

Kickoff and Open House Summary

1 Introduction

On Thursday, June 11, 2026, the Stantec team and the City of Portland led a Portland In Motion project kick-off and open house for the public. The meeting was held in the Portland Public Library Rines Auditorium from 4:00 to 6:00 PM. This event was focused on collecting feedback from the community on a variety of topics, including project goals and the existing transportation network. Participants at the meeting took part in a variety of exercises including:

- Prioritizing existing goals from Portland's Comprehensive Plan and providing additional ideas for project goals
- A "5-Word Vision" exercise that asked people to share their vision about Portland's transportation future in five words or less
- Reviewing and commenting on maps of each transportation network by mode
- Drawing on a large-format aerial map of the City
- Talking with the project team

Approximately 76 people attended the meeting.

This memo summarizes key themes in the comments by transportation mode or topic. The Appendix of the document includes photos of the maps and a digitized inventory of all comments received.



2 Key Takeaways by Travel Model

This section summarizes public comments by travel mode, broken into two categories: “Issues and Concerns” and “Ideas and Opportunities”.

2.1 Bike Network Summary

Issues and Concerns

- Respondents identified several of Portland's major arterial corridors—including **Brighton Avenue, Forest Avenue, Washington Avenue, and Allen Avenue**—as challenging areas for bicycling due to high traffic volumes, vehicle speeds, difficult crossings, and limited existing bicycle infrastructure.
- Many attendees reported that the bicycle network lacks **continuous, comfortable connections**, forcing riders to navigate gaps in the network or share the road motor vehicle traffic when traveling between neighborhoods, trails, downtown, and other key destinations.
- Access both to and through the peninsula was frequently identified as a challenge, with particular concerns noted for **Commercial Street, the Casco Bay Bridge, and key gateway intersections and interstate ramp crossings/intersections**.
- Respondents noted **that even though some corridors may have bicycle facilities of some sort, they are insufficient for riders of all ages and abilities** because of limited separation from traffic, maintenance issues, narrow lanes, and conflicts with parked or moving vehicles.
- Respondents also noted supporting infrastructure challenges, including inadequate wayfinding for cyclists, limited secure bicycle parking, and missing connections to transit stops and stations.

Ideas and Opportunities

- **Expand and complete the bicycle network** by closing key gaps and strengthening connections between neighborhoods, downtown, trails, transit, and regional destinations.
- **Provide more protected bicycle facilities** along major corridors and other locations where vehicle speeds and volumes currently hinder bicycle travel.
- **Improve safety** at major crossings, intersections, bridge approaches, and highway ramp areas that were frequently identified as barriers to comfortable bicycling.
- **Develop a more connected network** of low-stress bikeways, neighborhood greenways, and trail connections that provide alternatives to high-volume arterial streets.
- **Invest in supporting infrastructure**, including secure bicycle parking, wayfinding, maintenance, and facility upgrades, to improve the overall bicycling experience.

2.2 Road Network Summary

Issues and Concerns

- Respondents identified the **I-295 and Franklin Street corridors as significant barriers within the city**, noting that they divide neighborhoods, have limited pedestrian and bicycle crossings, and enable high volumes of through-traffic on residential streets.
- Several major arterial corridors—including **Forest Avenue, Congress Street, Marginal Way, Franklin Street, and Brighton Avenue**—were described as challenging not only for people walking and biking, but also those driving due to high traffic volumes, vehicle speeds, wide crossings, and congestion at key intersections.
- Attendees noted concerns with the **safety and comfort of pedestrian travel**, including long crossing distances, insufficient crossing opportunities, limited signal timing, visibility challenges, and corridors where roadway design encourages higher vehicle speeds.
- Participants identified challenges on the roadway network from the driver perspective, including **congestion especially near highway interchanges, confusing lane configurations**, inadequate signage, merging conflicts, and difficult turning movements.

Ideas and Opportunities

- **Reevaluate the role and design of the I-295 and Franklin Street corridors**, including opportunities to improve neighborhood connectivity for all modes, reduce barrier effects, and simplify interchange configurations.
- **Pilot traffic-calming measures** to reduce vehicle speeds and improve safety for all users along key corridors.
- **Improve pedestrian and bicycle connectivity** by adding safer crossings, upgraded signals, enhanced bicycle facilities, and stronger connections between neighborhoods, downtown, and major destinations.
- **Reallocate roadway space** to support a more balanced transportation system where feasible, including opportunities for bus lanes, bike lanes, pedestrian-oriented streets, and expanded public spaces in key areas.
- **Improve roadway operations** for drivers through better wayfinding, signage, access management, lane configuration, and intersection design to reduce conflicts and improve network efficiency and safety.
- **Several participants proposed closing Exchange Street** to private automobile traffic (which still allowing shipping and freight vehicles) during certain hours of the day; several noted that this should be a permanent change.

2.3 Transit Network Summary

Issues and Concerns

- **Transit service is not frequent enough** to be a feasible alternative to driving. Many comments cited 30-minute or more headways and/or insufficient operating hours on key routes such as Routes 7, 8, 9A/9B, and Congress Street corridor in general.
- **Limited evening, night, and weekend service** restricts mobility, particularly for social, non-commuting trips, service workers, families, and late-night travelers.

- Airport, rail, and regional transit connections were identified as difficult or unreliable, with attendees citing challenges accessing **Portland International Jetport**, connecting to **Amtrak**, and traveling between regional transportation services.
- Participants identified transit **coverage and connectivity gaps in corridors including Warren Avenue, Riverside Street, Westbrook Street, Ocean Avenue, St. John Street, West Commercial Street, Summit Avenue, and North Deering, as well as portions of Westbrook.**
- Numerous respondents reported that transit **stop amenities for popular stops are inadequate**, lacking shelters, benches, lighting, and accessibility accommodations.
- The existing transit system can be **difficult to understand and navigate**, with concerns about route clarity, stop placement, delay communication, and real-time updates.

Ideas and Opportunities

- **Advocate for increased service frequency and create a high-frequency transit network**, including 10–15-minute service on major corridors, enhanced Congress Street service, and high-frequency peninsula circulators.
- **Work with GPMETRO and other agencies to implement Bus Rapid Transit and transit-priority improvements**, including dedicated BRT investments, smart signals, and faster, more reliable travel times.
- **Strengthen airport, rail, and regional transit connections**, such as extending CPMETRO Route 1 to the airport, providing express airport service, improving Amtrak connections, and creating stronger intermodal mobility hubs.
- **Modernize the rider experience and transit infrastructure**, with enhanced shelters, lighting, benches, real-time arrival information, QR codes, NFC payment systems, etc. with priority given to high ridership stops.
- **Pursue greater coordination among transit providers and transit options**, including improved connections between METRO, BSOOB Transit, Casco Bay transportation services, regional transit providers, and intercity rail, while also exploring public-private partnerships, smaller vehicles where appropriate, and long-term transit investment opportunities.

2.4 Pedestrian Network Summary

Issues and Concerns

- Respondents frequently identified major roadways, highway crossings, and underpass areas—including I-295 crossings, Forest Avenue, Franklin Street, and Libbytown underpasses—as **significant barriers to walking** due to difficult crossings, long pedestrian signal wait times, high traffic volumes, lack of lighting, and uncomfortable pedestrian environments.
- **Sidewalk conditions were a recurring concern** throughout the City, with participants citing deteriorated pavement, uneven surfaces, narrow walkways, accessibility challenges, and missing sidewalk connections in locations such as Brighton Avenue, Morrill's Corner, downtown, and other neighborhood streets.
- Many respondents noted **a lack of safe and convenient crossing opportunities**, with concerns focused on locations such as **Franklin Street, Commercial Street, the Forest Avenue/I-295**

underpass area, Congress Street at the Fore River Trail, and crossings serving trails, transit stops, and waterfront destinations.

- **Winter maintenance** is a major challenge for pedestrians, with concerns about snow and ice removal, enforcement of sidewalk clearing requirements, and maintaining accessible routes for people using wheelchairs and other mobility devices.
- Several participants noted **conflicts between pedestrians and other users of the public right-of-way**, including truck loading activity downtown, bicycle and e-bike operations on sidewalks and trails, and roadway designs that prioritize vehicle movement over walking.

Ideas and Opportunities

- **Improve pedestrian safety at major roadway crossings**, intersections, and highway barrier locations through additional crosswalks, upgraded signals, flashing beacons, shorter crossing distances, and other targeted safety improvements.
- **Expand and enhance the sidewalk network** by filling missing gaps, providing sidewalks on both sides of streets where feasible, widening constrained segments where feasible, and improving accessibility throughout the city.
- **Implement traffic-calming and pedestrian-priority treatments** such as raised crosswalks, curb extensions (bump-outs), daylighting, and other measures that improve visibility and reduce vehicle speeds.
- **Strengthen connections between neighborhoods, trails, parks, schools, the waterfront, and transit stops** through new sidewalks, formalized trail links, multi-use paths, and enhanced pedestrian routes.
- **Improve maintenance and year-round usability of pedestrian facilities** through enhanced sidewalk repair programs, snow and ice management, accessibility-focused maintenance practices, and consistent upkeep of walking routes.
- **Create more comfortable and inviting walking environments** through investments in street trees, lighting, public-space improvements, and pedestrian-oriented street designs that prioritize people over vehicle storage and movement.

2.5 Parking Summary

Issues and Concerns

- Respondents expressed **differing views on parking needs**, with some identifying challenges finding parking for downtown destinations and events, while others felt Portland already provides more parking than necessary.
- Many attendees raised **concerns about the amount of land devoted to surface parking**, particularly downtown and along the waterfront, noting its impacts on walkability, housing opportunities, urban design, and redevelopment potential.
- Several comments highlighted **conflicts between parking and other transportation users**, including reduced pedestrian visibility, safety concerns near bike lanes, impacts on sidewalks and public spaces, and increased vehicle circulation in search of parking.

- Participants identified **parking management challenges**, including underutilized lots and garages, inconsistent and confusing pricing and time limits, limited coordination between public and private facilities, and difficulty locating available spaces.
- Respondents noted that **current parking policies and practices in the city tend to reinforce automobile dependence** and may not be fully aligned with broader goals related to housing, transit use, walkability, and downtown vitality.

Ideas and Opportunities

- **Improve parking management** through upgraded parking technology, utilization data (including real-time parking information), updated permit and meter policies, and better use of existing public and private parking resources.
- **Expand park-and-ride facilities, commuter parking options, and transit connections** to reduce vehicle demand on the peninsula and provide alternatives to driving downtown.
- **Consolidate parking into structured facilities** and reduce reliance on surface lots, creating opportunities for additional housing, mixed-use development, and public realm improvements.
- **Reevaluate the role of on-street parking** in key corridors and activity centers, including opportunities to reallocate curb space for walking, bicycling, transit, loading, and other community priorities.
- **Strengthen partnerships with institutions and private property owners** to improve access to underutilized parking resources while aligning parking policies with broader transportation, land use, and economic development goals.

2.6 Safety Summary

Issues and Concerns

- Respondents frequently identified **high-speed arterial corridors and complex intersections**—including Franklin Street, Marginal Way, Brighton Avenue, Forest Avenue, Washington Avenue, Veranda Street, and Woodfords Corner—as **significant safety concerns for people across all modes of transportation**.
- Many attendees expressed **concerns about speeding, aggressive driving, red-light running, racing behavior, and limited traffic law enforcement**, noting that these behaviors contribute to both real and perceived safety risks throughout the city.
- **Pedestrian safety** emerged as a major theme, with comments citing difficult crossings, inadequate signal timing, poor visibility, inaccessible pedestrian infrastructure, insufficient winter maintenance, and locations where vehicle movements conflict with people walking throughout the city.
- Participants reported that Portland's **bicycle network contains critical safety gaps**, including bike lanes that end abruptly, narrow facilities, unsafe bridge and corridor connections, and **limited protected routes for everyday bicycle travel**.
- Respondents also identified concerns related to accessible mobility, including inaccessible bus stops, difficulties for people with low vision, conflicts involving e-bikes and scooters, and challenges safely accessing transit facilities.

Ideas and Opportunities

- **Improve safety at high-risk intersections and corridors** through redesigned crossings, pedestrian scrambles, protected intersections, bridge connections, raised crosswalks, flashing beacons, and other targeted infrastructure improvements.
- **Reduce vehicle speeds** through lower speed limits, traffic-calming measures, roadway redesign, roundabouts, lane reductions, and street designs that prioritize safety over vehicle throughput.
- **Strengthen pedestrian infrastructure** by improving sidewalks, winter maintenance, visibility, signal operations, crossing opportunities, and accessibility for people of all ages and abilities.
- **Expand and complete a connected network of protected bicycle facilities**, trail connections, and low-stress routes that provide safer alternatives to high-volume roadways.
- **Increase enforcement, education, and policy measures** to address speeding, red-light violations, dangerous driving behaviors, and conflicts between different transportation users while improving overall traffic safety culture.

3 Goals and Visioning

This section summarizes the Project Goals board and a 5-Word Vision exercise also present at the kickoff meeting.

3.1 Project Goals

The table below sums up the votes received for each of the previous goals identified from Portland's Plan 2050 and the Vision Zero Action Plan. Attendees were allowed to place one sticker per goal for as many goals as they wanted. A photo of this board can be seen in Appendix A.8.

Table 1: What goals would you prioritize from the previous plan?

Goal	Number of Votes
Promote multi-modal accessibility, enabling residents and visitors of all ages and abilities to participate fully in the social and economic life of the community.	31
Support livability by improving the quality of life in neighborhoods and improving the public health of residents.	25
Support sustainability by reducing energy consumption, greenhouse gas emissions, and stormwater impacts.	19
Support economic vitality by ensuring the efficient movement of goods, services, and people.	6
Eliminate all fatalities and serious injuries resulting from crashes on Portland's roadways by 2045.	23

The most popular goal was about multimodal accessibility. Notably, the goal that prioritized economic vitality received far fewer votes than the other options.

Participants were also asked what goals are missing from the above list. Participants noted things like long-term maintenance of infrastructure, affordability in car-free or car-light living, and improved pedestrian safety.

3.2 5-Word Story for Portland's Transportation Future

Participants were asked to write their vision for Portland's future using five words or less and then hang their card up along with others. A photo of this collage is included in Appendix A.9.

The table below summarizes the frequency of certain words/topics mentioned.

Table 2: Word Frequency for 5-Word Story of the Future

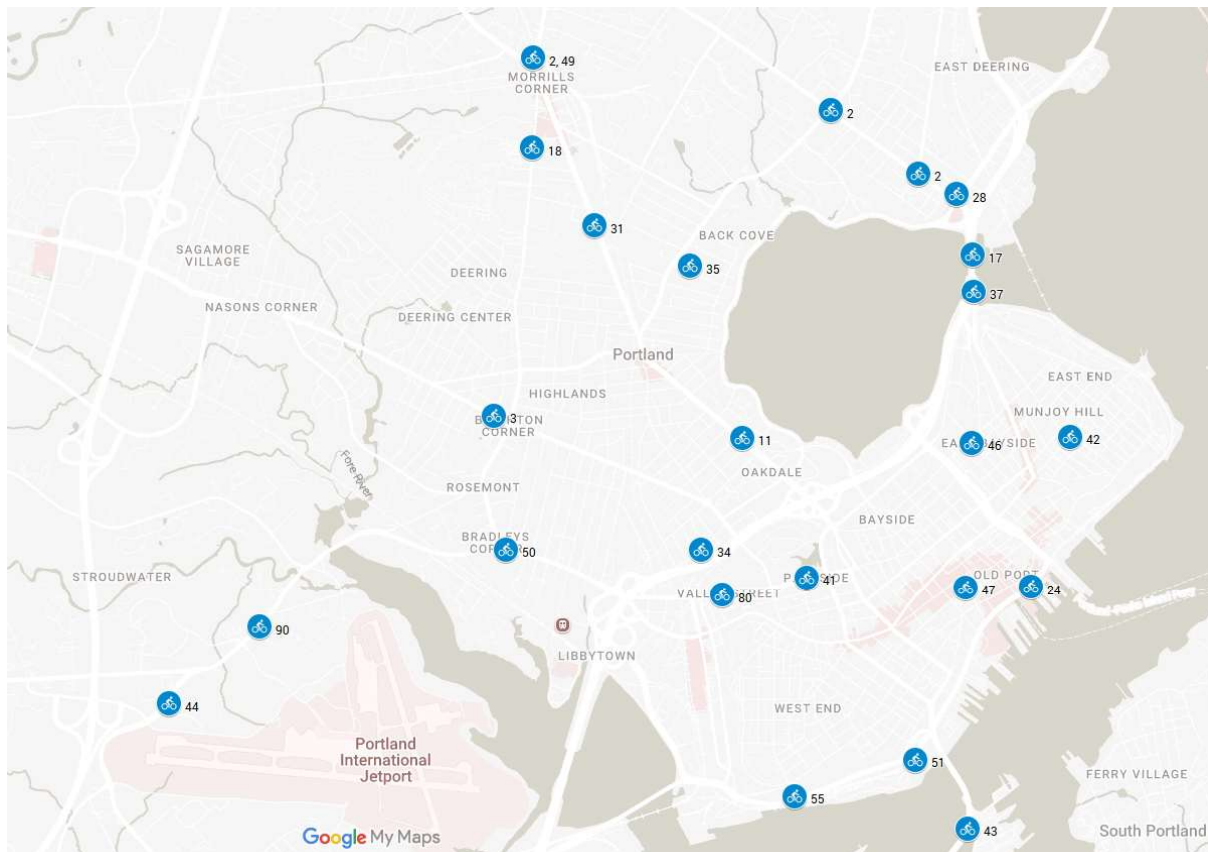
Topic Area	Unique Comments
Transit Expansion & Service Improvements (buses, BRT, trains, rail, streetcars, trolleys, airport service, microtransit)	20
Bicycle Infrastructure & Cycling	10
Walkability & Pedestrian Environment	7
Multimodal Connectivity & Network Integration	6
Parking Reform & Reduced Auto Dependence	5
Safety	5
Public Space & Urban Design	4
Equity & Accessibility	3

See below for a summary of the key themes emerging from the exercise:

- Participants expressed a strong desire for a **more multimodal transportation system** that better integrates walking, bicycling, transit, and driving.
- Many comments called for **expanded transit service**, including more frequent buses, Bus Rapid Transit, rail, streetcars, microtransit, and improved airport and regional connections.
- Respondents emphasized the need for **safer and more connected bicycle infrastructure**, including separated facilities, network completion, and better links between neighborhoods and destinations.
- Creating a **more walkable city** was a recurring theme, with participants supporting stronger pedestrian connections, safer crossings, and more comfortable walking environments.
- Many attendees envisioned a **less car-dependent Portland**, where residents can access jobs, services, recreation, and daily needs without needing to drive.
- Several comments advocated for **reducing the amount of space dedicated to parking and vehicles** in favor of transit, active transportation, and public spaces.
- Safety was identified as a core priority, with participants calling for streets and transportation facilities that better protect people walking, biking, using transit, and driving.
- Respondents frequently described transportation as a tool for improving **quality of life, neighborhood connectivity, public health, and economic vitality**, while creating a more vibrant and accessible city.

Appendix A: Map Exercise By Mode

A.1 Bike Network

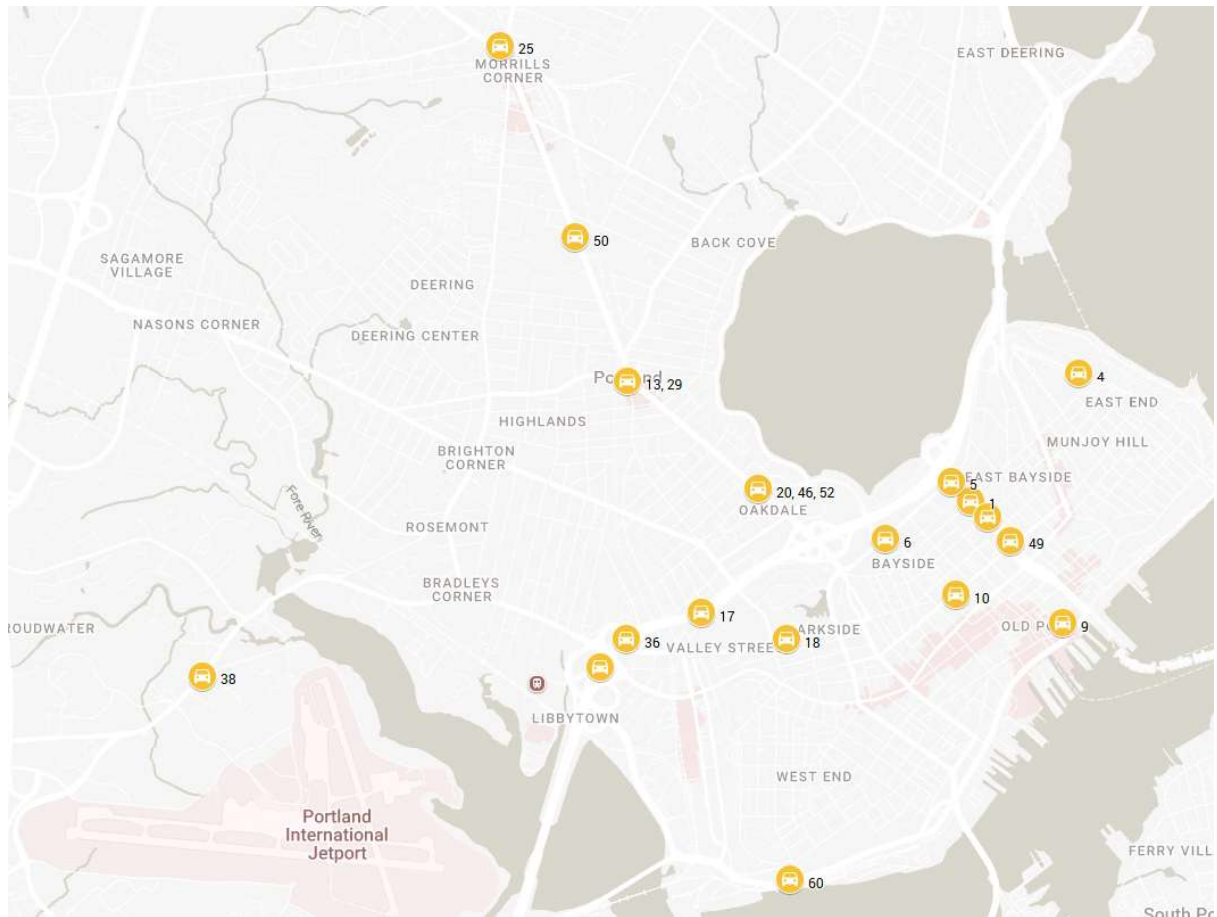


Number	Comment
1	Hard for peds to cross to Presumpscot St. and avoid speeding trucks.
2	Please have pedestrian cycles at these intersections.
3	Brighton is tough to BIKE
4	Downtown (and beyond) separated bike lanes until the [illegible] carry cars/trucks slower, we need alternate streets for bikes
5	need to extend and integrate bike lane network
6	Need bike lane on Brighton!
7	More Trails Connections to bus stops
8	My fam is great with biking neighborhood streets, but crossing busy roads (Washington Ave, Forest, Ocean) can be terrifying and is the barrier to them biking independently as tweens.
9	safety signal crossing 295 exit from Back Cove trail to inner Washington, red light would be best
10	I would much rather see the city put \$ into infrastructure that separates bikes from cars than to spend on a lot of less expensive infrastructure such as bike lanes. Many people don't feel safe riding next to cars. Also, the bike lane needs paint every year, making for a dangerous situation. Those of us who use them regularly assume they are there but often they're faded away.

11	Need some protected lanes where traffic goes fast (Forest Ave)
12	Bike Lane on all of Commercial
13	We need LOTS more bike racks
14	Disconnected bike network :(
15	want to have bike map on my GPS
16	Point isn't infrastructure
17	Many portions of Back Cove trail are too narrow
18	Share a few bike lane puts you in door zone
20	There should be a very good (ideally protected) bike lane from East to West End
21	Protected bike lanes on Congress St and Commercial!
22	make Back Cove 2 way bike lane by the park
23	No 2nd car lanes w/o bike lanes! 20 is plenty on all roads.
24	Better bike ways along Commercial Street please
25	look to Portland, OR for bike blvds that are busy w/ bikes!
26	Remove some parking on Commercial for dedicated bike lane
27	Very poor bike lane conditions on Allen Ave between Forest and Wash.
28	Washington + Veranda is a barrier
29	Safety issues @ Woodfords corner for biking
30	USM Brighton Ave
31	Forest Ave! Need a way for safer biking or bike lane or alternate route
32	covered secure bike parking (garages) esp. e-bikes
33	Plan + Plant narrow street trees to shade all city streets, reduce heat island
34	mark this bike link
35	add sts to bikeway prog
36	Bike/bus lanes work well
37	North bound on/off ramp along 295 from inner to outer Washington could be bus/bike only with all car 295 traffic diverted to Marginal
38	Expand/widen the jersey barrier-protected sidewalk over the Casco Bay Bridge, to accommodate a 2-way bike lane away from traffic. No one uses the bike lane on the west side of the bridge. It's a death trap.
39	There needs to be a (protected) bike lane going downtown from off peninsula. There is no bike infrastructure in the downtown corridor
40	Shoulder 40 disappears/ dirt shoulder/ high traffic
41	Consider 2 way cycle track on Forest Ave (easier to maintain?)
42	Restrict car parking in corners of busy streets (e.g. Congress) where visibility is so important to cars/bikes entering
43	Better protection for bikers on Casco Bay Bridge PLEASE!
44	Hold events outside
45	Frustrated w/bike lanes/symbols — look to Montreal for example
46	switch parking side of street on Fox, climbing bike lane
47	Bike lane continued from back cove to commercial, Preble -> Cumberland -> Pearl?
48	widen the west bound lane on Allen (heading to Woodfords) right at intersection with Washington
49	Entire intersection needs a redo, like Woodfords corner was.
50	Could bike lane connect on this area? This is my route into the peninsula and it's scary, I usually cross from Stevens to Brighton

51	cool potential to increase use + connectivity of Commercial St / Fore River Pkwy bike paths – improve paving + lighting and connection to St John St overpass
52	Portland needs more + secure bike parking, especially downtown
53	FOLLOW PARIS + Get very good Publicist (maybe subsidize)
55	Bike lane on W. Commercial for inbound cyclists & safe access from inbound side to path on northside
56	continue support of neighborhood traffic calming projects
57	bike lane on the Eastern Prom + better connection from Eastern Trail to Commercial
65	Bike network + more 'bike parkways' e.g. East Prom Trail
66	Bike lockers (est. @ airport etc.)
80	Park Ave bike lane full of debris, have to turn
81	major connection (wash forest Brighton) dangerous for bikes
82	Pedestrianize Congress & divert traffic to Cumberland
86	neighborhood bikeway prog has no more signage
88	more demonstration projects!
89	seasonal protected bike lanes (bonus -slows traffic) in Jackson hole, show King Ave
90	this section dangerous to bike (fast traffic)

A.2 Road Network

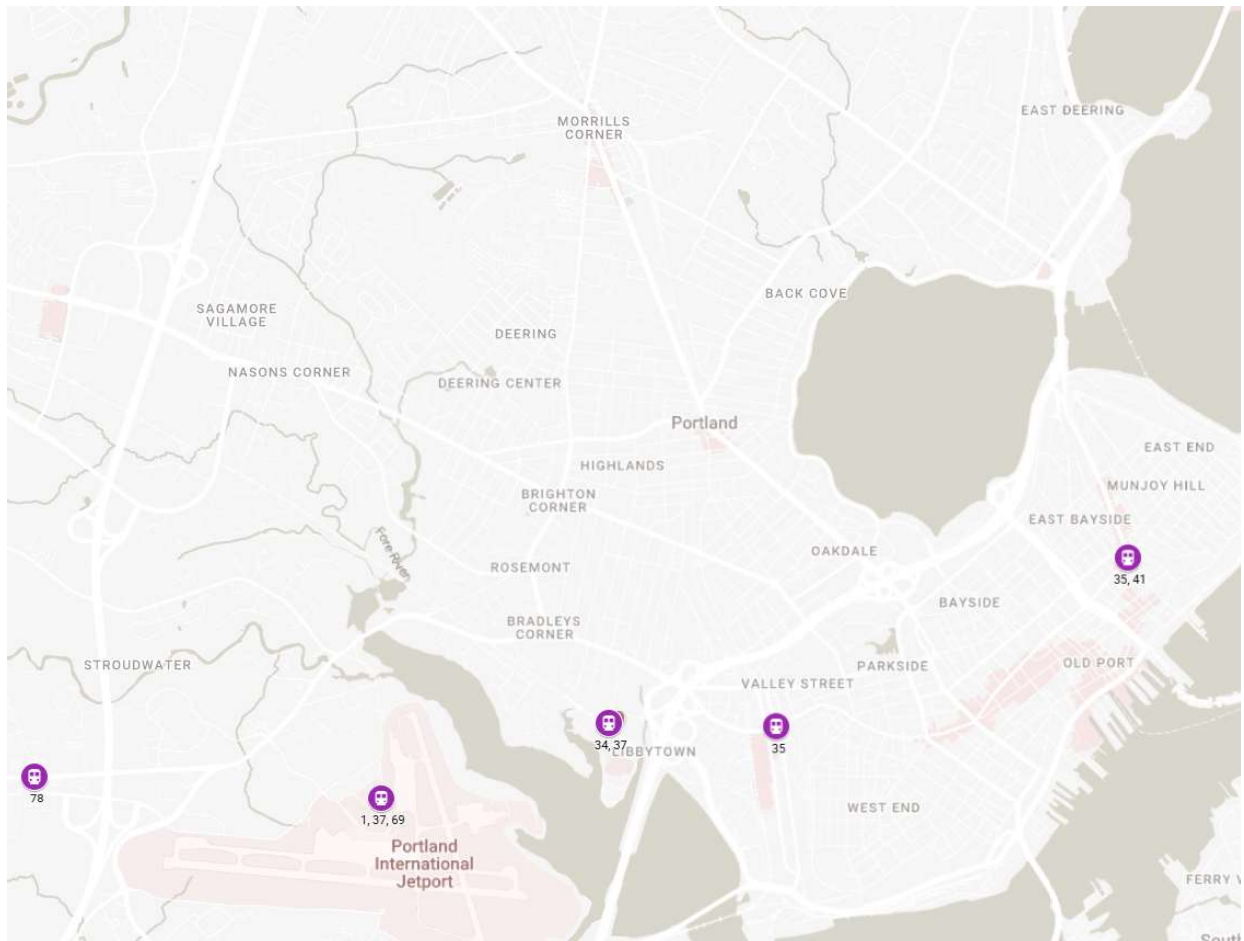


Number	Comment
1	Challenge: Franklin Street opportunity + redesign
2	Opportunities for bus lanes & bike lanes
3	Revise streets to slow traffic to enhance all modes' safety - walking, cyclists, etc.
4	Need separated path or bike lane on East Promenade
5	Challenge for cars leaving 295 onto Marginal Way —very congested + cars end up going fast to make the light.
6	There are no full crosswalks on Marginal Way + Franklin arterial
7	Timed walking lights that flash
8	Daylight every street
9	No crosswalk @ custom house garage
10	On Cumberland it is hard to see pedestrians
11	Crossing around YMCA—wide roads make pedestrians feel unsafe and drivers worried
12	Improve crossings and safer crossing at Marginal Way/Franklin, right now a pedestrian has to wait forever to cross
13	Very scary to cross Forest on foot or bike, cars running reds here
14	Allen Ave from Forest to Washington very poor bike lanes
15	Brighton Ave needs pothole help, makes driving a small car hell

16	Congress and Franklin: hard for pedestrians to cross franklin EW direction in one cycle rounded corners on sidewalk encourage cars to drive too fast.
17	295 is a historic mistake
18	Park Ave bike lanes especially at intersections. Less stoplights circular. Narrow intersections. Slow down car speeds. Make Commercial St not a death zone for non-car areas.
19	Get rid of 295!
20	Exit 5B 295 is signed right over the exit - needs to be well before, especially since there's such a long exit lane
21	Entrance ramp on 295N from Congress/Libbytown area has such a dangerous yield most drivers can't/don't yield
22	Stop 295 corridor from being a cut through highway- slow speed limit to 20mph and add trees, remove Forest Ave and Congress Street exits
23	295 exit is too big, connect the exits to the new circle and get ride of some ramps
24	More RRFBs at crosswalks, especially near stop signs
25	Possible roundabout
26	Preble St crossing at Forest is hard to see and people often end up nearly driving into the opposite oncoming lane
27	Congress St from Frost to Waldo dangerous non bike both ways. The sidewalk going west has collapsed and the bike lane going east
28	Converting 295 to a blvd would restore pre-w ban renewal traffics patterns and free up tons of land for redevelopment
29	Make Woodfords Corner a roundabout
30	Connect street grid; e.g. Pearl -> Marginal -> Deering dead ends. + bike network!
31	Pedestrianize exchange & congress for first Fridays and festivals!
32	Reduce one-ways e.g. West Prom, Parris/Hanover
33	This intersection needs overhaul
34	Tunnel Franklin-sopo?
36	295 is a barrier and dumps highway issues onto city streets- disrupting local traffic patterns and biking and walking. It makes our city more dangerous and less pleasant.
38	Car traffic concerns
42	Congress St bike lane from St John to Westbrook
44	Delete Franklin interchange
46	Look to other small and large cities and close off the Old Port to Graffic. Better for businesses and makes walking much nicer
47	Reduce vehicle miles traveled across all modes but especially private vehicles
48	Highway separates peninsular neighborhoods
49	295 divides city—you shouldn't have to get on the highway to go downtown. Underpasses feel unsafe and are dark at night
50	Biking on Forest is extremely sketchy
51	Encourage density at core of towns to increase the functionality of transit
52	Many unmarked/badly marked merging lanes (bad signage all around)
55	Challenge: Forest Ave, Franklin Ave. Opportunities for better walking/biking connections on outer Congress St- pedestrian bridges and pathways
57	Outer Congress & Brighton need dedicated bus/bike lanes
58	Let it be known—parking fees help pay for transit

59	Work across disciplines to keep people from getting in their car in the first place
60	W Commercial could use more transit connections, bus service to VA
61	Portland has horrible signage: too little too late or directional arrows pointed at the ground. Need lane arrows above or on side of street
62	More street signs - hard to orient yourself when so many streets are unlabeled
65	Use large private parking lots as park+ride to get to a downtown transit loop.
66	Generate solar power over existing private pkg lots
67	Don't design for peak values!
68	Thermoplastic road paint for lines and parking space signs
69	Narrow lanes
73	20 mph is plenty
74	Park + ride enhancements + bus connection
76	Too fast—streets should be streets. 20mph is fast enough if there are stop lights, it makes no difference in average speed.
82	Not enough parking on outskirts—need satellite lots

A.3 Transit Network

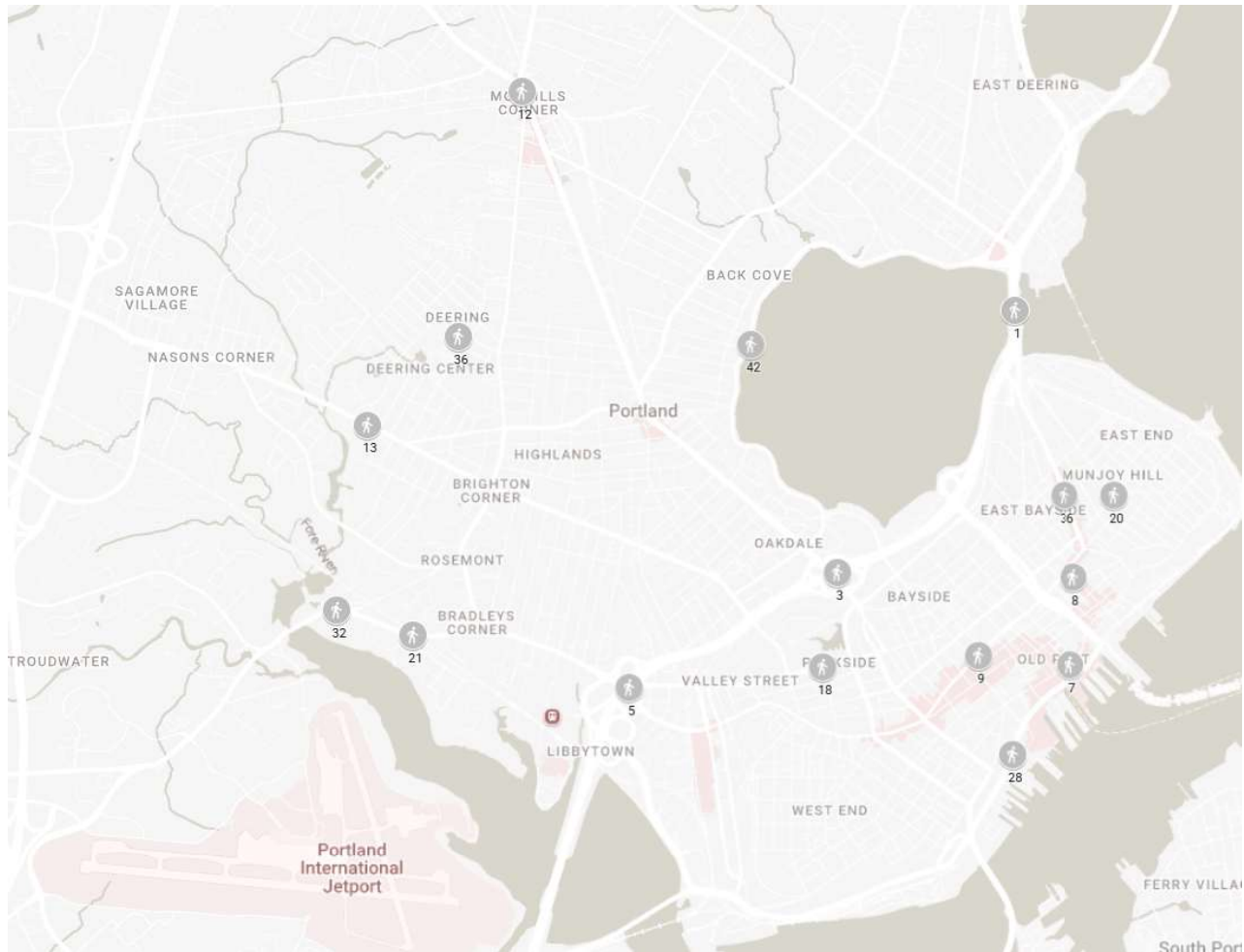


Number	Comment
1	Better transit service to the airport. Try not match schedule with common arrival times.
2	Make 8 buys a later service into the day and night
3	Bring BSOOB and Casco Island Ferry into METRO
4	15 minute transit frequency on major routes
5	Outer peninsula route
6	Larger printed bus markers
7	More 'real' bus stops like the one at Bedford St. USM
8	You get what you pay for - good transit is better funded transit
9	Build the BRT! Increase density + get the economic benefit from fast, easy transit
11	10-15 min throughways
12	SMART signals
13	BRT
14	Free trolley back & forth on commercial from public parking lot for visitors
15	smaller buses – India st / Munjoy hill
16	More modern buses
17	QR code stop arrivals tracking

18	NFC payments
19	Better peninsula loop
20	more frequent runs for all bus especially #7
21	Better shelters
22	Regular reliable bus connections to Amtrak/airport
23	Make State & High streets 2-way again
24	Commuter rail for local stops
25	Better bus stations / shelters throughout the network
26	more parking at bus stops
27	the BREEZ is great! I use it to commute to work
28	BRT!
29	All buses should have audio of stops when on bus
30	A few more stops in Westbrook area for Husky would be great
31	Longest wait between buses should be 30 min max
32	Night lights at bus stops! It can be scary as a young woman
33	Need buses in Warren Ave, Riverside St, Westbrook St, Ocean Ave,
34	More central public transportation station, current one is isolated, cant walk comfortably
35	Make Congress Street high frequency corridor and a known entity. Advertise and increase frequency.
36	Safe routes to school to build a culture of bike use
37	Extend line 1 to the airport
38	More connections to VA + West Commercial St, more service to St. John St
39	LRT. Tired of driving over the old trolley tracks, we had 1 of the best rail networks in the country. Bring it back.
40	Earlier departures for Summit Ave and N. Derrington to downtown in the morning
41	79 + 1 stop at congress and Washington should be 1 stop, it's confusing
42	Timeliness of buses, lack of communication about delays
44	Frequency of buses needs to increase to make using them feasible
46	An easy straightforward way to get to Dirigo pass on the website
47	Buses every 20 minutes not 30, 9A and B
48	Better service evenings for people going out to dinner/meeting friends
49	Better svc on Sundays for families, activities
50	An hourly bus driving the summer weekends out to Crescent Beach or any beach
51	opportunities for more accessible options for low vision/blind riders
52	Late-night bus on weekends (after 11pm when bars close). destigmatize the bus campaign, they're always so empty!
53	Turn transit into a luxury item with lattes and massages, 1st class service at high cost. If its perceived as exclusive as opposed to something for losers maybe it would be used more
55	15 minute headway builds confidence
56	Benches!!
57	Private/public partnership for bus access
58	NW and SE routes need better access
59	Benches & bus shelters needed
64	express transit to airport and bus/train station
65	Challenges: frequency and understanding routes
66	How do we build a culture of transit use?

67	High-frequency peninsula loop
68	Real-time bus info at high-ridership stops. Free advertising for buses! And piece of mind for late buses
69	High-frequency intermodal connection
70	Go places tourists want to go
75	Combine Metro & BSOOB?
76	Consider smaller buses
78	can't get to inbound bus station from MTA office. Must detour, there's no crosswalk to the stop at Congress and Skyway.

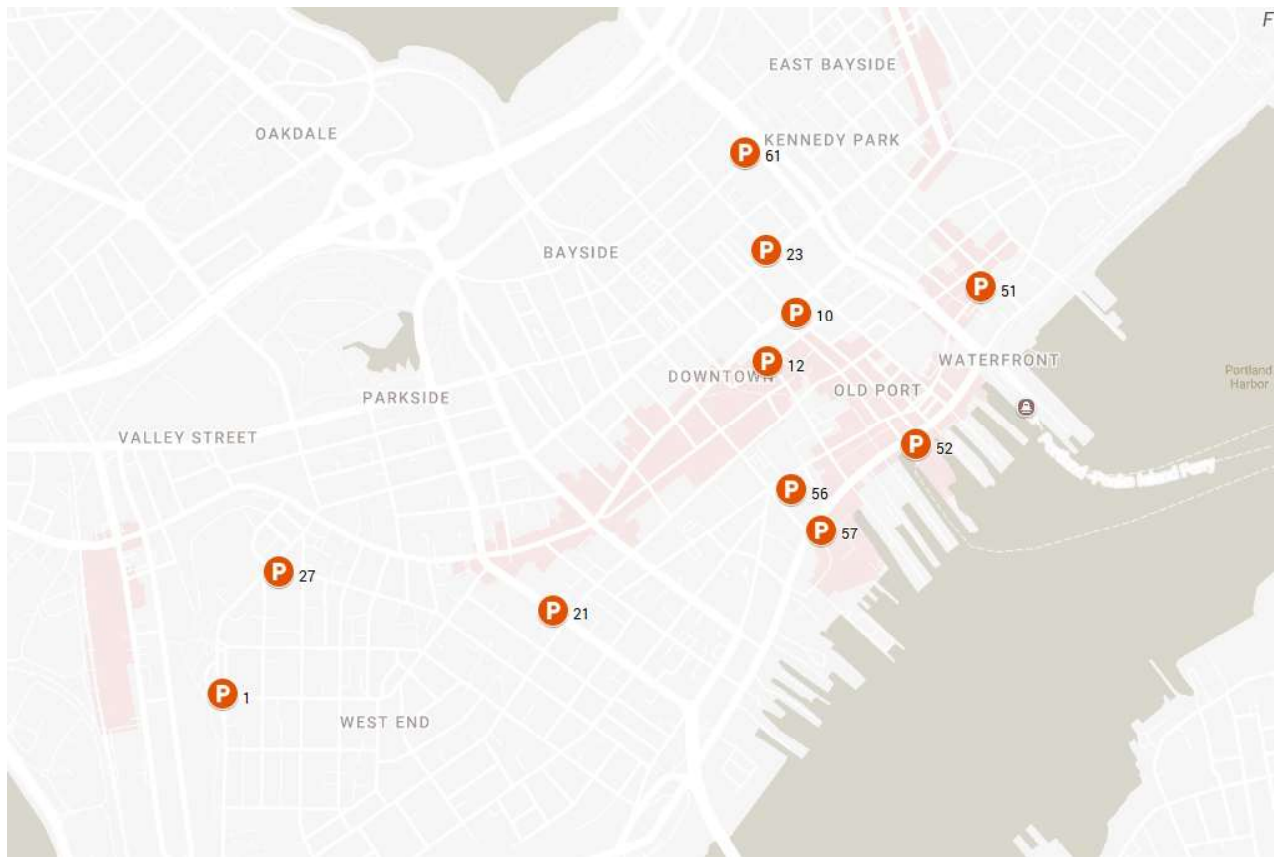
A.4 Pedestrian Network



Number	Comment
1	Horrible pedestrian experience crossing around highway
2	More crosswalks especially at bus stops + more trails
3	TRYING TO cross FOREST AVE @ 295 -> THE UNDERPASS AREA IS LIKE 'FROGGER' DEATH WISH
4	Maintenance of sidewalks, needs to be better
5	Walkway past East end school could be better sidewalks
6	Daylight EVERY street +1
7	Seasonal no street parking no cars shaded only store vehicles? + Ambitions
8	crosswalks in India St and Munjoy Hill - paint greater frequency + add flashing lights at high traffic areas
9	Congress Sq redesign good initiative First Fridays (snow)
10	Improvement should be considered for Bayview gardens
11	Ensure pedestrian safety in wintertime by enforcing the snow clearing ordinance
12	abysmal sidewalk conditions thru Morrill's Corner
13	Very poor sidewalk conditions thru all of Brighton Ave
14	Crossing Franklin at the marginal intersection SUCKS! You wait for 2 lights

15	Maintaining clear paths/sidewalks with snow/ice present wide enough for a wheelchair
16	We need to prioritize walking and crosswalks people walk year round
17	LIMIT ON-STREET TRUCK LOADING HOURS DOWNTOWN (ESPECIALLY IN OLD PORT)
18	Park Ave parking next to bike lane so dangerous for ped crossing too
19	Congress St is the Arts District feels abandoned after storefronts + unsafe
20	we need a green solution to sidewalks in the east end - trees
21	There needs to be a crosswalk where the fore river trail crosses congress by the tracks
22	Ensure all streets have sidewalks + trucking of snow
23	More multi-use paths please they are lovely
24	RAISED CROSSWALKS as many as possible
25	Connection from Commercial St bike path to Western Prom formalized trail?
26	Bump-outs generally better connectivity of pedestrians
27	Working on neighborhood pilot appreciate city support
28	More rapid flashing beacons on Commercial St crosswalks
29	Sidewalks are in horrible condition downtown bumpy (jagged brick and cobblestone not accessible and treacherous in winter)
30	Libbytown area highway underpasses often feel dark + unsafe to walk through
31	winter maintenance of sidewalks + bike lanes!
32	Needs a sidewalk on both sides of street
33	E Bikes on sidewalks & trails = DANGER
34	SIDEWALKS on both sides of street
36	Standards for raised crosswalks
42	No roads on the waterfront
44	Some sidewalks ridiculously narrow (Spring St example)

A.5 Parking

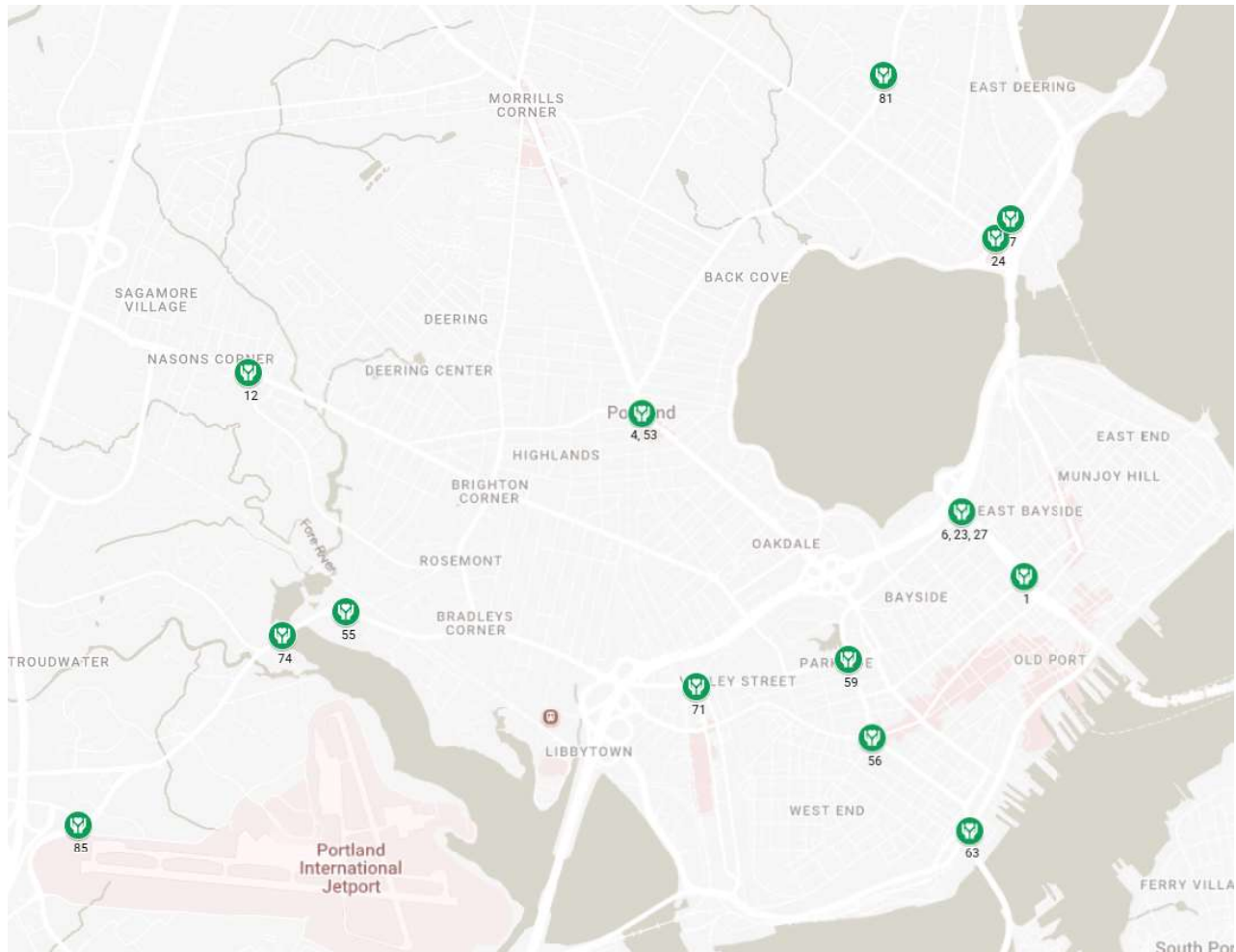


Number	Comment
1	Plenty of parking here for concerts and events alike
2	NO need for more parking! More buses, bikes and safe sidewalks & crosswalks!
3	E. Prom has parking on both sides – very busy in summer – feels dangerous for bikes
4	Eliminate all surface parking
5	AI real time garage signage
6	We don't have a parking problem – we have a walking problem
7	It's hard to find parking in great places
8	Need free meter 2hrs + street parking then 2hrs @ cost
9	Private lots allowing snow ban parking at a discounted rate
10	SAFER SIDE WALKS IN the old port Area! With all the cars, people get hurt ALOT.
11	Plan for where people can park and transit to final destination
12	Better commuter parking and transit so less traffic on core near Monument Sq
13	People need to get over it → trade off on something else → we think we should park at front door
14	Better utilization of surface lots
15	Need to build buildings w/out parking
16	No free private vehicle storage on any public property (including roads).
17	If you don't have a parking problem, then you have a parking problem (too much!)
18	Add commuter lots & garages w/ a circulation of trolleys to peninsula → late night

19	Housing closer to work
20	Too much around the buildings on Marginal Way between Franklin and Preble
21	Regarding State + High 2-way conversion and adding bike path (separated). We need to remove parking on at least 1 side to maintain comfortable sidewalks
22	enforce ordinance for parking near crosswalks and intersections – too much street parking on Munjoy Hill = bad visibility
23	Contracts w/ private lots to cap costs for proven residents (income limits)
24	More parking options for downtown employees
25	No Free Parking EVER Suburban people don't live here Portland for Portlanders
26	Hide parking within blocks... don't let parking be on street facing real estate!!
27	Better utilization of surface lot → garage → shops
28	Manage pkg time limits to facilitate customer businesses (4hr vs 2 hr) but always change
29	Income limit based parking permits for downtown residents w/o off street pkg (+ winter season subsidies / lot permits)
30	No parking on Congress would be great
31	Not enough parking during snow bans
32	Surface parking costs and policies following from 70's – need income housing + walkable cities
33	Not concerned for enough parking – people need to pay – think of taxpayers!
34	34. It's private, but unum has lots of underutilized parking.
35	Charge for street parking at nights and Sundays
36	No more surface lots – only structured
37	more high density parking less street options!
38	Remove parking for Exchange St and make into a skate park
41	Too much parking everywhere downtown – offer high quality transit instead
42	city should sponsor microgrid include locally generated solar power in a local district for emergencies
44	More technology & more housing to help parking issues
45	Less parking more density
46	Parking next to bike lanes needs to GO! I'm almost getting doored
51	Don't want a lot or garage in the area of India St Neighborhood → less cars more pedestrians
52	Commercial St on street parking means that drivers spend more time scanning for spots rather than pedestrians or other road users
55	Better parking on waterfront for downtown workers
56	EMPTY employee lots & garages (under utilized)
57	ELIMINATE STREET PARKING IN THE ENTIRE COMMERCIAL ST CORRIDOR AND BUILD SHARED BUS/BIKE LANES
61	Bayside needs a structure with all new housing
64	Too much parking on top of old port & Maine Med
65	Require Maine Med to develop 'south lot' on Brackett/Vaughan...
66	From Forest & Cumberland to Preble down to Marginal Way people going to arts district
68	There are 3 billion parking spaces in the USA. We have enough.
73	Require Maine Med to allow locals to park in lots – it's part of charges but has no lots for east end guests in west end
74	Provide more park + ride options for people surrounding to take transit to peninsula

82	Not enough parking on outskirts of town where cars first enter system proved cheap parking and transit from satellite lots. Charge \$\$\$\$ for intown parking
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A.6 Safety



Number	Comment
1	Crossing Franklin Street as a pedestrian. Navigating Franklin as a driver is challenging
2	Everywhere! Need more enforcement of traffic laws especially crosswalks
3	Franklin St is like a highway. Can cameras give tickets for speeding? Someone dictated receipts
4	Woodfords intersection
5	Morrill's intersection
6	Marginal way and Franklin
7	Easier ped bike crossing on Veranda when heading out to Mackworth
10	MORE BIKE TRAILS/WALKING TRAILS
11	This data reflects dangerous intersections that are used by bikes/pedestrians. If doesn't reflect those who choose not to ride due to lack of safety
12	Merge on Brighton Ave around Twins swirls encourages car racing
13	Same car racing condition on Brighton by Rosemont Market
14	I have encountered several bus stops that aren't connected to sidewalks or crosswalks. It feels very unsafe. (ex. Hutchinson Drive stop along Rte. 7)

15	more incentives for commuters to use park and ride/multimodal options to reduce congestion
16	Crosswalk signals should come on automatically every cycle, why do we have to press a button everywhere?
19	Many bike lanes end abruptly, e.g. Washington Ave between 295 & Congress, Brighton Ave, Deering Ave
20	There needs to be a safer protected commuting way for bike to get to work/downtown, currently no bike lanes on Congress, Cumberland, or Commercial
21	bus stops are hard to find w/o vision or low vision
22	Have Veranda and Washington be a pedestrian scramble. Too much fast and turning traffic and most folks are making 2+ crossings so more efficient.
23	crossing Franklin on the Bayside Community Trail + Washington Ave on/off Tukey's Bridge
24	people in cars running red lights
25	Sidewalk conditions reflect equity
26	Most of the 4 way traffic lights! unclear who has right of way
27	Crossing from bottom of State St onto the sidewalks is DEATH, cars going 50+ crossing signal is invisible behind trees
28	More 'robust' bus stops w/ benches for sitting, make them more noticeable for more usage
29	WE NEED TO ACTIVATE THE MOUNTAIN DIVISION RAIL LINE! SHARED BRT MULTI-MODAL (CAR-FREE)
31	Scooters are going too fast and causing injuries
46	no more right turn on red
47	walkway bridge over Franklin St at Marginal Way
48	More driver tests to renew license
49	Intersection of East Prom & Washington Ave needs way to slow drivers
50	Need bike lane on Allen/Brighton to RAND Rd
51	Presumpscot school desperately needs raised crosswalks, lots of commercial vehicles and speeding commuters
52	All pedestrian signals along Washington @ Veranda, Presumpscot, Ocean Ave so kids, cyclists can get to Payson/Back Cove
53	Safer cross by Forest & Woodfords so kids can go to Burbank Library - all way pedestrian signal?
55	Bike lane that abruptly ends
56	Cars routinely run the new red light put in for pedestrians on State St, I've seen 3 in 2 weeks
57	Please ensure pedestrian safety by enforcing ordinances that requires business owners and residential home owners to clear walkways of snow and ice in wintertime.
58	MORE HOUSING = eyes on the street = traffic calming and slower speeds, roundabouts, NO urban highways
59	Park Ave on street parking makes it hard to see pedestrians/bikes
60	I got hit on my bike riding on the park Ave bike lane, cars can't see
61	Crosswalk Portland to Yarmouth is horrible, no one stops at it!
62	Stop requiring TDM plans for new housing
63	Bike/ped/cars run light onto bridge often
64	side walk has collapsed west end traffic is too fast to bike
65	Slow all traffic in city to 20MPH
66	Change all intersections to max 1 thru lane + 1 turn lane

67	Allow and incentivize neighborhood electric vehicle areas small cars golf carts
68	Incentivize electric bikes
69	Stop subsidizing parking
70	Make crosswalk signals immediately stop traffic
71	Intersection of park/St John cars turn while pedestrians cross
72	West end through speeds by Reiche school
73	Cohesive sidewalk materials show respect
74	outer Congress St loading zones traffic moves fast and bike lane is too narrow.
77	No E-bikes/scooters on ped trails & sidewalks
78	Prosecute serious accidents
79	Reduce speed limits + increase fines for speeding at night after 9pm
80	longer 'walk' signal @ Franklin & Congress
81	Flashing signal crosswalks on Northern Ocean Ave during winter, cars can't see pedestrians, kids, dog walkers
85	North west shoulder collapsed on Skyway Drive, cannot bike till traffic clears
86	Slower travel speeds (20-25mph) would reduce severe injuries and increase roadway capacity. Design (not just signage) is key.