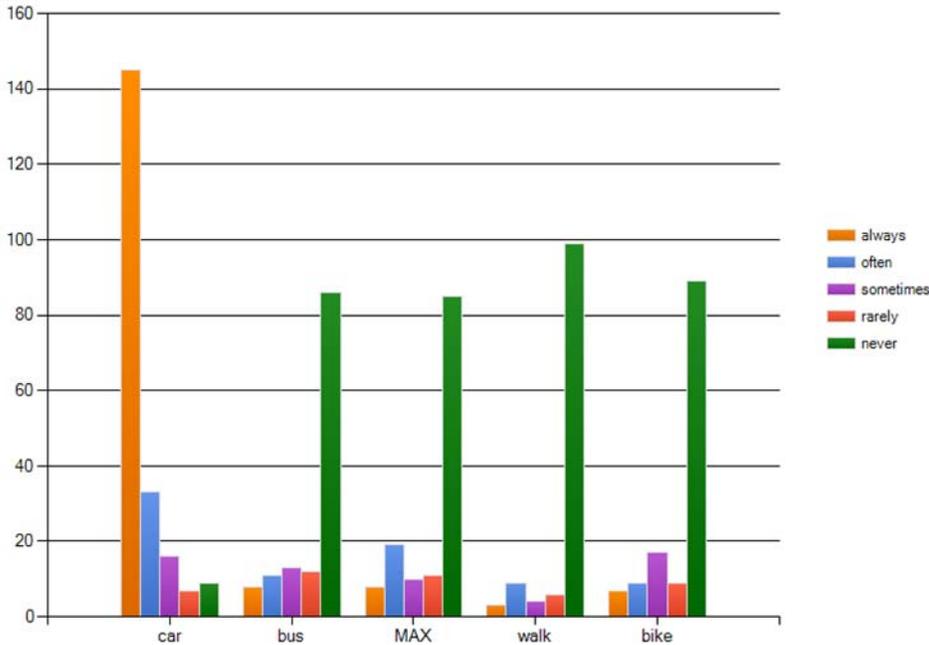


Traveling in East Metro

A 15-question survey was open and publicized during summer 2011. The survey was intended to reveal issues and locations that present opportunities or challenges pertinent to transportation planning in the East Metro area -- Fairview, Gresham, Troutdale, Wood Village and Multnomah County. At the time it closed on October 4, 249 people had completed the survey.

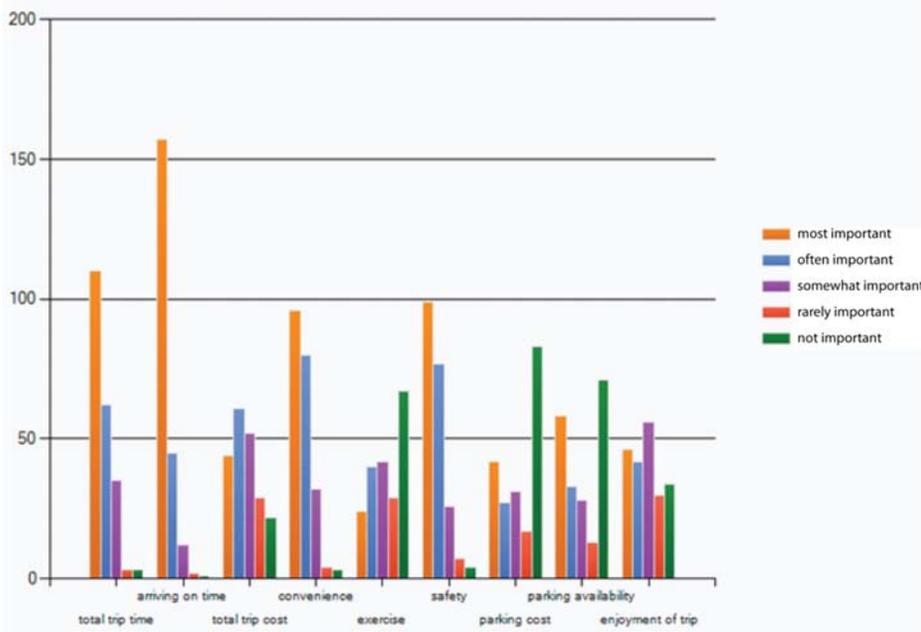
When you go to WORK, how do you usually get there? (If you do not travel to work, skip question.)



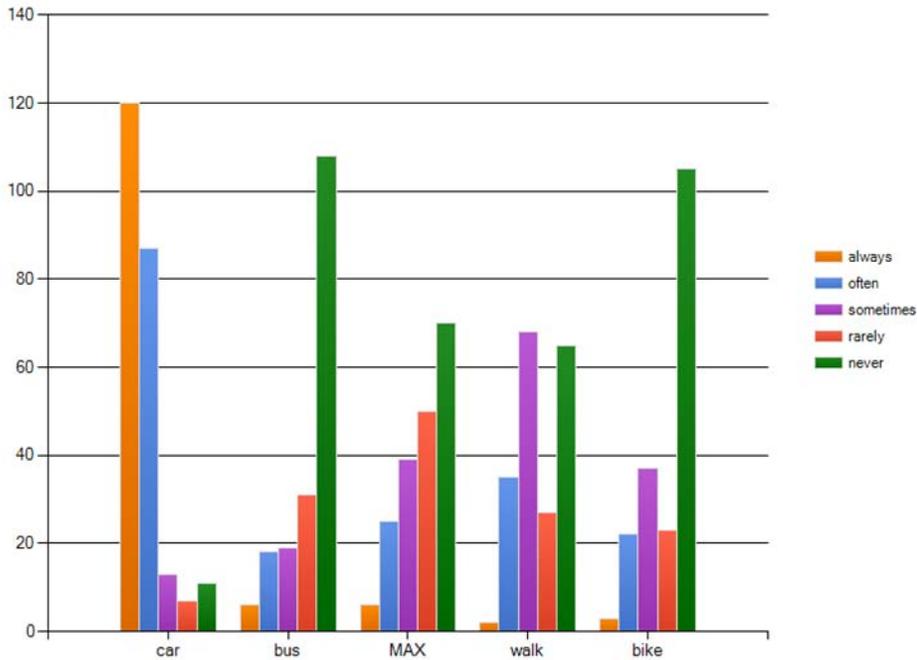
Traveling to work

Respondents predominantly rely upon their cars to travel to work. For work trips, they value arriving on time above anything else but they stressed the importance of total trip time, safety and convenience as well. A number of respondents indicated that parking cost and availability were unimportant. Exercise also ranked low.

When you travel to WORK, how important are the following? (If you do not travel to work, skip question.)



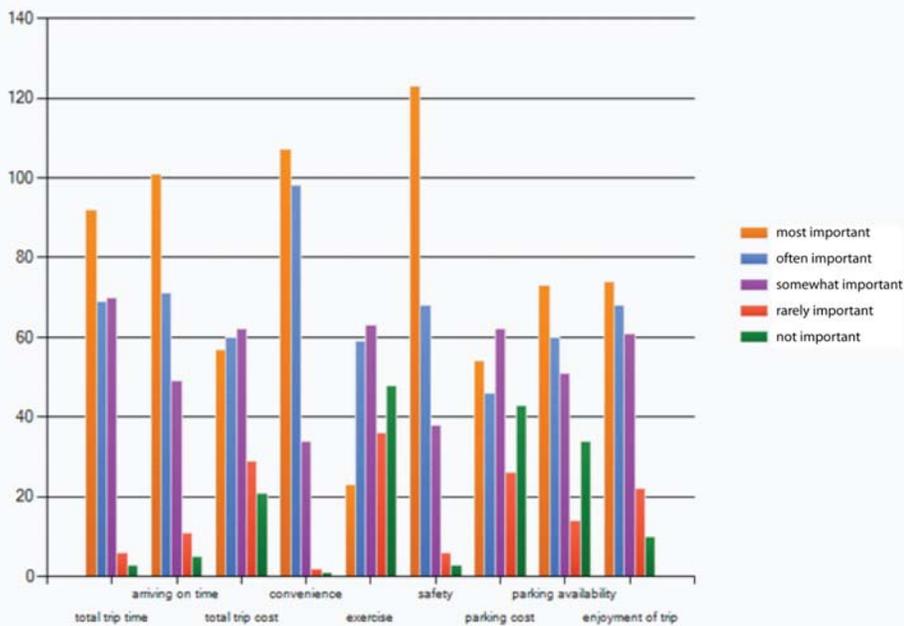
When you go places OTHER THAN WORK, how do you usually get there?



Traveling other places

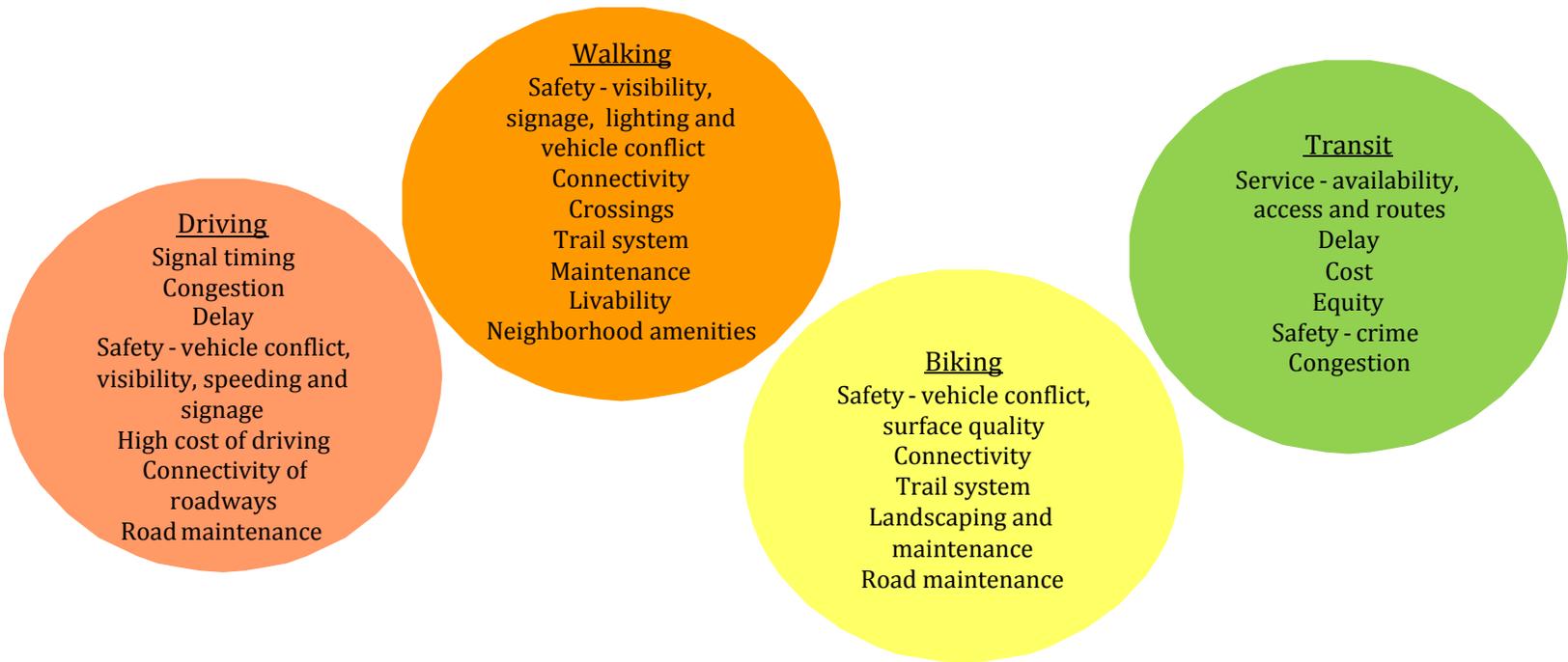
For non-work trips, there's a noticeable increase in the use of other modes -- walking, biking and MAX. Safety and convenience were the most important factors considered by respondents but they also valued arriving on time and total trip time, but to a lesser degree than when traveling for work. In non-work trips, parking cost and availability and exercise become more important to respondents.

When you travel to places OTHER THAN WORK, how important are the following?



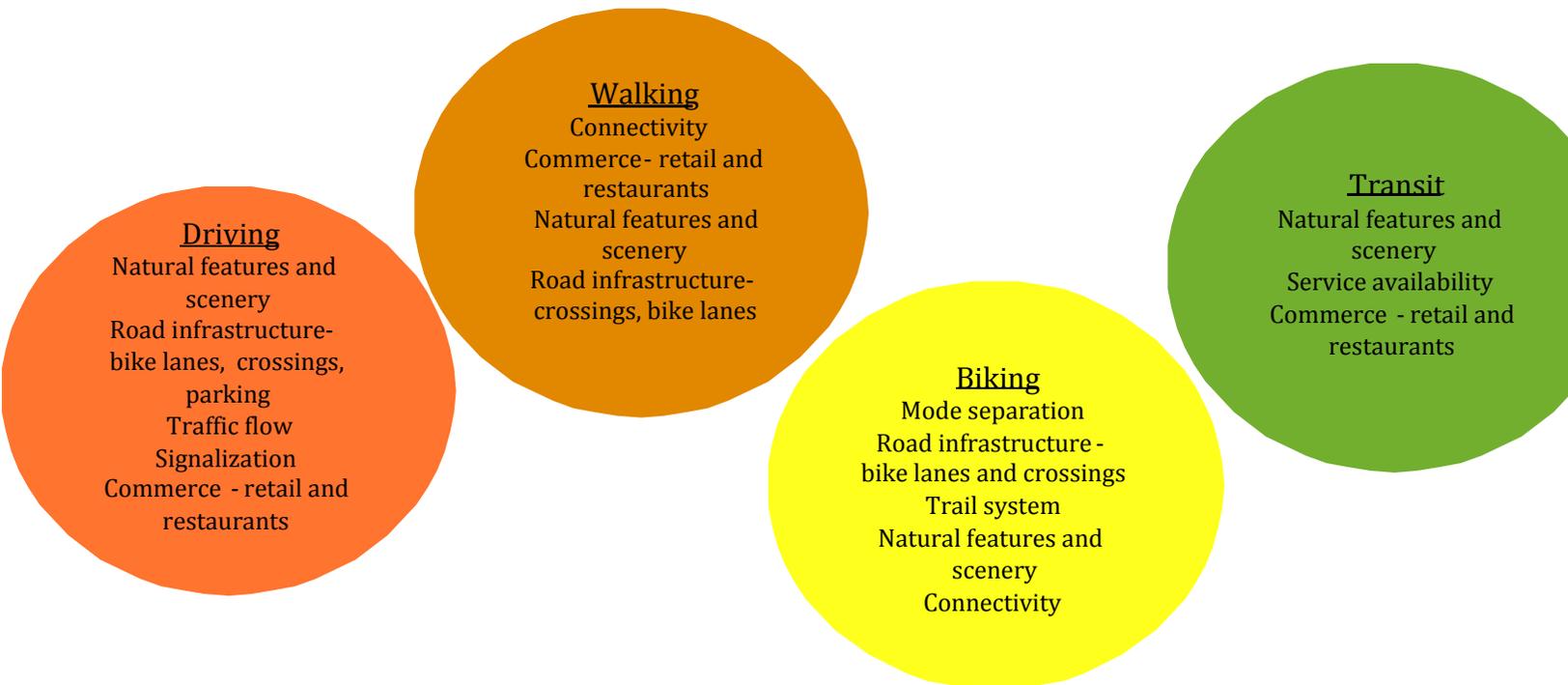
Primary travel challenges

The challenges people experience differ based on how they travel through the East Metro area.



Primary travel highlights

There were many shared likes across the modes, namely the area's natural features and scenery as well as the opportunities for shopping and dining.

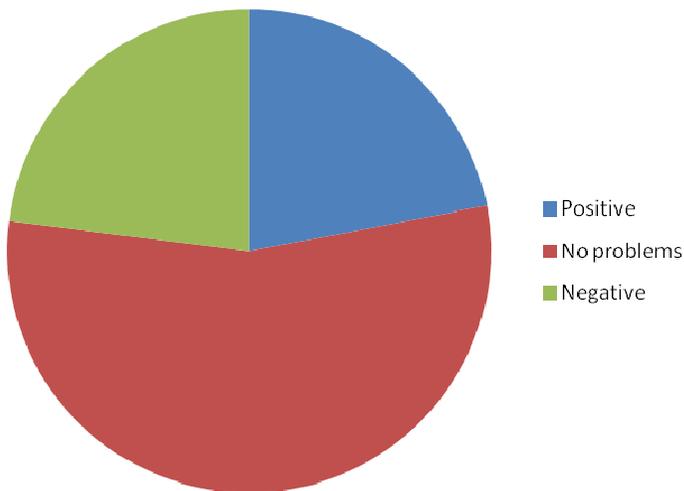


Travel safety

Respondents referenced a variety of factors when describing how they personally define travel safety. The items in bold were included in a majority of responses.

Fear	Fear in general Crime Physical harm Intimidation Police or assistance	Transit	Transit in general MAX Bus
Vehicle conflict	Vehicle conflict general Freight conflict Mode separation	Pedestrian infrastructure	Infrastructure in general Crosswalks Sidewalks Access/disability
Behavior	Driver behavior Bicyclist behavior Pedestrian behavior Transit rider behavior	Road infrastructure	Road infrastructure general Signals Signage Surface quality Lighting Intuitive network On-street bike facilities
Certainty	Just trying to get where I want to go		
Visibility	Visibility in general Pedestrian visibility Bicyclist visibility	Traffic	Traffic in general Traffic flow Speeding Congestion Safe maneuvering Delay
Built environment	Maintenance		

Responses



Sharing the road with trucks

Respondents had overwhelmingly either no problems or positive experiences sharing the road with trucks.

Other considerations related to sharing the road with trucks included:

Congestion

Road infrastructure - wider roads, turning, blocking roadways

Safety - pedestrians, bicycles, traffic violations, speeding

Delay

Vehicle conflict - freight separation, visibility

Signage

Public comments by area

181st - 182nd

- Traveling North or South on 181 is a traffic nightmare.

181st/Burnside

- Congestion

181st/Glisan

- Long wait on Glisan for light to change

Fairview Parkway

- Fairview Pkwy to Glisan to 223rd: Traffic is forced to change lanes multiple times to make this route, it does not move two lanes of traffic smoothly or uninterrupted, and it encourages cars to race ahead and cut into traffic. How has this been left to exist this way for so long?
- Positive - Fairview Parkway: excellent capacity, well designed flow, adequate amenities

Fairview Parkway and Glisan

- At Glisan and Fairview Parkway: intersection efficiency low-cost improvements available through design.
- Fix the double left at Fairview Parkway and Glisan.
- Restripe Fairview Parkway at Glisan and 223rd at Glisan to deal with left-right weave problem.

223rd - Eastman Parkway

- Biking: the storm sewer grates on Eastman Parkway are too deep; I have to come out of the bike lane into traffic to ride through.
- Biking: Eastman from Powell to Division has really bad (deep or both sides) catch basins.
- Positive - 223rd from Glisan to Burnside is an enjoyable stretch of roadway
- Positive - We like walking down NE 223rd to Jamba Juice from our home but do this walk less often since the traffic can be quiet heavy on 223rd.
- Positive - The cross walk across Eastman at St. Henry's Church/NW 1st street: It is at the end of a "cut through" from Norman, the cars aren't going too fast, and it feels like a safe place to cross.

223rd/Halsey

- Traffic seems to stack up at the intersection of Halsey and 223rd.
- 223rd & Halsey has back up at the signal, 223rd & Glisan is the same

223rd/Glisan

- When approaching 223rd & Glisan and turning west, vehicles are coming down a hill and cars are changing lanes to get into the left lane so they can then get into the left turning lanes. Cars are going too fast and you must pay close attention to what others are doing, especially since not all drivers are courteous.
- Restripe Fairview Parkway at Glisan and 223rd at Glisan to deal with left-right weave problem.

Eastman/Burnside

- Eastman Parkway at Burnside signal and backup

Eastman/Division

- People running red lights at Division & Eastman (especially people turning left from Eastman to go west on Division)
- The MAX crossing at Eastman just North of Division (by City Hall): Sometimes traffic backs up to the light making it inconvenient at a major intersection, but mostly I'm concerned about the pedestrians crossing the road. Flashing lights have even recently been installed to help bring awareness to pedestrians using the cross walk, but visibility is still really low there. There's so much going on that it can be a bit overwhelming, especially during twilight hours (high commute times during most of the year).
- Positive - the long northbound left-hand turning lane/signal at Division/Eastman

Eastman/Powell

- Intersection of Powell Boulevard and Eastman Parkway. I've seen two accidents there and won't ride my bike through there.

Eastman/Springwater Trail

- Problem trying to access Springwater trail from Eastman Parkway at rush hour just past Powell Blvd.

238th - 242nd - Hogan

- The area around the I-84 overpass on 238th Drive can be a problem in winter. The double turn lanes onto the ramp for I-84 West from 238th Drive are potentially dangerous when the right lane has a car intending to turn left without signaling. I have seen several rear end close calls when the light is green to go straight but not to turn left. That is a confusing and dangerous problem area.
- Volume of traffic on Hogan both morning and evening is overwhelming. Hogan needs to be improved at both ends, from Glisan to the freeway, and from Burnside to Palmquist.
- Positive - Hogan between Palmquist and Butler, it is spacious and flows well.
- Positive - 242 from Stark to Glisan is good now it has been improved
- At Hogan and 10th, drivers are turning around to go back in other direction. Signage needed may be to get to 26. It is risky to turn out on Hogan. Dead end 10th?

238th/Halsey

- Halsey at 238th backup at intersection

238th hill

- Bottle neck and winter hazard due to grade and width. Why has this not been built out yet?
- I really dislike the hill (both ways) going through Wood Village.
- Problem – Traffic: the hill on 242nd is one lane with all the traffic trying to go to the I-84.
- Downhill on Hogan from Glisan to Halsey - There needs to be more noticeable signage at the point where traffic is expected to merge into the left lane. Many drivers in the right lane just continue to drift to the left, cutting off drivers in the left lane or forcing them into oncoming traffic. Turn signals are rarely used.

Hogan/Glisan

- Turn lane from Hogan to Glisan because the new island was built too close to the signal light and often fills up.

- Fix the double right on Glisan and 242nd.

Hogan/Stark

- Stark St. and Hogan. Traffic is bad enough without the problems created by Bank of America. There is the constant problem of vehicles turning illegally left in and out of the parking lot. Too many close calls daily. Traffic comes to a dead stop on Stark(westbound) for people waiting to turn left into the bank, or for the ones who flip you off because they can't turn left out onto to Stark(westbound). Maybe we need a center curb on both Stark and Hogan to prevent traffic from making any lefts out of the bank.
- 242 at Stark: Signal backup

Hogan/Burnside

- Backed up always, confusing & a mess
- Hogan and Burnside - Traffic light stays green for a max of 10-12 seconds coming through northbound on Hogan. If you are not one of the first 2-3 cars in line you will NOT make it through. Sometimes you have to wait through two cycles to get through in the morning.

Hogan/Palmquist

- At Palmquist and Hogan there is a bus depot where a majority of traffic is held up in the morning and late afternoon while the bus drivers attempt to exit and join traffic from both city school buses or personal vehicle and on foot.

257th - Kane - Orient

- Cars and Trucks too loud and too fast on 257th. Cars and trucks not looking for or yielding to pedestrians/bicyclists, especially at intersections where they get really impatient with pedestrians/bicyclists.
- I would like to see one or two sidewalks all the way from Sweetbriar Road to MHCC (on the back side of MHCC there is a dip in the road and needs to be made for safe pedestrian and bike access up to MHCC and to access Gresham on 257th.)
- Positive - New flashing left arrows on Kane, and Kane improvements are good.
- Positive - Kane north runs smoothly
- Positive - Kane Road: wide shoulders, good bike lanes
- Positive - The 257th widening project south of Division to Powell Valley Road is great. It is what we need more of in East County. Nice, wide street, two lanes in each direction with a median.
- Positive - I like the new flashing yellows along Kane and the improvements to Kane between Powell Valley & Division.

Kane/Division

- Blinking yellow makes this intersection much more dangerous. I understand that traffic from eastbound and turning north is facilitated, but the blinking yellow "turners" take the right of way from the green light west bound Division drivers. Also, "turners" don't turn into the center lane on Kane, so if turning from west bound on Division to north on Kane, must wait for the green light.
- Dangerous intersection Division and Hogan - very busy and slow wait times
- Even though I don't like driving on Division, I do like that they have changed the stoplights at 257/Division and that area to blinking yellow; less wait time.

Kane/Powell

- At 257th and Powell: noise from trucks is a concern for residents. Safety concerns with trucks versus the kids going to and from school.

Kane/Palmquist

- Kane/Orient around Palmquist and Powell Valley Rd: the reconfiguration of the intersection at Palmquist is inadequate for the truck traffic that the city is encouraging to use Kane, the timing of the lights has been altered delaying left turns from Kane north to 11th west, the curves in Kane just south of Powell Valley are inadequate for the truck traffic that Gresham is now encouraging to use Kane after they told the citizens of SE Gresham that the length restriction would not be removed after widening Kane between Division and Powell.
- Palmquist crossing Hwy 26 to turn right on Orient Dr. Only one lane turns right now and it gets very clogged there in AM from traffic exiting the HWY there that want the 2 lanes turning left on Orient Dr.
- Traffic backups at Kane/Orient & Palmquist, especially short right-turn lane from south-bound Kane/Orient onto Palmquist and short stacking on Palmquist between Kane/Orient & Hwy 26, ESPECIALLY WITH BIG TRUCKS using the Kane-to-26 & 26-to-Kane routes!!
- Palmquist Road from Hwy.26 to Hogan: needs bike, wider shoulder for pedestrians, better pedestrian signage and marking at intersection with hwy. 26.
- Traffic traveling south on Kane, trying to negotiate the right turn onto Palmquist and then the short stack space for vehicles at the light at Palmquist & Hwy. 26 (especially for big trucks turning left on Hwy. 26 to go toward Mt. Hood). The stack-up of traffic trying to turn right onto Palmquist can interfere with cars trying to continue south on Kane.
- I used to like the left-turn light from Kane onto the cut-off to Hwy. 26 (at about SE 11th) because it would turn green if it detected no traffic coming south on Kane or needing to turn left onto Kane from the traffic. Now, it does not seem to change if there is no south bound through traffic on Kane & no one waiting to turn onto Kane from the cut-off.

Orient

- Orient Drive from 282nd. Drive to Kane Road: No Shoulder for peds, no clearly defined bike lane or pedestrian improvements, Speed is 40mph but vehicles exceed this speed as if it were a freeway (very dangerous)
- Intersection of Orient Drive and Welch Road : Poor alignment of intersection, needs pedestrian light or signal, bad visibility.

Halsey

- It is scary driving between 223rd and 238th on Halsey because of the families with small children and strollers crossing the street where there are no crosswalks. At night they are often wearing dark clothing and are difficult to see.
- Positive - Halsey pedestrian facilities and bicycle facilities

Halsey/Gresham Fairview Trail

- Lack of a connection of the Gresham/Fairview trail to sidewalks on Halsey. Not sure why they got so close to the intersection then stopped. It's a mud hole 9 months out of the year.

Glisan

- Positive – Glisan: Pretty and few stop lights. Few pedestrians.

- Positive - Glisan west from Kane is a straight shot
- Positive - I like the drive on Glisan near the Salishan ponds. It's rural-like and not much traffic.

Glisan/205th

- The intersection of 205th and Glisan. Two lane road does not allow for easy left turns on to Glisan.

Stark

- Stark Street between Troutdale Road and 257th: needs sidewalks and bike lanes ALL the way on both sides.
- Positive - Stark Street with sidewalks from DQ to Columbia Life Church.

Burnside

- Traffic backups late afternoon/early evening on northwest-bound Burnside (1) turning right at Hogan light (by U-Haul) and turning left at Division (by M-Bank). Backed up traffic in both spots often spills into the through-lanes & creates back-ups or dangerous lane changes for those going through.
- Cop cars always park half in the bike lane and half on the sidewalk when they're doing things at the MAX stops along Burnside. Again, this forces me out into the auto lane. The MAX tracks cross Burnside at a 45 degree angle heading east out of Gateway. I haven't caught a wheel in there yet, but it's pretty sketchy.
- I refuse to drive on Burnside along Max line...have watched too many assaults, drug deals etc.
- Going northwest on Burnside, for traffic trying to turn right (north) on Hogan and for traffic turning left (west) on Division, the stack-up in the turn lanes often extends into the main lanes of through traffic and impedes traffic flow.
- Positive - Heading east on Burnside St., at Civic Dr., seeing Mt. Hood on a clear day. Traffic not as heavy, can enjoy view!
- Positive - I like the Burnside bike lane even though its narrow- traffic is fairly predictable and I can go fast.

Burnside/188th

- Many of my clients live around 188th and Burnside. They say the area is dangerous w/ drug dealing and robberies near MAX stops there.

Burnside/Stark

- Long waits for the light to change

Burnside/Division

- Long waits at light, unsafe as cars run red lights going West Bound on Burnside.
- Burnside between Division and Powell Valley Road. Traffic bottlenecks and lights don't seem to sync correctly.

Burnside/Powell

- It is very dangerous to walk west on the south side of Burnside/Mt. Hood hwy where Powell and Burnside cross. Where Powell has a lane merging into Mt. Hood hwy (right turn) going toward sandy, there is no crosswalk, but you must cross there in order to get to the crosswalk in the concrete island. Traffic has a hard time seeing you, as it's a turn, then thinks you're just in the road where you're not meant to be, and doesn't even slow down. People tend to speed up around that corner too, as they are

getting onto the hwy to Sandy and the speed is 45 there anyway. There is a partially blocked sign a ways back saying to yield to peds, but no one heeds it, and I doubt many even see it. There should be a crosswalk there, and it looks as though there was going to be one, but someone forgot...

- I like the area around Burnside and Powell; the lights and traffic flow well

Division

- Division from 257 to 182. Lots of pedestrians, lights, and people who run lights
- Jaywalkers on Division between 182nd and 202nd
- Congestion on Division
- Would like bus rapid transit along Powell and Division.

Division/Birdsdale - 202nd

- Caution left-hand turn signal @ Division/@202nd should be a full signal - cars going east cannot see cars approaching from the east if the westbound left-hand turn lane is occupied with more than 2 vehicles

Division/Gresham Fairview Trail

- Trail crossing at base of Division St hill - bikers/walkers (usually male) who will not trigger the flashing warning lights - the first autos will stop for them but someone is going to get badly rear-ended/biker or walker is going to be badly injured because the traffic following is not aware/paying attention as to why traffic has stopped
- When travelling by bike on the Gresham-Fairview trail the new blinking lights (motion -sensored) particularly across Division are extremely dangerous to me and the drivers. Most trips I almost see a rear-end car collision because drivers do not know to stop on go through the lights. Most drivers do NOT stop. I would suggest you have a biker/walker initiate by pushing the cross walk button to make the cars stop, not yield. There are so few biker/walkers that this would happen rarely and there would be no confusion. Even on a less driver-travelled crossing at Regner/Springwater trail there is this type of stop light.

Powell

- Problem - Only 2 lanes on a lot of E Powell
- Problem - Crossing Powell and Foster roads
- Intersection of Powell Boulevard and Cleveland Avenue, hard to turn left against thick Powell traffic.
- The pedestrian walkway on Powell near Main Avenue scares me. I always scan for pedestrians, but they are hard to see. The signal helps
- Positive - Powell Blvd.: wide shoulders, good bike lanes, pedestrian crossings with signals.
- Positive - I enjoy the new overpass that crossed Powell on the Gresham-Fairview trail.
- Positive - the drive down Powel with the new island medians that have been installed
- Positive - The addition of Crosswalks on Powel. Makes pedestrians easier to see. Powell Blvds medians. They have cut down on the oncoming traffic glare.
- Positive - Powell flows fairly well and is easy to drive as well as aesthetically pleasing with planted medians.
- Powell changes lane widths. Why is it one lane?
- Would like bus rapid transit along Powell and Division.

Roberts

- Walking down SE Roberts St between 4th and Powell is very difficult with a stroller due to the utility poles being in the middle of the sidewalk. I have to go out into the street to walk with the stroller because it is actually not passable. Crossing the street at 4th and Roberts to go down the path to the park: It would be great if there could be a crosswalk and ramp there.
- Intersection at 9th & Roberts. Limited sight for oncoming cars from S.E. Often they only perform rolling stops as they don't see vehicles stopped on 9th ready to proceed north on Roberts. Speed-humps on Roberts.
- Roberts is too busy
- Positive - I enjoy the beautiful historic homes, manicured and landscaped yards and all of the trees along Roberts Ave. I've heard there's a plan to widen Roberts and this is very alarming to me. Roberts is one of the most beautiful and historic streets in Gresham and to destroy people's yards and potentially have to take out some of the homes would be a great shame.
- No MAX line on Robert.
- Want more street trees on Roberts Road.
- No bus on Roberts Road.
- Reinforce Regner to Hogan to avoid Roberts.
- Our (my wife and me) main concerns are that we don't want buses traveling down Roberts Avenue (or Hood Avenue) for several reasons; they are noisy, they reek, they would be a traffic impediment and they could endanger the skateboarders and others who recreate at Main City Park and on Roberts just north of 2nd Street. It appears to me that Metro is "targeting" our neighborhood for change (we recently attended another meeting regarding a study about widening Roberts) It is my opinion that our neighborhood is somewhat fragile at this time and that adding buses will only send it into steep decline. If minutes or notes were taken at the open house, we would be interested in finding out what are the views of others regarding this study. We would also like to be kept informed of any additional information about proposals that could affect our standard of living or property values.

Cleveland

- Cleveland from Stark to Burnside. This is a residential street and most drive it like it's the freeway. I have had vehicles pass me because they don't want to drive the 25 speed limit. There is also an area where the speed drops to 20 for kids waiting for the buses in the mornings and it is totally ignored. There is a lot of aggression and tailgating. Any thoughts that the city may have to opening Cleveland from Stark to Glisan should not happen. This IS a RESIDENTIAL street not a cut through to avoid traffic on the main streets.
- Positive - Cleveland, when the speed freaks aren't driving.

Troutdale Rd

- Troutdale Rd from DQ to Downtown Troutdale needs sidewalks and bikes lanes ALL the way down on both sides. I would like to see sidewalks all the way on Troutdale Rd. from Sweetbriar Rd intersection North to DQ as well.
- Positive - troutdale rd-beautiful section of road, not congested

Frontage Rd

- The I-84 east bound Frontage Road in Troutdale is a hostile environment for pedestrians and cycles.
- frontage rd. eastbound -hate all the trucks and cars pulling out.

Butler

- The curves on Butler...speeding cars...
- Love the Butler Rd landscaping...too dangerous to enjoy
- Positive - driving through tree covered Butler Road - in the summer it is a tree covered, cool short trip

Springwater Trail

- Positive - Springwater Trail; scenic, peaceful, and safe bike and ped. crossings with lights.
- Positive - walking from our house down to the spring water trail for a 3-4 mile walk. The trail is quiet, clean and shaded.
- Positive - Springwater corridor trail. I wish there were more interpretive signs, I love the ones that are there, but more history is always better...I encourage people to appreciate a place not only for its current beauty, but everything it's been in the past. People tend to protect things more for the future that way too, as they have more of a connection with it.
- Positive - Springwater Trail. Safe and exercise.
- Biking: all of the Springwater Corridor from East Portland out to Gresham is great!
- Better Sandy to Springwater Trail.

Gresham Fairview Trail

- I like the Gresham/Fairview trail. I would like it if they continued it down to Sandy, or better yet, Marine drive.

Public comments by topic

General themes

- My overall concern is congestion & accessibility. If this was better, I would use the MAX or bus more often. Safety is also very important to me because I have small children. I am more willing to use other forms of transportation if I feel it is safe for my kids.
- Lack of a significant North-South thoroughfare to get from the I-84 area to Hwy 26 and Downtown Gresham. The main streets (242nd, 207th, etc.) need to be improved. Getting downtown or to the Hillsboro/Beaverton area for high-paying jobs is completely impractical.
- Living out this far- with nothing even close to resembling the "20 minute" neighborhoods Portland is known for, pretty much stinks. I wish I could walk to more places, but there's nowhere to go within walking distance- unless you count strip clubs and Plaid Pantry.
- As Gresham has grown over the past few years parts of my trip that were once pleasant are now stressful. Where Gresham was once pretty it is now covered in graffiti. I have seen drug deals go down in broad daylight while stopped at a red light on the corner of Eastman and Powell or Division and Eastman, even in the parking lot at Gresham Station. I do not enjoy being surrounded by bums, crime and drug use and unfortunately that is what has happened to Gresham in the past five years. As soon as the housing market improves I'm getting my family out of here.
- Positive - I love going through downtown Gresham, even just along Powell. Beautiful, and I wish more people from Portland would recognize the difference between east Gresham and Rockwood, which they are all scared of.
- Positive - I like interesting views such as Columbia River, Mt Hood or nice residential areas.
- I wish the East side of MHCC/Metro property was a developed nature park with walking paths.

- always prefer driving in north part of Troutdale/Gresham-traffic seems less and flows smoother, even in Reynolds High School zone
- I wish there were more places to go (restaurants, cafés, etc.) in our neighborhood.
- Positive - View of Mt. Hood, wildlife, and Johnson Creek.
- Positive - Returning to the suburbs from the city. The trees, parks and gardens. Slower speeds.
- Please don't use the lies about global warming to make transportation decisions.
- I wish the land use component was more clearly defined. The purpose of the connections is how to support the desires of the local communities as expressed thru the uses and zoning of their lands which supports the region and Oregon. As each comprehensive plan has been reviewed and accepted by the local, regional and state governments, the transportation projects should support those goals. As I've said before it would as saying we agree/accept we want high rise condos in downtown Gresham then saying we only support sewer lines that would only handle single family residences. If there is only support of "smaller sewer lines" then the land use plans need to be scaled back accordingly. This would then provide the venue for a more open and comprehensive discussion to make people realize transportation and land use planning are not separate as some forget.
- Our freeway and transportation system is non-existent! We need more freeway lanes and an infrastructure that makes sense for tomorrow and well into the future. Cars are here to stay and light rail, bicycle lanes, sidewalks are not the only answer. We need to consider all facets like bullet trains, new expressways, new bridges for cars, additional lanes for cars, double decker freeways, etc.
- Why is there no interest in a parkway? Why come to that conclusion? What about through traffic? Springwater may have more traffic going to I-84.
- Straight access it doesn't always pay out economically speaking. Businesses suffer.
- Highway 205 seemed unnecessary back then. But Gorge may limit the need for eastern mobility.
- Use cameras to record speed and issue tickets.

Congestion

- The trips from my home to the entrances to I-84 are often odiously slow due to the need to travel via 242nd or Eastman Parkway. Both of these streets are often very congested. The drive from my home to the freeway can take from 15 - 30 minutes depending on the day and time of day.
- Positive - Don't really notice, but whenever traffic is flowing, I really like it! :) This is driving.

Signal timing

- The lights crossing Burnside in east Gresham take an inordinate amount of time. I assume this is to keep traffic from backing up on Burnside, but it causes problems for the roads that intersect it. I wish the lights would be reset to change more often, not just be green for Burnside the majority of the time...
- During the day, badly timed lights annoy me but what else is new?
- Traffic lights red for too long when there isn't a soul around. And when you do get a green light the next light turns red right before you get there. Even when there is no car at the cross street to trigger the light change. Seems like it should be more like hwy 212 I believe, in Clackamas, where the lights turn green just before you hit them and you rarely have to stop the whole stretch of the road if you drive the speed limit.
- Flashing yellow arrow: reduce delay for vehicles but are less safe for pedestrians. Keep the protected turn cycle.

Transit

- IMP.-- GRESHAM & EAST COUNTY NEED SOME VERY GOOD NORTH/SOUTH CONNECTIONS. SEEMS MAX AND BUSES WERE SET UP SOLELY WITH PORTLAND IN MIND.

- The N/S connections are very poor compared to E/W connections (public transportation). The quality of walking decreases the further East one goes from Portland.
- There should be frequent public transportation in all areas of the city.
- I will not ride MAX due to safety issues; I would get on at Gresham and do not feel safe any time of day.
- Due to the poor transit service north of I-84, I have no choice but to drive to and from work, shopping, and recreation
- Lack of frequent bus service between east Portland and Troutdale
- I would NEVER take the bus and rarely ride the MAX with my kids. I do not feel safe even driving to certain areas at certain times of the night.
- Lack of public transportation across most of the city; lack of public transportation along Hogan.
- The bus does not go past a major food market without changing buses in Gresham
- I can't think of problem locations by bus other than lack of good access to Route 4 bus on Division at certain locations.
- Positive - I like that I can get on the Powell bus and get right on downtown (Portland)
- Positive - Max is relaxing mostly.
- Positive - When I take the bus or MAX, I do enjoy seeing charming neighborhoods/interesting shops, lots of nature.
- Safety, less livability since MAX, people living along Springwater Trail.

Pedestrian access and experience

- Sidewalks and sidewalk quality. Some stores or place I could go by walking distance, but there was no safe or continuous sections for walking. Such as, street trees or bushes in the way or unpaved sections w/ a lot of rocks.
- Sidewalks - safe and clean and beautiful, if possible.
- Not enough sidewalks. Some don't even have sidewalks on bus lines.
- Making sure busy streets have sidewalks and cross walks
- pedestrians always get stuck at long lights-ugly
- LACK OF SIDEWALKS. We live on East Hill, and nearly the entire area is totally lacking in sidewalks. It feels unsafe to walk in the streets, yet there is no alternative.
- Positive - I really enjoy walking my kids to and home from the neighborhood elementary school. The streets don't have sidewalks (yet!), but it's a nice, quiet neighborhood we walk through.
- Large intersections are less safe for pedestrians.
- Roundabouts are not bike and pedestrian friendly.

Bike access and experience

- I want more roads for bikes on the street and the space should be enough for bikers' safety.
- Motor vehicles and bikes being able to co-exist properly on the road. As much as I want to support biking, I cannot stand the bikers on the road who think they have complete right of way just because this is PDX and we are a "bike friendly" city.
- Want safe and accessible bike routes. Finding bike racks to lock to.
- Riding over recessed catch basins while on Bike
- Sometimes I ride along Orient Rd to Burnside then up 223rd to Stark St and it seems there is always lots of debris, mainly glass, in the bike lanes along Burnside.
- By bike it's more of a safety factor - worst part is from Birdsedale to Gresham-Fairview Trail where there is no bike lane.

- Positive - I enjoy the bike path most in areas that do not intersect with traffic. Cars exiting or entering the freeway often are not looking for bikes or pedestrians. The areas that bypass these intersections offer the safest, most comfortable ride
- Positive - I like the connection with the communities that I ride my bike through.
- Roundabouts are not bike and pedestrian friendly.

Downtown Gresham

- Going thru downtown Gresham on Main between Division and Powell. Love the ambience, slower speeds, Stop signs and lights are spaced at a good distance apart.
- I go to Downtown Gresham weekly. It is a great traditional small-town downtown, located 1.3 miles from my home. I walk half the time, and drive half the time.
- Opportunities for signage to Gresham. GPS puts drivers on Powell.

Mount Hood Community College

- I would like to see one or two sidewalks all the way from Sweetbriar Road to MHCC (on the back side of MHCC there is a dip in the road and needs to be made for safe pedestrian and bike access up to MHCC and to access Gresham on 257th.)
- The north/south connectivity is very important to East County. Mt. Hood Comm. College has facilities (Aquatics Center, gym, sports field, etc. in addition to classroom learning opportunities) that could be accessed by our youth and families; however, without north/south scheduled connecting transit options, it is difficult for youth in particular to access the lightrail line and then transfer to bus at the transit station at 8th & Kelly in Gresham for transportation access to the college. Greater community transportation access to the college would also be of benefit to the college on several levels: meeting student transportation needs, as well as the broader community interacting with the college offerings and increased college-community connectivity. Increased connectivity could help to better support MHCC financially through community support of a bond or levy.
- My quick thoughts are about north/south connectivity and how important that is for greater youth and public access to north/south scheduled transportation in order to connect with the lightrail line and, ultimately, the transit station at 8th & Kelly in Gresham to complete the connection to Mt Hood Comm. College. MHCC has sports and fields facilities, as well as an Aquatics Center that the college is willing to better utilize for youth and families, in addition to community educational offerings -- just got to get them there!! This would be of mutual benefit to the college, also, not only in better transportation for college attendance, but college-community interaction that could eventually encourage passage of a bond or levy for the college.