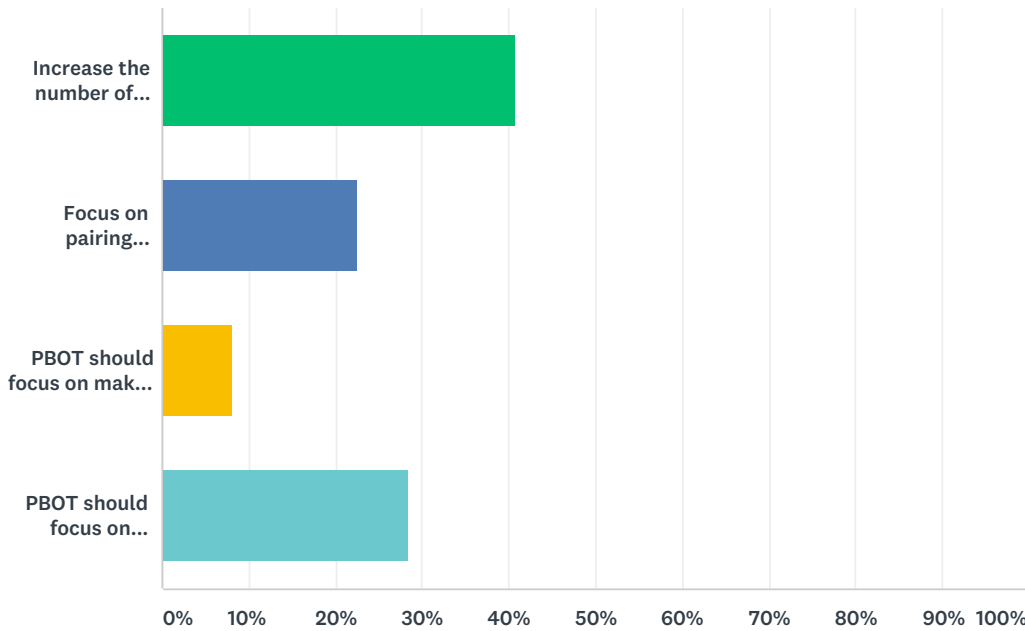


**Q1 Pedestrian Crossings East Portland arterial streets rank among the most dangerous for pedestrians, with a high number of injuries and fatalities compared to other roadways in the City. Please choose the approach that you would most like to see toward improving pedestrian safety.**

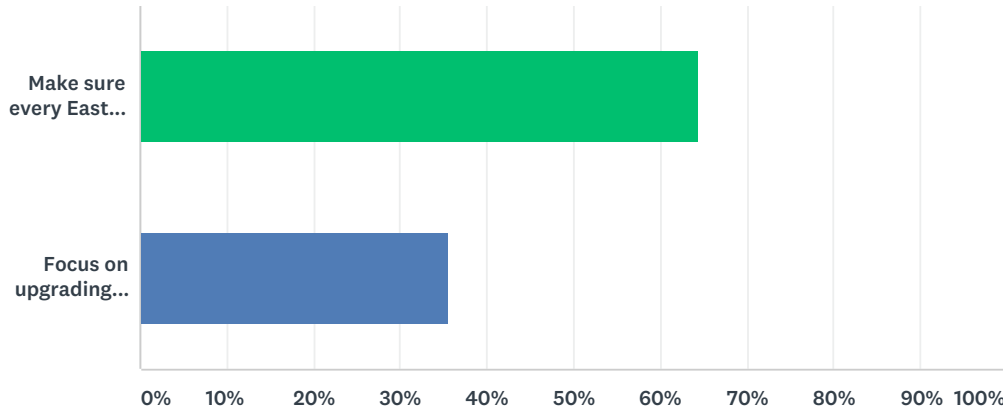
Answered: 1,040 Skipped: 13



ANSWER CHOICES	RESPONSES
Increase the number of pedestrian crossings on East Portland arterial streets so that there are more places to safely cross.	40.87% 425
Focus on pairing crossings only with traffic signals rather than using marked mid-block crosswalks, signs, or flashing yellow beacons.	22.60% 235
PBOT should focus on making the major intersections (like 122nd & Stark) safer for pedestrians to cross.	8.08% 84
PBOT should focus on pedestrian behavior such as crossing at crosswalks or carrying lights.	28.46% 296
<b>TOTAL</b>	<b>1,040</b>

Q2 Sidewalk Improvements and InfillPBOT has added a lot of sidewalk on East Portland arterials over the past decade, but there are still some sidewalk gaps. We've heard that much of the existing sidewalks are too narrow and blocked by power poles or sign posts. Please choose where you think PBOT should focus its efforts.

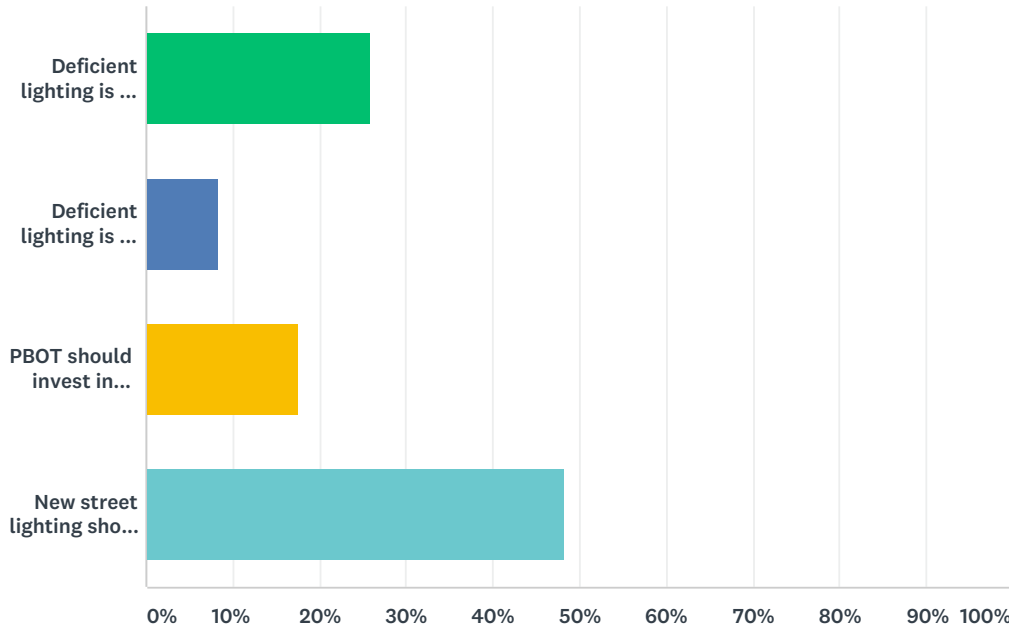
Answered: 1,015 Skipped: 38



ANSWER CHOICES	RESPONSES
Make sure every East Portland arterial street has sidewalk coverage on both sides of the street, even if they narrower or without a planting strip.	64.33% 653
Focus on upgrading narrow sidewalks in busy pedestrian and transit areas so that they meet the city standard, including a planter strip with trees, and a pedestrian walkway that isn't blocked by poles and signs.	35.67% 362
TOTAL	1,015

**Q3 Street Lighting** Most East Portland arterial streets only have street lights on one side of the street, and we’ve heard many comments about how dark these streets are at night. Please indicate which statement reflects your top concern with lighting in East Portland.

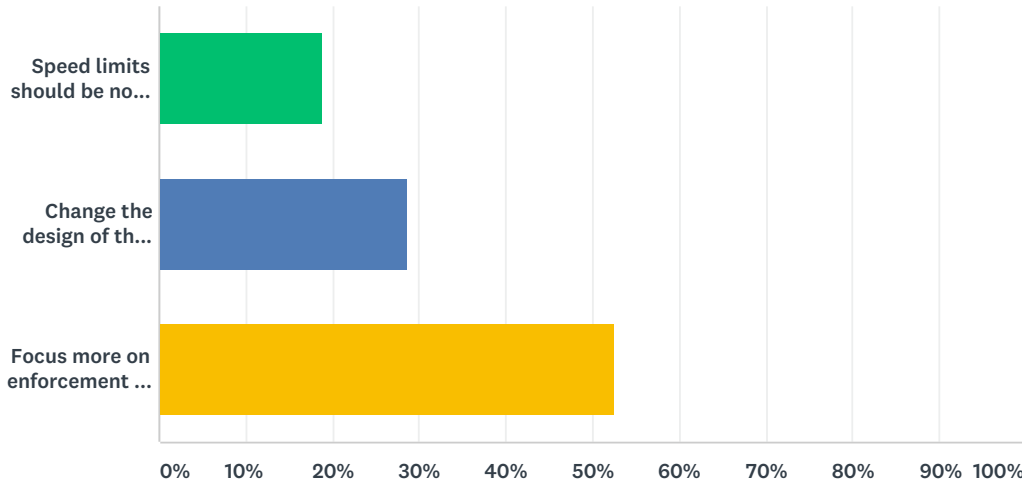
Answered: 1,022 Skipped: 31



ANSWER CHOICES	RESPONSES
Deficient lighting is a concern for traffic safety – it’s hard to see pedestrians or bicycles at night.	25.93% 265
Deficient lighting is a concern for personal safety – I’m afraid I will be assaulted at night when walking along the roadway.	8.32% 85
PBOT should invest in roadway lighting on both sides of an arterial street before making other significant changes.	17.51% 179
New street lighting should be pedestrian-scale and focus on the ability for walkers to see and be seen. It’s already easy to see other cars with their lights on.	48.24% 493
<b>TOTAL</b>	<b>1,022</b>

**Q4 Speeding** Public feedback and speed data both indicate that people regularly drive over the speed limit on East Portland arterial streets. Please choose which approach you think PBOT should focus on to improve street safety:

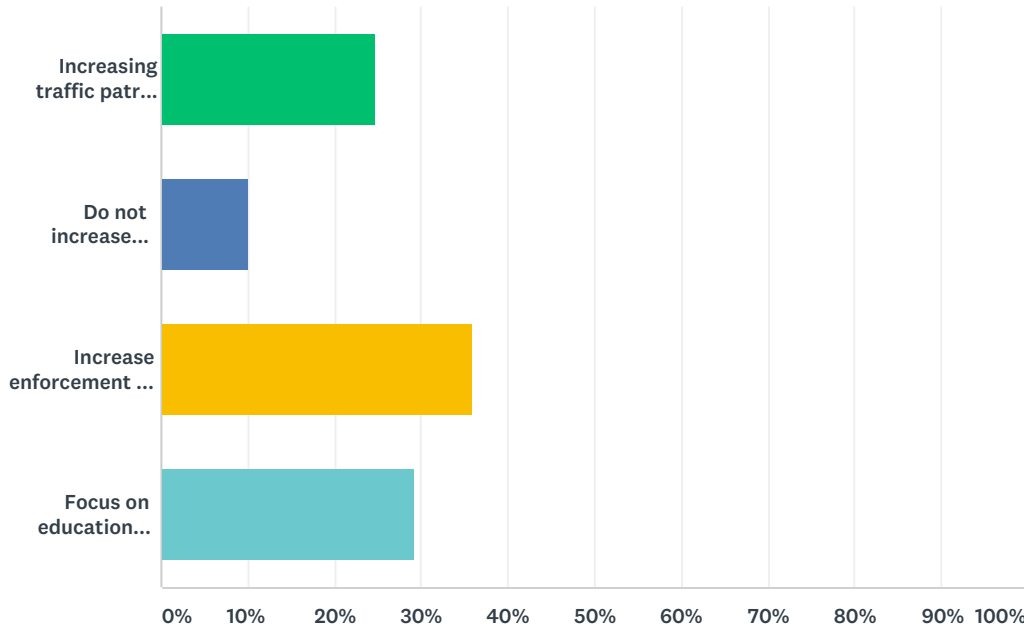
Answered: 991 Skipped: 62



ANSWER CHOICES	RESPONSES
Speed limits should be no more than 30 mph on East Portland arterial streets to help reduce the number and severity of crashes we're seeing.	18.87% 187
Change the design of the streets to encourage slower driving.	28.56% 283
Focus more on enforcement and education to reduce traffic speeds, such as speed safety cameras, traffic patrols and safety campaigns.	52.57% 521
<b>TOTAL</b>	<b>991</b>

**Q5 Enforcement & Education** We hear a wide range of opinions and experiences with traffic enforcement and education. Some people tell us that the city’s traffic safety interventions should focus on enforcement and education, while others tell us they are concerned about disproportionate enforcement on people of color (“racial profiling”). Please choose the statement that most closely reflects your preferred approach:

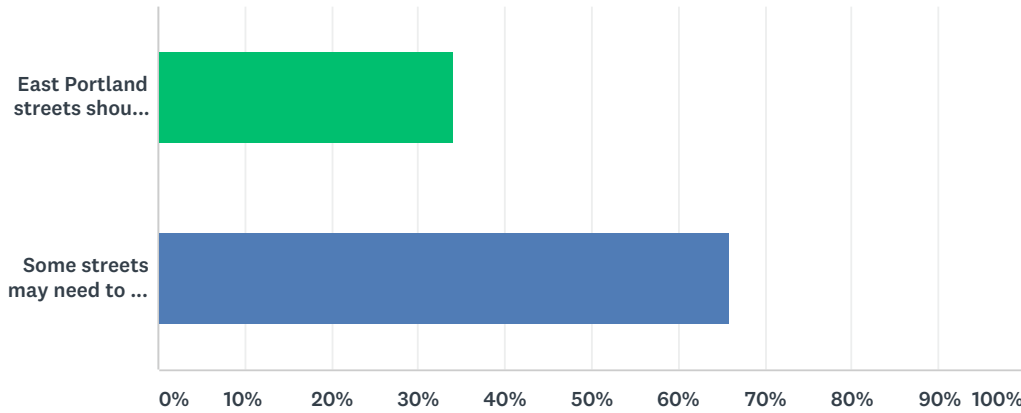
Answered: 1,028 Skipped: 25



ANSWER CHOICES	RESPONSES
Increasing traffic patrols by the Portland Police Bureau will increase traffic safety in East Portland.	24.71% 254
Do not increase traffic enforcement activities by police specifically because I'm concerned about racial profiling.	10.12% 104
Increase enforcement by using speed cameras because they cannot profile drivers.	35.89% 369
Focus on education campaigns to encourage people to travel more safely and avoid distractions, whether they are driving, walking or using other modes.	29.28% 301
<b>TOTAL</b>	<b>1,028</b>

**Q6 Accommodating all Travel Modes** East Portland arterial streets carry all modes of transportation, in part because few other streets connect through the area. This leads to arterial streets being important for transit, biking, walking, driving, emergency response, and delivery of goods. Please choose the statement that most closely reflects the approach you would like to see applied to the street.

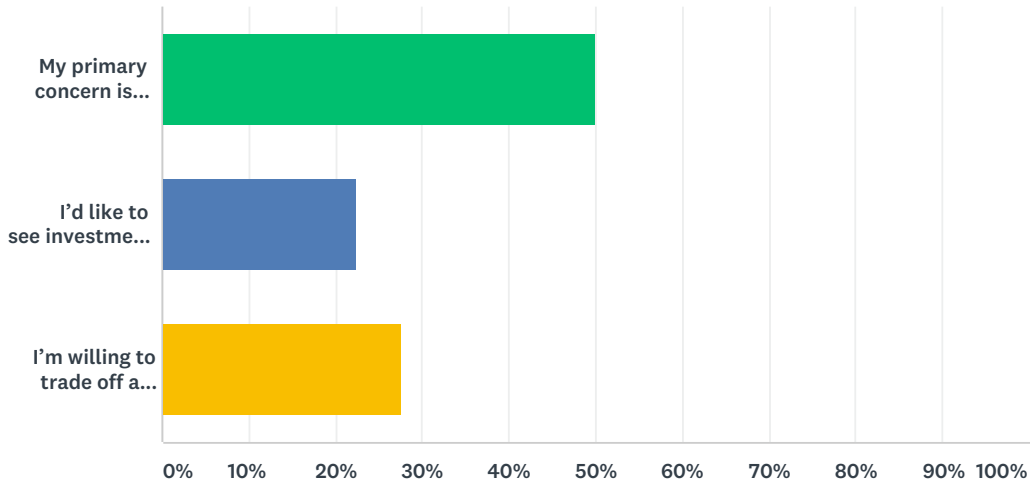
Answered: 1,034 Skipped: 19



ANSWER CHOICES	RESPONSES
East Portland streets should be able to safely accommodate all modes of travel – walking, biking, accessing transit, driving and freight delivery.	34.04% 352
Some streets may need to be more vehicle-oriented, while other streets may be more pedestrian and bicycle-focused.	65.96% 682
TOTAL	1,034

**Q7 Congestion and Travel Options** In East Portland and citywide, traffic and congestion are on the minds of many commuters as jobs and population have increased over the past decade. Some people want us to focus on traffic congestion, while others think we should focus on making driving alternatives safe and convenient. Please choose the statement that most aligns with your investment priorities:

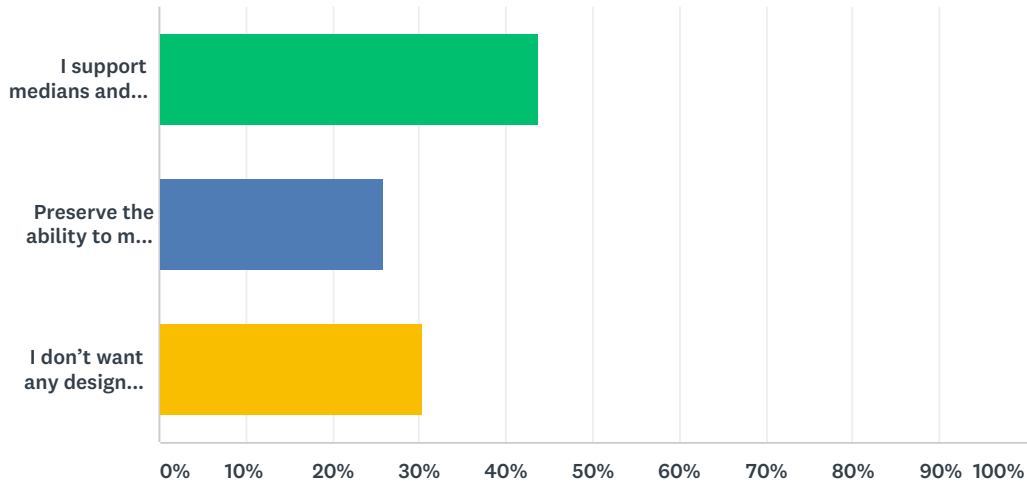
Answered: 1,032 Skipped: 21



ANSWER CHOICES	RESPONSES
My primary concern is reducing congestion and delays to driving on the arterial streets.	50.10% 517
I'd like to see investment in making alternatives to driving safer and more efficient (such as transit improvements or a buffer near a bike lane).	22.38% 231
I'm willing to trade off a little bit of delay while driving (for example, one extra minute on a ten-minute drive) to make safety investments to reduce serious injuries and fatalities.	27.52% 284
<b>TOTAL</b>	<b>1,032</b>

**Q8 Traffic Calming and Diversion** Safe street design builds infrastructure shown to lower the number and severity of crashes by slowing vehicles and limiting unsafe driving movements that are more likely to lead to a crash. The limiting factors that improve safety can also limit some access movements (such as turning left across traffic anywhere on a block face). Choose the statement that most aligns with your investment priorities:

Answered: 1,033 Skipped: 20

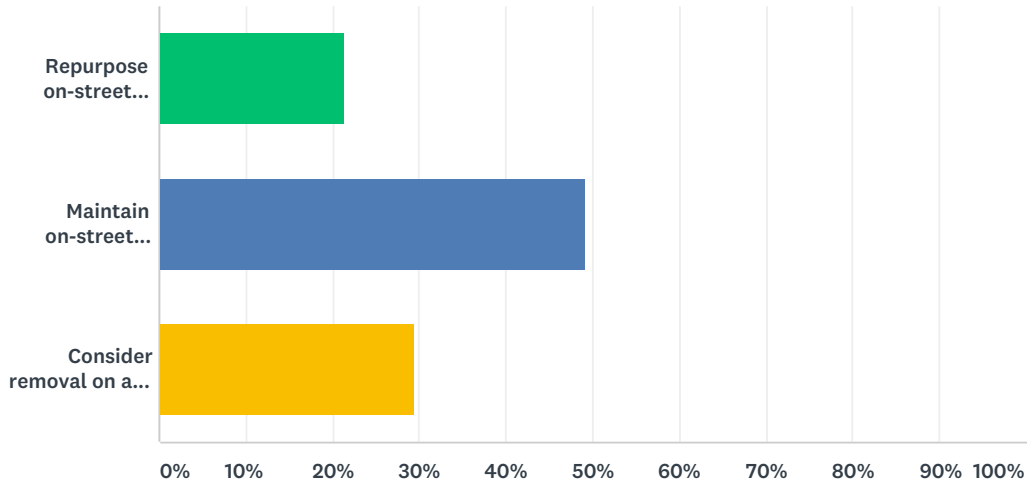


ANSWER CHOICES	RESPONSES	
I support medians and other design measures to improve safety and reduce crash-related delay.	43.66%	451
Preserve the ability to make left turns from anywhere on the street and use other design methods to address safety.	26.04%	269
I don't want any design changes because it could lead to more cars taking side streets.	30.30%	313
<b>TOTAL</b>		<b>1,033</b>



**Q9 Parking** On-street parking presence varies across East Portland. In most cases, destinations have parking lots or driveways for vehicles, but in some cases, businesses prefer to maintain on-street parking. Choose the statement that most aligns with your transportation priorities:

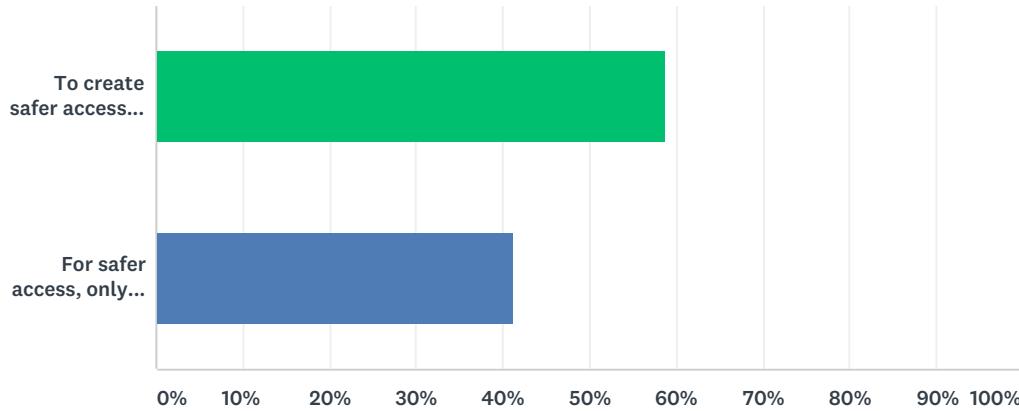
Answered: 1,029 Skipped: 24



ANSWER CHOICES	RESPONSES
Repurpose on-street parking spaces for active use so that we can accommodate more types of travel safely one the roadway.	21.38% 220
Maintain on-street parking where it is today to serve establishments and serve as a sidewalk buffer.	49.17% 506
Consider removal on a strategic, individualized scale.	29.45% 303
<b>TOTAL</b>	<b>1,029</b>

**Q10 Transit** Many people in East Portland, especially those with lower incomes, rely on transit to get around. Both frequent and infrequent users of transit have told us about the challenges of accessing transit in East Portland. Choose the statement that most aligns with your investment priorities:

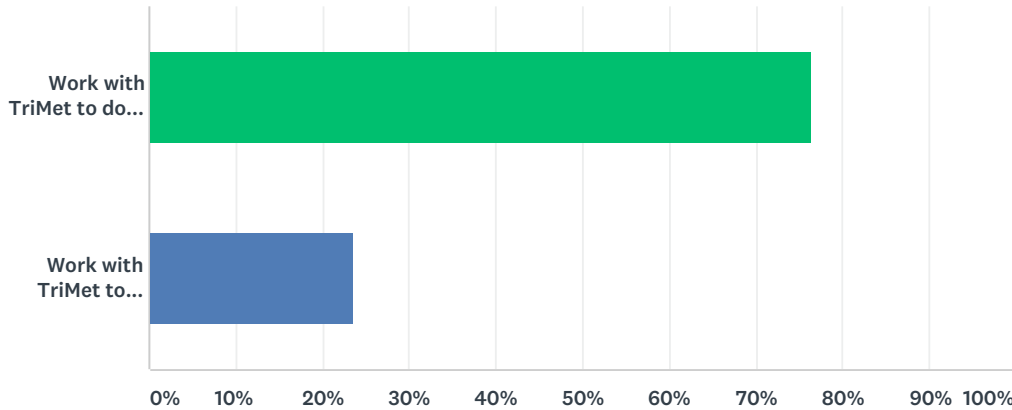
Answered: 1,021 Skipped: 32



ANSWER CHOICES	RESPONSES
To create safer access, focus improvements at unprotected crossings near bus and MAX stops.	58.86% 601
For safer access, only locate bus stops near signalized crosswalks, even if it means eliminating a few bus stops to accomplish this goal.	41.14% 420
TOTAL	1,021

**Q11 Transit Reliability** Reliable bus travel times are important for those who depend on transit, as well as attracting drivers out of their cars and onto transit. Which statement most closely reflects your preferred approach to improving transit travel times.

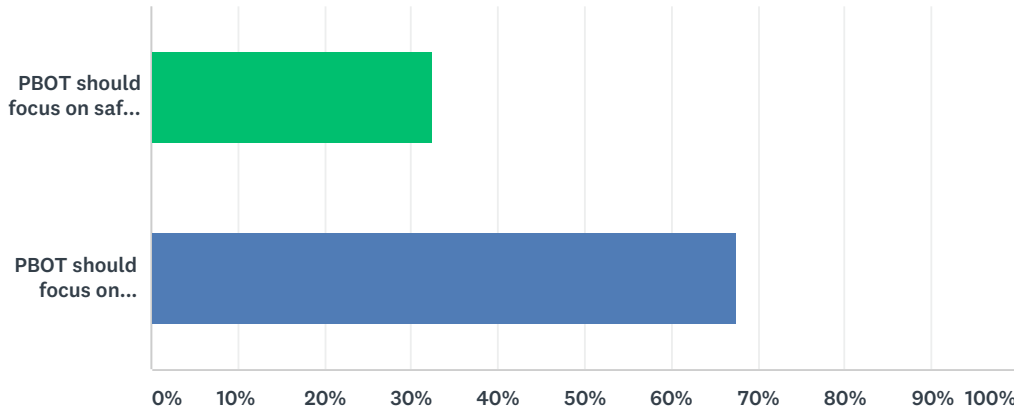
Answered: 988 Skipped: 65



ANSWER CHOICES	RESPONSES
Work with TriMet to do spot improvements at congested intersections that allow buses to bypass traffic during busy times of day.	76.42% 755
Work with TriMet to create exclusive bus lanes on many East Portland arterial streets to bypass congestion, even if that means taking away a general-purpose vehicle lane.	23.58% 233
TOTAL	988

**Q12 Biking** Over the years PBOT has heard varying levels of support for bicycle infrastructure in East Portland. Choose the statement that most closely reflects where you think PBOT should focus on active transportation investments:

Answered: 1,014 Skipped: 39

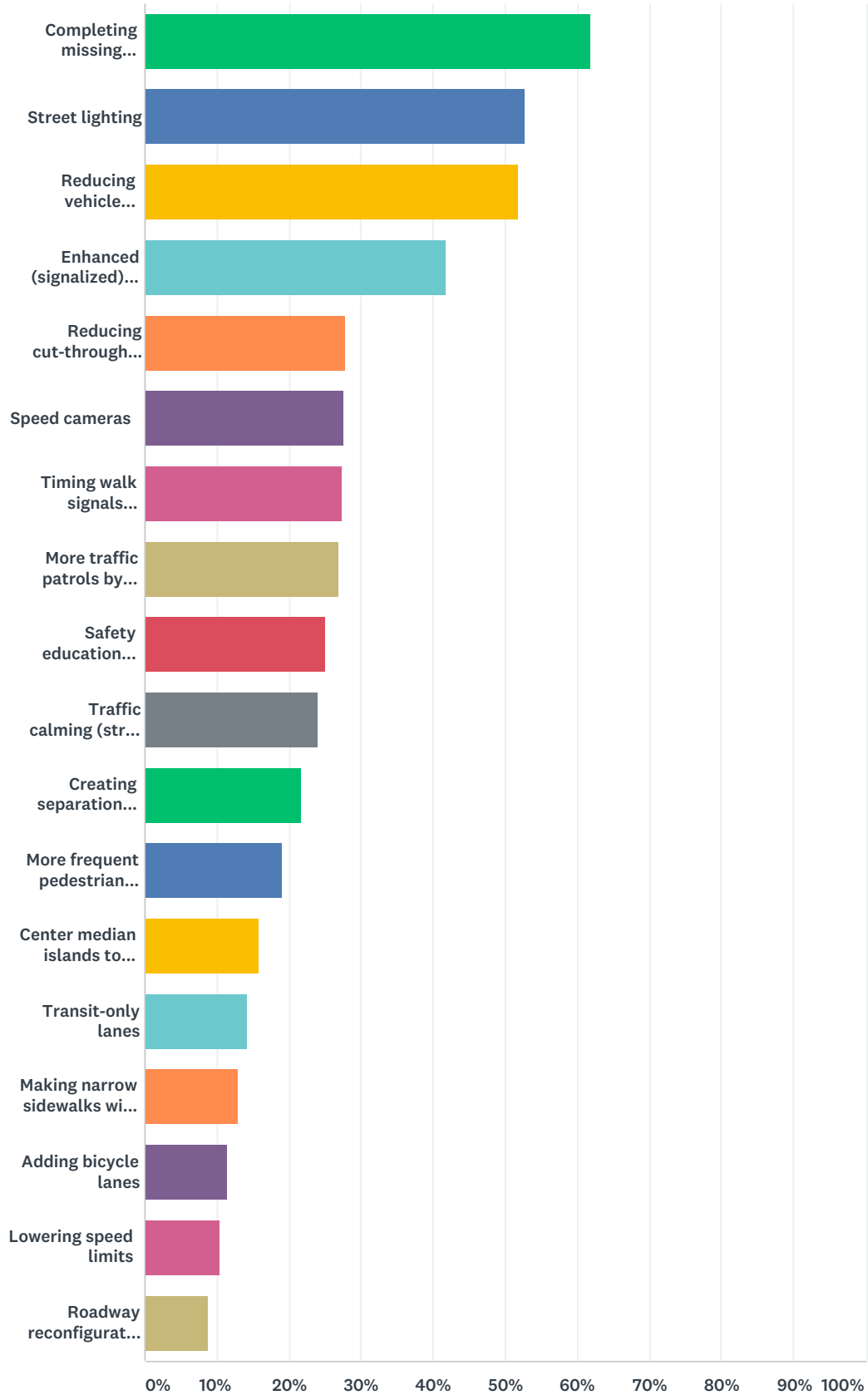


ANSWER CHOICES	RESPONSES
PBOT should focus on safer, defined bicycle infrastructure on arterial streets so every user knows where to operate and can connect to destinations on these routes.	32.35% 328
PBOT should focus on creating and improving bike routes on quieter neighborhood streets with less traffic, even if this means the routes are less direct and may not connect directly to destinations.	67.65% 686
TOTAL	1,014

**Q13 Help Us Prioritize Investments** Rank our investments on East Portland arterials. Thinking about your responses to the questions above, please select what you think are the top investments PBOT should make on East Portland arterial streets. Pick your top five.

Answered: 1,043 Skipped: 10

## East Portland Arterial Streets Strategy Opinion Survey



ANSWER CHOICES	RESPONSES	
Completing missing sidewalks	61.94%	646

## East Portland Arterial Streets Strategy Opinion Survey

Street lighting	52.73%	550
Reducing vehicle congestion and bottlenecks	51.97%	542
Enhanced (signalized) pedestrian crossings	41.90%	437
Reducing cut-through traffic on residential side streets	27.90%	291
Speed cameras	27.61%	288
Timing walk signals separately from turning vehicles	27.33%	285
More traffic patrols by police	26.94%	281
Safety education campaigns	25.02%	261
Traffic calming (street trees, on-street parking)	24.07%	251
Creating separation between bicycles and vehicle travel lanes ("protected bike lanes")	21.76%	227
More frequent pedestrian crossings	19.08%	199
Center median islands to reduce left turn crashes	15.92%	166
Transit-only lanes	14.19%	148
Making narrow sidewalks wider and less obstructed by poles	13.04%	136
Adding bicycle lanes	11.41%	119
Lowering speed limits	10.55%	110
Roadway reconfigurations (vehicle lanes repurposed for other uses)	8.72%	91
Total Respondents: 1,043		

**Q14 Is there anything else you would like to share about East Portland arterial streets? Please type below.**

Answered: 692 Skipped: 361

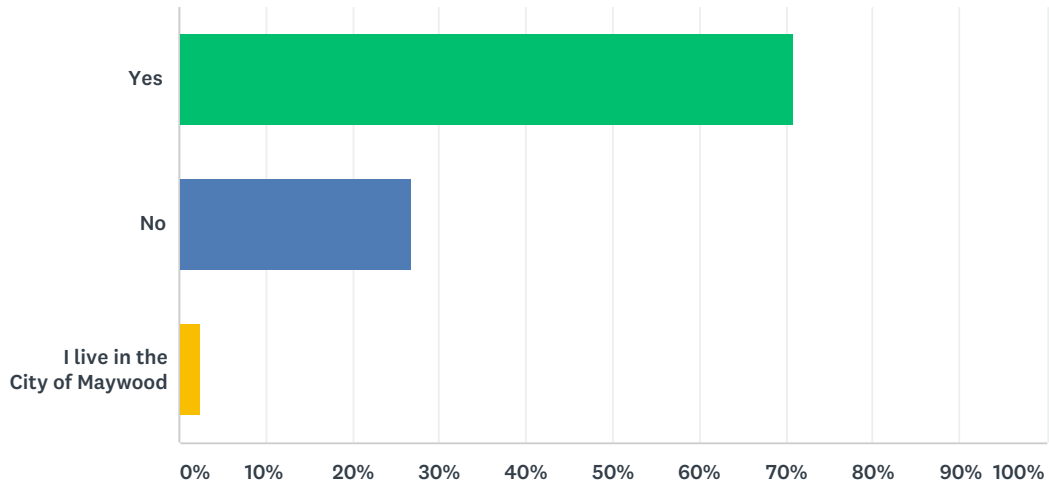


**Q15 We ask demographic questions to help us understand who we are hearing from. Tell us a little about yourself via the following questions.**

Answered: 216 Skipped: 837

## Q16 Do you live in East Portland (inside the City of Portland east of 82nd Avenue)?

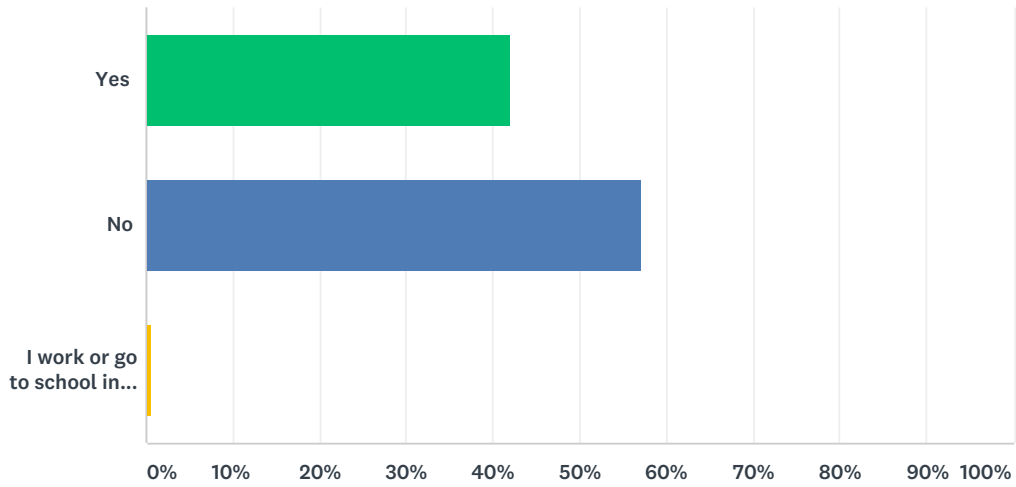
Answered: 1,035 Skipped: 18



ANSWER CHOICES	RESPONSES	
Yes	70.82%	733
No	26.76%	277
I live in the City of Maywood	2.42%	25
<b>TOTAL</b>		<b>1,035</b>

### Q17 Do you work or go to school in East Portland?

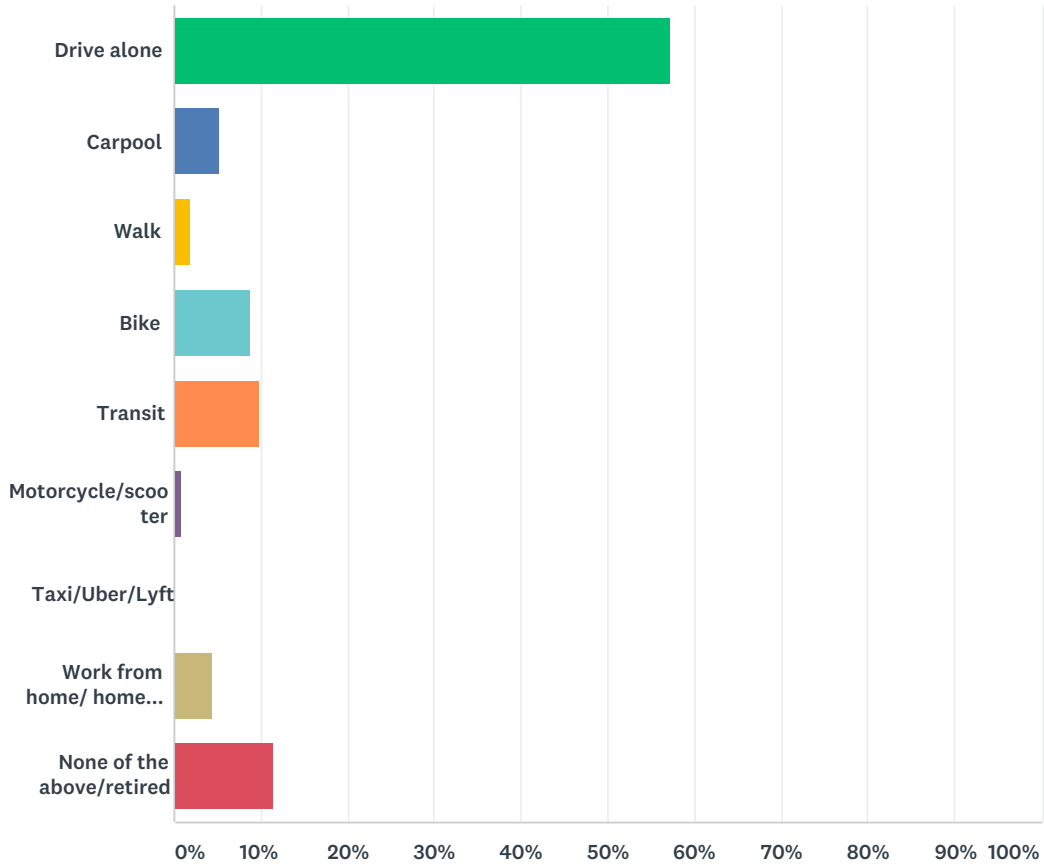
Answered: 1,037 Skipped: 16



ANSWER CHOICES	RESPONSES	
Yes	42.14%	437
No	57.18%	593
I work or go to school in the City of Maywood Park	0.68%	7
<b>TOTAL</b>		<b>1,037</b>

## Q18 How do you typically travel to work or school?

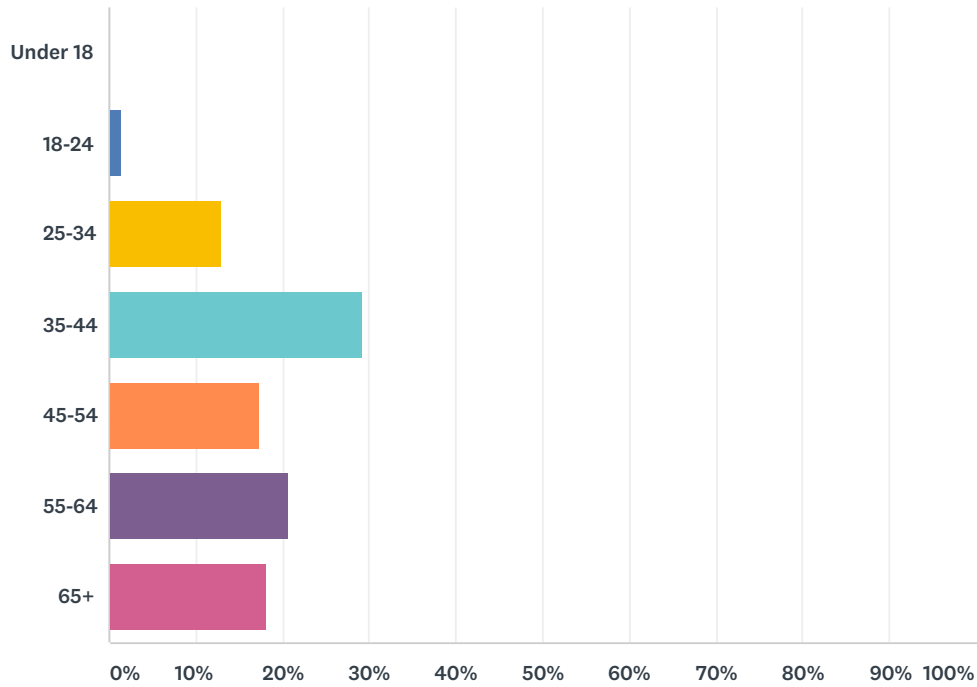
Answered: 1,036 Skipped: 17



ANSWER CHOICES	RESPONSES	
Drive alone	57.24%	593
Carpool	5.31%	55
Walk	1.83%	19
Bike	8.78%	91
Transit	9.85%	102
Motorcycle/scooter	0.87%	9
Taxi/Uber/Lyft	0.10%	1
Work from home/ home school	4.44%	46
None of the above/retired	11.58%	120
<b>TOTAL</b>		<b>1,036</b>

## Q19 What is your age?

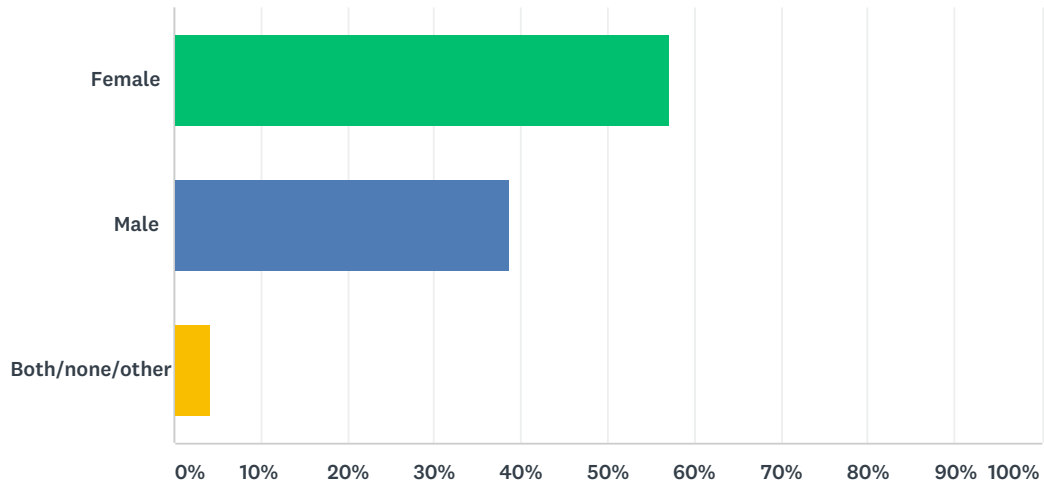
Answered: 1,033 Skipped: 20



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	1.45%	15
25-34	12.97%	134
35-44	29.33%	303
45-54	17.33%	179
55-64	20.81%	215
65+	18.10%	187
<b>TOTAL</b>		<b>1,033</b>

## Q20 What is your gender identity?

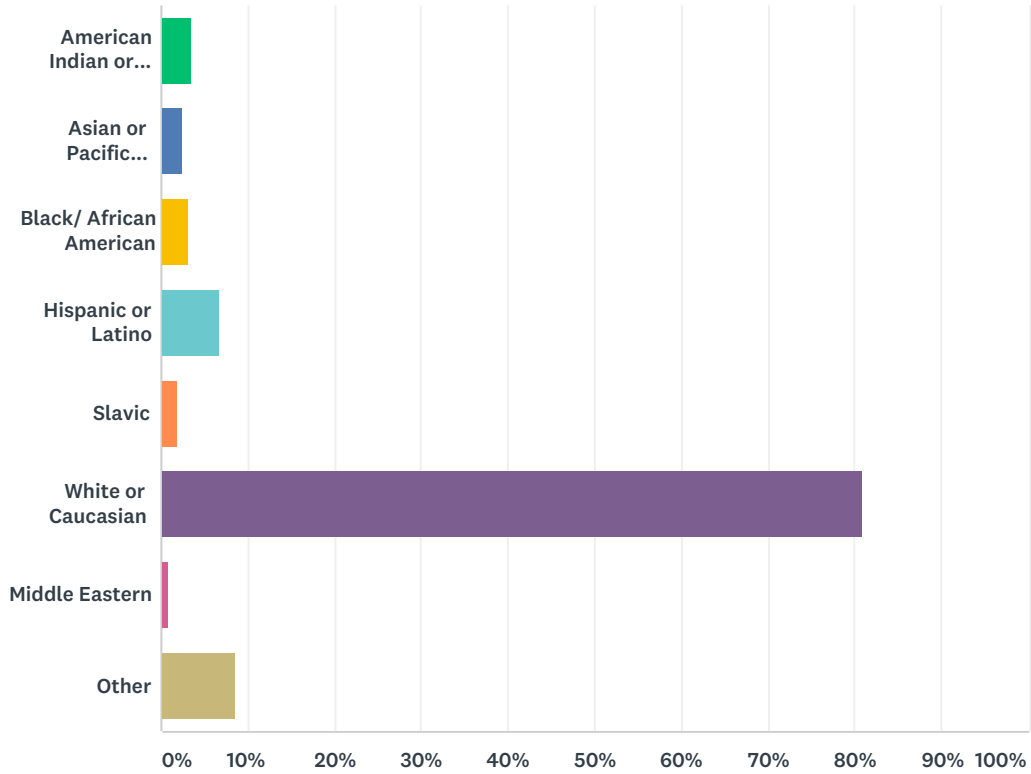
Answered: 1,032 Skipped: 21



ANSWER CHOICES	RESPONSES
Female	57.17% 590
Male	38.66% 399
Both/none/other	4.17% 43
TOTAL	1,032

## Q21 What is your race or ethnicity? Select all that apply.

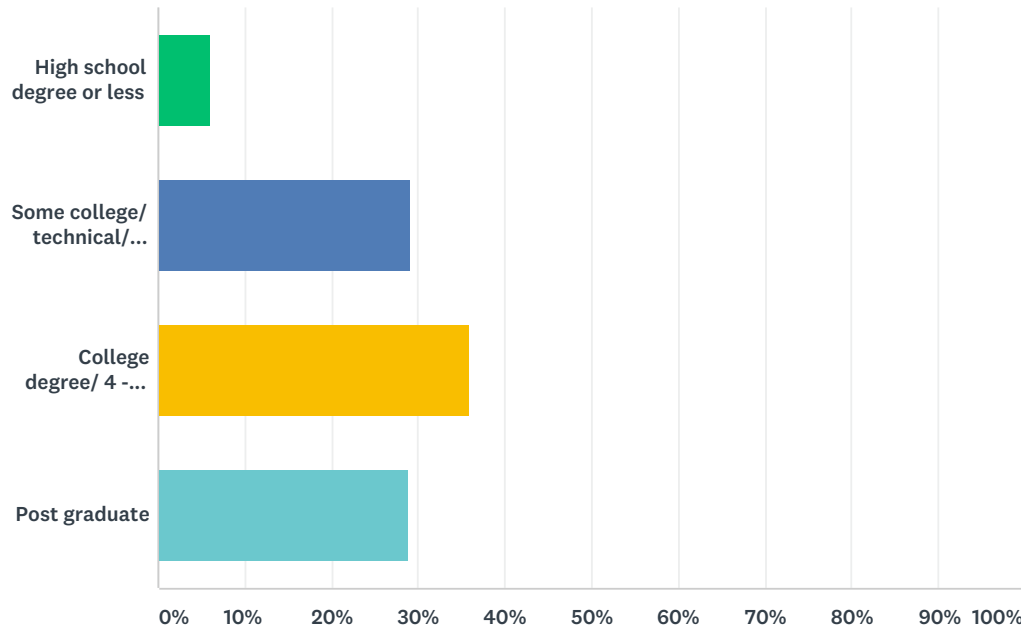
Answered: 1,012 Skipped: 41



ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	3.46%	35
Asian or Pacific Islander	2.57%	26
Black/ African American	3.16%	32
Hispanic or Latino	6.72%	68
Slavic	1.88%	19
White or Caucasian	80.93%	819
Middle Eastern	0.89%	9
Other	8.60%	87
Total Respondents: 1,012		

## Q22 What is the highest level of education?

Answered: 1,025 Skipped: 28

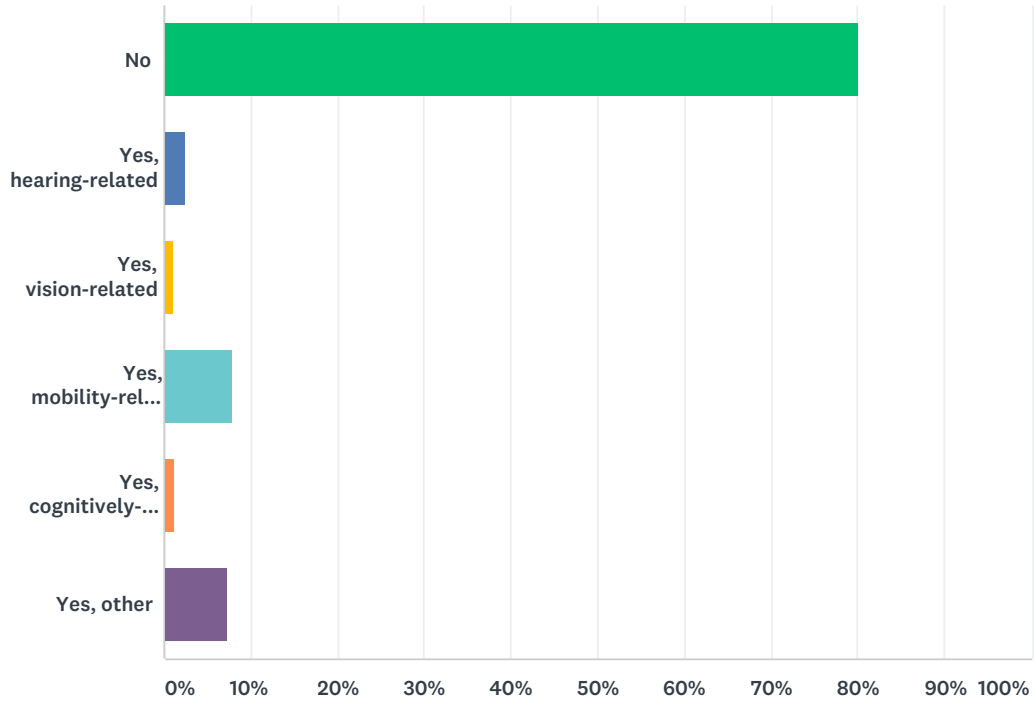


ANSWER CHOICES	RESPONSES	
High school degree or less	6.15%	63
Some college/ technical/ community college/ 2-year degree	29.07%	298
College degree/ 4 - year degree	35.90%	368
Post graduate	28.88%	296
TOTAL		1,025



## Q23 Do you live with a disability?

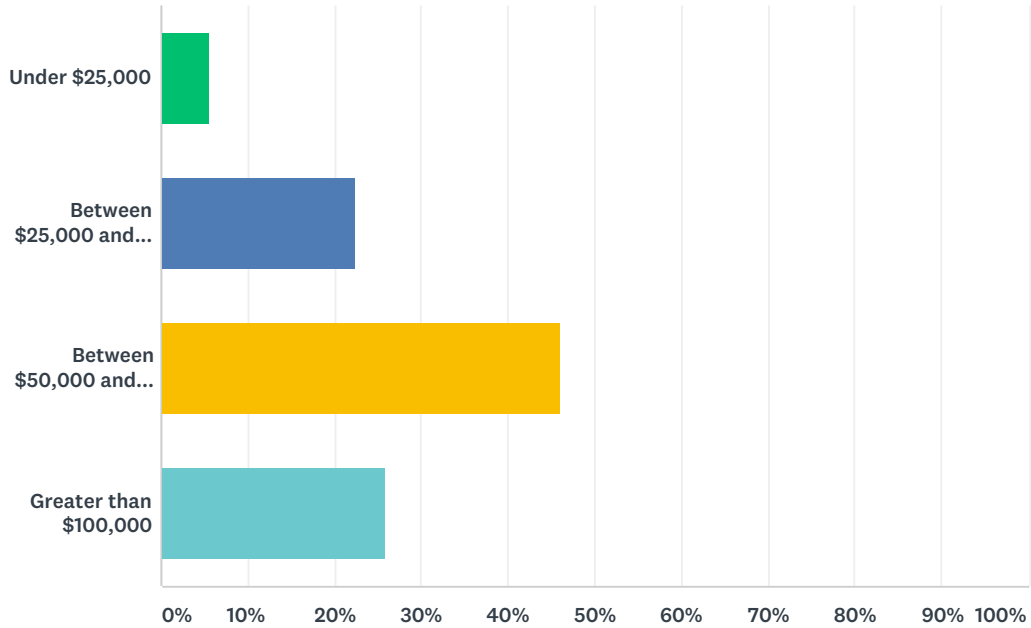
Answered: 1,032 Skipped: 21



ANSWER CHOICES	RESPONSES	
No	80.14%	827
Yes, hearing-related	2.52%	26
Yes, vision-related	0.97%	10
Yes, mobility-related	7.85%	81
Yes, cognitively-related	1.26%	13
Yes, other	7.27%	75
<b>TOTAL</b>		<b>1,032</b>

## Q24 What was your approximate household income last year?

Answered: 967 Skipped: 86



ANSWER CHOICES	RESPONSES	
Under \$25,000	5.69%	55
Between \$25,000 and \$50,000	22.44%	217
Between \$50,000 and \$100,000	46.02%	445
Greater than \$100,000	25.85%	250
TOTAL		967