traffic laws
28. I absolutely hate driving in downtown Portland. I only go there to take a disabled relative to appointments. We've agreed that Portland is doing its best to drive away suburbanites & keep us from going downtown. We got a parking ticket on rose fest parade day because we parked in what turned out to be a loading zone. Mother sign saying that's what it was was very hard to read and there was nothing else indicating that it was anything but a regular parking space - nothing on the curb, no large doors into the building or anything else showing that this space was different.
29. I am a business owner which delivers our service in downtown and throughout the Portland and surrounding areas including Vancouver. Portland has become virtually impossible to do business in for a delivery business.

30. I avoid downtown Portland, northwest Portland and the Pearl whenever possible. It is hostile traffic territory/
31. I avoid driving downtown, it is confusing and crowded
32. I avoid taking a car downtown as much as possible, and typically bike because it's easier to navigate. More protected bike lanes and streets please!
33. I enjoy driving through Downtown. The lights are great. Lots of shade. Some of the intersections could be more pedestrian/bike friendly.
34. I generally think downtown streets work pretty well, except for all the places where construction constricts access (like that interminable courthouse project by the Hawthorne).
35. I hope there's a way to better manage truck loading currently taking place in travel streets, and construction projects that take over sidewalks.
36. I like the way the traffic downtown requires you to get there by using something other than a car.
37. I loathe driving downtown, and generally avoid it when I can.
38. I mostly have good experiences traveling in the downtown core.
39. I quit going downtown when it became so dirty & trash everywhere from people camping on the sidewalks.
40. I used to work downtown, but have abandoned it to the tourists. It is so hard to get through via any transportation method.
41. I'm lucky in that I'm located very close to the I-5 on-ramp, so getting into and out of downtown isn't too bad.
42. Implement all of the CCIM project!
43. Improve capacity and flow
44. Improve pavement condition
45. Improved connections between Hwy 26 east and Hwy 26 west through downtown Portland and from Washington County to I-84 would allow reduced congestion in downtown Portland. Improved bus service between Washington County and NW Portland via Cornell would allow for me to leave my car at home.
46. Irresponsible lane changing causes huge delays
47. is this sustainable? What is the future budget to support this?
48. It is what it is, I feel the lack of parking adds to the congestion problems.
49. It's downtown. It's worst in the summer with all the tourist drivers.
50. Just a nightmare.
51. Just find a parking garage.
52. Keep the 18th/19th couplets safe all the way down, even during construction of streets and buildings. There is a space at the moment where the construction zone took the sidewalk AND the bike lane, with signs to ride in traffic. That is not acceptable.
53. Lanes are so narrow, traffic is so harrowing, parking is so terrible, that I don't go downtown anymore.
54. Less construction:-)
55. Less space for cars. More safety, space, and money for everything else
56. LESS STREET PARKING. I KNOW THIS IS NOT WHAT A LOT OF COMMUTERS WANT, BUT AS A RESIDENT OF DOWNTOWN PLEASE, PLEASE, PLEASE EITHER RAISE PRICES OF PARKING OR ELIMINATE MORE

STREET PARKING. DOWNTOWN IS CONGESTED, AND SHOULD NOT BE SOMEWHERE THAT BUSINESSMEN FROM THE SUBURBS LEAVE THEIR CARS TO SIT ALL DAY. THE LESS CARS THAT TRAVERSE THE CORE DOWNTOWN REGION, THE BETTER.

57. Limiting cars on 5th & 6th would be great

58. Look at removing cars from as much of downtown as possible. Start by expanding the area around pioneer square to be car free at expand to the 405 ring. Ideally it would be busses and pedestrians and trains only

59. Lots of construction but all for a good reason as Portland improves sewers and potholes.

60. Maintenance needed.

61. Major streets that approach bridges across the Willamette need dedicated bus lanes to improve trip times for public transit riders.

62. Make car free! Parking is already a nightmare. I never drive downtown. Should be transit, ped, cabs, and bike only

63. Make downtown less hostile to cars from surrounding communities or simply ban them.

64. Make it easier for people driving cars to navigate with all the other modes. Or ban the car and be clear about it.

65. Many streets truly no longer make sense to have cars on them at all, including much of Old Town/Chinatown, around PSU, around Pioneer Square, and along NW 21/23rd.

66. more east west

67. More incentives to do somethin other than drive

68. More trees are needed! We gotta calm traffic.

69. More/clearer street signs. Including the 100's on each street

70. Most streets badly need repaving. "Better Naito" sucks!!!! Take a few feet out of the park and put a wider sidewalk/bike path there instead of taking away a car lane. Traffic backs up badly, making both drivers and bus riders late to work. Can't tell you how many pedestrians I've seen hit or nearly hit because cyclists speed through "Better Naito" not paying attention to lights or crosswalks. It's NOT BETTER!!! It's dangerous!

71. Mostly very good. Weird places where you get jammed up around not being able to turn left onto Burnside are frustrating. Dangerous that you can turn left the wrong way at

72. My daily commute is from NE to my work NW Portland. It is stressful whether I'm traveling via bike, car, or walking. It would be fantastic to have more separation of the different modes of travel and specific streets dedicated to those modes.

73. Naito Parkway blocked off by freight trains (under the Steel Bridge and at 9th) for very long times, even during rush hours. Sometimes up to 30 minutes! It seems like they need to build an overpass or tunnel, or at the least regulate freight trains more strictly being able to block traffic for so long.

74. Need a lot of repairs

75. Need a route along the Waterfront/Naito ... either extend/flatten 16 or extend something that comes up from the south.

76. Need better connections to all highways and bridges Love PSU bike corridor

77. need more car lanes

78. Need more car-free streets; more streetcars; subway for MAX

79. Need more traffic lanes and greater traffic light coordination/technology.

80. Need repair; Everett in particular
81. Need to begin closing select streets to auto vehicle traffic
82. Need to make more room for bikes. Travel flows pretty much OK.
83. need to reinvent the parking garage to be more efficient. Need to remove parking on all streets and use space for additional travel lanes. Need to remove bike only avenues. Bikes should use car lanes and abide by all laws.
84. No complaints.
85. No hope here either. Central City in Motion will kill traffic capacity. Gridlock.
86. No on street parking. It's becoming very difficult to park, thus around and around we go looking for parking, NOT very eco friendly.
87. no one likes downtown to many bums just give the streets to the protestors
88. Nonsensical ingress and egress routes.
89. Not as easy to travel in and out of in recent years
90. Not car friendly
91. Not here too often but even with more traffic these years it seems ok. Fine for walking, and I don't even usually have much trouble parking a car.
92. not too bad really...sometimes 4th is backed up...
93. Now that I don't work downtown any more, I almost never go there. Too much constuction. Too msny conflicting forms of transportation.
94. Now try to avoid after attending schools and work. Giving up complete lanes for bikes is asinine. Scary trying to figure out lanes you can use. You drive in circles since you can only go a few blocks at a time.
95. Oak and Harvey Milk offer great routes east and west, and Broadway is good for going south, but there's no easy way to head north through downtown.the
96. off road parking, cease and desist changing street names for stupid reasons
97. ok
98. OK to drive around apart from rush hour
99. One ways hard to navigate
100. Operating well and as designed
101. Outside of peak hours (foremost 4:30 to 6:30 PN) not heavily utilized by motorized traffic make more pedestrian friendly especially off-peak hours
102. Parking difficult.
103. Parking downtown is horrific. Parking rates have jumped from \$10 to over \$14+ in just a year. Would much rather ride Max in, but can't due to lack of adequate parking. See SE McLoughlin Blvd comments.
104. Parking is expensive, and there is lots of congestion during the AM and PM commute. Construction in downtown has greatly impacted traffic.
105. PBOT has good plans for improvements. You should never have reintroduced cars on the transit mall. Fareless Square was a lot more effective in getting people out of their cars than rental bikes and scooters.
106. PBOT working on improving conditions for bike/ped/transit

107.	People should be actively discouraged from bringing their cars downtown. Air quality is horrible downtown due to the standstill traffic (DEQ maps support this). A downtown with only transit, alternative modes, pedestrians and cabs would be ideal.
108.	Please complete the CCIM with additional funding to enable oversight and to handle more foot traffic and get buses and trains out of traffic for connecting through the east and west sides
109.	Please fix the 26 and SW 13th to 405 south onramp / 405 Broadway offramp and the 405 North to 26 offramp. These are so backed up and cars are weaving in and out to get through and around these queues.
110.	please make downtown car-free
111.	Poor timing of traffic lights remains a major problem.
112.	Pothole nightmares
113.	Road conditions are poor.
114.	Roads are bad conditions
115.	prohibit turns on red
116.	Sick of dodging pedestrians, bicycles, homeless people. Only go downtown when absolutely necessary. Have stopped shopping and eating up there. Disgusting town.
117.	Pretty standard city traffic
118.	Remove cars from the bus mall!!!
119.	Remove/restrict single occupant vehicles. Replace car lanes with more bus only lane(s)
120.	Repaving needed throughout.
121.	Return the free zone downtown so more people will use transit. There needs to be more east-west transit through downtown. If I'm going from 12th Ave east to the waterfront, I have to walk many blocks to get a bus across. I'm too old to walk a full mile uphill!
122.	Should be limited to just transit, bikes and pedestrians. Lots of transit!
123.	So many people including me can't get anywhere without going through downtown. I have to go downtown to get to the eastside, to southwest, to beaverton and more. I think it is very important to invest in downtown corridor since it is a main connector to the entire region.
124.	Some more streets should be closed to cars.
125.	Someone needs to be made responsible for making sure the signal lites at each block are kept in sync. Especially around where the trains cross town. the timing on the
126.	Sometimes confusing and congested
127.	Street conditions are horrendous. Pot holes and degraded pavement are too common.
128.	Terrible. I'm fine minimizing vehicle travel through downtown, but if we can't address the freeway system and make it viable it is unfair to cut off options for cars trying to get from east to west or west to east
129.	The amount of constant construction in downtown has made it virtually impassable. I avoid going there. I used to go downtown every weekend to go out, for shopping, etc. Now I go other places to avoid it.
130.	The best things about downtown is that the signal timing keeps speeds down to a comfortable level for people who commute by bicycle. Among the problems is that drivers routinely violate the law, blocking bicycle lanes, violating right of way... and there is not nearly enough enforcement. I hope the

Central City plan will address some of the problems by changing the environment along key routes. Oh... big hopes that bus lanes will draw people out of their cars.

131. The major streets of downtown work well, especially the Bus Mall

132. the potholes on these streets make them a safety hazard and they are damaging to vehicles. FIX THEM!!!

133. The roads need fixing. So many potholes.

134. The streets are confusing to drive on with all the one way streets, construction, road work and max/bus lanes.

135. The streets need to be maintained well. Otherwise, things are pretty good. Definitely need better bike wayfinding bike streets are clearly defined. I am happy to have tourists but I want them to use Oak..

136. The traffic lights timed at 15 m.p.g. or so are annoying and may contribute to congestion and pollution.

137. There are still too many cars

138. There is a tension between lack of parking and having a lively retail/arts/dining experience.

139. There is just way too much vehicular traffic and vehicle/road surface noise downtown.

140. There is so much construction going on right now that it is difficult to find a route through downtown.

141. They're working OK.

142. This area offers the best options for non-automobile travel and enjoyment.

143. This corridor needs more car lanes

144. This goes for all of the city...BRING BACK STREET SIGNS with the numbers on top that show how many blocks you are from Burnside. This is a MAJOR hassle not having them. The signs are hard enough to read. Know you are 2 blocks from your turn alleviates driving stress and accidents.

145. This needs to be a car free zone (or at least charge for cars entering this area)

146. Time lights better

147. To be avoided if at all possible. It is amazing to me that people shop there as much as they do.

148. Too many one way streets. E Scooter traffic erratic.

149. too many car parking spots and garages and car dealerships

150. Too many one way streets. It becomes very confusing.

151. Too much priority for car traffic and parking. Eliminate "through" traffic routes-downtown is a destination not a corridor. Good light rail access but biking is unsafe once downtown.

152. Trains, dedicated bus and emergency vehicle lanes

153. Ugghhh, what a mess!

154. unsafe number of moving and parked cars

155. 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.

156. Usually busy often

157. Usually OK

158.	We do not need this many cars. Make parking more expensive and force everyone to provide free transit passes and safe bike parking to their employees.
159.	Well planned for getting in and out from highways, parking stations great, one ways make sense
160.	What a mess! There is always construction, people wandering aimlessly who are homeless, and it feels like it's not an easy area to get around by car for customers who are not walking or biking.
161.	What can you do, stop construction? Too late, the VQ is gone.
162.	What is left to do that the City of Portland isn't doing? Why does the region need to pay anything more than elements that effect the region such as bridges and major components of the downtown...like I-5, I-405, on and off ramps, bridges, and perhaps Hwy 99W and 99E.
163.	when traveling to events in downtown Portland
164.	Why is downtown such a mish-mash of different priorities? Buses have their own lanes on 5th and 6th, but sit in gridlock on their way to the bridges, while bikes have their own lanes on the bridges that vanish once you reach surface streets.
165.	with construction every other block its not fun. some pavement conditions are embarrassing
166.	Fix the potholes, clean the trash,
167.	Just help fund Central City On Motion. There's already a great plan for improving transportation in downtown.
168.	Impossible. Avoid it entirely when I can
169.	Construction sites impeding traffic should have to pay permitting fees to give them some incentive to minimize their impact!
170.	There is a lot of construction; pedestrians seem usually able to manage to navigate their sidewalk closures but I do worry about bikes having to take traffic lanes and deal with cars when their dedicated lanes are obstructed by construction
171.	The ramp/intersections to get onto 405N from Barbur Blvd is the worst in Portland.
172.	would avoid it except for company I worked for, dentist, the theaters I volunteer for and stock broker are all downtown, Steady lose of street parking.
173.	You need better street signage
174.	should prioritize all forms of transportation other than cars
175.	It's time to remove car access in the city center
176.	Cars need to be abolished from this corridor and made safer for pedestrians
177.	We have to take back space from automobiles if we want to have a vibrant civic, community life.
178.	There are way too many automobiles downtown. Many streets could be closed two automobiles.
179.	Construction is challenging. Bike mall is challenging. Closing off the street by Schnitzer completely wrecks the commute home.
180.	Car free. Improve all other modes. Clean up the air.
181.	Pretty good!
182.	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.
183.	ok except for building construction take up lane space and half of stark turned into bike lanes.
184.	Motor vehicles travel at excessive speeds and there is no enforcement
185.	Congestion pricing would make this area more pleasant to walk in.

186.	I'd love to see Better Naito to be made permanent. And the city desperately needs to shut down some streets live other global cities do. Specifically closing the streets at Director Park. Also, closing most of NW 13th to pedestrians only.
187.	Light timing pkus no enforcement of cars blocking intersections to allow cross traffic to flow or cross.. barber/hwy 26/5th-6th streets to 405
188.	Horrible. I try to avoid downtown. Miss shopping there.
189.	4th ave north by PSU is not working people get frustrated and do risky things
190.	It seems like the traffic lights are on an automatic system vs. a system based on what actual traffic is around. I wish this would change so that there is more of a flow.
191.	Please toll the downtown corridor. I can only move through downtown efficiently on a bike. Downtown congestion is the largest reason I opt not to ride the bus.
192.	I would love to see some car-free streets downtown to make getting around by bike / walking easier! I think this would be great for businesses too. Cars should be discouraged from driving downtown as much as possible.
193.	A lot of downtown streets could be completely closed to auto traffic to improve pedestrian / biker safety, with a minimal impact on traffic.
194.	Avoid at all times if at all possible - clogged, constant shutdowns, parking a huge challenge
195.	These should be car free especially the transit mall.
196.	Some bridges and street leading to and from them. (Hawthorne, Morrison, and Burnside) should have bus only lanes, particularly do commuted hours.
197.	Ban all nonCDL drivers from this corridor
198.	Needs fewer cars.
199.	Anyone who drives downtown represents a policy failure. The busses are pretty good along the mall, but it would be nice to have some bike paths that go east-west and north-south above Burnside.
200.	I don't feel comfortable with any of the routes from bridges to where I work near Providence Park. It's hard to around parked cars at corners, and traffic during peak commute times makes biking to work for me seem unsafe. Close a couple of streets to cars. Only less, biked and mass transit.
201.	Improve and focus on all NON-car modes of transit. Create a built environment that actually keeps non -car users safe and comfortable.
202.	Ccim now
203.	Clean up downtown. We are destroying what was once a robust, clean and desirable place to be. Now it's disgusting.
204.	Quite a few confusing streets where you need to be in the middle lane in order to turn left/right in a few blocks

Transit

1.	Add bus-only lanes for all routes through downtown. Close some streets to cars altogether, to make for better biking, walking and bus travel. take away onstreet parking to place food carts next to the curb, with access from the sidewalk.
2.	Additional efforts to dedicate transit primacy and bike lanes at certain intersections and lanes (toward bridges or connections) would be very helpful to increase safety and efficiency
3.	All transit leads easily to downtown. I never drive downtown, it's fantastic! I have several options for getting there, the rest of the city is not so easily connected.

4. Experienced protest in downtown Portland shutting down MAX. Ended up having to walk across Hawthorn bridge clear to 11th north of Division to catch Max almost 3 hours later, No desire to drive or use Max to downtown again.
5. Get more fare inspectors to get homeless and people with pets and fare jumpers off transit!
6. Get rid of surface mass transit, please tunnel
7. Getting into traffic jams on a bus is infuriating. I'd rather be by myself in a car and it makes me less likely to take the bus
8. Hard to figure out timing of connections, when coming from busses that terminate downtown.
9. Hate the streetcar lanes
10. Having the street cart there helps a lot along with Max. Can't imagine not having these here!
11. Homeless population causing issues to safely walk to the max or bus stop
12. Hub and spoke system in this city needs rethinking, it doesn't work for the way people live.
13. I do my best to use public transportation to down-town Portland to avoid driving and parking there, but, especially at night, when not all transit is available (#10 bus), I feel safer in a car.
14. I feel most of downtown transit works well.
15. I feel ok downtown. Wish MAX went through quicker (fewer stops) and wish there were more car free zones.
16. I like that this corridor is friendly to mass transit and I think we should discourage personal car rides as much as possible at least m - f
17. I prefer taking the Max downtown. It's unfortunate that it shares the street surface with cars, which slows it down considerably.
18. I really like the idea of putting the Max in a tunnel under downtown. This would help all modes of transportation in the downtown area. I know it will be very expensive!
19. I regularly take MAX into downtown for work, and if there are ever any issues with the train, there is no easy alternative solution for me to get home (back to the west side)
20. I support proposals to explore the feasibility of building underground tunnels for Max trains downtown; anything to ease congestion during rush hours
21. I think we really need to get cars off the transit mall. That will solve a lot of problems. Otherwise, not too bad? Is there any way to speed up the MAX so it doesn't take 30 min to cross downtown? Maybe express trains that only stop once in downtown? Am I dreaming here?
22. I try to avoid driving there when possible due to the heavy traffic and cost of parking. I would much rather take the bus, and do so most times I have to be there. Somehow dedicating a travel lane so that buses get through the traffic more quickly could encourage more people to use them.
23. I worked downtown and the only way to get around sanely is to take mass transit. The problem is our aging society and getting up and down from the buses and walking anywhere. The street cars are wonderful for the elderly but limited. I wish the street cars in the SE(NE were farther out from the river as I believe more people would use it to get to and from downtown. Dangerous near the river and where is the parking lots near the street cars?
24. I worked downtown for a while last year as a contractor and took the bus nearly every day. The bus (the 14) runs quite a bit but is so slow. Stops every 2 blocks is so painful. If I could get out early enough, I would happily take the express and walk back down. Biking, again, is extremely dangerous because there are not safe bike corridors without cars. Please look to Minneapolis' converted rail lines into bike transit. We sorely need something like this if the city wants bikers to feel safe transiting. I have personally switched to mostly driving because of a very serious accident I had (while

having the right of way). A friend died just a few months later, also having the right of way, and I decided I didn't want to die in my 20's if I could help it.
25. I would like more bus priority signaling and fewer cars in the downtown area. I like using the biketown bikes to get around but sometimes I dont feel safe when there's too many cars, or if there is bad lighting at night.
26. I would like to se increaaed Max service/frequency in and out of downtown
27. I'd like to see a pedestrian/transit only quarter.
28. It would be nice to make the transit mall only for transit.
29. Keeping all the downtown Max stations as they currently are open is essential. They were placed where they are to make transit more accessible to the public. Closing downtown stations in the name of saving 2-3 minutes on schedules make no sense.
30. Less stops, or the blue line to stop at certain stops and the res line to stop at others. Getting from 185th to the airport is 1 hr 15 min but most of that time is downtown making little stops.
31. Lots of auto traffic, need improved bus/train options to get around ie downtown to Slabtown
32. Love MAX trains
33. Love the bus mall!
34. MAX as much as possible to downtown area.
35. MAX is often late, especially with weather
36. MAX lacks adequate right of way through downtown. Tunnel or elevate it.
37. Max or bus should run later on Fri & Sat nights to discourage bar traffic from driving
38. MAX trains and buses heavily contribute to inefficient traffic flow. Traffic lights are not sychronized.
39. MAX trains take too long to cross downtown area. There should be an express that only stops at Pioneer square.
40. More emphasis on mass transit options
41. More public transit and biking infrastructure!
42. More trains during the busier hours and after events at Providence park
43. More transit and protected bike lanes please
44. More transit priority lanes!
45. Need an easier way to change from Orange train to Red train
46. Need for reliable transit
47. No major problems, except that east-west busses are a bit confusing because of how they are often not on the bus mall, but there's no obvious bus mall that is east west. We need a surface bus mall for E-W routes to consolidate those stops.
48. On a blue moon, I ride the bus downtown. I almost always drive, but when I do I know the drill. I'm to admit I'll walk 3-10 blocks to my destination, which I dont' mind I like. This means going to the outer avenues (10th-12th) parking in a first streetside space if near or after 7 p.m. (free parking begins) or if early on a weekday or on a weekend, I make a beeline for the 10th Ave SmartPark for a low total rate. I never park in a private paid commercial lot or a commercial garage. When I park, I walk many places and sometimes change my path at every intersection. I like walking downtown. My favorite route is along the South Park Blocks and Director Park. My adult education classes are at the Northwest Film Center on Salmon St.

49. People should commute by train
50. Please make it faster for buses to get in and out of downtown! I ride lines 6, 44, and 4 regularly and it takes far too long to get on and off the Steel and Hawthorne bridges.
51. Private vehicles should not be allowed on major bus and MAX line routes.
52. Put the max underground!
53. recent change in bus stops on #96 make transfers difficult
54. Remove bus lanes
55. Rush hour traffic from west to east is a nightmare. More bridges....or more bridge lanes.....or start developing commercial development and jobs on the east side.
56. Should return to fare free for downtown area.
57. Subway Max trains & maybe busses to open up ground level corridors for pedestrians, bikers, shoppers-some of downtown is unnecessarily dead at ground level because of public transit there!
58. Super busy but the transit corridors (max, bus lanes) really help
59. The #8 bus from my office to downtown rocks!
60. The bond measure desperately needs to include a MAX tunnel under Willamette River & downtown. This will benefit the ENTIRE region by dramatically shortening Max travel times.
61. The bus, streetcar and Max lines are the way to travel through downtown.
62. The choice of frequent trains or buses in this area make transportation very easy
63. The denser the better, and get the MAX underground through downtown ASAP. Very walkable, relatively easy to park compared to many larger cities. Excellent overall.
64. there is a lack of bus-only lanes
65. This is an easier area to use transit but I'm not in this area as much due to my schedule
66. Too many buses turn east onto Madison Street by City Hall, stopping traffic to the west on Madison, sometimes through 3-4 traffic light cycles. Reroute those buses!
67. Too many people on Max during rush hours, sometimes have to wait 2-3 trains to get on, or even catch a bus
68. Too many stops when using train. Need to reduce stops or have an express train that runs periodically which has fewer stops.
69. Traffic calming, remove parking, dedicates bus lanes
70. Traffic is a serpentine mess due to 1 way roads and lack of ability to turn. Excessive bus lanes that I rarely see a bus in.
71. transit works well, prefer not to drive downtown
72. Tricky to use due to all the bus and MAX lines, also bike lanes, but doable usually if you pay attention.
73. Use the streetcar
74. We always take public transport, bus or Max to go downtown.
75. We need bus lanes at choke points. For example, the #'s 8 & 77 buses would get stopped by vehicles turning onto Multnomah from 2nd. The # 4 & 44 get stopped by traffic coming off I-5 at Broadway towards the RQ.
76. We need buses running south and north along SW 3rd Ave. and SW 2nd Ave, or even a light rail or a streetcar line. as well as in the "transit mall" on 5th and 6th.
77. We need free public transit.

78. We need to minimize traffic in Downtown Portland by expanding public transport and making bike lanes/walking trails safer.
79. Wish max ran smoother
80. Work there and commute by train. Love my MAX commute and would love to see MAX service expanded.
81. Works pretty well, if I need to take the bus
82. Would be great to prioritize some max lines going far, like an express. bus connections can be tough because they mean walking through less safe areas with lots of encampments.
83. Would like more dedicated transit lanes. No more cars on transit mall!
84. Too many cars makes public transit super slow, needs more alt transit infrastructure
85. I like Better Naito during the summer. Kind of wish it was all year round. Near Burnside, same comment about the trains. You can get trapped by car far enough back that you can't see the train, so can't try to avoid it (I can't get to work anyway, bc the train cuts off access across and alongside Naito, but if you can't see a train, but get too far down, there's no way out bc the intersections are one way coming toward you)
86. Need to speed up busses
87. Mostly pretty pleasant but busses and max get stuck downtown
88. Choked by cars and parking, busses blocked
89. Great transit
90. Downtown needs more transit-only streets. SW Yamhill and SW Morrison would be perfect.
91. Transit too slow
92. As noted, we need bus-only lanes leading to and from all bridge crossings, as well as streetcar only lanes on SW/NW 10th and 11th to speed up Streetcar travel.
93. We really need a downtown light rail subway
94. The MAX is painfully slow, we need it in a tunnel in the central city
95. Needs more transit only lanes
96. The city, and downtown especially, is absolutely choking on cars. As the city has filled up, the busses have gotten mired in traffic, and downtown has started to feel much more dangerous on foot. We need to stop facilitating SOV trips downtown. We need bus only lanes and safe, comfortable bike facilities in the heart of the city.
97. We need to prioritize public transit, bikes, and walking downtown. Yes, there has been good progress here, but there needs to be more focus on prioritizing healthier modes of transportation.
98. These corridor is overrun with cars. We need to work on getting removing cars from these travel corridors so busses can move more quickly, so it's safer to walk/bike and improve the air quality.
99. Faster streetcar service (and dedicated lanes)

Congestion

1. A congested maze. Parking increasingly difficult.
2. All traffic down town is horrible. It needs major revision
3. Generally favorable. I avoid area during rush hour or take Street Car.
4. Gridlock.

5. heavy traffic at just about all hours now
6. Horrific traffic congestion, drivers have no respect for pedestrians, construction makes walking difficult.
7. I just expect the major streets in Portland to be congested and frustrating. I try to only drive there when it's necessary.
8. I mainly use S.W. 4th, S.W. 5th, S.W. Main and S.W. Madison. S.W. Madison is a nightmare in the afternoon. Sometimes takes 25 minutes to go 1 block. In general would really help if drivers would focus on driving and pedestrians would mind the crossing signs. We are all trying to get somewhere. Trip Met busses also go well below the posted speeds and drive in two lanes which also blocks traffic.
9. I think traffic flow has improved significantly. Sadly, I think this is because so many businesses have moved out of the downtown core.
10. I visit during off peak hours
11. Longer periods of congestion every day. Even in mid-day.
12. Moves fairly well (except Naito Prkwy. and W. Burnside streets)
13. Portland should introduce some sort of cordon / congestion pricing for motor vehicles coming into downtown. This make transit more efficient and reliable and improve safety for cyclists and pedestrians.
14. slow
15. Slow
16. Slow congested need more lanes
17. Slow travel times through downtown.
18. So congested. Put in some Vegas style pedestrian overpassed. Homeless population is ridiculous! Filthy and a safety hazard.
19. South of Burnside streets are navigable. North of Burnside daytime congestion prevails.
20. SW 5th, SW 6th, SW Madison, SW Main block is impassable after 4pm. Remove parking lane on Madison between 4th and 5th to improve traffic flow. Do not reduce lanes on SW 4th going North. Like it or not, people are going to drive downtown so design for it. Scooters are dangerous to all other forms of transportation. Busses regularly take up two lanes of traffic which adds to gridlock.
21. The focus for improvement should be primarily on improving traffic flow for automobiles
22. The near gridlock conditions during commuter hours is typical of other big cities and should be expected. Other times of day, I find it easy to move around by car downtown although you really need to be paying attention because of the bicycles weaving and darting along with the cars. I would prefer to walk downtown than ride my bike.
23. Too many cars
24. Too many cars.
25. too much auto traffic
26. Too much car traffic makes bus travel slow; too much bicycle and scooter traffic on the sidewalks makes walking dangerous.
27. Too much construction not enough parking
28. Too much traffic.
29. too much traffic. not maintained well

30. totally congested
31. Traffic causes travel time delays. There are minimal times this doesn't occur
32. Traffic congestion
33. Traffic is so bad I try to avoid Portland all together.
34. Traffic lights should be eliminated and replaced with roundabouts
35. Traffic too fast, heavy.
36. Traffic, parking
37. Very Congested and very unsafe for a number of reasons
38. works pretty well most of the time until sw 4th backs up...
39. Downtown traffic seems to get really bad during rushes, and especially on bad weather days, which Portland gets a lot of! Increased public transit options might entice fewer people to drive on those days, if they won't have to switch busses 2-3 times to get to work, or wait for 25 mins in the snow if they miss the bus they wanted.
40. Congested. Signals are timed wrong.
41. Congestion

Speed & Safety

1. a little scary to drive with so many pedestrians not paying attention, especially bikes
2. Gross, dirty and unsafe
3. I am avoiding downtown because of the homeless and aggressive pan handlers. i worked and went to PSU and am glad I no longer need to go downtown daily.
4. I refuse to go downtown Portland anymore. Too dangerous for women walking alone. Too many needles and nazis. I fear for my safety.
5. needs slower posted speeds, i.e. 15 mph, accompanied more extensive green wave signal timing - a very uncomfortable area to bike with families/children, yet sidewalks are off-limits to bikes
6. Portland Police need to patrol more often to catch speeders and red light runners.
7. Remove and ban tent camps
8. Ridiculous! Can't even walk safely or bring my kids downtown anymore. Crime, protests and homelessness has r
9. See comments below on homeless people with drug and mental health issues frightening people.
10. The expectation is a low speed limit. Allow extra time and expect many stops.
11. Too many drunks & druggies disregarding the lights and traffic. Confusing one ways for people unfamiliar with downtown.
12. Too many homeless, not safe
13. We no longer go to downtown Portland unless we have to. The traffic, lack of parking, and homeless spoil anything downtown has.
14. We only drive there for evening events. Transit works well during the day but not safe at night.
15. Would like to see the homeless off the street. Nobody wants to go downtown anymore, scary!
16. I like better Naito, wish the city could do more to prevent homelessness, litter, and reduce the presence of used hypodermic needles on the bike lanes, sidewalks and park areas.

17. homeless people

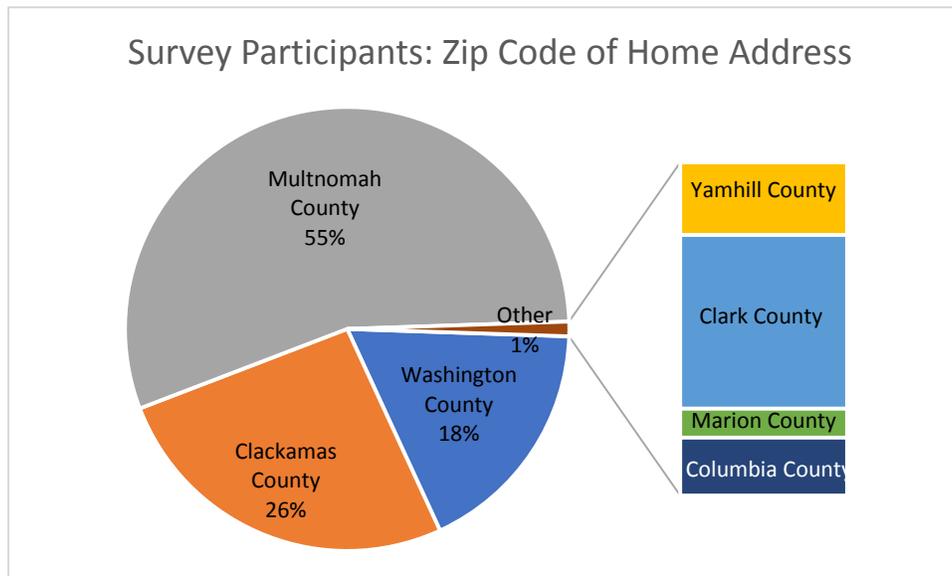
18. Need speed enforcement. Need unmarked crosswalk enforcement.

APPENDIX A:

SURVEY PARTICIPANT DEMOGRAPHICS

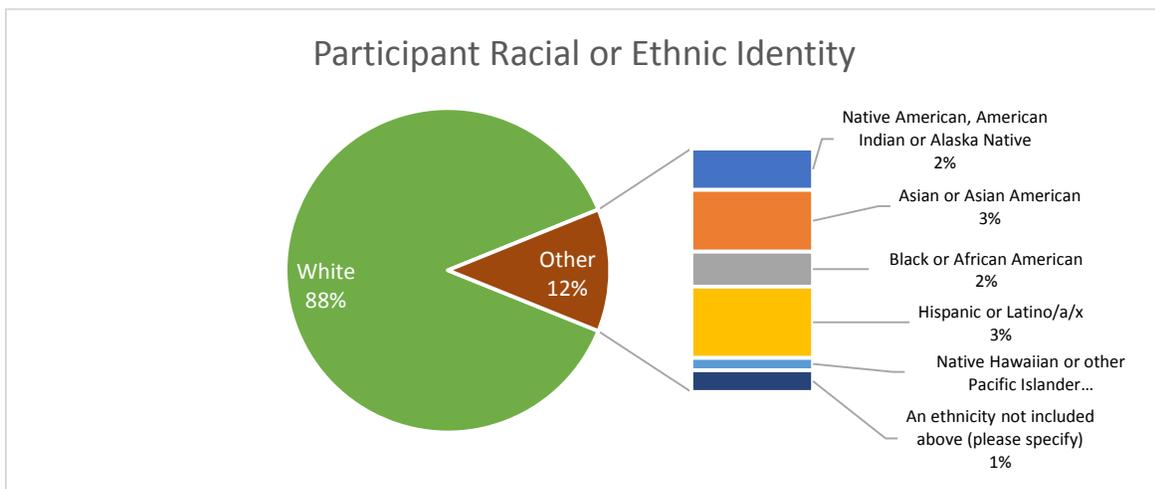
ZIP CODE OF HOME ADDRESS:

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



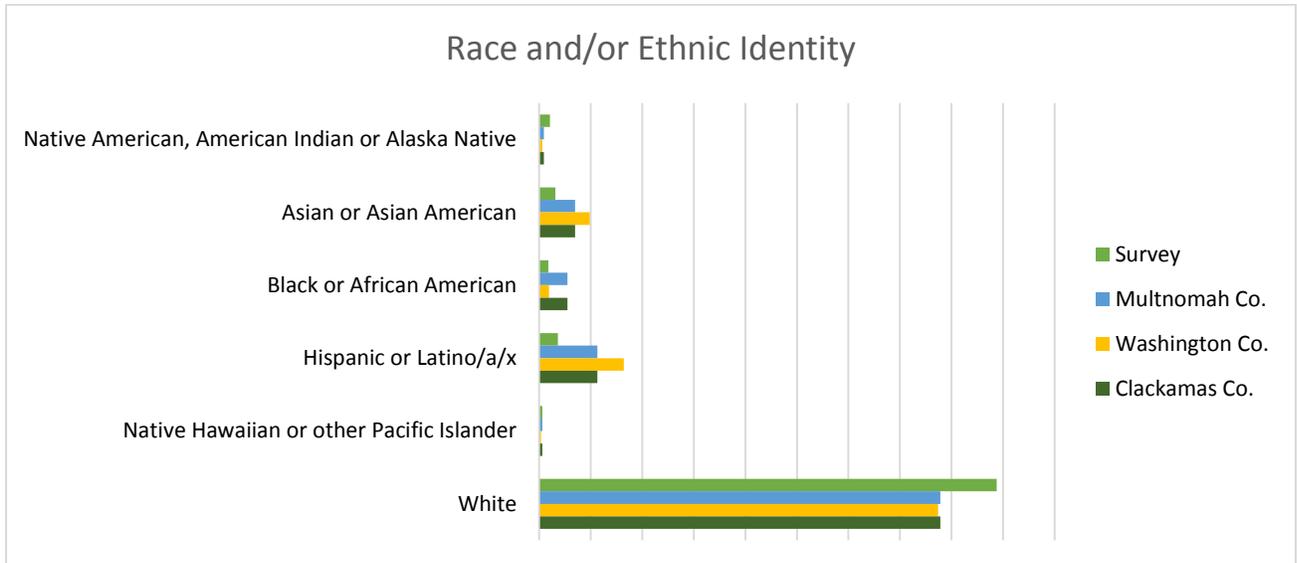
RACIAL AND/OR ETHNIC IDENTITY:

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.

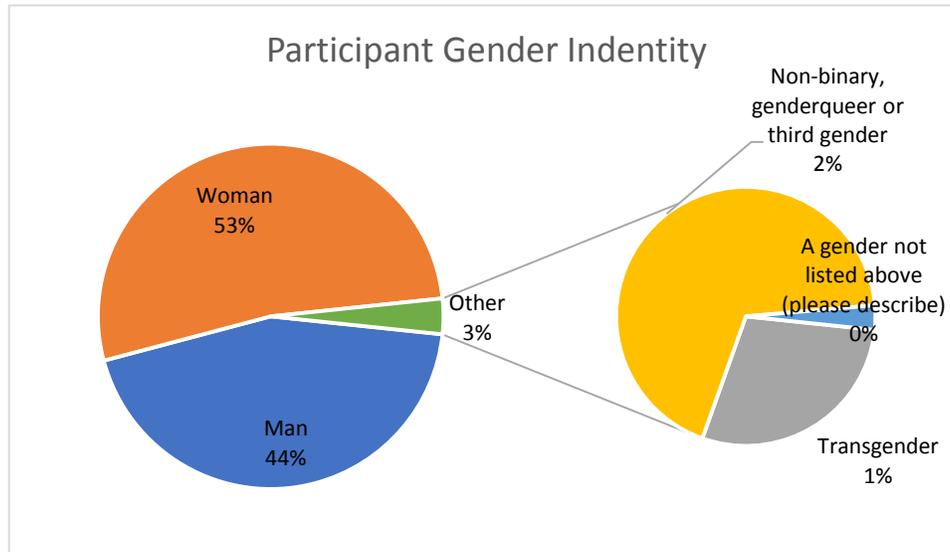
When compared to regional findings in regard to population race and/or ethnic identity¹, survey findings suggest a slight over-representation of participants who self-identified as white (outlined in the graphic below).



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.

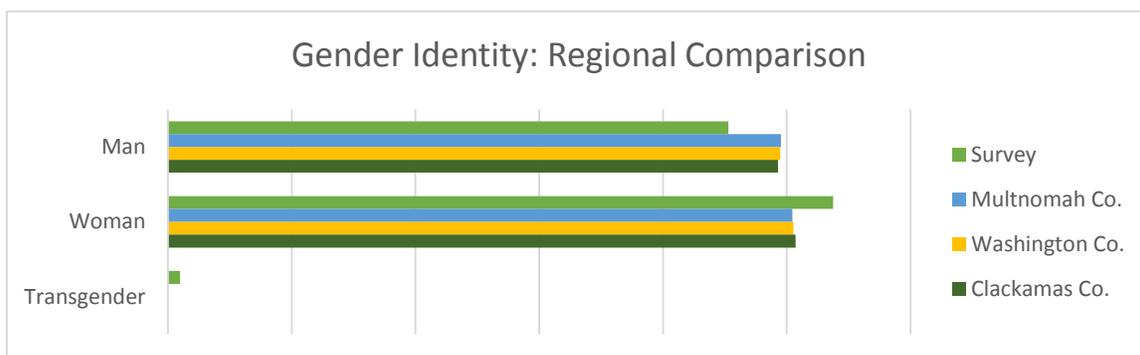


Participants were offered the option to select 'a gender not listed above', and to write in a response they felt was not presented within the drop-down menu. The large majority of these written responses showed strong resistance to the question itself, with one or three responses expressing a gender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



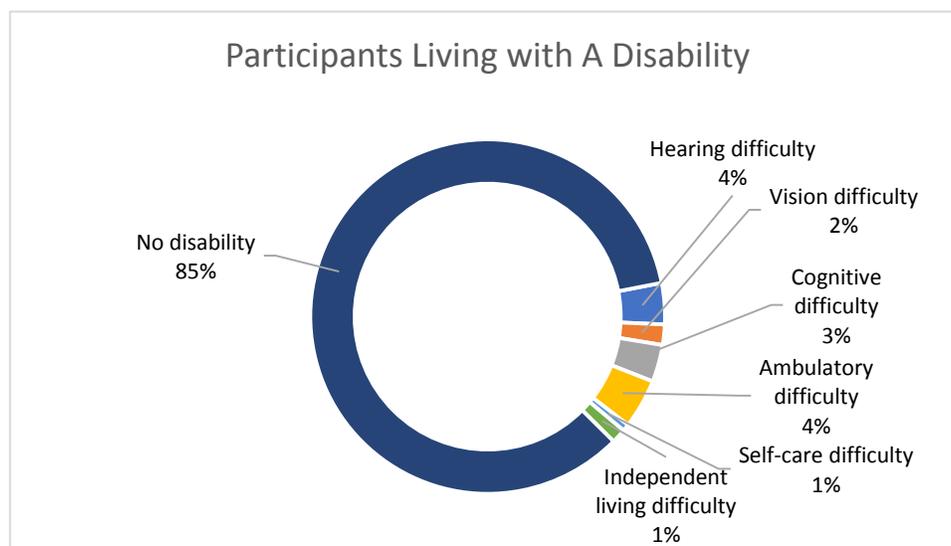
*COMPARISON DATA FOR THOSE INDIVIDUALS IDENTIFYING AS TRANSGENERED AND/OR GENDER NON-CONFORMING NOT AVAILABLE THROUGH THE AMERICAN COMMUNITY SURVEY

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)



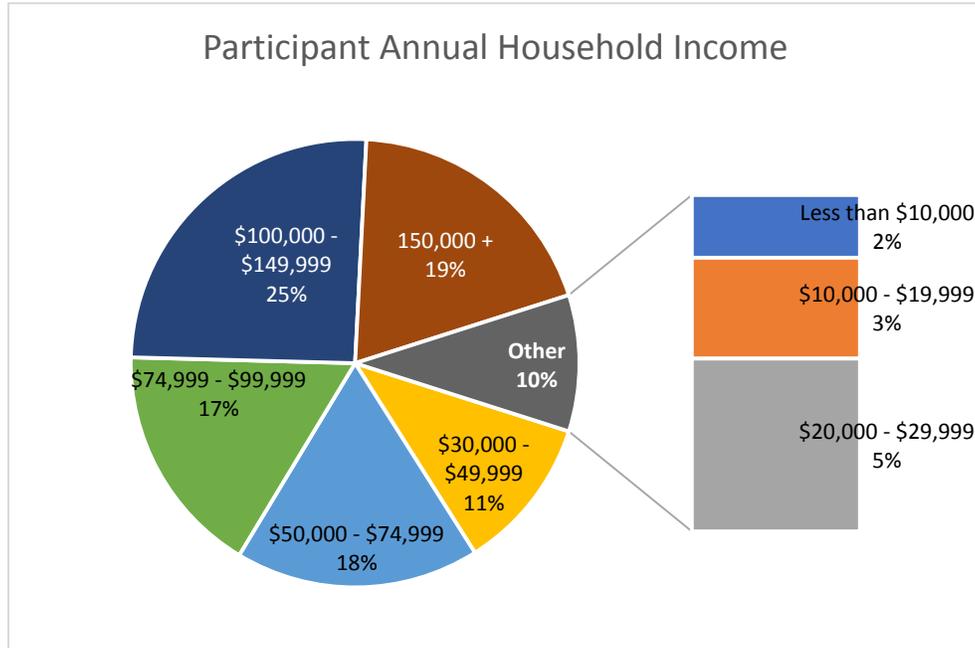
Participants were also given the option to write in a disability that they felt was not represented in the options listed.

These submitted responses included:

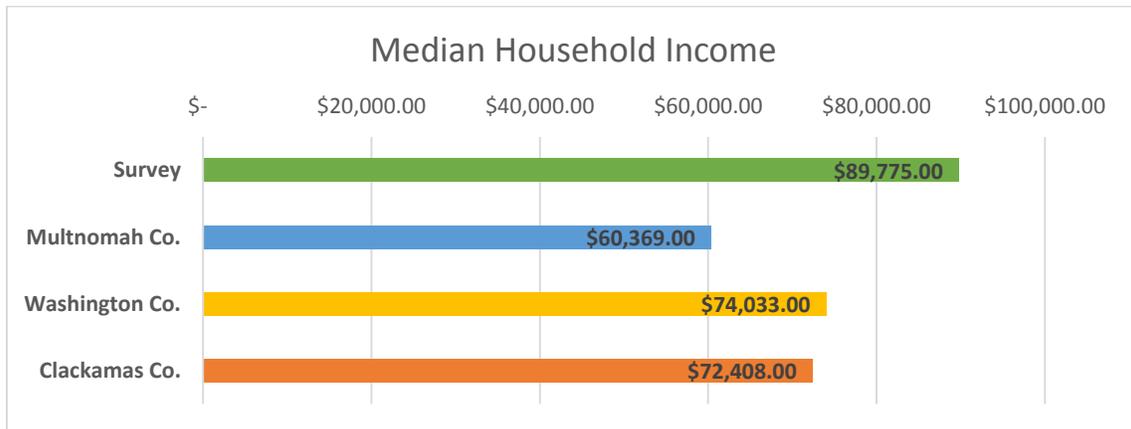
- Spouse and/or child with a disability:
- Mental Health, including PTSD and Anxiety
- Mild Hearing/Vision
- Chronic Pain
- Learning disability that makes planning and sticking to a time table difficult.
- Age
- Asthma
- Temporarily disabled due to Cancer
- Communication disability/speech disorder
-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

HOUSEHOLD INCOME:

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

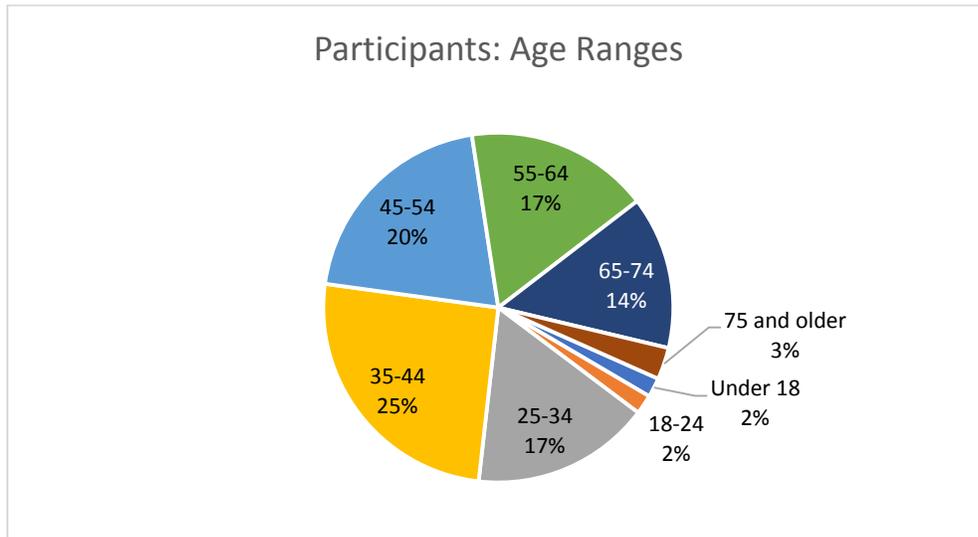


Survey respondents showed a higher median income than that of the region (represented in the graphic below):

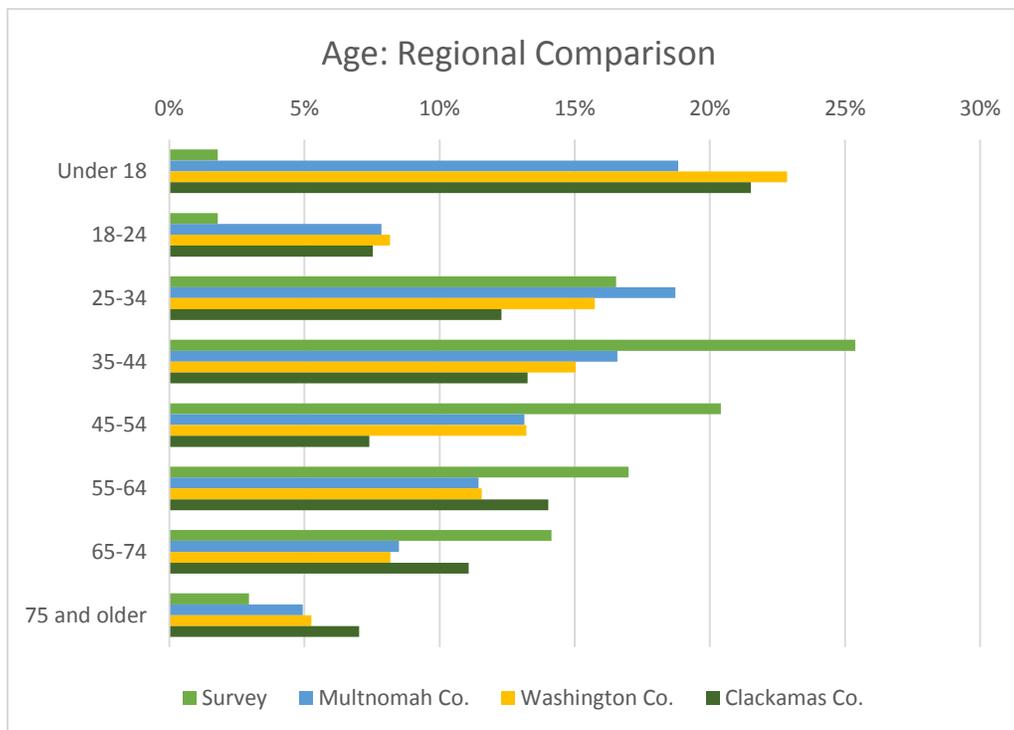


AGE:

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.



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.

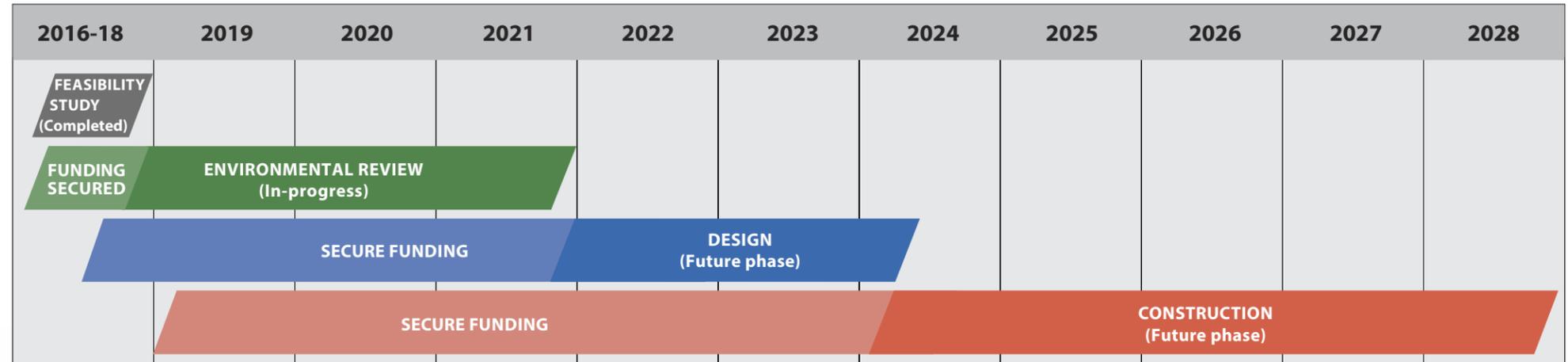
What is the plan?



Visit burnsidebridge.org to view a simulation created by engineers depicting how the Burnside Bridge will respond in a large earthquake.

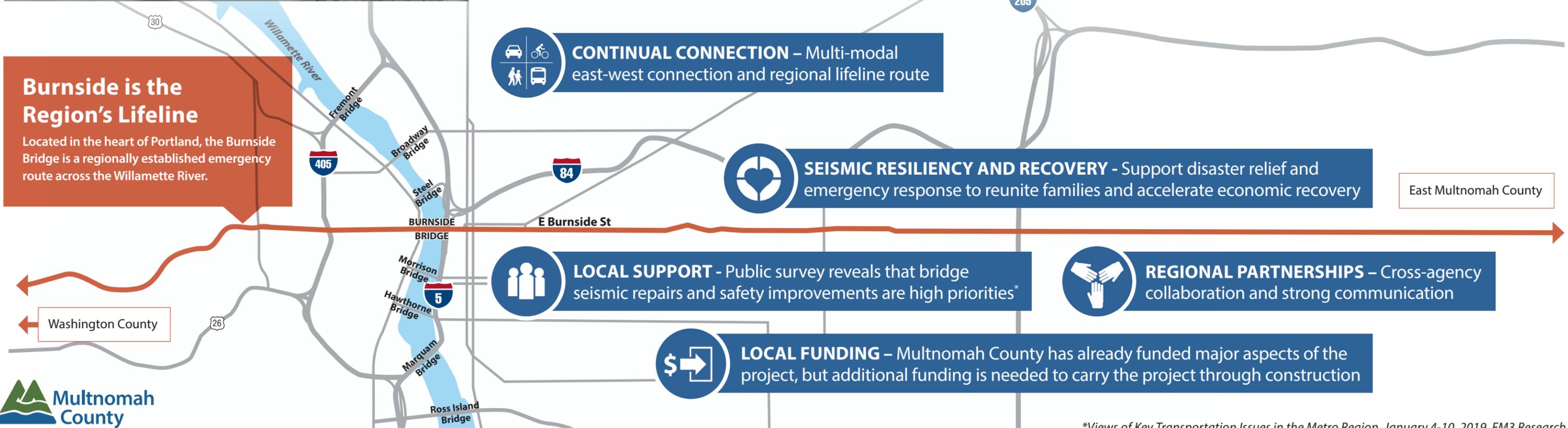
PROJECT TIMELINE

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.

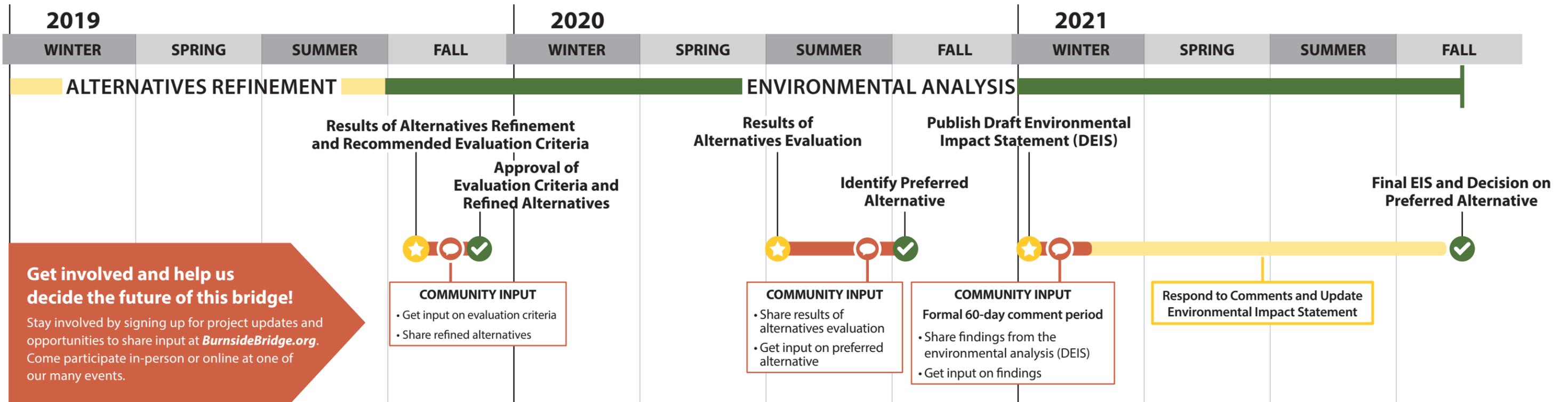


Burnside is the Region’s Lifeline

Located in the heart of Portland, the Burnside Bridge is a regionally established emergency route across the Willamette River.

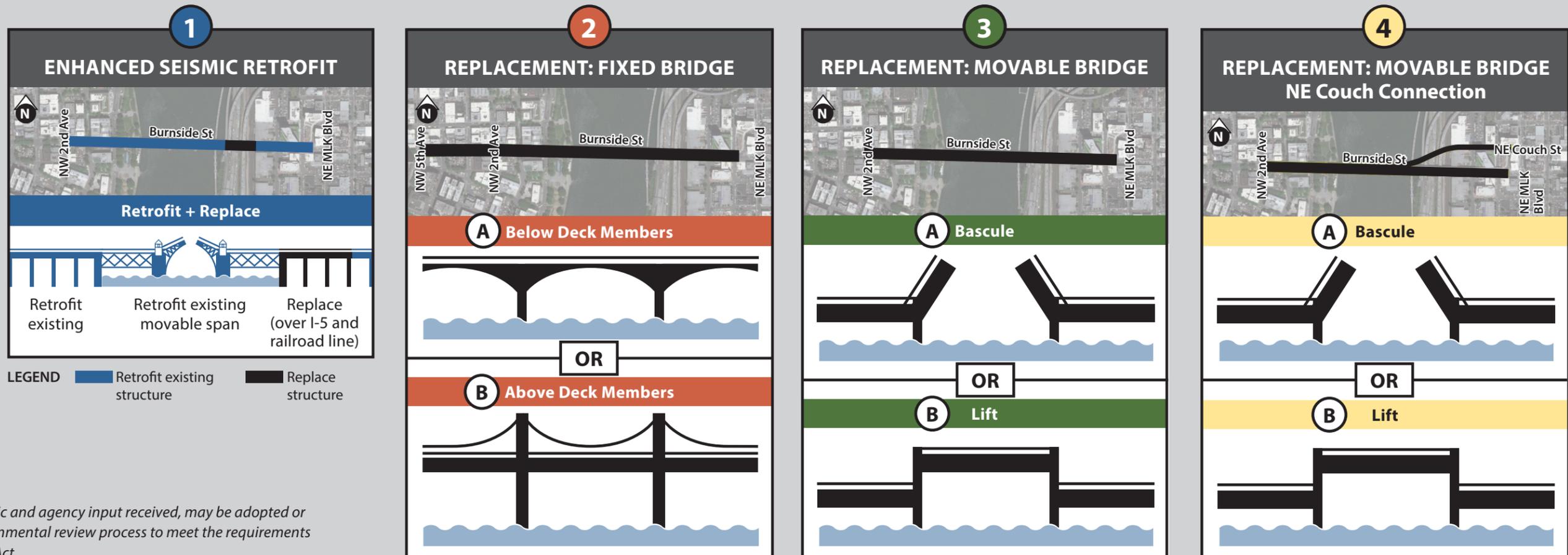


Environmental Review Process



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.

MULTNOMAH COUNTY LOCAL INVESTMENT TEAM CENTRAL CITY SELF-GUIDED TOUR MAP

NW/SW 12th/14th/17th

NW 14th: Protected bicycle lane from Burnside to Hoyt, wide bicycle lane from Hoyt to Savier.

SW 17th: Protected two-way, cycle track from Salmon to Alder, neighborhood greenway from Madison to I-405.

SW 12th: Protected bicycle facility on from College to Stark.

NW Park/9th

Protected bike lanes on NW 9th transition to a protected bike lane on Park. New signalized crossings of Park at Glisan, Everett, Burnside, and Oak.

SW Salmon/Taylor

Protected bike lane on both streets to establish key all-ages bikeway. Link to the Hawthorne Bridge via a new protected bike lane on SW 1st. Crossing improvements on both streets and bus stop improvements on SW Salmon.

NW Broadway/Weidler

(High crash corridor) Reconfigure travel lanes where feasible to create protected or buffered bike lanes. Connect with existing bike lanes in the Lloyd neighborhood.

NE Lloyd Blvd

Two-way cycle track connects the Steel Bridge and 16th via new Sullivan's Crossing bridge.

NE Multnomah/16th

Improve existing parking protected bike lane on NE Multnomah and address bus/bike conflicts. Neighborhood greenway on NE 16th.

NE/SE MLK/Grand/6th/7th

(BAT) lanes that could also accommodate freight, and new crossings on MLK and Grand. Protected bike lanes on 7th, new crossings on 6th (future Green Loop?).

NE/SE 11th/12th

Redesign the roadways to include one wider travel lane, a buffered bike lane, parking, and a series of pedestrian crossing and bus stop improvements.

SE Belmont/Morrison

New transit islands, improved pedestrian crossings, protected bicycle lanes.

(9) SE Salmon

New greenway and improved crossings at the intersections at Water, MLK, Grand, 7th, 11th, and 12th.

SW Alder/Washington

Eliminating dual turn lanes approaching the bridge to improve access to ped/bike path. Two-way protected cycle track to connect 4th Avenue to the bridge.

SE Water/Stark/2nd

Two-way cycle track on Water Avenue.

SE Hawthorne/Clay/Madison

Transit priority at intersections on Hawthorne and Madison, protected bike lanes on Hawthorne and Clay, and pedestrian crossing improvements on all three streets.

SW Jefferson/Columbia

Improve transit reliability and speed by adding a Bus and Turn lane and bus stop improvements. Traditional bike lanes.

ROSS ISLAND BRIDGEHEAD RECONFIGURATION

(not part of CCIM)

Phase One: 1 - 5 Years

- Pedestrian Crossing Improvement Project Locations
- Low-Stress Bikeway Project Locations
- Enhanced Transit Corridor Project Locations

Phase Two: 6 - 10 Years

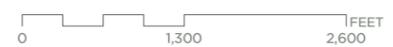
- Pedestrian Crossing Improvement Project Locations
- Low-Stress Bikeway Project Locations
- Enhanced Transit Corridor Project Locations

PROJECT PHASING

Project Numbers. Refer to the Central City in Motion Final Report for more information.

CENTRAL CITY IN MOTION

✓ COMPLETED OR SCHEDULED FOR CONSTRUCTION

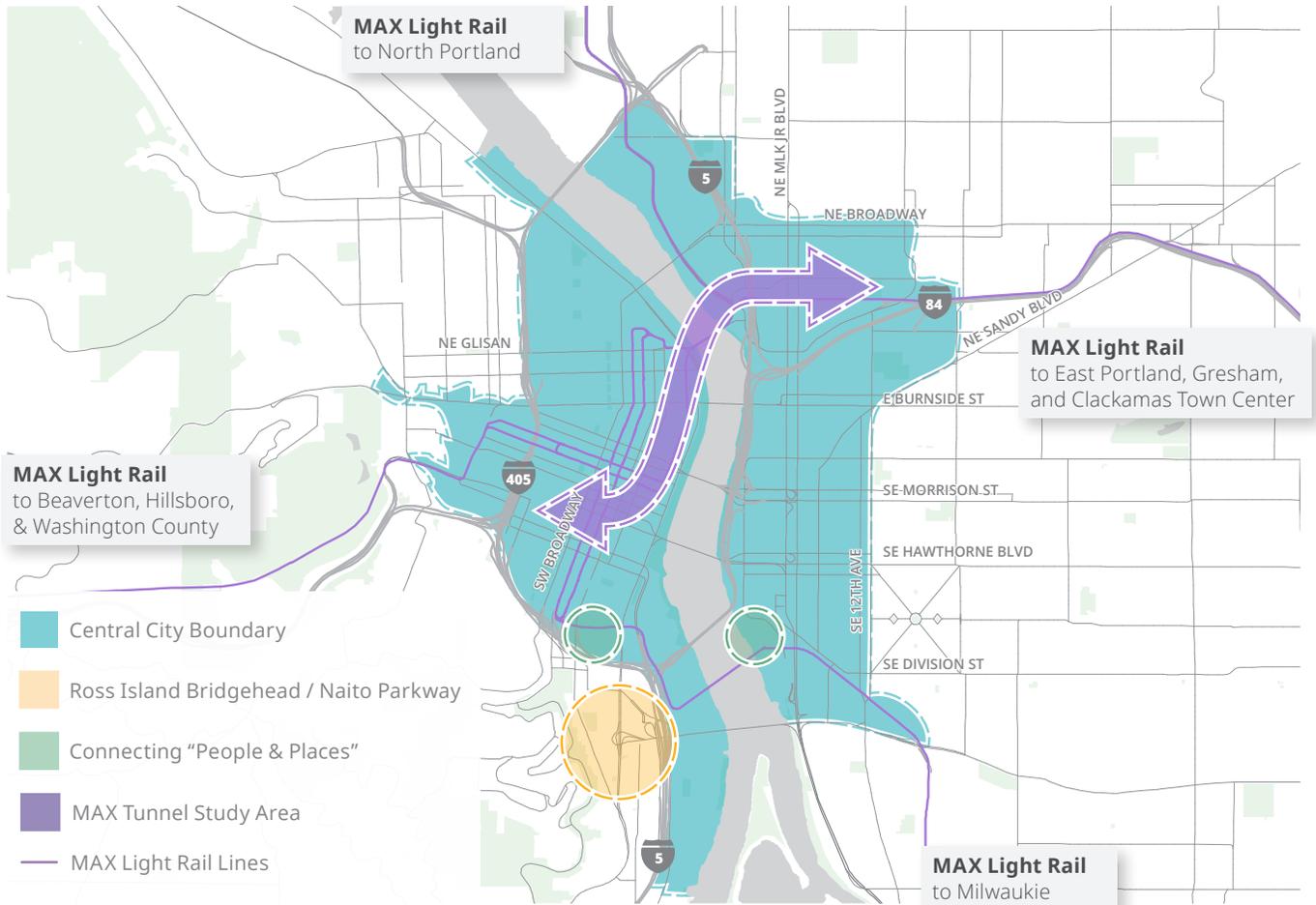


Data provided by the City of Portland and Metro. Map produced October 2018.



Central City

T2020 PROJECT CANDIDATE



The **CENTRAL CITY** is the **HEART OF OUR REGION.**

The Central City is the **transit hub of the region**, the largest concentration of **jobs and affordable housing**, and the location of **significant future growth**. The **transportation investments we make now will shape our region's ability to grow in alignment with our shared values.**

THE FOUR PROJECTS INCLUDE:

CENTRAL CITY IN MOTION

Eighteen projects designed to move people safely & efficiently in the Central City through investments in walking, biking, and transit.

ROSS ISLAND BRIDGEHEAD / NAITO PARKWAY

Reconnecting the street grid at the Ross Island Bridgehead and freeing up publicly-owned land for affordable housing investments.

CONNECTING PEOPLE & PLACES

Key connections linking people to major regional institutions of learning and research, and strengthening the emerging innovation district.

MAX TUNNEL STUDY

A new transit-only tunnel to relieve regional transit bottlenecks and open up new possibilities for transit in the Central City and the region.



CENTRAL CITY IN MOTION

PROJECT STATUS: Adopted by Portland City Council; partially funded, initial implementation underway.

PROJECT DESCRIPTION: *Central City in Motion* is PBOT's effort to **plan, prioritize, and implement transportation improvements** in the city's core to increase the **people-moving capacity of our constrained streets**.

Eighteen projects (listed below) were prioritized through this planning effort. They include new pedestrian crossings, bus lanes, and bikeways.

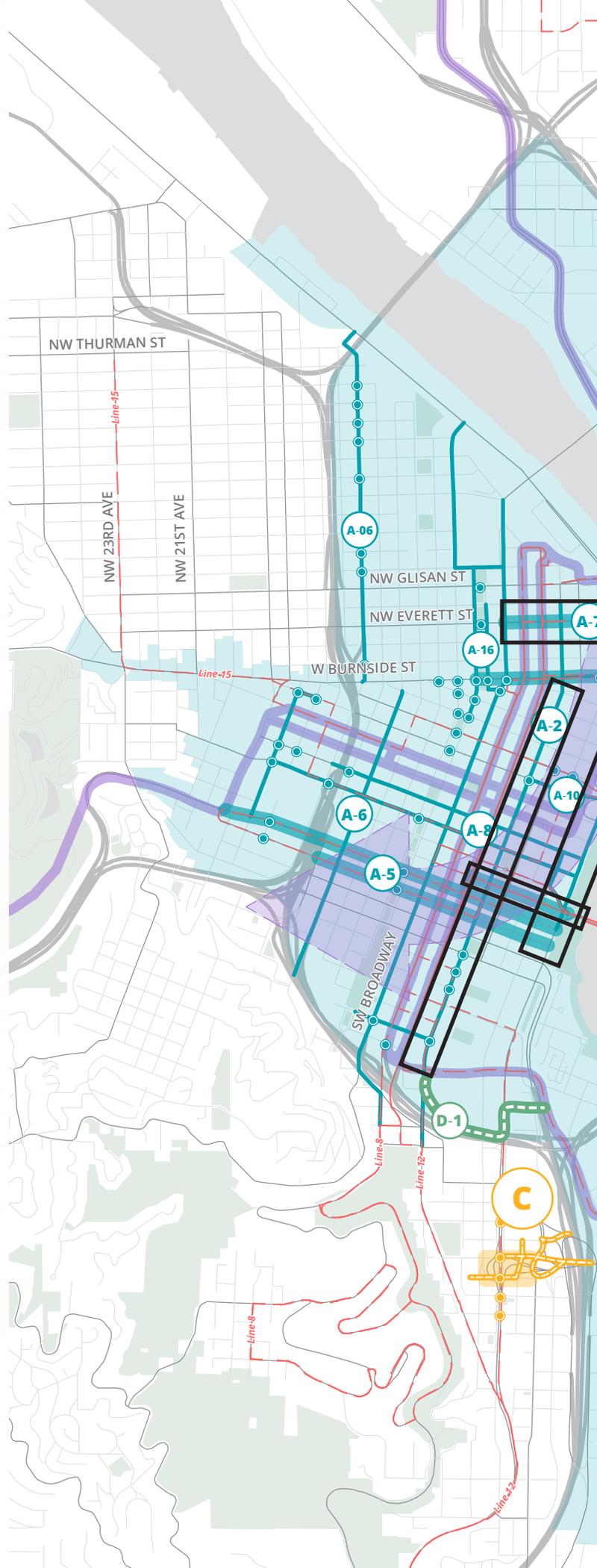
- A-01:** W / E Burnside
- A-02:** NW / SW Broadway & 4th Ave
- A-03:** NE / SE Grand / 6th / 7th
- A-04:** NE / SE 11th Ave / 12th Ave
- A-05:** SW Jefferson / Columbia / Madison
- A-06:** NW / SW 12th / 14th / 17th
- A-07:** NW Everett St to Steel Bridge
- A-08:** SW Salmon / Taylor St
- A-09:** SE Salmon
- A-10:** SW Alder / Washington St
- A-11:** SE Belmont / Morrison St
- A-12:** SE Hawthorne / Clay / Madison
- A-13:** NE Multnomah St / 16th Ave
- A-14:** SE Water / Stark / 3rd
- A-15:** NE Lloyd Blvd
- A-16:** NW Park / 9th Ave
- A-17:** SW Naito (Better Naito Forever)
- A-18:** NE Broadway / Weidler St

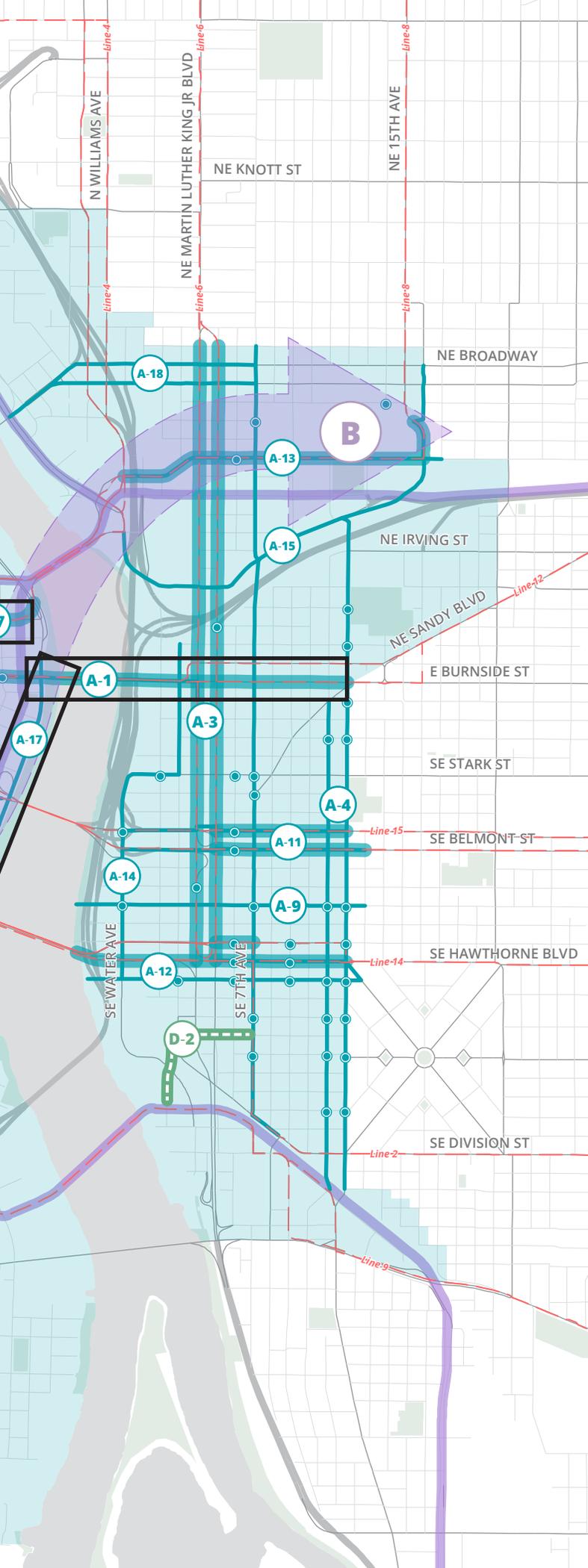
-  **ENHANCED TRANSIT CORRIDOR PROJECT LOCATIONS**
-  **LOW-STRESS BIKEWAY PROJECT LOCATIONS**
-  **PEDESTRIAN CROSSING IMPROVEMENT PROJECT LOCATIONS**

 **COMPLETED OR SCHEDULED FOR CONSTRUCTION**



T2020 PROJECT CANDIDATES





B MAX TUNNEL STUDY

PROJECT STATUS: Seeking funding for further study and feasibility analysis.

PROJECT DESCRIPTION: Study a unique opportunity to **increase MAX speed, reliability and resiliency**. The “Tunnel” is expected to result in a 13-15 minute time savings between Lloyd & Goose Hollow Neighborhoods on either side of the Central City.

C ROSS ISLAND BRIDGEHEAD / NAITO PARKWAY

PROJECT STATUS: Design underway; funding needed for implementation.

PROJECT DESCRIPTION: **Rebuilds** ramps into efficient multimodal arterial connections with Naito Parkway. **Reconnects** divided communities with accessible, livable streets. **Repurposes** public land for affordable housing. This project supports **regional economic development** and **transportation investments in SW Corridor**, **repairing a disconnected street grid**, linking South Portland and Barbur Blvd neighborhoods with Naito Parkway and access to Willamette River Bridges.

D CONNECTING PEOPLE & PLACES

KEY LINKS IN THE CENTRAL CITY

PROJECT STATUS: Initial concepts developed; funding needed for project development and implementation.

PROJECT DESCRIPTION: These off-street links will provide safe connections for people walking and biking to **key institutions and regional hubs of innovation** in the Central City, laying the foundation for the burgeoning “*Central City Innovation District*”.

D-01: PSU / OHSU / South Waterfront

D-02: OMSI / Central Eastside / Tilikum Crossing

CENTRAL CITY & THE REGION

Improving Transit Reliability

The Central City is the hub of greater Portland's transit network.

KEY POINTS:

- 75% of TriMet Frequent Service Bus Lines and all MAX Light Rail runs through the Central City.
- Today, all MAX Light Rail runs over the Steel Bridge with lines crossing there and at Pioneer Square, creating a regional bottleneck.
- Transit delays caused by buses stuck in Central City traffic impact regional transit reliability across the entire region.

Supporting Equity & Housing

The Central City plays critical role in the region's affordable housing strategy.

KEY POINTS:

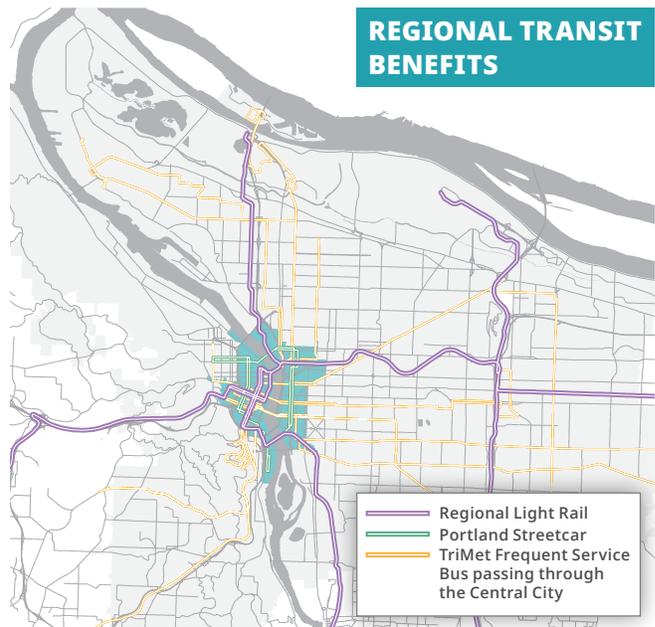
- Nearly half of the Portland's regulated affordable housing supply is located in the Central City, with a large portfolio of projects coming soon.
- The Central City is the regional hub of opportunity with high densities of jobs, educational institutions, & service providers.
- The Ross Island Bridgehead / Natio Pkwy project is an opportunity to reclaim a large swatch of land to use for new affordable housing.

Addressing Safety Concerns

Investments in safety here will advance the region's efforts towards Vision Zero.

KEY POINTS:

- There are Eight Vision Zero High Crash Streets running through the Central City.
- The Central City represents on 3% of the City of Portland's land area but contains 45% of high crash intersections for people walking & biking.
- High demands of pedestrian and cycling activity in the Central City place vulnerable roadway users at risk.



49%

of Portland's current affordable housing supply is located in the **Central City**

