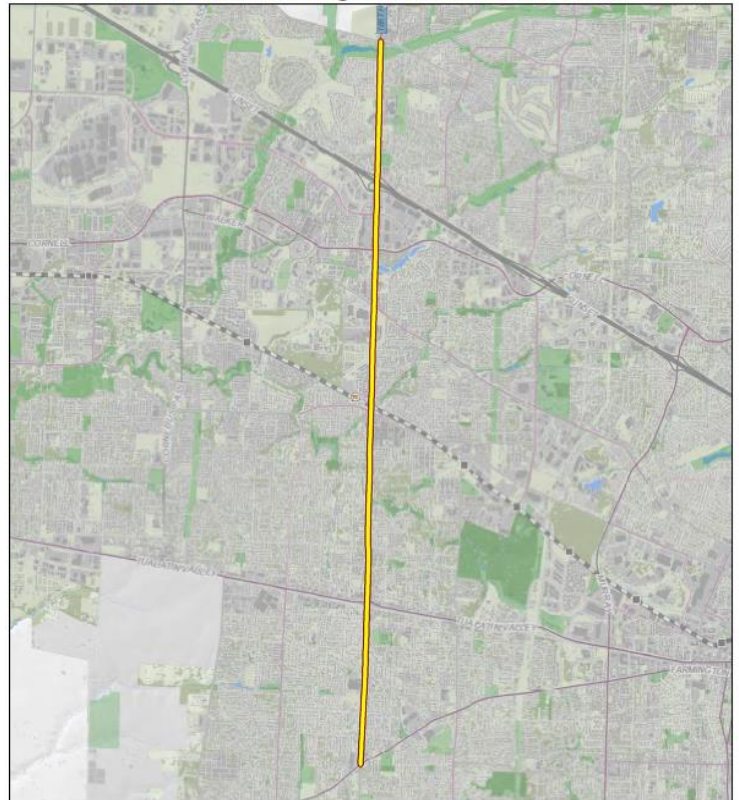


SW 185th Avenue

Vision: A complete street corridor with safe crossings and reliable transit service, and greater reliability for drivers and people who take transit.

- SW 185th connects communities of color, English language learners and lower income communities between PCC Willow Creek and Tualatin Valley Highway.
- SW 185th is a high crash corridor.
- TriMet identifies it as an important corridor to increase transit ridership.
- Among the corridors identified by the Task Force, SW 185th experiences some of the most prolonged congestion in the region.
- Investments could include improved crossings and improvements at the northern end to minimize delay and conflict between the MAX Red Line, bus service, and motor vehicles.

SW 185th Ave., Farmington Road to West Union Rd.



SURVEY FINDINGS: OVERVIEW

The 2020 Transportation Investment Measure Survey was available in the spring of 2019 to all interested residents. **Survey participants were not randomly selected to participate, and any interested resident could provide a response. As such, responses are not representative of the region.**

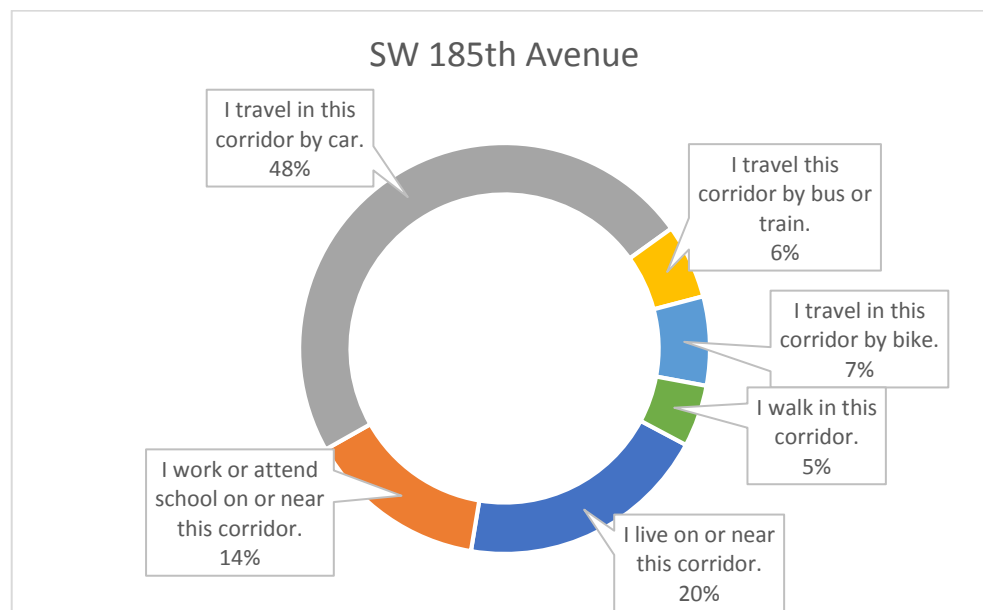
Respondents were invited to respond to a series of optional demographic questions, including the zip code of their home address; information about their gender and racial/ethnic identity, as well as information pertaining to any experience or identity of living with a disability, age, and household income.

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

- Most respondents (58%) lived within a Multnomah County Zip Code
- 86% of respondents identified as white and 14% self-identified with a racial and/or ethnic identity other than white
- 51% of respondents identified as Woman, 46% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgendered
- 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'*)
- 64% of survey respondents had a household income (pre-tax) over \$74,999

A full summary of demographics is included in Appendix A.

EXPERIENCES ON SW 185TH AVENUE



COMMENTS FOR DECISION MAKERS

This corridor was often described as a main corridor for Portland Community College travelers. Some respondents would like to see transit, sidewalks and bike lanes that connect students and employees to the college and surrounding businesses. Most respondents see the road as very difficult to bike or walk along. Some respondents would like additional trees and landscape improvements for pedestrian walkability. Respondents think the Max crossing at Baseline is causing back-ups and congestion and has poor timing of stoplights.

Transit, Cyclists and Pedestrians

- “Bike lanes go more or less unused since the street operates like a highway.”
- “Center turn lane used improperly, vehicles ignore bike lanes and vehicles remain in intersections when lights change. Curb tight sidewalks are not pedestrian friendly and there is limited shade.”
- “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.”
- “Severe lack of pedestrian and bike crossings, car traffic is fast and dangerous, MAX crossing at 185th and Baseline causes massive delays and traffic signal errors.”

Connectivity and Infrastructure

- “I wish the Max went all the way to PCC’s Rock Creek campus.”
- “I work on this avenue and travel is at all times during the day and it seems ok.”
- “Lights are not sequenced properly. When one light turns green, the next light turns red, so movement is slow going. Signage for HWY26 entry is misleading and causes last minute lane changing.”
- “Need to coordinate signals around Baseline and the Max tracks.”
- “This road needs protected bike lanes. It could be a major N-S route serving Hillsboro tech businesses by bike but currently it’s a cut-through route seeing high vehicle speeds. Make it safe for walking biking, up zone it for infill. Do not widen roads for cars.”

Congestion and Traffic

- “26 eastbound and westbound is very congested during commute hours; new homes being built and planned to be built.”
- “Needs congestion relief at Baseline ahead of the MAX Red Line expansion.”
- “Road is very slow during peak rush hour times.”
- “Typical suburban bottlenecks at 26, Evergreen, Cornell, Baseline, and TV Hwy. Most often passable at all hours.”

Speed

- “Speed limit should be 45.”
- “Heading to PCC...people drive fast.”

Safety

- “Virtually car only. Never felt safe walking.”
- “Tough to cycle on - very dangerous to turn left.”

RESPONDENT COMMENTS

Connectivity and Infrastructure	
1.	Adequate
2.	Adequate.
3.	All need improvement whether street light timing, widening or better surfaces
4.	At baseline and 185th is a MAJOR issue. A bridge for the MAX needs to be built here.
5.	Connection to TV Hwy will need to be improved to support the South Hillsboro development
6.	Continue capacity North toward Cornelius Rd past PCC
7.	Decent to use.
8.	Desperately need better North/South commute options through Hillsboro
9.	doing pretty well

10.	Heading north, left lane forces you onto 26W- annoying if you live there and come home that way on a regular basis
11.	I find travel here largely unobstructed.
12.	I have a positive experience on this corridor and believe that it is not a significant problem.
13.	I live by here. Too much construction with no parking. Construction must stop until planned. Unincorporated WC has no input with anything.
14.	I wish the Max went all the way to PCC's Rock Creek campus.
15.	I work on this avenue and travel is at all times during the day and it seems ok.
16.	I worry about the impact of South Hillsboro development on travel on this road.
17.	Intersections at Baseline road and at TV Hwy are difficult. Recent improvements to TV Hwy intersection did help.
18.	is this sustainable? What is the future budget to support this?
19.	It's pretty good.
20.	Light cycles too long.
21.	Lights are not sequenced properly. When one light turns green, the next light turns red, so movement is slow going. Signage for HWY26 entry is misleading and causes last minute lane changing.
22.	limit/reduce/combine driveways
23.	More/wider lanes are needed south of TV Hwy.
24.	Need more n/s corridors. 185th will become a huge problem as the areas south/west continue to grow. Maybe another light rail line???
25.	Need to coordinate signals around Baseline and the Max tracks
26.	Need to extend corridor due south to link up with 99w
27.	Needs better flow control and coordination of lights.
28.	Needs multiple lanes all the way South through Farmington
29.	Needs to have an improved connection to CornPass, old Corn Pass and Germantown
30.	No a bad road to travel
31.	no comment
32.	Not the worst problem -- at least when I come through at off peak hours
33.	OK as is
34.	Only North/South route near Hillsboro for Trimet.
35.	So many lanes drivers get confused and change without looking
36.	The area between TV Hwy and Farmington is started to get very crowded.
37.	The lights need to be timed better on 185th near hwy 26.
38.	The widening has helped considerably
39.	This is a key transportation corridor and needs improvements to add another complete north- south route. Should be relatively high on the list.
40.	too many signals
41.	Traveling North on 185th from Baseline is a nightmare
Transit, bike and pedestrian	
42.	A chain restaurant/store lover's paradise in a little less than a mile, but troublesome for cyclists and pedestrians without eyes in the back of their heads.
43.	After more buses were added to this street (on Bus Line 52), it became much more better and easier to get where we need to be on time. Thank you!
44.	although the street is super-wide, traffic moves slow on average. it is frustrating to drive, bike or walk.
45.	Always busy, seems like everyone is driving too fast.
46.	Bicycle conditions feel unsafe especially for left turns but it is the best option available currently, vehicles speeding constantly and not yielding to bikes when signaling for a left turn.
47.	Bike lanes go more or less unused since the street operates like a highway.

48.	Bus service is not frequent enough.
49.	Busy.
50.	can be busy depending on time of day
51.	Center turn lane used improperly, vehicles ignore bike lanes and vehicles remain in intersections when lights change. Curb tight sidewalks are not pedestrian friendly and there is limited shade.
52.	Complete makeover to reconnect adjoining land uses, add bike and ped safety features and transit priority, and reduce vehicle speeds
53.	Congestion, access management, needs pedestrian treatments.
54.	dangerous for bikes, undivided bike lanes with fast traffic
55.	Drive almost every day for work, occasionally bus. I work at PCC Rock Creek, so if I do take bus, timings are VERY important, particularly in the early AM
56.	driver speed is high. feels unsafe to bike or walk here.
57.	extending light rail or trolley along SW 185th Avenue to PCC Rock Creek Campus would allow me to commute via public transit rather than pov.
58.	Get rid of the homeless, bikes and bike lanes
59.	Hard to cross. Not pedestrian friendly. Sidewalks too narrow. No street trees.
60.	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.
61.	I used to bike along this when my office was out there and it was terrifying.
62.	I work at PCC Rock Creek so I travel 185th often. One of the reasons that I don't take public transit to work is that it would take nearly triple the amount of time to get to work, and I live within walking/biking distance of Sunset Transit Center.
63.	I would never bike here, it's auto-centric
64.	I've worked not far from this corridors several times and public transportation was not an option.
65.	keep pedestrians out of the road. Fine phone users heavily
66.	Land use reforms and a bus-priority lane would be great.
67.	Light rail trains crossing wreak havoc intermittently on traffic and pedestrian access on the corridor. The traffic from Evergreen Parkway turning toward northbound 185th needs to be improved to allow two right turn lanes to the freeway. The intersection with TV Highway badly needs left and right turn lanes.
68.	Lighting is insufficient on the last 2 miles of the south end. Bike laBike lanes and frequent crosswalks are IMPERATIVE for safety here! Traffic goes 45 mph and south of Hey 10 it is very narrow.
69.	Long delays at Max Line. Needs additional capacity south of TV Highway. No bike lanes or sidewalks
70.	Lots of new construction but limited transit, no MAX line, heavily congested on 26
71.	More frequent and reliable mass transit to reduce the number of cars on the road. Protected bike lanes
72.	needs a road diet and a protected bikeway
73.	Needs more Bus Transit
74.	Needs more pedestrian crossings; slow the speed; Too wide at Tanasbourne; totally pedestrian unfriendly
75.	Needs safe infrastructure for Biking/Walking. Less focus on driving. Add more bus/transit options.
76.	Not pedestrian friendly in areas without shoulders.
77.	Severe lack of pedestrian and bike crossings, car traffic is fast and dangerous, MAX crossing at 185th and Baseline causes massive delays and traffic signal errors
78.	Sidewalk access, ability to travel safely as a pedestrian is important. Especially the area along Farmington road near 185th. Waiting for buses in this area is a challenge. Approaching and crossing 185th and Farmington and well as 185th and TVHW is intimidating.
79.	Slow, but widening the road is negatively impacting the living environment. Use more buses.

80.	SW 185th is not currently very pedestrian friendly. I live near MAX in downtown Hillsboro, and could take the train or bus to 185th - but I don't, because it would add so much time and I'd be walking through parking lots or along busy, busy streets (unpleasant, noisy, breathing exhaust).
81.	The area needs to be more walkable and denser.
82.	the interchange with Hwy 26 is too big,difficult to cross on bike or walking. There needs to be more crossings of Hwy 26 for both bike/peds and vehicles like separate bike/ped bridges and new crossing at 174th
83.	There are many busy traffic lights close together and accidents seem to happen way more often here
84.	There are so many issues with flow, too many lights too close together, not enough lanes getting where people actually need to go. The right lane going north gets so congested as you approach Hwy 26. Most of these people are going to Hwy 26, but it makes accessing the businesses before that so hard.
85.	There is no real bike friendly or walking friendly path in this area.
86.	This corridor is hostile to people traveling by bicycle; needs curb-protected bike lanes.
87.	This corridor looks like a runway. It's way too big to be safe for pedestrians or cyclist.
88.	This needs more bus service
89.	This road needs protected bike lanes. It could be a major N-S route serving Hillsboro tech businesses by bike but currently it's a cut-through route seeing high vehicle speeds. Make it safe for walking biking, up zone it for infill. Do not widen roads for cars.
90.	This road shows the futility of widening a busy street.
91.	Too many cars. The bike lane is smashed into the gutter systems, with a tiny allowance for riding.
92.	too many people disregarding speed limits, crosswalks and lane marking
93.	Too wide and too fast. Not enough safe pedestrian crossings. Curb-tight sidewalks feel unsafe and are unpleasant. Not comfortable for biking.
94.	Too wide for pedestrians and cyclists, it is basically a freeway with stoplights. I used to live east of 185th along Cornell Rd and the entire area is absolutely horrible for pedestrians, walking along narrow sidewalks by wide 45 mph streets one side and parking lots and strip malls on the other. The cross streets are no better (Cornell and Evergreen in particular, since that's the area I lived).
95.	Try to avoid. Usually busy/backed up esp at hwy 8 and 26 during commute
96.	Very busy with all kinds of traffic most hours makes this a very important corridor. Willow Creek MAX guarantees that this will only increase the number of pedestrians and bikes so good lighting and crosswalks a must.
97.	very good set up with multi-lanes. two way left turn lane designated bike lanes and bus service. good candidate for rigid concrete pavement. it carries a lot of traffic and is holding up well. good working example of a urban thoroughfare.
98.	Very wide, busy and unattractive road. Precarious for active transportation. Would prefer more transit and less cars.
99.	Virtually car only. Never felt safe walking.
100.	Visit here at peak hour. It is not very congested and not very affected by light rail. However, bikes and pedestrians are a serious afterthought here and at major intersections like Baseline and TV Highway. Focus on bike/ped improvements and bus only lanes if we are concerned about transit delay.
101.	Wait times at crosswalks/lights tend to be upwards of 3-5 minutes. Often times the light cycles make no sense. The sidewalks should be on both sides at all times with good width. Bus frequency should be increased. Adding some pedestrian crossings would be fantastic as in many places there is big gaps between crosswalks. Consider adding bus only lanes and improving bus stops.
102.	Would love more mass transit options
Congestion and Traffic	
103.	All need improvement whether street light timing, widening or better surfaces
104.	At baseline and 185th is a MAJOR issue. A bridge for the MAX needs to be built here.

105.	Connection to TV Hwy will need to be improved to support the South Hillsboro development
106.	Continue capacity North toward Cornelius Rd past PCC
107.	Desperately need better North/South commute options through Hillsboro
108.	Heading north, left lane forces you onto 26W- annoying if you live there and come home that way on a regular basis
109.	I live by here. Too much construction with no parking. Construction must stop until planned. Unincorporated WC has no input with anything.
110.	I wish the Max went all the way to PCC's Rock Creek campus.
111.	I worry about the impact of South Hillsboro development on travel on this road.
112.	Intersections at Baseline road and at TV Hwy are difficult. Recent improvements to TV Hwy intersection did help.
113.	is this sustainable? What is the future budget to support this?
114.	Light cycles too long.
115.	Lights are not sequenced properly. When one light turns green, the next light turns red, so movement is slow going. Signage for HWY26 entry is misleading and causes last minute lane changing.
116.	limit/reduce/combine driveways
117.	More/wider lanes are needed south of TV Hwy.
118.	Need more n/s corridors. 185th will become a huge problem as the areas south/west continue to grow. Maybe another light rail line???
119.	Need to coordinate signals around Baseline and the Max tracks
120.	Need to extend corridor due south to link up with 99w
121.	Needs better flow control and coordination of lights.
122.	Needs to have an improved connection to CornPass, old Corn Pass and Germantown
123.	Only North/South route near Hillsboro for Trimet.
124.	So many lanes drivers get confused and change without looking
125.	The lights need to be timed better on 185th near hwy 26.
126.	The widening has helped considerably
127.	This is a key transportation corridor and needs improvements to add another complete north- south route. Should be relatively high on the list.
128.	too many signals
129.	Traveling North on 185th from Baseline is a nightmare
130.	185th serves PCC and suffers from peak impulse loads. Good candiate for a streetcar route.
131.	a western by-pass freeway is needed to reduce traffic on residential neighborhoods
132.	Extremely car focused, high speeds create a major hazard
133.	Heavy traffic
134.	Heavy traffic al hours, lights need to be synced better, particuarly around Tanasbourne
135.	I live by 185th and Baseline, and the traffic there is crazy. We are about to get a high-density housing complex there with a small amount of parking, and we are pretty sure this will make the traffic both on Baseline and the side street we live on even more insane.
136.	Is quicker to get on Hwy 26 via Murray than 185th. The "loop" at 185th and Baseline is a nightmare. (Famous words: this won't impact traffic.) One can sit through many GREEN lights after completing the circle. Will become a bigger nightmare when the apartment complex is finished and those people try to get back to their building.
137.	It's much better than it used to be. Traffic is heavy but the most recent improvements seem to help.
138.	Less space for cars. More safety, space, and money for everything else
139.	Lights need to be synchronized to allow better flow. The MAX crossing near Baseline needs to be made above or below 185th to improve traffic and safety.
140.	lots of cars, route to PCC
141.	moves pretty smoothly considering heavy traffic

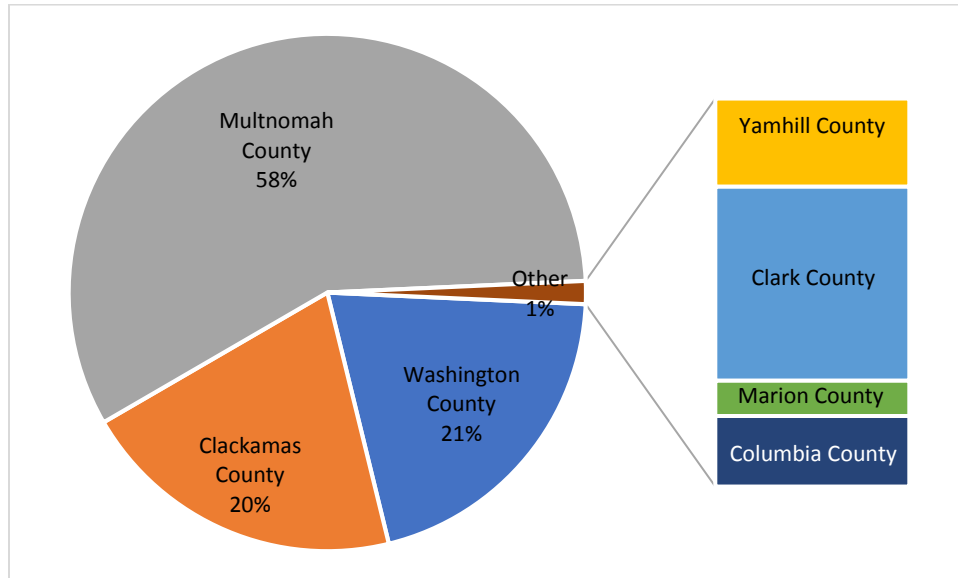
142.	NB from Cornell to Sunset Highway needs to have the lanes identified earlier so one knows which lane to be in for thru traffic or to enter highway
143.	Need traffic signals to be synced. Too much time waiting at stop lights.
144.	No service south of Farmington means trips to Cooper Mountain Park are always car.
145.	Not as congested as other corridors. Wouldn't be my top priority. Traffic lane expansion south of T.V. Hwy to provide north-south alternative to Murray Blvd.
146.	ovrall well managed for the traffic flow, but would be helpful to have lane indicators for multiple turn lanes
147.	Please make it car friendly.
148.	Roads are far too wide. Cars travel too quickly.
149.	Terrible environment to be outside of a car in.
150.	Terrible traffic; no good way to get to the many retail establishments in the area other than 185th. STOP ALLOWING MORE DEVELOPMENT. It's dense enough.
151.	The lack of foresight and lies about the "loop" at 185th & Baseline (won't impact traffic!) make it a nightmare. Reentering 185th after the "loop" you can sit through several GREEN lights. It will be more of a nightmare when the apartment building is finished and those people try to get back into their building. I no longer bother to get on the Sunset via 185. Quicker to get on at Murray.
152.	The traffic lights and MAX crossing are not aligned so back ups can be horrendous
153.	There are too many lanes of traffic, and too many driveways with turning vehicles to feel safe as a non-car user. Reorient this around active transportation.
154.	This corridor is becoming worse during rush hours, and a lot of traffic is now using NE Cornelius Pass Road to the West of SW 185th Ave.
155.	Too many lights not sinced; traffic is heavy.
156.	Too many traffic lights in Tanasbourne.
157.	too many traffic lights; Max should go above/below
158.	Too much traffic
159.	Too much traffic
160.	Too much traffic and the lights are not synced.
161.	Traffic signals close to HWY 26 are confusing. The intersection at Baseline is confusing.
162.	Traffic signals do not accommodate optimal flow of traffic.
163.	Traffic too fast, heavy. Not enough trees.
164.	traffice from rock creek to sherwood on 185th at five is terrible quit approving new home building with out improving the h
Speed	
165.	dangerous
166.	heading to PCC...people drive fast
167.	Speed limit should be 45.
168.	Speeding
169.	Speeding
Safety	
170.	Tough to cycle on - very dangerous to turn left.
171.	More street trees are needed

APPENDIX A:

SURVEY PARTICIPANT DEMOGRAPHICS

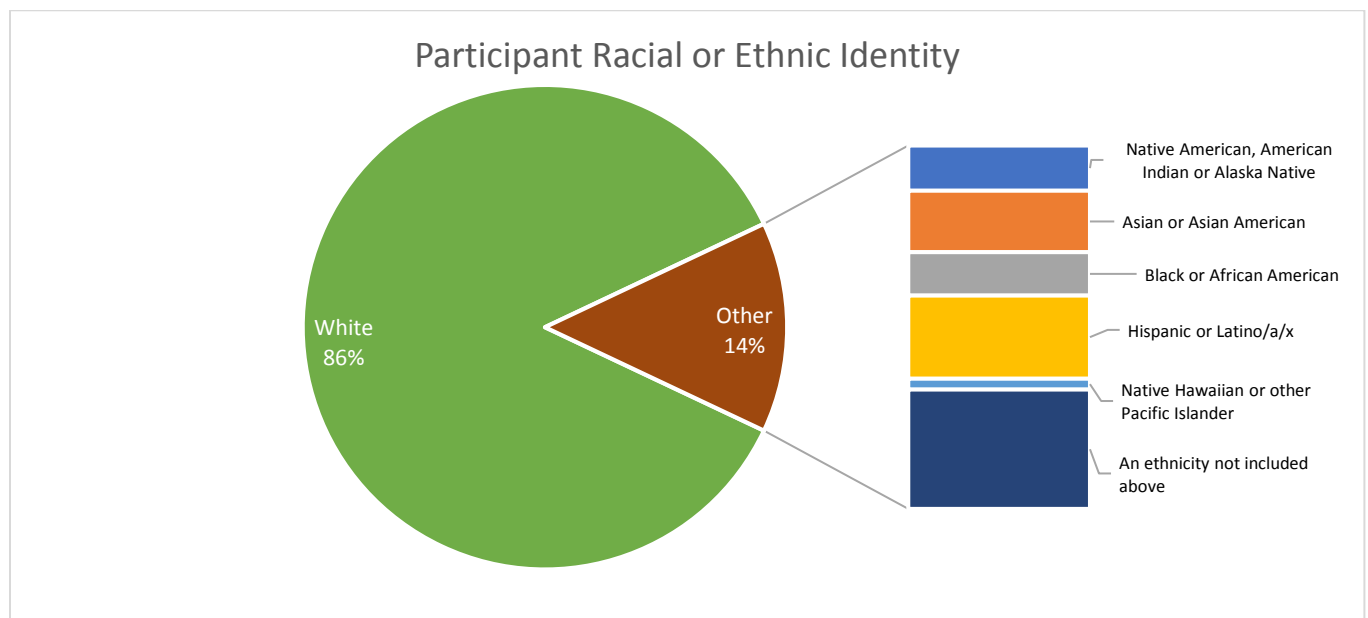
ZIP CODE OF HOME ADDRESS:

Out of the total number of respondents, 58% lived within Multnomah County, with the majority living within the City of Portland.

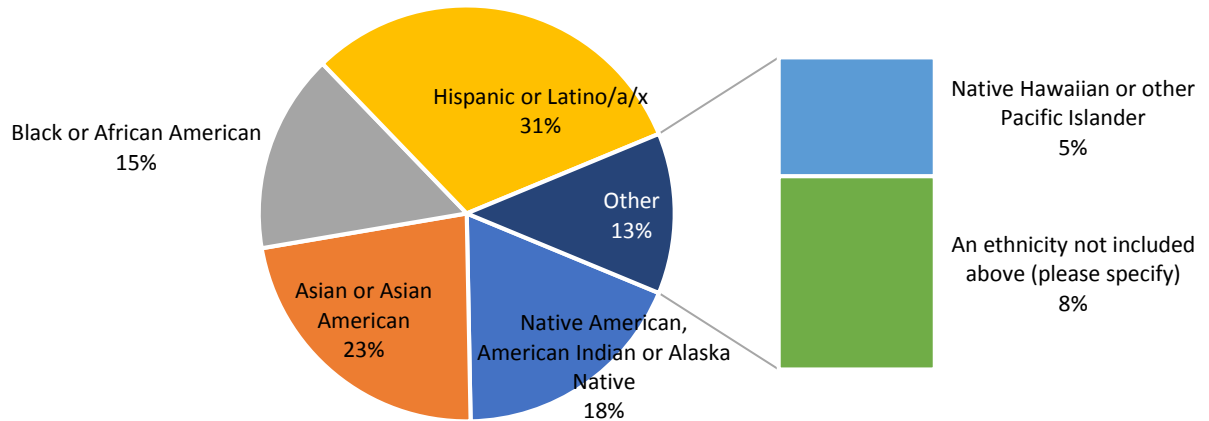


RACIAL AND/OR ETHNIC IDENTITY:

Out of those survey participants (1431 total) who responded to this question, the majority self-identified as white, with 14% of respondents identifying with a racial and/or ethnic identity other than white. Highlighted in the graphic below, this 14% (or 168 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.



POC Respondents (Self Identified)

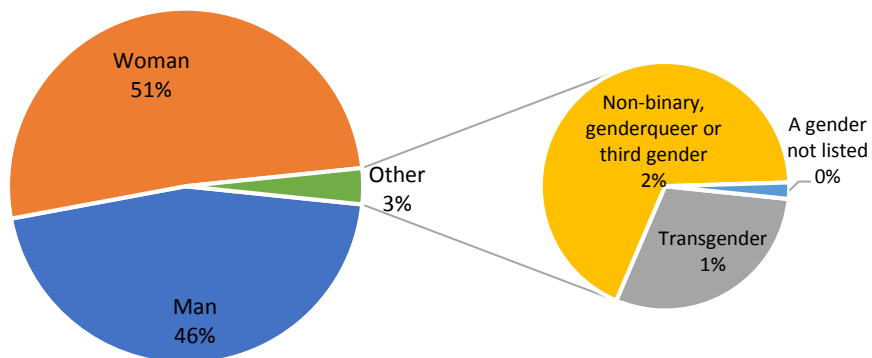


Participants were also invited to select (and to specify) if they identified with an ethnicity that was not included in the list of provided options. Out of those who selected ‘ethnicities not included’, responses included Middle Eastern, Mixed Race, and Jewish. A large number of comments written into 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.

GENDER IDENTITY:

Out of those 1437 participants who selected to respond to this question - 51% identified as Woman, 46% 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.

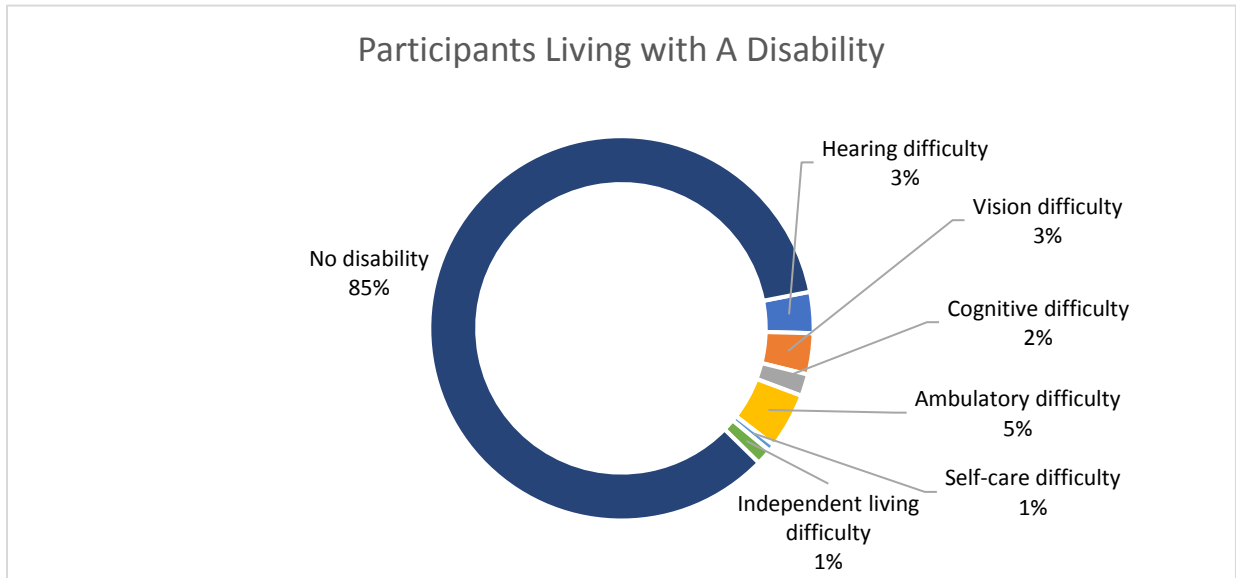
Participant Gender Identity



LIVING WITH A DISABILITY:

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'*). Other disabilities were listed and described using the following terms:

- Hearing difficulty (deaf or having serious difficulty hearing)
- 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)

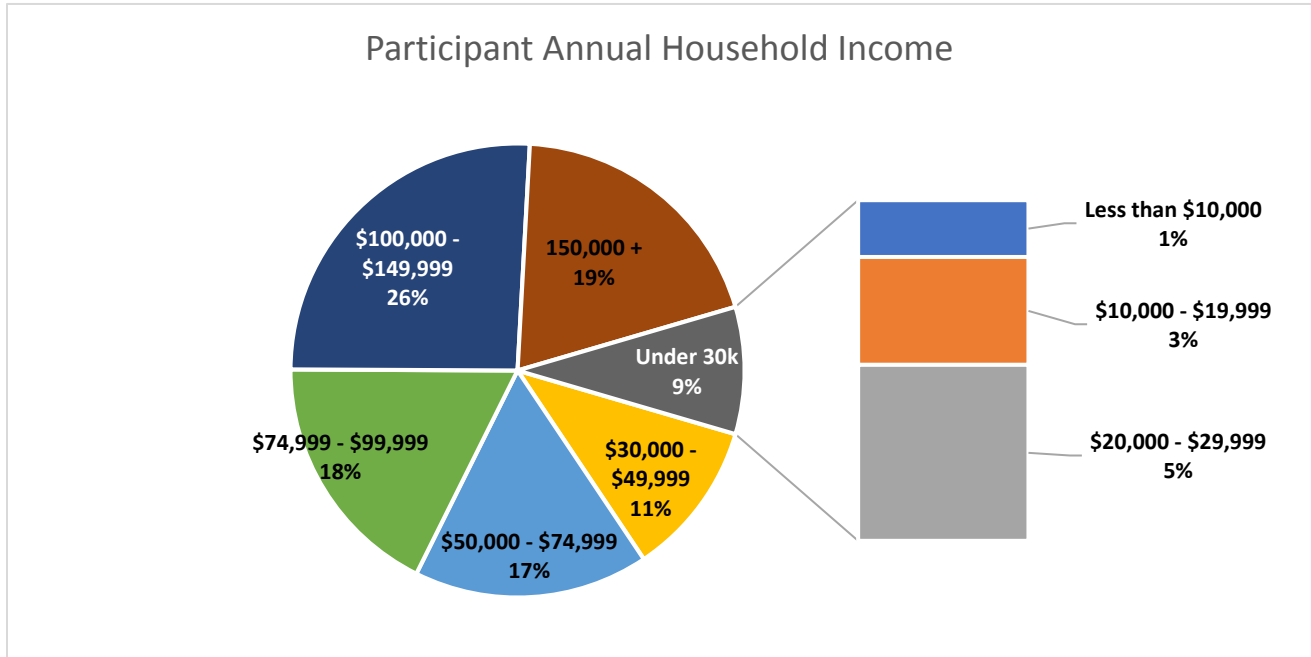


Participants were also given the option to write in a disability that they felt was not represented in the options listed. These submitted responses included:

- 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:

64% of survey respondents identified as having a household income (pre-tax) over \$74,999



AGE:

Over 1500 participants selected to complete this question, with 46% of those respondents identifying as under the age of 44. Twenty one percent identified as between the ages of 45 and 54, 16% 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. Three percent of respondents identified as over 75. Three percent of respondents identified as over 75.

