EARTHQUAKE READY BURNSIDE BRIDGE

BETTER – SAFER – CONNECTED

Multnomah County is creating an earthquake-ready downtown river crossing.

Round 1 Engagement Summary

Overview

Multnomah County conducted the first of three rounds of planned outreach and engagement activities with identified stakeholder groups and the general public for the project's Environmental Review phase. This round of engagement was implemented from January through September 2019.

The purpose of Round 1 (R1) Engagement was to inform the public of the status of the project and to seek input on draft evaluation criteria - which will help inform the selection of a preferred alternative - and the refined bridge alternatives - including options for managing traffic during construction and the allocation of street space to be studied during the Environmental Review.

R1 Engagement also sought to establish contact with and to understand the needs and perspectives of stakeholders; including organizations and neighbors located near the project and members of communities identified in the project's Diversity, Equity, and Inclusion (DEI) Plan.

Inside this report

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Public Outreach Activities

R1 outreach and engagement activities included:

51	Briefings to agencies, individuals, and organizations
4	Community tabling events
23	DEI organizations reached, including neighborhood and business canvassing
6	DEI focus groups
2,376	Visits to the online open house and survey
830	Survey responses
33	Social media posts and advertisements
503	E-newsletter recipients
2	News releases and E-newsletters
2	Banners over the Burnside Bridge

Key Findings Overview

Broad input was received encompassing a large range of perspectives. This report summarizes themes identified in this input. Key findings include:

- Support for the project purpose to create a crossing that will withstand a large earthquake in downtown Portland was heard through all outreach methods.
- Strong support for the draft evaluation criteria was heard across engagement activities.
- Strong support for removing the High Fixed Bridge from further consideration came through input received.

Public Involvement Goals

Awareness
Build awareness and share information through regular, meaningful, and consistent project communications about the important role this project plays in creating an earthquake-ready river crossing in downtown Portland.

Transparency
Inform all stakeholders and community of how the project team has thoroughly considered their feedback, interests, issues, and concerns in project solutions and transparently communicate how project decisions are being made.

Inclusion
Provide equitable, inclusive, and accessible opportunities for stakeholders and community to influence and shape the project by reducing participation barriers, ensuring culturally responsive practices, and offering diverse ways for all people to participate in project conversations.

Coordination
Engage and build authentic relationships with agencies, industry stakeholders, and County departments, securing cross-government coordination, commitment, alignment, and industry readiness, to realize the Earthquake Ready Burnside Bridge in the future.

- Many comments related to impacts to people biking, walking and taking transit. The active transportation community promoted engagement with the online survey through bikeportland.org.
- Although there were differing opinions and concerns regarding whether to implement a temporary detour bridge, more respondents supported a full closure of the bridge, often citing concerns about cost and construction duration.
- Participants reached through DEI outreach generally agreed with the input and themes from the aggregate survey respondents, however, they elevated themes related to safety, economics, and fiscal responsibility more often.

Activity: Briefings

Purpose

Between May and October 2019, the project team conducted 51 briefings to community organizations and agencies that have an inherent connection or interest in the project to keep them engaged and informed at this key project milestone. Opportunities to request a project briefing were offered more broadly through project newsletters, emails, social media, and the project website.

Briefing with Oregon Nikkei Legacy held in June 2019

Some briefings were conducted with stakeholders who are directly impacted - those who either own property or have a business adjacent to the bridge - while other briefings were held with broader community groups and public agencies. Since the nature of the briefings and discussions with these two groups are different, this summary of interests and key themes is broken into two categories, 1) directly impacted / adjacent stakeholders and 2) community groups and public agencies.

A full list of stakeholders that the project team met with during this time can be found in Appendix A.

Directly Impacted / Adjacent Stakeholders

In an effort to inform stakeholders of the potential project impacts to buildings and activities directly adjacent to, on, or under the bridge, and to gather specific feedback about access and operations to inform the environmental study, these briefings focused on:

1. Potential **temporary** impacts associated with construction such as noise, dust, debris, vibrations, traffic, limited access to buildings and parking areas, and impacts to operations
2. Potential **lasting** impacts depending on the alternative selected or construction needs such as right-of-way or property changes, displacements, or relocations

Project team members met with 20 directly impacted / adjacent stakeholders. Below is a summary of their key concerns:

- Access point impacts for public, tenants, and deliveries
- Construction noise, vibration, dust, and fumes (specifically on residents, employees, customers, and people dealing with mental illness)
- Impacts to social services and the people they serve in the area
- Limited access and detours for people walking or with disabilities (specifically ambulatory disabilities)
- Business displacements and loss of business
- Increased traffic impacts
- Specific impacts associated with high fixed bridge and NE Couch Street connection alternatives such as right-of-way, access, loss of business, and urban design changes
- Loss of income
- Tenant retention
- Loss of parking
- Impacts to local recreation and festivals
- Impacts to emergency services and their current routes
- Mitigation options

Community Groups and Public Agencies

To expand awareness and understanding about the status of the project and to gather feedback about key interests and concerns from local and regional community groups and agencies, project team members reached out and offered briefings to a host of different groups with varying interests. The team conducted briefings that focused on sharing information and gathering feedback on what the project planned to study through the Environmental Review, including bridge alternatives and their associated cross sections, traffic management options, and draft evaluation criteria. Highlights of the project's current funding plan, including a proposed increase in the county's vehicle registration fee, were also shared.

Project team members conducted the 31 briefings for community groups and public agencies. Below is a summary of their key themes:

- General support and understanding of the project and need for a seismically resilient downtown river crossing
- Concern for impacts associated with High Fixed Bridge alternative and support to dismiss it from further study

- Concern for impacts associated with both fully closing the bridge during construction (specifically to people walking and with disabilities) and the expanded project cost and duration of building a temporary bridge
- Traffic impacts for all users including increased distances for people walking and with ambulatory disabilities; detours and comfort for people on bikes; and displacement of vehicle traffic to surrounding areas and region including added delay to transit services
- Concern for impacts and access to parks, community recreation, and assets
- Interest in funding sources and who will pay for the project
- Interest in construction opportunities for minority-owned businesses and workforce trainings for underserved populations so that they can benefit from future jobs associated with construction activities

Activity: Tabling

Purpose

The project team hosted tables at farmers markets and Portland Saturday Market to proactively engage with and inform the public, including people who might not otherwise hear about the project.

Summary

A total of 101 people engaged with project staff during the tabling events (see table below). Bad weather reduced the number of people engaged at these outdoor events. Project staff used a flipbook of project information and renderings of the bridge alternatives to orient people to the project and answer questions. Comments and questions included:

Tabling at Portland Saturday Market, Sept. 14, 2019

- Support for the project need and providing an effective route for emergency response
- Questions about funding, project cost, and the cost of the different alternatives
- General agreement on removing the High Fixed Bridge from further consideration
- General preference for replacement alternatives
- Some concerns about preserving historical assets, such as the current Burnside Bridge towers
- General preference for a full closure during construction rather than a temporary detour bridge

Tabling events

Event	Date	Participants
Lloyd Farmers Market	9/10	17
Portland Saturday Market Day 1	9/14	50
Portland Saturday Market Day 2	9/15	4
16th Avenue (Irvington) Farmers Market	9/22	30

Activity: Diversity, Equity, and Inclusion Outreach

Purpose

Multnomah County partnered with the Community Engagement Liaison (CEL) Program to engage historically underserved and undervalued community groups. The liaisons' efforts engaged the Black and African American, Vietnamese, Chinese, Latinx, Japanese, and Arabic communities as identified in the DEI Plan. These communities were identified based on frequently spoken languages within a one-mile radius of the project area and/or because of historical and cultural roots in the area.

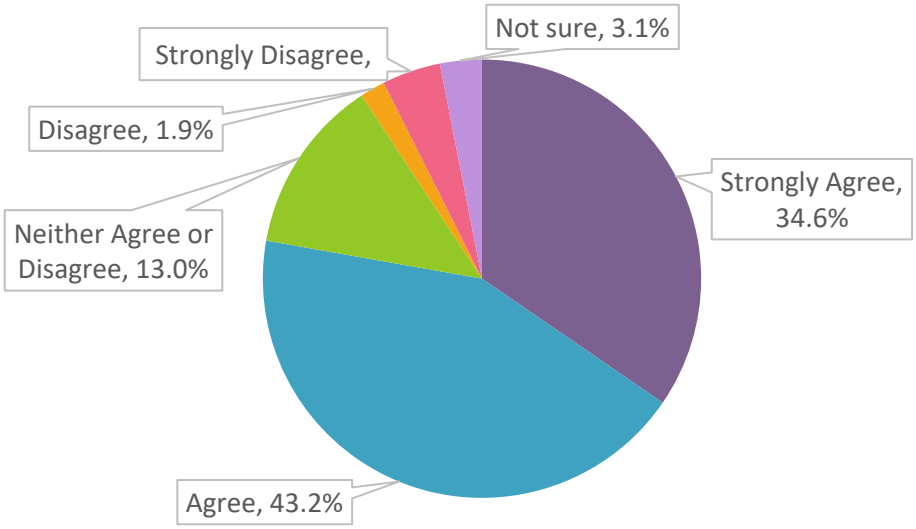
Vietnamese focus group, Sept. 8, 2019

There were six focus group (FG) events held during the month of September to help inform and gather input from these communities (see table below). Additionally, liaisons went to their neighbors and community-specific businesses to share project information and to promote the survey.

Community	Outreach activity	FG Participants
Black and African American	• Neighborhood canvassing	15
Arabic	• Focus group #1 (9/3/19) • Focus group #2 (9/28/19)	22 18
Vietnamese	• Focus group (9/8/19)	54
Japanese	• Focus group (9/14/19)	14
Latinx	• Focus group (9/12/19)	44
Chinese	• Focus group (9/14/19)	27

Summary of findings: Diversity, Equity, and Inclusion Outreach

QUESTION 1, DEI respondents: Please indicate your level of agreement with the following statement: The fixed bridge alternative should not move forward for consideration due to the impacts on local businesses, residents, infrastructure, and local street closures.



Nearly 80% of the 162 participants who answered this question either strongly agreed or agreed with removing the fixed bridge from further consideration. These results are largely consistent with findings for all survey respondents.

QUESTION 2, DEI respondents: Why do you feel this way?

Of the nearly 80% who strongly agreed or agreed, the most common themes were:

- **General Agreement** – general agreement to remove the high-fixed bridge alternative from further study.
- **Economic Considerations** – concerns about the cost of such a large structure and its impacts to local economy and businesses.
- **Structure Size and Aesthetics** – concerns about the excessive size, height, and footprint of the high-fixed bridge alternative and that it would not match the scale of downtown Portland.
- **Community Impact** – emphasis on the impact to the connectivity and livability of neighborhoods and residents near the bridge and its landings.

These four topics were also the most common themes from the aggregate survey respondents.

Of the approximately 20% who did not strongly agree or agree, respondents thought that a fixed bridge would be the most seismically resilient alternative or that they could not comment without a cost benefit analysis or understanding the impacts to the community and infrastructure of each alternative. Some respondents expressed confusion by how the question was phrased.

QUESTION 3, DEI respondents: Do you have any comments about the bridge alternatives?

The most common themes from focus group and liaison contacts were:

- **Support for Couch Connection –** comments in support of the Couch Connection alternative noting increased safety and traffic flow by smoothing out the current curve on the east side landing.
- **Support for Retrofit** – comments in support of the retrofit alternative citing decreased cost, construction time and impacts to a historic resource.
- **Economic Impacts –** concerns about the impact to local economy or businesses as well as the cost of building a new bridge.
- **Safety and Seismic Resiliency–** concerns around seismic and personal safety, especially active modes of transportation, with each of the alternatives.

Both DEI respondents and the aggregate survey respondents voiced support for the Couch Connection and Retrofit alternatives. However, DEI respondents elevated concerns about Economic Impacts and Safety & Seismic Resiliency in their comments. Aggregate survey respondents spoke more about Active & Public Transit Considerations as well as Support for an In-Kind replacement alternative.

QUESTION 4, DEI respondents: Do you have any comments about the street spaces (draft cross sections) presented?

The most common themes from focus group and liaison contacts were:

- **Support for Replacement/Additional Width –** comments about how to allocate the width of either option, including general support for a wider bridge. Many comments were both in favor of wider bike and pedestrian lanes as well as wider vehicle lanes.
- **Support for Wider Active Space and Public Transit –** comments in support of whatever makes travel easier for pedestrians, bikes, and transit.
- **Safety** - comments related to reducing crashes across all modes and supporting emergency vehicle access.

Both DEI respondents and the aggregate survey respondents voiced support for additional width on the bridge, specifically for active transportation modes and public transit. However, DEI respondents elevated concerns about safety in their comments. Aggregate survey respondents spoke more about prioritizing a physical barrier between vehicle and active transportation lanes.

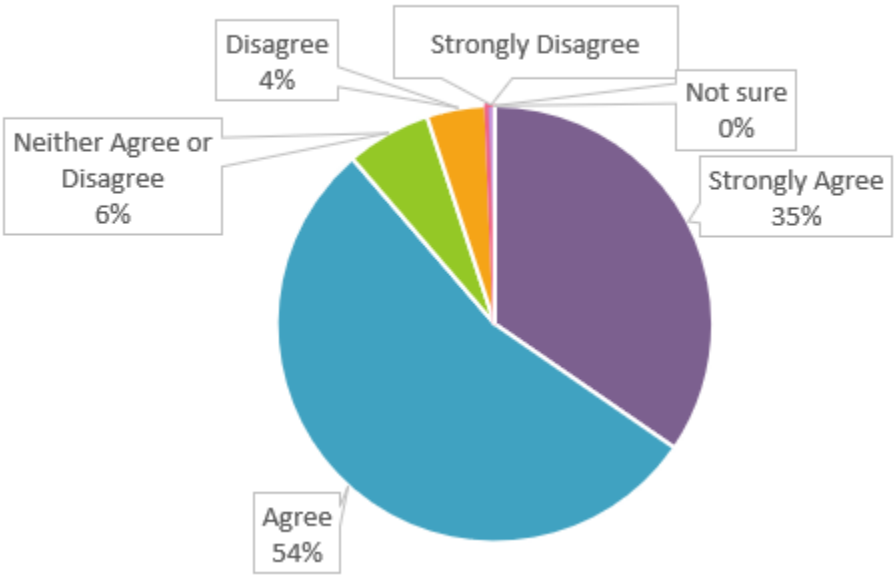
QUESTION 5, DEI respondents: What should we consider as we analyze these traffic management options during construction?

The most common themes from focus group and liaison contacts were:

- **Support Full Closure/Oppose Temporary Bridge –** responses in favor of a full closure of the bridge or opposed to a temporary bridge.
- **Time and Cost –** concerns regarding the amount of time and money required to build a temporary bridge.
- **Traffic Impacts and Management –** concerns and questions related to traffic impacts of both options, including the effects on alternative bridges.
- **Support Temporary Bridge/Oppose Full Closure** – including comments in support of a temporary bridge or against full closure.

These four topics were also the most common themes from the aggregate survey respondents.

QUESTION 6, DEI respondents: Please indicate your level of agreement with the following statement: "The draft evaluation criteria reflect the interests and values that need to be considered to select a preferred alternative."



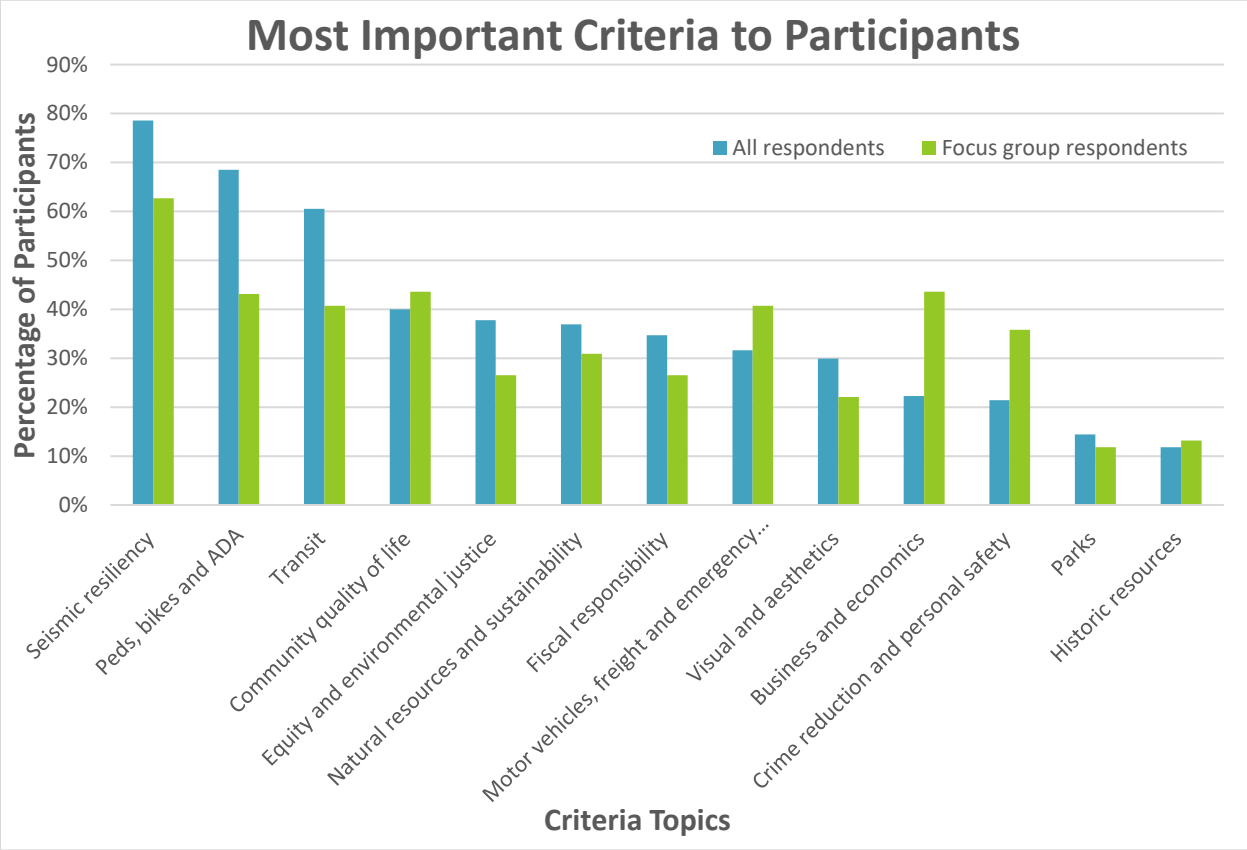
Nearly 90% of the 159 participants who answered this question either strongly agreed or agreed with the draft evaluation criteria.

QUESTION 7, DEI respondents: Which criteria topics are of most importance to you? Choose your top 5 (no specific order).

Focus group participants' top criteria were:

- Seismic resiliency (63%)
- Community quality of life (44%)
- Business and economics (44%)
- Pedestrians, bicyclists, and people with disabilities (43%)
- Motor vehicles, freight and emergency vehicles (41%)
- Transit (41%)

DEI focus group participants prioritized business and economics, crime reduction and personal safety, motor vehicles/freight/emergency vehicles, community quality of life, and historic resources more often than the aggregate survey respondents.



QUESTION 8, DEI respondents: Is there anything we are missing or should consider within these criteria?

The most common themes from focus group and liaison contacts were:

- **Criteria are Complete –** comments noting that the list of draft evaluation criteria was comprehensive.
- **Crime Reduction and Personal Safety –** concerns about crime and safety on and around the bridge and considering transient and houseless populations as well.
- **Fiscal Responsibility** – concerns about being fiscally responsible with taxpayer money and taking care to not increase taxes or fees.

Many DEI respondents and the aggregate survey respondents felt that the list of criteria was comprehensive. However, DEI respondents elevated concerns about Crime Reduction & Personal Safety as well as Fiscal Responsibility in their comments. Aggregate survey respondents spoke more about Motor Vehicles, Freight & Emergency Vehicles and Transit.

Outreach to Agencies

Regular and specific outreach with federal, state and local agencies occurred leading up to and through the Round 1 engagement process. Coordination occurred through committees, working groups and focus groups that have been established by the project for communicating with and getting input from agencies. Groups included:

- Senior Agency Staff Group
- Project Management Team
- Multi-modal Transportation Working Group
- Natural Resources Working Group
- Urban Design Focus Group
- Cultural Resources Working Group
- Seismic Resiliency Working Group

The project team also engaged with agencies through workshops set up to gather input on draft evaluation criteria that will be used to inform selection of a Preferred Alternative, as well as through various meetings with specific agencies.

Further coordination with the City of Portland occurred through a variety of city-established committees and groups including the City of Portland Technical Advisory Committee, the Portland Pedestrian Advisory Committee, the Portland Bike Advisory Committee, the Portland Historic Landmarks Commission and the Portland Design Commission.

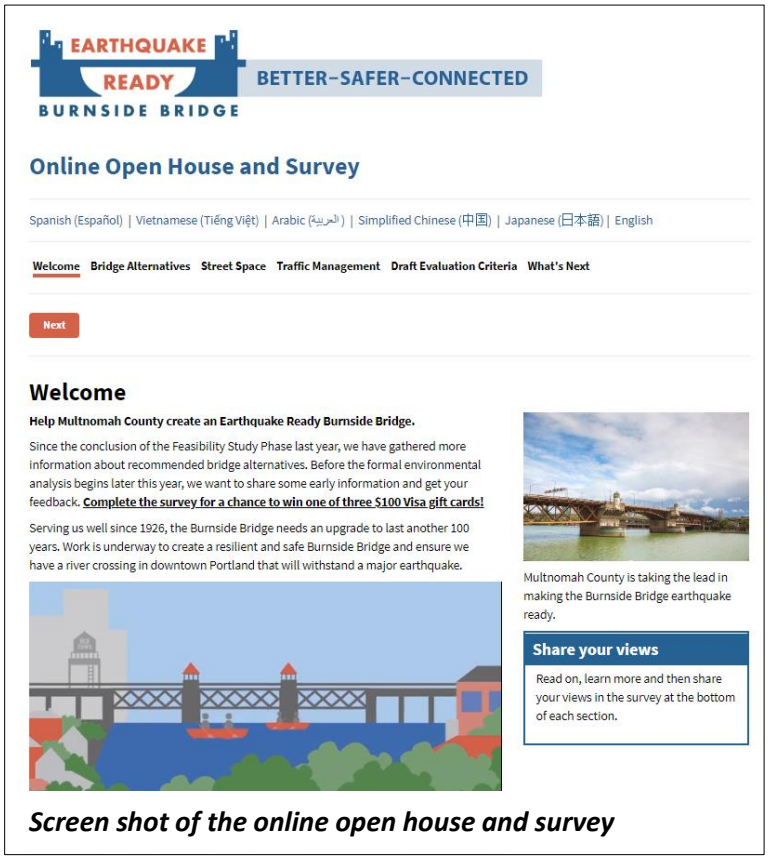
Outreach to Native American Tribes

As part of the ongoing government-to-government consultation relationship between tribes, Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA), Roy Watters, ODOT Archaeologist and Tribal Liaison, and Emily Cline, FHWA Environmental Program Manager, met with the following tribes in 2019:

- Confederated Tribes of the Grand Ronde Community of Oregon
- Confederated Tribes of Siletz Indians
- Confederated Tribes of the Warm Spring Reservation of Oregon
- Confederated Tribes of the Umatilla Indian Reservation
- Nez Perce Tribe

These meetings were an opportunity for the tribes and agencies to discuss a number of federally-funded projects, including the Earthquake Ready Burnside Bridge project (which plans to seek federal funds). A brief update on the status of the proposed range of alternatives being studied, progress of cultural resource surveys underway, and the proposed area of potential effects were presented to the tribes. In addition to these face-to-face meetings, tribes are recognized as Participating Agencies for the National Environmental Protection Act (NEPA) process underway for the project. They also received regular NEPA communications from the project team. While tribes acknowledged ongoing consultation about the project, no particular feedback has been received. The Nez Perce Tribe requested to end its consultations for the EQRB project. The Cowlitz Tribe and the Confederated Tribes and Bands of the Yakama Nation did not respond to invitations for face-to-face consultation meetings in 2019.

Activity: Online Open House and Survey



Screen shot of the online open house and survey

Purpose and Reach

The online open house and survey was available to the public from September 3 through October 4. It provided an opportunity for people to learn about the status of the project and review and provide input on the bridge alternatives, traffic management, street space, and evaluation criteria in six languages. The online open house and survey included an animated video, captioned in six languages, describing the project background and process for beginning the environmental review phase as well as a fly-through video and renderings of the draft bridge alternatives.

The online open house and survey received over 2,300 unique visitors and over 800 responses. The survey included a mix of qualitative and open-ended questions. It also included travel and demographic information which indicate the survey reached a diverse audience. As an outreach and engagement tool, survey respondents were self-selected, and the results were not intended to be statistically valid.

Complete survey results are included in Appendix B.

Notification

Notification of the online open house and survey was conducted through:

- Project website
- Tabling events (4): Project staff promoted the online open house with flyers and the opportunity to win a gift card. Tablet computers and paper copies of the online open house were available at these events as well

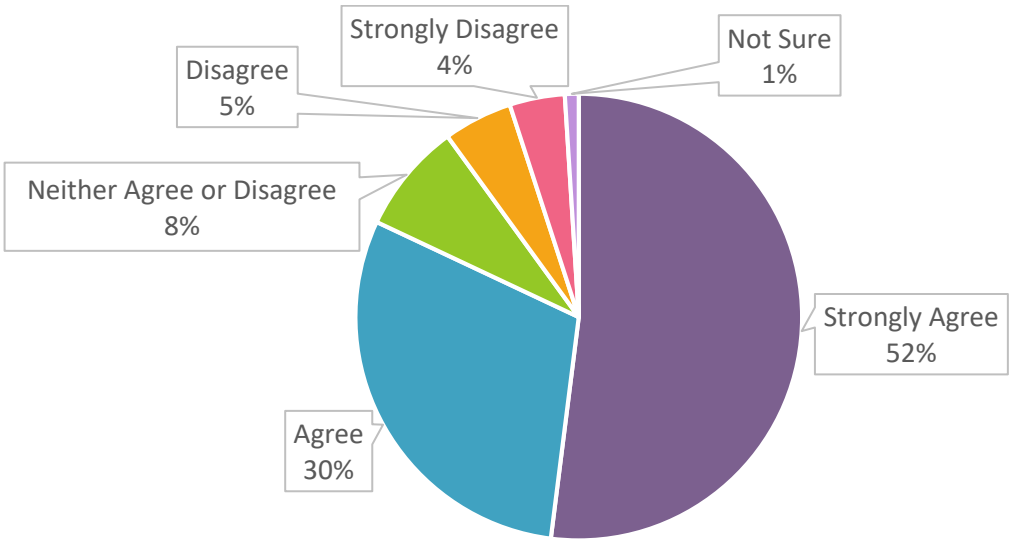
- Social media and digital advertising: the project implemented a social media plan including posts and/or paid advertisements on Facebook, Twitter, and Instagram
- E-newsletter (2)
- Multi-lingual outreach including focus groups and neighborhood and business canvassing.
- News releases (2)
- Banner on Burnside Bridge

Survey Results and Comment Themes

A total of 1,259 people interacted with the survey in some form. This number includes all focus group and liaison contacts. The number of responses to individual questions varied, as survey participants were able to answer as many or as few questions as they chose. All graphs reflect the total number of responses to each question.

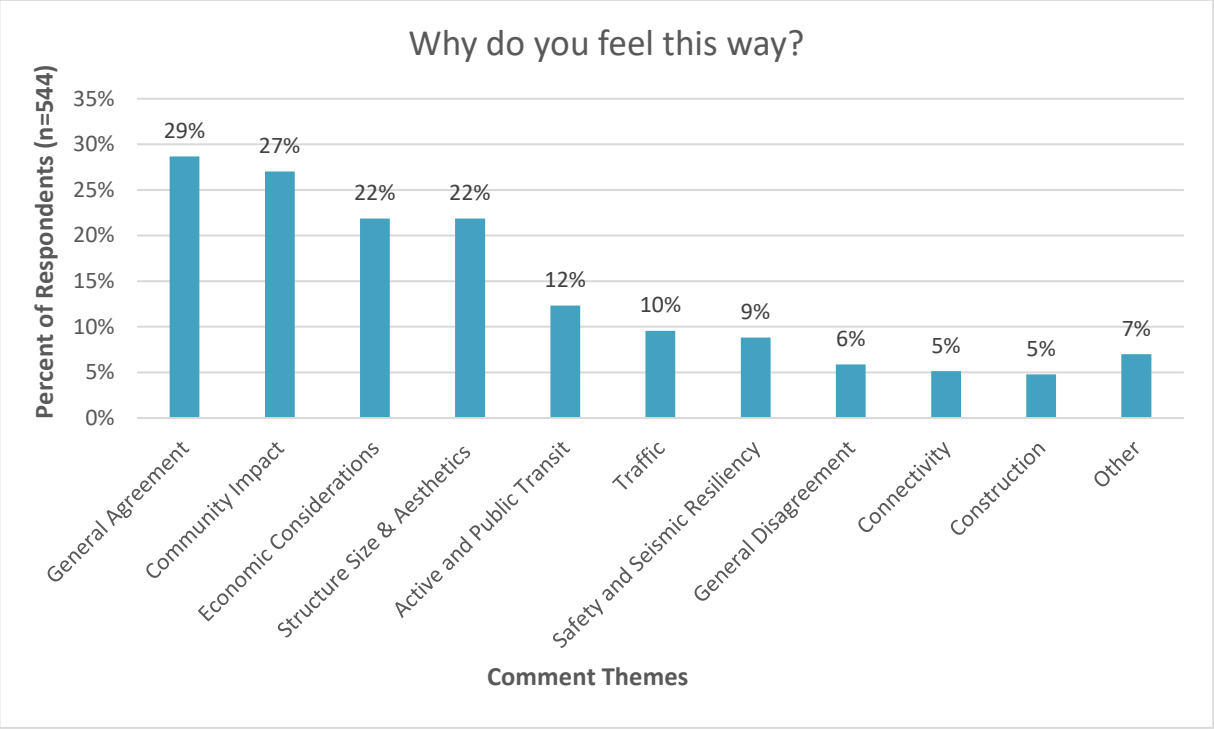
Themes for the open-ended questions are organized in order of most to least common.

QUESTION 1: Please indicate your level of agreement with the following statement: The fixed bridge alternative should not move forward for consideration due to the impacts on local businesses, residents, infrastructure, and local street closures.



Over 80% of the 830 total respondents strongly agreed or agreed with removing the fixed bridge from further consideration.

QUESTION 2: Why do you feel this way?



General Agreement - general agreement to remove the high-fixed bridge alternative from further study.

Community Impact - emphasis on the impact to the livability of neighborhoods and residents near the bridge and its landings.

Economic Considerations- concerns about the cost of such a large structure and its impacts to local economy and businesses.

Structure Size and Aesthetics – concerns about the excessive size, height, and footprint of the high-fixed bridge alternative and that it would not match the scale of downtown Portland.

Active and Public Transit Considerations - emphasis on considering the existing transit riders and active transportation modes.

Traffic Concerns – comments related to alleviating congestion.

Seismic Resiliency - concerns about seismic resiliency.

General Disagreement – comments expressing disagreement with removing the high-fixed bridge alternative from further study.

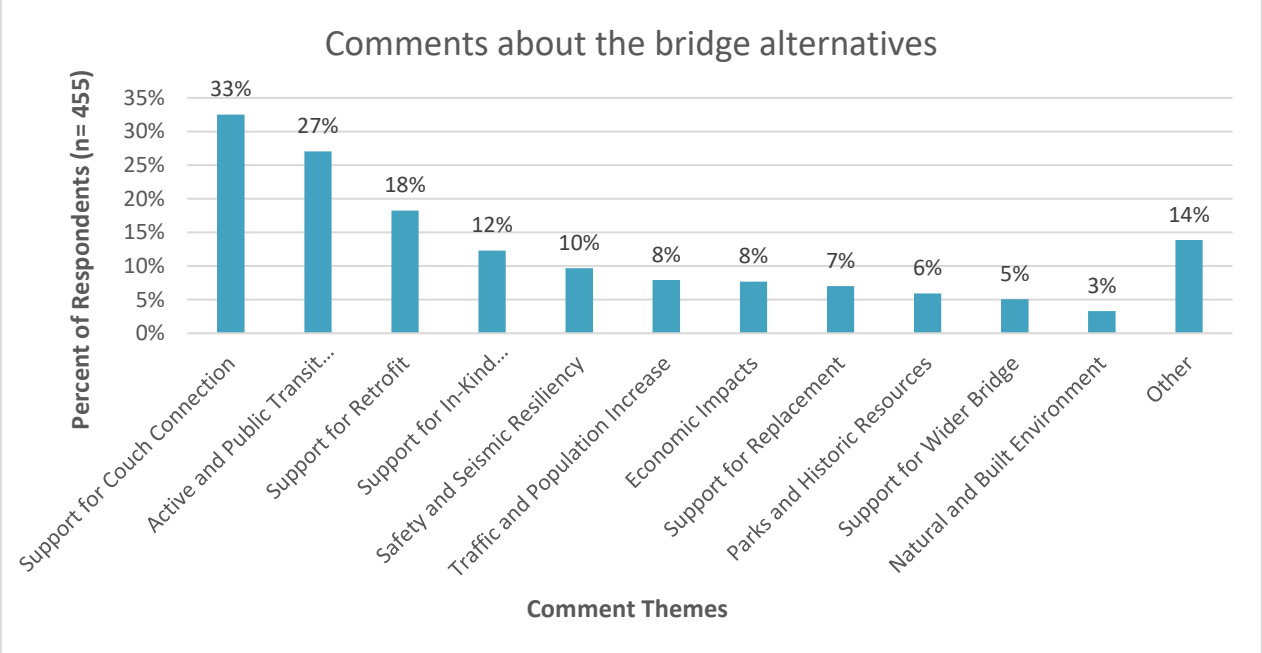
Connectivity - concerns related to city layout and accessibility to different areas within the project area.

Construction - comments related to disruption and negative impacts of construction.

Other - comments across a wide range of topics, including a desire for more cross-comparisons of the alternatives, questions regarding the approaches on either end of the bridge, and some confusion regarding how the question was phrased.

Of the approximately 20% who did not strongly agree or agree, respondents thought that a fixed bridge would be the most seismically resilient alternative, expressed concerns over traffic and congestion impacts, or that they could not comment without a cost benefit analysis. Some respondents expressed confusion by how the question was phrased.

QUESTION 3: "Do you have any comments about the bridge alternatives?"



Support for Couch Connection - comments in support of the Couch Connection alternative noting increased safety and traffic flow by smoothing out the current curve on the east side landing.

Impacts to Active and Public Transit - emphasis on considering the existing transit riders and active transportation modes.

Support for Retrofit - comments in support of the retrofit alternative citing decreased cost, construction time and impacts to a historic resource.

Support for In-Kind Replacement – comments in support of the In-Kind replacement alternative.

Safety and Seismic Resiliency - concerns around seismic and personal safety, especially active modes of transportation, with each of the alternatives.

Traffic and Population Increase - concerns about accommodating population increase.

Economic Impacts – concerns about the impact to local economy or businesses as well as the cost of building a new bridge.

Support for Replacement – comments in support of replacing the bridge without voicing a preference for a specific alternative.

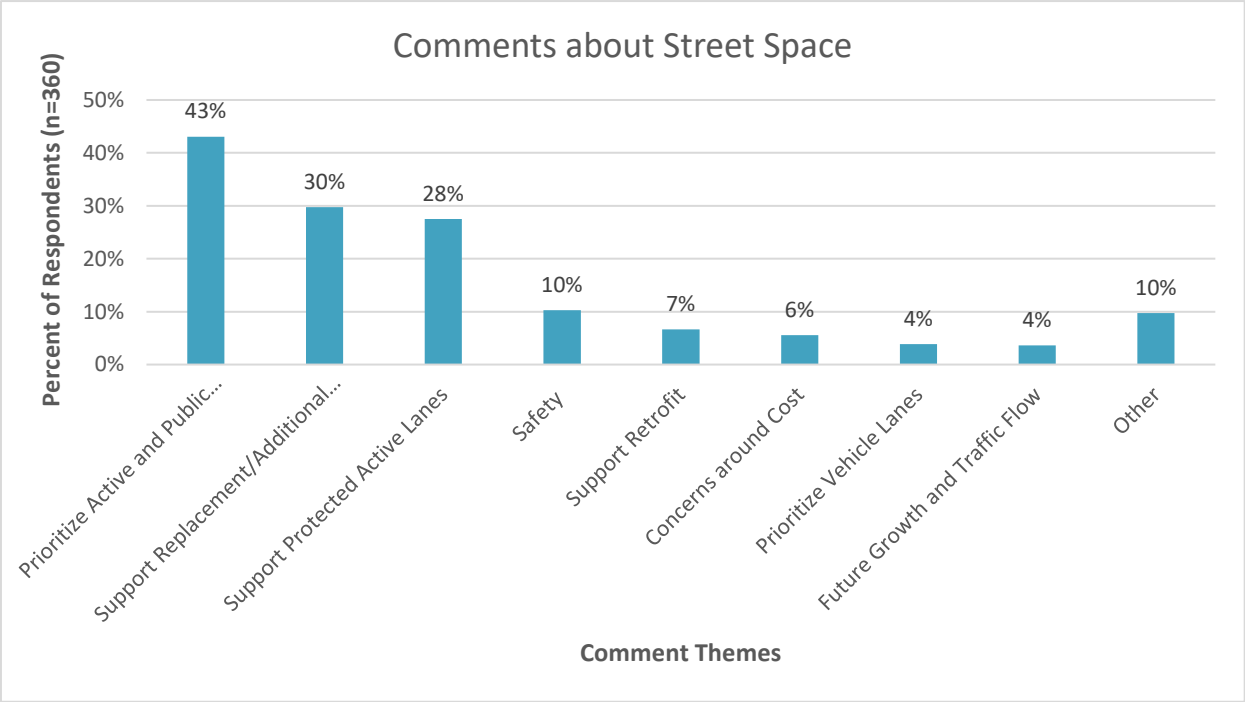
Parks and Historic Resources – support for maintaining historic features of the bridge and surrounding parks, especially the Burnside Skatepark.

Support for Wider Bridge – support for a wider bridge to allow more space for active and public transit lanes, in particular.

Impacts to Natural and Built Environments - concerns about negative impacts to the environment or relating to sustainability.

Other - comments across a wide range of topics, including some opposition to the Couch Connection alternative, support for keeping the high-fixed bridge alternative, a desire for more comparisons of the alternatives, general support for the project, and continued outreach to underserved communities, among others.

QUESTION 4: Do you have any comments about the street spaces (draft cross sections) presented?



Prioritize Active and Public Transit Space – support for prioritizing space for walking, biking, and public transit and encourage their use over driving.

Support for Replacement and Additional Width – general comments supporting the replacement alternatives and/or a wider bridge

Support for Protected Active Lanes – support for providing a physical barrier between vehicle lanes and bike/pedestrian lanes.

Safety – comments related to reducing crashes across all modes and supporting emergency vehicle access.

Support for Retrofit - responses in favor of the retrofit option or to leave the bridge width as is.

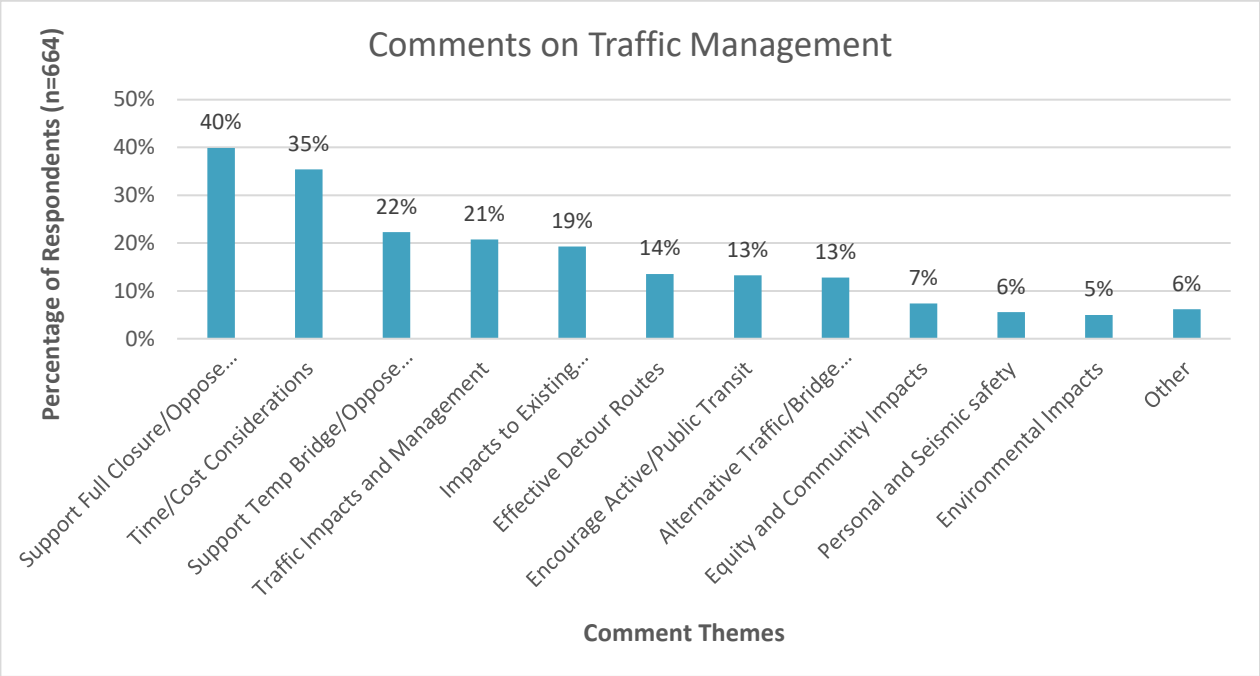
Cost - concerns related to the cost of the replacement alternatives to add more width.

Prioritize Vehicle Lanes – support for prioritizing space for vehicles.

Future Growth and Traffic Flow – comments supporting plans that will take future growth and better traffic flow into account.

Other - comments across a wide range of topics, including general support for the project, no preference between the cross sections, suggestions for alternative cross sections, and concerns that widening vehicle lanes will encourage speeding, among others.

QUESTION 5: What should we consider as we analyze these traffic management options during construction?



Support Full Closure/Oppose Temporary Bridge - responses in favor of a full closure of the bridge or opposed to a temporary bridge.

Time and Cost - concerns regarding the amount of time and money required to build a temporary bridge.

Support Temporary Bridge/Oppose Full Closure - responses in favor of a temporary bridge or opposed to a full closure.

Traffic Impacts and Management – comments about traffic congestion and traffic management for both options, but especially during a full closure.

Impacts to Existing Active and Public Transit – concerns about the impacts that a full closure would have on existing pedestrians, bicyclists, and transit riders.

Effective Detour Routes - concerns related to making bus, bike, walking, and single occupant vehicle detours effective including impacts to connecting streets and other bridges.

Encourage Active and Public Transit – comments regarding strategies to encourage transit and active modes of transportation in general, but especially during a full closure.

Alternative Traffic and Bridge Solutions - responses suggesting or in favor of alternative solutions such as a ferry, transit-only bridge, and tolling, among others.

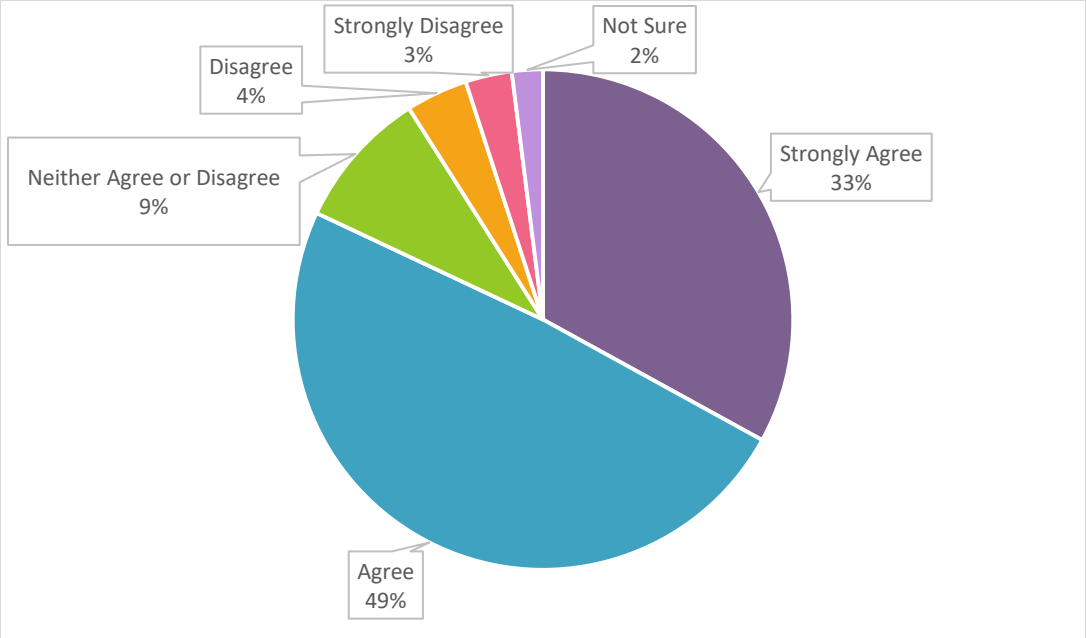
Equity and Community Impacts – concerns about the impacts to community, businesses, and people, including those who are houseless.

Personal and Seismic Safety - concerns regarding a seismically sound temporary bridge as well as the ability of other bridges to support the increased traffic in the event of a full closure.

Environmental Impacts – concerns and questions about the environmental impacts of both options.

Other – comments across a wide range of topics, including concerns about general congestion and flow, considering future growth and tourism, adding lanes for vehicle traffic, removing lanes for vehicle traffic, and general support for the project, among others.

QUESTION 6: Please indicate your level of agreement with the following statement: "The draft evaluation criteria reflect the interests and values that need to be considered to select a preferred alternative"

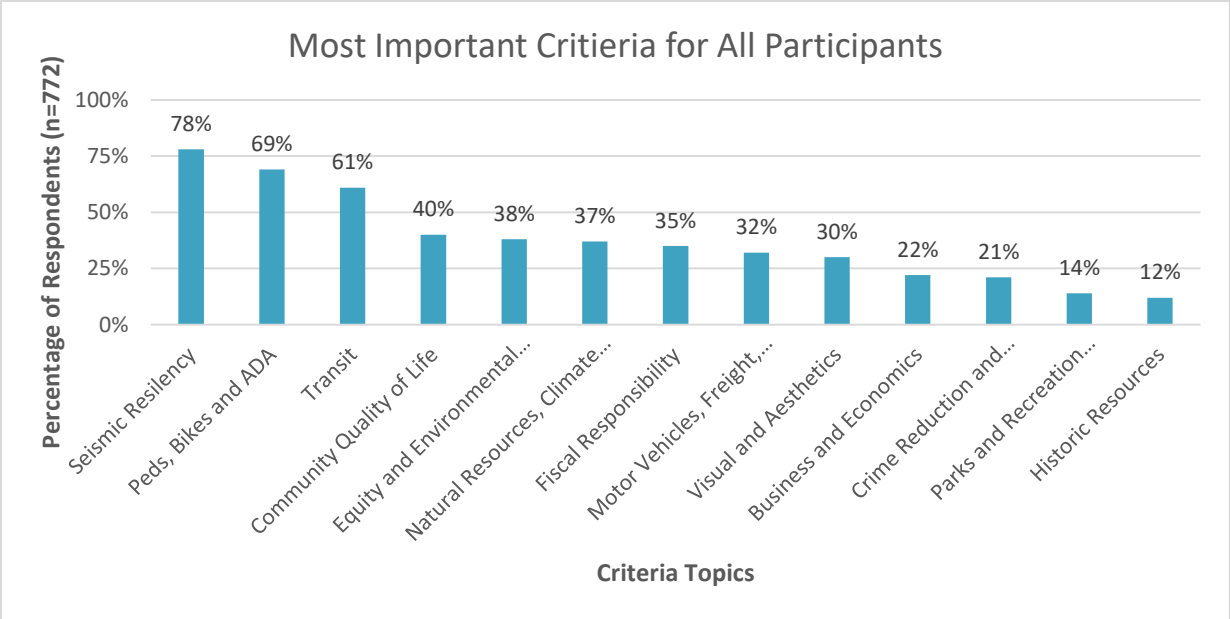


Over 80% of the 727 total respondents who answered this question either strongly agreed or agreed with the draft evaluation criteria.

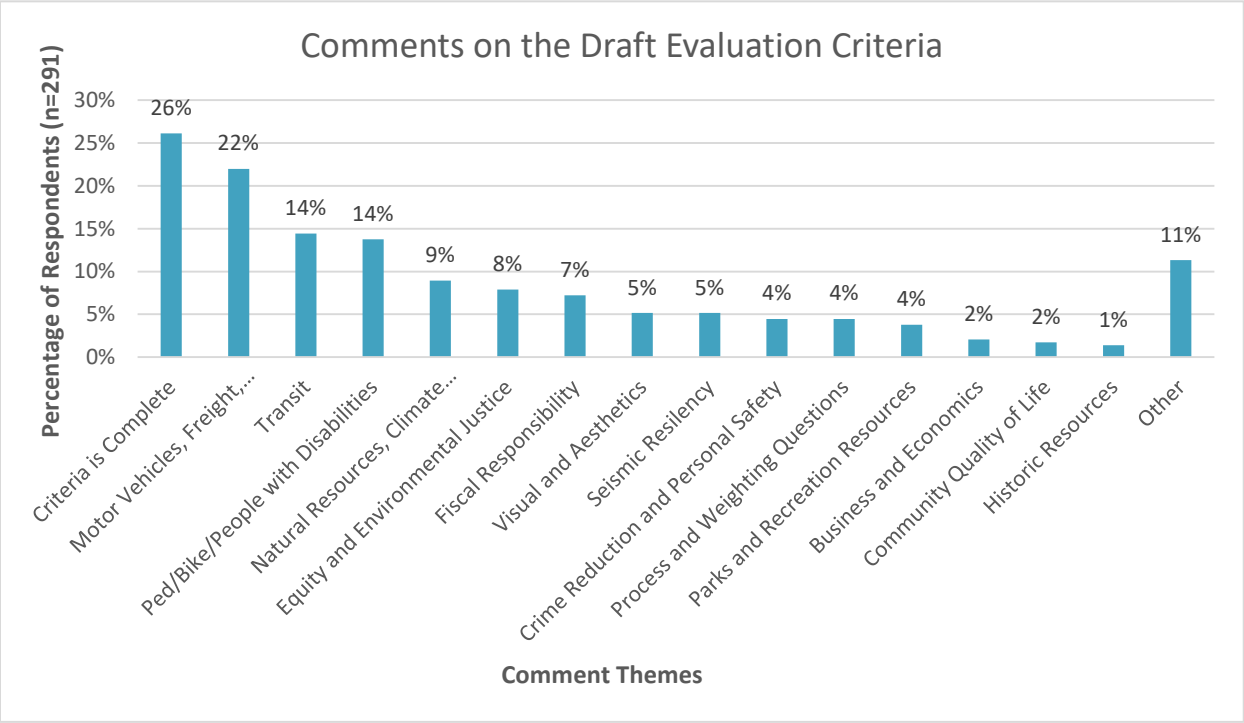
QUESTION 7: Which criteria topics are of most importance to you? Choose your top 5 (no specific order).

The top five criteria for all respondents were:

- Seismic resiliency (78%)
- Pedestrians, bicyclists, and people with disabilities (69%)
- Transit (61%)
- Community quality of life (40%)
- Equity and environmental justice (38%)



QUESTION 8: "Is there anything we are missing or should consider within these criteria?"



Criteria is Complete – comments noting that the list of draft evaluation criteria is comprehensive as is.

Motor Vehicles, Freight and Emergency Vehicles - comments regarding deemphasizing prioritization of motor vehicles, moving emergency vehicles into their own category, and improving the flow of traffic. A minority of comments supporting the prioritization of vehicle lanes and mitigating impacts to drivers.

Transit - comments in support of prioritizing and increasing transit options, especially over single occupancy vehicles.

Pedestrians, Bicyclists, and People with Disabilities – comments in support of prioritizing and encouraging active transportation or ADA compliance, especially over single occupancy vehicles.

Natural Resources, Climate Change and Sustainability - comments regarding mitigation of environmental impacts of the project and the need for more sustainable transportation options. Some confusion about why "Environmental Justice" is lumped with the Equity criterion instead of Climate Change.

Equity and Environmental Justice - comments concerned with environmental justice and social equity, especially around services or tactics that could help address the transient and houseless population as well as racial equity.

Fiscal Responsibility – concerns about being fiscally responsible with taxpayer money and taking care to not increase taxes or fees.

Visual and Aesthetics - comments in support of maintaining or improving the aesthetics of the bridge and area.

Seismic Resiliency - concerns regarding the seismic stability of the bridge and approaches on either end.

Crime Reduction and Personal Safety – concerns about crime and safety on and around the bridge and considering transient and houseless populations as well.

Process and Weighting Questions - comments regarding how the criteria will be considered and prioritized.

Parks and Recreation Resources - comments regarding parks, specifically the Burnside skatepark.

Business and Economics – comments regarding increasing economic and employment opportunities.

Community Quality of Life – comments regarding maintaining a standard of livability in the area during construction and beyond.

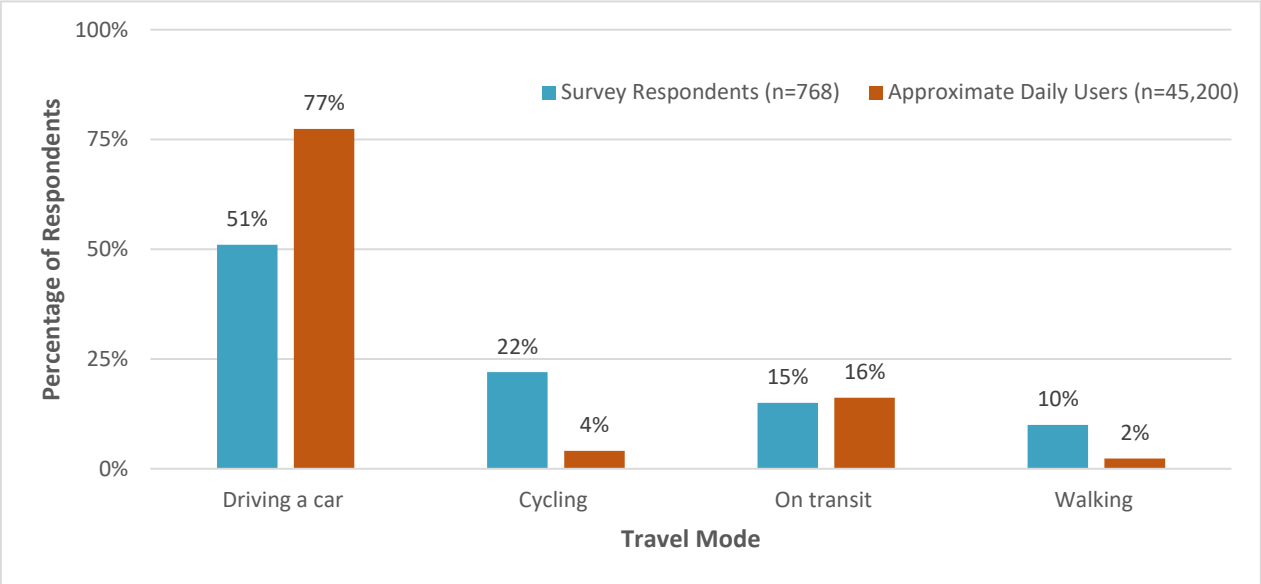
Historic Resources - comments in support of preserving Historic Resources on and around the bridge.

Other – comments across a wide range of topics, including river navigation, utilizing alternative traffic and bridge solutions such as tolling, floating bridges & tunnels, duration of construction, concurrent projects, and community input, among others.

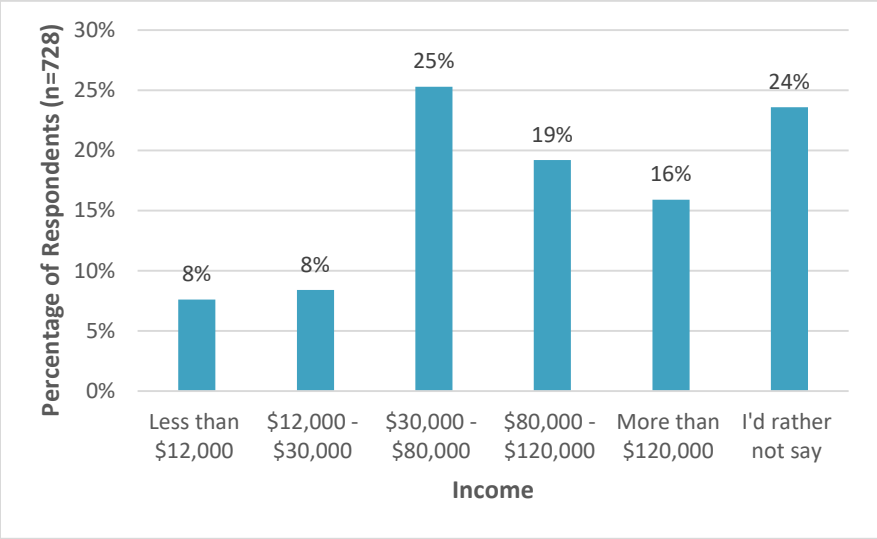
Who We Heard From

Travel and demographic questions were included in the online survey to better understand the input provided, identify the demographic groups reached through engagement activities, and to adjust future public participation planning for the project.

Travel Mode (survey respondents)

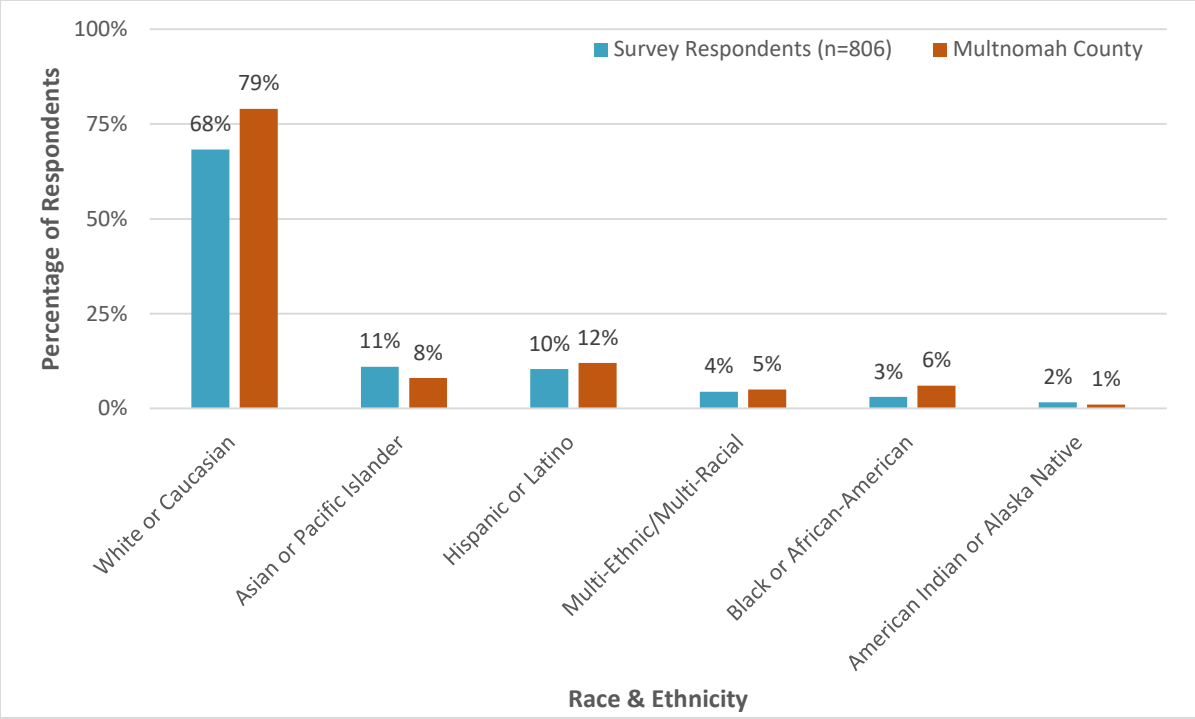


Household Income (survey respondents)

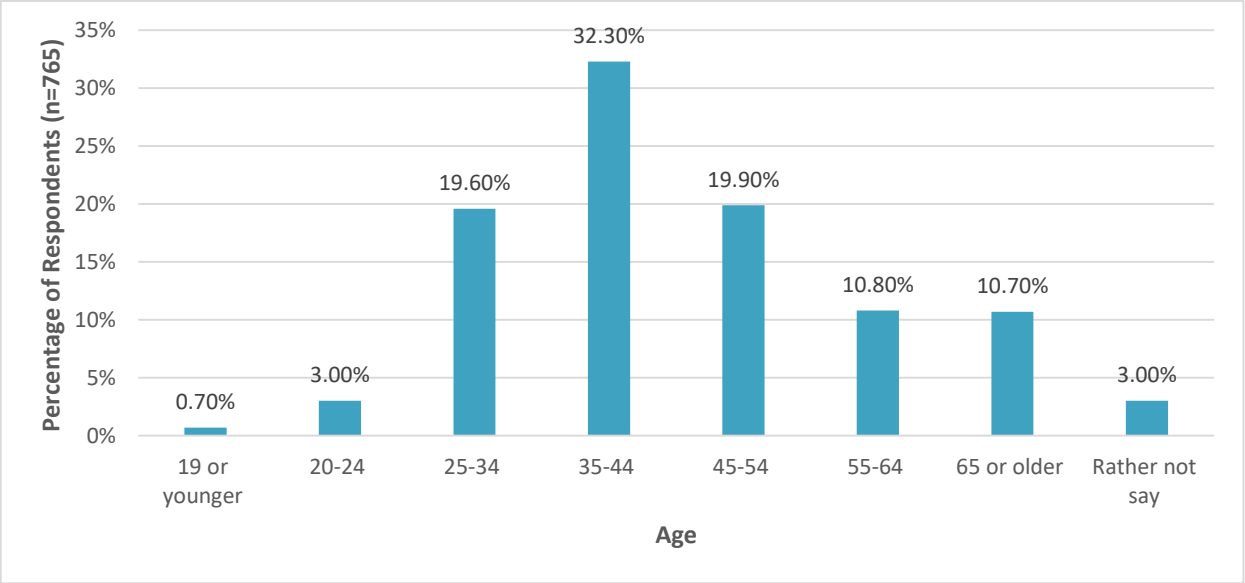


Reported household incomes of survey respondents are shown. For comparison, the median household income of Multnomah County residents (2013-2017 ACS) was $60,369.

Race/Ethnicity (survey respondents and Multnomah County)



Age (survey respondents)



The number of survey respondents in the 35-44 age range is larger than typically seen in a similar online survey and likely due in part to promotion and advertising on social media.

Future Considerations

The process and outcomes from R1 Outreach activities resulted in considerations for planning and implementing future phases of outreach. These include:

- **Coordination and planning with community engagement liaisons:** Diverse cultural contexts require different needs to clearly communicate project processes and concepts. There are opportunities to collaborate and plan with community liaisons who understand these cultural needs, including co-creation and translation. Coordinating with these liaisons during the early development of engagement plans and project communications materials will be important to intentionally engage community members in project processes. See Diverse Community Outreach Summary.
- **Reaching Black and Indigenous audiences:** While the R1 outreach was successful at reaching people from a broad range of cultural and economic backgrounds, the Native American and Black and African American communities were underrepresented compared to the County population. The project will increase input and involvement among these groups in future phases of outreach.

EARTHQUAKE READY BURNSIDE BRIDGE

BETTER – SAFER – CONNECTED

Multnomah County is creating an earthquake-ready downtown river crossing.

Appendix A. Stakeholder Briefings Log

Multnomah County

EQRB Stakeholder Briefings Tracking Log

Date	Stakeholder (Organization/Affiliate)
COMPLETED	
15-Feb-19	National Association of Minority Contractors - Oregon
15-Feb-19	Native American Youth and Family Center
22-Feb-19	Join
28-Feb-19	A Home for Everyone
4-Mar-19	Ride Connection
5-Mar-19	Voz
15-Mar-19	Immigrant and Refugee Community Organization
22-May-19	Central Eastside Industrial Council (CEIC) Transportation and Parking Advisory Committee
31-May-19	Burnside Skatepark
7-Jun-19	Coalition of Communities of Color
11-Jun-19	Templeton Property Management; RJ Templeton building
13-Jun-19	Beam Development (Eastside Exchange Building)
13-Jun-19	Pacific Coast Fruit Company
17-Jun-19	FPI Management; The Yard building
19-Jun-19	Oregon Nikkei Legacy (Japanese Historical Plaza)
10-Jul-19	Portland Saturday Market
11-Jul-19	AMR
12-Jul-19	Gerding Edlen; 5 MLK building
16-Jul-19	University of Oregon
17-Jul-19	Portland Rescue Mission
18-Jul-19	Portland Rose Festival
18-Jul-19	Central City Concern
23-Jul-19	Mercy Corps
30-Jul-19	Salvation Army - Female Emergency Shelter
31-Jul-19	Prosper Portland - Staff
31-Jul-19	Rose City Transportation
1-Aug-19	Urban Development + Partners
6-Aug-19	Portland Parks Board (subcommittee)
6-Aug-19	Key Development
8-Aug-19	Coalition of Communities of Color
12-Aug-19	East Multnomah County Transportation Committee
14-Aug-19	MultCo BPCAC
20-Aug-19	Portland Business Alliance
22-Aug-19	Night Strike
23-Aug-19	Native American Rehabilitation Association
27-Aug-19	CB Richard Ellis; Old Town Storage Building
3-Sep-19	MultCo Cascadia Preparedness Advocates Group
4-Sep-19	Old Town Community Association
5-Sep-19	Portland Freight Advisory Council
5-Sep-19	Go Lloyd
9-Sep-19	Historic Landmarks Commission
10-Sep-19	Portland Bike Advisory Committee
11-Sep-19	Lower Columbia Region Harbor Safety Committee
12-Sep-19	Pearl District Neighborhood Association
12-Sep-19	Regional Public Information Officers
13-Sep-19	Portland Parks Director
17-Sep-19	Portland Pedestrian Advisory Committee
17-Sep-19	City Club's Earthquake Resilience Advocacy Committee
18-Sep-19	Kerns Neighborhood Association
19-Sep-19	Portland Design Commission
20-Sep-19	MultCo DCHS
24-Sep-19	Downtown Neighborhood Association

EQRB Stakeholder Briefings Tracking Log

Date	Stakeholder (Organization/Affiliate)
1-Oct-19	Getting There Together
2-Oct-19	Frog Ferry
3-Oct-19	Clackamas County Coordinating Committee
3-Oct-19	WCCC Transportation Advisory Commitee
7-Oct-19	Region 1 Area Commission on Transportation
9-Oct-19	MultCo Sustainability Committee
14-Oct-19	WashCo Coordinating Committee
18-Oct-19	Dr. Lucy Jones
22-Oct-19	Downtown Neighborhood Association
28-Oct-19	MultCo Disability Services Advisory Council
29-Oct-19	Metro Councilors (small group briefing)
5-Nov-19	Gresham Chamber & Visitors Center
7-Nov-19	The Yard/FPI Management
15-Nov-19	Asian Pacific American Network of Oregon (APANO)
20-Nov-19	East Portland Chamber of Commerce
21-Nov-19	Vancouver Baptist Church
25-Nov-19	Portland Parks Senior Management Team
26-Nov-19	Native American Youth and Family Center
2-Dec-19	Coalition of Communities of Color
2-Dec-19	Verde
3-Dec-19	MultCo REACH/ACHIEVE Program Staff
11-Dec-19	Business for a Better Portland (Subgroup)
19-Dec-19	Portland City Council

EARTHQUAKE READY BURNSIDE BRIDGE

BETTER – SAFER – CONNECTED

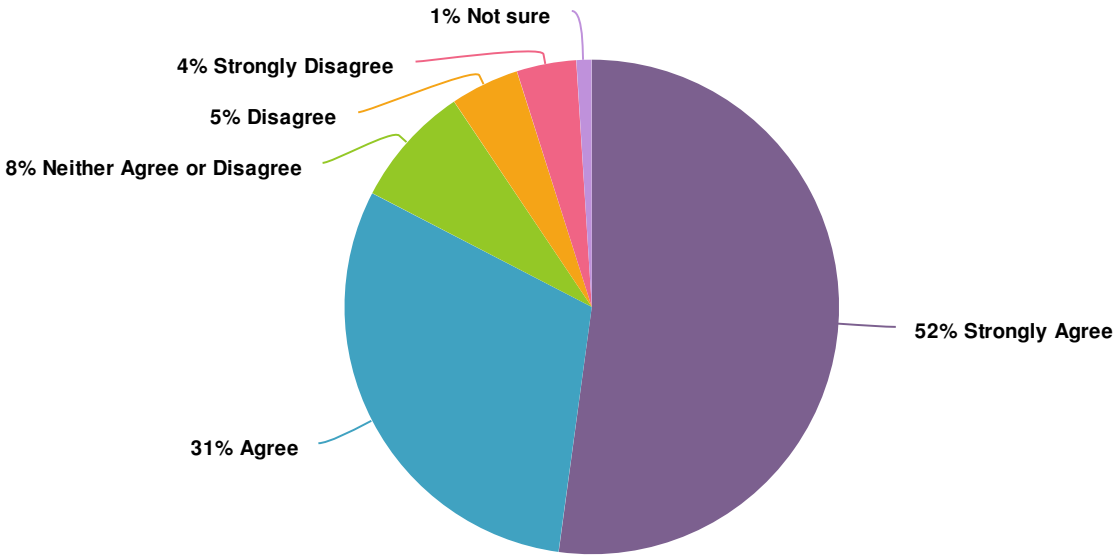
Multnomah County is creating an earthquake-ready downtown river crossing.

Appendix B. Online Survey Report

Multnomah County

EQRB - Sept. 2019 (R1) Online Survey response snapshot

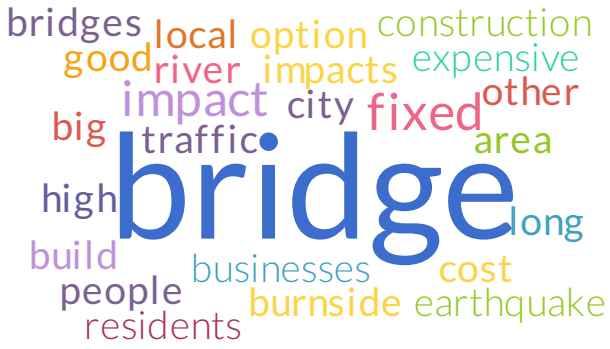
1. Recommendation to remove fixed bridge from further consideration. Please indicate your level of agreement with the following statement: "The fixed bridge alternative should not move forward for consideration due to the impacts on local businesses, residents, infrastructure and local street closures"



Value	Percent	Responses
Strongly Agree	52.2%	433
Agree	30.5%	253
Neither Agree or Disagree	8.0%	66
Disagree	4.5%	37
Strongly Disagree	3.9%	32
Not sure	1.0%	8

Totals: 829

2. Why do you feel this way?



ResponseID	Response
147	Impacts are too detrimental to street life and vibrancy.
155	Rich people need to be able to steam their cruise ships up the river
159	The viaduct is not conducive to a successful street, they should be a short as possible. A tall bridge would be much harder to cycle/walk over and would increase the divide the river creates between east and west
161	The bridge approach, particularly on the west side, would significantly alter the Old Town / Downtown street character in a negative way.
167	A fixed higher bridge would allow traffic to flow smoother as the bridge would never need to block traffic back up for BLOCKS and BLOCKS.
168	it has big impact on the area
173	Too expensive and disruptive
174	A bridge with fewer moving parts, i.e.: a fixed span is most likely more earthquake resistant or cheaper to repair than a moving span after an event. A taller and much longer bridge with significant local impacts was also just fine for the Jantzen Beach and Vancouver folks when the CRC was being developed. Why not here? Priviledge??
179	I think the fixed bridge option should continue to be considered until such time as all the considerations are determined for all the options. At that point in time a decision can be made as to whether or not the impacts of the fixed option are insurmountable.

ResponseID	Response
180	Extends the length of the bridge too much
182	It would be too disruptive to the areas on both sides of the river.
184	It's way too big! It would be a huge hill to bike over.
186	It would create more shadows on the streets below and extra noise.
187	That'd be too tall
189	Other proposals better meet needs of the community.
190	Cost, difficulty, obsolescence (someone will build a ship or other carrier taller than anything you can plan for.
191	Substantial change to the city's built fabric, particularly in a National LANDMARK historic district (Landmark is a higher designation, Oregon only has two). It would also bypass much access to entire neighborhoods that have had much recent private investment on both sides of the river.
192	Could impact some river traffic. The steepness of the grade on the bridge.
204	Adding any more elevation gain/loss to crossing at Burnside is hostile to pedestrians and cyclists.
207	NO es una opción viable, sería muy costoso y afectaría la ciudad y aún más la zona por el cierre por completo de está vialidad.
209	The size of the approaches is so large and would not all fit in the neighborhoods. I also don't think the goal of accommodating large ships is really that important.
213	While a fixed bridge would create new challenges as far as access and impacts to adjacent businesses, residents, etc is concerned, moveable bridges (or draw bridges) are considered outdated and require extra maintenance, which cause periodic shutdowns.
214	It's still a good solution for having a bridge that doesn't block traffic when it has to open for boats. But it would be a lot more difficult for pedestrians, bicycles, and park users.
215	The impact to the Portland skyline and river view would be terrible. It would look like another freeway.
218	Huge negative impact on both sides of the river.
224	Bridge landings are impractically long.

ResponseID	Response
225	I don't think the impacts on surrounding infrastructure, local businesses, and residents is worth it--but it's troubling that there are so many bridges that interrupt a bike/ped/transit commute in favor of ships. There seems to be little consideration given to how important a predictable travel time is, especially given the need to move people away from driving their personal car everywhere.
226	The other options are more appealing and a better use of taxpayer money.
227	It would be too costly. Plus, who doesn't love a good bridge lift?
231	The fixed alternative would reach too far back on both sides of the river and impact too large an area. Cost is also an issue.
236	Need a new approach to the bridge.
240	Because the earthquake that's hitting Portland will be happening soon and to protect millions of people in the community vs. a couple of businesses is worth the move and sacrifice.
241	Portland is a lost cause
246	Any new bridge should be as narrow as possible and should work with the existing bridge, not replace it.
251	A fixed bridge with significantly increased height and longer landings would not be good for bike and pedestrian connections, as well as potentially having negative visual impacts.
254	Cost
255	Massive construction, disruption and impact on livability for a long period of time, perhaps affecting the vista and skyline.
256	I feel that the bridge should be replaced or the current bridge retrofitted for seismic activity. Due to the age and condition of the current bridge, I favor any improvement that is determined.
257	This option sounds like it would end up impacting traffic flow, local business, and accessibility to the Burnside bridge forever. I'm not sure about cost, but it also sounds like it might be more expensive because it impacts a larger area.
258	Seems that the fixed bridge would create more problems during construction specially on the west side.
262	People's lives are more important than business interests
267	为了以后震后恢复两岸运输能力。

ResponseID	Response
270	I think it would take much longer to build and would actually be an impediment in case of a major earthquake during construction.
271	Temporary travel stoppage for bridge lift is less important than project construction impacts
277	The extension of the bridge landings would just further complicate the traffic around Burnside.
278	All the reasons you outlined.
281	I don't have the information on which the statement was theoretically based, so I cannot make an informed assessment. I will assume for the sake of argument, however, that the small amount of information provided is correct and adequate, and agree.
282	1) Increased cost; 2) bridge will be unsightly
288	It's also a steep grade and would not be as good to walk/bike on.
290	Appears to be too expensive, limits connections for people traveling by all modes, and also too steep for people biking.
291	There are other good and viable alternatives available, no reason not to choose one of those.
294	Cost would be too high and impact too great.
295	Why not when there are 3 other viable alternatives.
298	approaches would be too steep to allow bikes and pedestrians to comfortably use the bridge
299	It would be too disruptive to the city and make the approaches too much of a climb for cyclists and pedestrians.
300	Delays caused by bridge lifts also have an impact on local businesses and residents. I'd like to see a cost analysis to really understand the financial impacts.
301	The assessment offered is reasonable.
302	The bridge lifts are a minor inconvenience at most.
307	The mouth of the Columbia is a dangerous place and ship traffic will slowly dwindle as vessels become to large to navigate it and the shallower sections of the Willamette.
308	The mouth of the Columbia is a dangerous place and ship traffic will slowly dwindle as vessels become to large to navigate it and the shallower sections of the Willamette.

ResponseID	Response
309	Access to this version of the bridge looks like a mess, especially for bikes -- too hard to tie it into the grid, and too much climbing for bikes
315	Steeper grades are not attractive to this not-very-strong cyclist. Making the entrance ramps exceedingly long creates lots of area for campers (I hope we have solved our homeless problem by then, but there will always be some).
316	Too imposing on the downtown skyline.
318	A bridge that tall looks like it has the potential for something similar to the Marquam Bridge, where there's a lot of land UNDER the bridge that isn't utilized very well.
319	It is utmost important to not only consider the earthquake potential here in the valley, but also the amount of people living in this city. It needs to be a win win and creating a fixed bridge does nothing for our population.
321	Extended viaducts on either end would hurt the urban environment in the heart of Portland (viaducts generally create dark, unwelcoming spaces).
326	I am comfortable agreeing with the experts on this.
333	It's a monstrosity.
335	It's like building a superhighway in the sky. Enormously expensive and terrible for all transportation modes besides motorized vehicles.
336	very long landings, steepness for bicycles and wheelchairs
339	Constructing a fixed span of that height in that area would be ridiculous. Look at that thing!
340	Other cities, e.g. Edinburgh and Chicago, do a good job of connecting high bridges with buildings so that both the bridge and the space under it feel usable.
341	too tall- the height of the bridge is already an issue for accessing locations near the bridge.
343	I'd prefer a fixed bridge but understand the much bigger impact in every metric to the project.
344	For the frequency that large ships come through, it seems reasonable to create a moving bridge rather than a fixed one. Disrupting city streets with a tall bridge is not ideal and it would be rare for traffic to be stopped due to opening a bridge
345	It doesn't seem as good of an idea overall.
346	This would limit access to many streets for cyclists and pedestrians

ResponseID	Response
347	The grade needed for the bridge would also make walking and biking more difficult.
348	The costs far outweigh any benefits
351	eliminating the lift span isn't important enough given all the negative impacts
352	Size and scale
353	seems reasonable to quit the study
355	The steepness needed for a fixed bridge would negatively impact cyclists and pedestrians having to climb a larger grade. It also would not match existing bridges as well. I don't think it should take up more prime land near both sides of the river either.
356	Increased height would make it much more difficult for bicyclists and pedestrians to use the bridge- I like to use the current bridge because it is one of the flatter ones available
357	A fixed bridge is the most seismically durable.
359	its too steep and imposing.
361	Extra steepness will make it more difficult for bicyclists and pedestrians to use the bridge. I like to use the current bridge because it is flatter than some of the other bridges
363	that would be aweful for the city. way too big and would ruin the street life around it.
366	Fixed bridge will require ROW acquistion and impact traffic and development patterns negatively on both sides of the bridge, plus dominating the skyline and casting Old Town into shadow.
368	Huge impact/expense.
372	Too much disruption, out of scale with the buildings nearby.
373	Sounds crappy. Pdx doesn't need to overbuild for cars anymore
374	Long term impacts need to be considered over short term pains. While I strongly agree that businesses, residents and commuters should experience minimal impacts, if the best long term interests in the city include a fixed bridge a study should be entertained.
377	Would all future bridges have this functionality? Doubt it. And a bridge approach all the way from Powells Books to SE 10th... are we going to turn Burnside into a freeway? Then this might be feasible...
380	This would be a real pain to walk/bike/scoot over.
381	It has far too large a footprint.

ResponseID	Response
383	High bridges divide the cith
391	Out of character for downtown.
393	It's the most complicated choice to solve the problem of the Burnside bridge
395	I can't bike up such a steep incline.
396	support bicycles not cars
398	The other options seem better
400	It would create such a huge disruption to existing businesses and public spaces on both sides of the river.
402	Any major infrastructure investment is going to temporarily impact the area surrounding it. We need to think about the long term benefits of the bridge upgrades and not just the short term frustrations of the folks in the immediate area as this bridge belongs to the entire city.
403	It would ruin the character of the area. Because of the increased height/slope It would discourage cycling across.
405	Impact on local business and residents.
406	The slope of the bridge should be as slight as possible for bicycle riders.
407	You gave us no positive reasons why we should construct the fixed bridge. As such, I don't have enough information to provide good feedback here.
409	Steepness will be a major impediment to walking and biking
413	Would this have lower environmental impact than construction for a new bridge? If so, this would be my option despite interruptions
415	The fixed bridge alternative extends too far past the waterfront on the East and West side.
416	Because it doesn't provide increased room for creating bike lanes that are separated from vehicle traffic.
418	It would just be absolutely terrible for the urban environment, and especially for pedestrians and cyclists both on and under the bridge.

ResponseID	Response
421	While having a second bridge that is free from needing a lift span would be nice however requiring a bridge that spans from E Burnside & 10th to W Burnside & 10th would be a huge amount of construction.
424	A fixed bridge seems the most earthquake resistant, and if that is the point let us go for gold! Plus, moveable bridges can be a traffic nightmare and if we are going to replace a bridge I think we should replace it with one that works the best. To me it really seems like this one. I also, think the widening options afforded in a replacement bridge (either the moveable or fixed option) is a nice opportunity to build a bridge that works well for all modes of transport.
429	Would increase footprint of bridge too much.
430	It's too costly.
432	The existing burnside bridge already impairs walkability around its existing landings on both the east and west sides; a much taller structure with a much longer landing would only worsen the situation.
433	Doesn't seem feasible to build a fixed bridge with enough height to clear large ships at this point in the river.
437	The fixed bridge option seems like a waste of money.
438	We don't need a huge tall bridge with that much of a slope here.
439	It looks like it would be really steep for bikes.
441	Too costly, too much bulk.
445	Too tall.
446	All of the above reasons, his would be a blight on the neighborhood
452	Too much impact to east and west sides of the river.
453	This area has dealt with a lot of (valuable and justifiable) construction over the last several years and it would be nice to not have to navigate significant construction closures if we didn't have to.
455	Traffic delays due to bridge lifts are somewhat annoying but are infrequent enough that the cost of this option is not justified.
456	The approach ramps would be so long it would make no sense for lots of users
457	depending on plans for the Hawthorn bridge, it would be nice to have one less bride

ResponseID	Response
458	It doesn't seem to make sense in terms of cost, aesthetics, and it seems like the extension ramp on either side would dramatically alter the accessibility of the streetside buildings on either end.
462	A fixed bridge would require a minimum 80 foot height above the river, creating very steep approach ramps, difficult to use for bikes, disabled users, etc
466	Bridge approaches being that long would likely make the city feel less pedestrian friendly. Seems like too much of a dividing line.
467	I would hope that a new bridge would include bike lanes and sidewalks to allow pedestrians and cyclists to use it. A fixed bridge looks like it would require making the bridge steeper, which would discourage people from biking across it and could have a negative impact on wheelchair users.
468	Too disruptive to existing infrastructure, and pretty much terrible for non-electric bicycles
469	The bridge needs improvement without a doubt, but the other options are better for everybody, including impact on daily life.
470	A tall bridge through downtown and the eastside would be a substantial visual impact, plus joining the bridge flow from downtown/Pearl businesses would become a lot more difficult, since you would need to route all the way back to 10th. Human-powered traffic over the bridge would also be substantially negatively impacted - I bike across the Burnside bridge daily and would likely change my route to a lower option like Hawthorne, even though it is substantially out of my way.
471	It makes the space on East Burnside less hospitable and takes away from the current use of the space form business, residents and local streets.
476	Ugly and dominating of city skyline Unnecessarily expensive
477	Why is it even on the list if it's not being considered?
478	Difficult to access businesses below the bridge and makes the bike incline more difficult
480	Too much impact and cost to accommodate negative transportation types.
484	Elevation is too high for bicyclists
489	I defer to the experts. I would expect this to be expensive, but it is also greatly needed.
490	Too tall, too long, too expensive, street closures would be terrible.
493	This bridge would also introduce more climbing for bikes and peds to reach the highest point on the bridge and likely introduce a longer section of steep grades. Lots of impacts on urban design and scale within bridgeheads on either side of the river.

ResponseID	Response
494	It just doesn't make any sense
499	Impact to infrastructure, steepness of bridge for bike crossing.
503	if people are entering the bridge near the west end of downtown this could split some of the bridge traffic during rush "hour" between East and West instead of all traffic headed East and make leaving downtown easier.
504	The extended 5% grade and lack of access for much of the city on both sides of the river makes it unappealing/
508	We must not be cut off in the event of an earthquake
511	The graphics makes the fixed bridge look like it's an entirely different scale than the nearby structures, not sure whether that's good or bad? The steep climb probably would redirect casual cycling to cross at Hawthorne, but not sure if that matters? A big structure like that would become a landmark, if it's well designed that can be a plus, but a poorly designed, or visually ugly bridge that is also huge, would be bad. And so much of the success of a large structure like that is in the design. And the most important criteria for building an earthquake resilient bridge being it standing and usable after the Cascadia subduction zone event, not sure that it matters if the approach extends to Powell's? If the earthquake happens when the movable bridge is open, would it be engineered in a way to lower it without electric power?
515	Too much disruption to existing neighborhoods
518	Let's not tear up the city streets more than we have to
520	A high bridge is also too much work for bikes to go up. (Imagine gaining all the elevation of the Fremont Bridge every time you had to cross the river at Burnside.)
521	Also too much height gain for bike riders on a large, high fixed bridge (think riding across the Fremont.)
522	The need for a viaduct and landing farther to the west.
526	A fixed bridge would fundamentally alter the existing neighborhood and not in a good way, due to a massive structure looming over buildings and people.
527	It seems pretty obvious that the impacts to the neighborhood would be huge, and the bridge itself would be gigantic.
529	Definitely does not seem worth the significant impacts, for a relatively insignificant improvement.
531	Steeper grades and longer approaches would make this bridge much less useful for pedestrians and cyclists.

ResponseID	Response
532	Too much work, money, possible eyesore
537	All options should be considered if we are proposing such a major repair why not consider what will be the absolute best things to do for the city for our safety, economic impact, environmental impact, and city beautification
540	It looks expensive
542	It would be too high, way out of scale to the rest of the city. It would ruin the ground-level experience in its vicinity.
543	The fixed bridge alternative looks large and expensive.
552	More jobs for Transportation
554	Easer to remodel bridge than having to build a completely new one
557	Is very important
558	It is very important
561	Because is good for the city
563	Because the bridge is to old
565	Because you want the bridge to be secure inbuilt from ground up the right way
566	I live next to the bridge
568	Retrofit with security to the community
569	I disagree because may jeopardize human lives
572	The fixed bridge some times maybe more useful
576	Very expensive Not convenient
577	A lot of people is coming to Portland It should be fit
579	Safty and will need a way across the bridge in cases of emergency
581	Not sure why opinion matters but I loke it
583	Don't understand
584	Transit Transportation on bus

ResponseID	Response
586	N/A
587	I feel this way because to remove the fixed bridge is good for the city in the future, Due to the explanation about the earthquake, I think the city should work on the bridge
590	So we can make bridge stronger and safer
592	N/A
595	I like the idea of a fixed bridge.
597	This alternative is overkill and seems to have less transit options. I would like a future streetcar to go on the bridge.
598	Que you do is OK
599	What you do is OK
601	The bridge is Important
602	I do not understand
603	Is needed
604	We don't know when an earthquake is going to happen. We need to be prepare
606	The true I don't know
608	For a better bridge
610	No good! Very big!
612	The bridge will fall down in a earthquake
614	The bridge will fall down in an earthquake
616	N/A
617	Because is needed
618	N/A
620	Because we do not know when a Natural Disaster will happen
621	I will feel more safe with a new bridge because it will be more strong for the community
622	New bridge will help reduce further repairs, cost and will be more safe

ResponseID	Response
623	Is good
624	Is to much dimention
625	Because there will be more problems for the businesses as for all of us that we cross it
626	It is the way to my work
627	A fixed bridge would severely impact the livability of both sides of the river.
628	Is good
629	Too big of a project! Too much change on historic riverfront and beyond!
630	Portland should have at least one fixed, non-interstate bridge for autos.
631	N/A
632	Agreed because the length of the bridge would be too much
634	I don't speak English
641	The elevation gain required for a fixed bridge would deter use by active modes.
643	It would drastically change the city layout on both sides of the river and would be at a freeway scale not fitting downtown.
647	Physical impacts on surroundings are too much.
651	too costly
652	I'm not sure how many months local businesses etc would be impacted, but any impact is harmful. We also really can't have more congestion in that area, so the street closures would be a problem. Also I worry about unsafe or high-crime spaces being created under the bridge underpasses as we've seen with existing bridge underpasses.
656	No strong business case for a fixed bridge given other mobile alternatives.
662	Menos tiempo para terminar el trabajo
663	Porque afecta mas ala ciudadanía
667	Not enough information provided.
670	It looks terrible and would make a mess of downtown.

ResponseID	Response
671	As cool as viaducts are, and I love the interesting gritty feeling they give off they are not very accessible to everyone.
672	Would most likely have a huge impact on commuters and neighborhood and destroy the skatepark.
676	The height and size of the fixed bridge would severely disconnect and separate Burnside Street from its local neighborhoods closest to the waterfront, and leave most businesses and streets in shadow, hidden and inaccessible. It is too large for the scale of the area and therefore is not aesthetically pleasing.
677	The height and width of the fixed Burnside Bridge would be out-of-scale with the surrounding environment. This would disconnect and separate the street from its neighboring areas, and leave businesses hidden and inaccessible below it.
678	Cost would be unrealistic.
679	it would kill the environs at both ends.
682	Our region's carbon goals mean we shouldn't be favoring large vehicles over people-sized spaces. Those bridge approaches do not help move our city forward.
685	I would like this bridge to remain open during construction
686	If the bridge collapses, it's going to have way more impact.
688	The local impact is just too drastic and not necessary to improve safety for the users of the bridge.
689	I would need to maybe know a little bit more information before I can answer your question
690	The Burnside Bridge is such an internal part of Portland's history. It's iconic. I'd hate to see it torn down in the name of "progress."
691	It would cause a quite big impact to current down town traffic flow.
692	construction is always tough on businesses...there are more than enough businesses lost to this process; thereby, making a dominoe effect on families and infrastructure... let us not encourage more loss
694	*Traffic gets busy while the bridge open *It takes next five years to re-build the bridge. It feels people can tolerate the crowd during the construction even it come to 10th St.
696	*It is too long for the construction period. Also it is too wide and too long for the construction site as well. *Marukin Ramen locates near Burnside Bridge; therefore, we are not happy to have this option.

ResponseID	Response
697	*It is too long and the end of the bridge location is not ideal, which influences for the neighbor and its building.
699	I think it is too long to expand the bridge.
700	-Simply the issue of having to construction the approaches too deep in each side of the river (NW10th/NE10th) Having the approaches start so far West/East on both and would negatively impact views and traffic routs.
701	*I believe using other alternative bridge option is better. Because, I guess, it will be occurs the same problems like current Burnside bridge.
702	-I totally agreed not to proceed #2 option anymore. -Influence to local business, traffic will be huge -It must be covers more areas from NW 5th Ave to NE MLK Blvd.
703	Connectivity from local street to Burnside St.
704	Not realistic
705	If it is too far end (both NE/NW side), people might using detour route. Because people usually make decision whether using Burnside Bridge or not when its get closer position.
706	At Focus Group leader's explanation make sense.
707	It will cost a lot more and create more traffic issues
709	I believe the construction itself become too big, and its runes the Aesthetics of the City. If the bridge is too big, it could make a new dark/hiding section of the City which makes a new "bad -unsafe "area in this city.
711	I'll be very unlikely unconvincing for access from the downtown area because of the expansion to/from NE/NW 10th. also, it will effect for the traffic "inside" of down town area.
714	Access to the fixed bridge would be much worse for pedestrians than the other options.
717	If were going to build a new bridge, why not one tall enough for boats to pass under? It's a huge investment either way.
718	If were going to build a new bridge, why not one tall enough for boats to pass under? It's a huge investment either way.
720	Marine traffic should be a priority becauase it is an efficient way to move goods and people.
736	While it's important for Portland to have a seismically safe means of transportation after the possibility of a sizable earthquake, historical buildings, businesses etc. shouldn't be torn down or altered when there are other options

ResponseID	Response
737	既存の橋から経路・サイズが非常に大きく変更されることで、近隣に与える影響、コスト、期間の見積りが極めて困難になる事が予測されるため。耐震改修を目的とするなら、これほどの変更は不要かと思います。
738	Seems way too complicated and expensive. Too much negative impact on the current city
743	You show a cruise ship of a small size. They are much bigger now. You do not mention (readily viewable) how high a fixed bridge would have to be, to accommodate the pictured ship, as well as the current size.
746	It would severely impact traffic on multiple streets. Mlk connection to bridge etc.
748	The other options seem better and less disruptive.
751	If the experts say it's a bad use of public dollars, then I'm not going to argue. Note: the way this is worded in a way that's challenging to understand at first glance. I selected the wrong bubble intially. Usually, you want to present a neutral position and let people indicate what they do or do not want. I recommend consulting with professional survey designers in the future :)
765	The grades to get to that height would make it more difficult for people walking and rolling to access it. I'm not a fan of having an elevated bridge over Burnside.
767	looks bad and inconvenient for approach being so far from actual river
770	There is no stated benefit to this option, except that traffic will not need to be interrupted occasionally.
773	The long term impacts would negatively affect surrounding neighborhoods and businesses due to long approaches to the bridge.
776	Would change the city sky line as well.
783	AFTER LARGE EARTHQUAKE, WISH THERE IS A SAFE BRIDGE TO ENSURE CONNECTION FOE BOTH SIDE . THIS WILL CONNECT PORTLAND RESIDENTS, NOT TO GET AFFECTED AFTER EARTHQUAKE
784	After large earthquake ,wish there is a safe bridge to ensure connection for both side from east to west. Hope Portland residents not to get affected after earthquake.
786	TOO COSTLY, BUILD A NEW BRIDGE BETTER.
787	AGREE, DUE TO THE IMPACT ON LOCAL BUSINESS, RESIDENTS, INFRASTRUCTURE AND LOCAL STREET AND LOCAL STREET CLOSURES , HIGH FIXED BRIDGE ALTERNATIVES SHOULD NOT BE CONSIDERED.
788	TOO HIGH , VERY INCONVENIENT.

ResponseID	Response
789	TOO COSTLY. DISTURB LOCAL RESIDENTS. CREATE INCONVENIENCE FOR THE RESIDENTS TO COMMUTE ON BOTH SIDES. IN FUTURE , IF THERE IS LARGE SHIP NEED TO PASS THROUGH, IT CAN OCCURS PROBLEMS
790	PROJECT TAKE TOO MUCH TIME TO BUILD , IF GOVERNMENT HAS ECONOMY DIFFICULTY , CAN ASK RESIDENTS FOR VOLUNTEERS CONTRIBUTIONS .
791	HUGH AFFECT RESIDENTS LIVELIHOOD; INCONVENIENT; TOO COSTLY.
794	PREPARE FOR DISASTER.
795	WASTE MAN POWER AND MONEY
801	I AGREE BUILD A NEW BRIDGE
802	IT IS STRONGER !
803	TOO COSTLY
806	DO NOT NEEDED
807	TOO COSTLY
809	The height would be hideous and would change the look of the city for the worse.
813	Too disruptive/expensive.
815	to fund and construct this type of bridge would take more resources which does not seem prudent when other viable alternative solutions are available.
817	for the same reasons: traffic, infrastructure, street closures, etc. It would take too long.
818	cost and impact on community
819	community impact is not good
821	I do think it would be cool but too much change to the new construction
828	The larger footprint (compared to the other options) is going to increase displacement of already vulnerable people and resources.
834	Cost
836	The steepness of the bridge could negatively effect bicycle users. Also the increased heigh would be intrusive to buildings in the area.
837	fixed bridge causes more problems than solutions

ResponseID	Response
839	Impacts to the residents, businesses on either side.
840	Moving the approaches to the bridge will majorly limit the natural evolution of a large portion of the urban core's development, potentially leading to a less resilient community.
843	More expensive and takes away more land
844	the fixed bridge alternative as described does not address either the couch connector or earthquake readiness. maybe this is sloppy questionnaire design, maybe not.
848	There are other solutions that would work just as well, if not better, with smaller impact on existing infrastructure.
849	The fixed bridge would have severe impacts on the adjacent historic district and to the public realm along Burnside and beyond.
850	I think I might agree, but there is not enough information given here about impacts.
853	Too much disturbance to neighborhood , residents and current streets.
855	Approaches would be too high compared to existing buildings/businesses close to the river.
858	Skidmore/OldTown is a national historic district. this bridge option would negatively impact the character of the district. The smaller scale of the current bridge is in keeping with the fabric of the district and allows for a more connected relationship with that of the river.
860	現状の橋を使いながら新しく架けるという点では非常に魅力的ですが、周辺への影響を考えると賢明ではないと思います。
873	This alternative doesn't seem feasible because it would be far too large for the area it's serving. This option seems to prioritize the needs of river traffic and large boats more than the daily commuters in cars and public transit.
874	The fixed bridge alternative appears to be way too large to fit in with the surrounding areas. It would disrupt the feel of the neighborhoods around the bridge. It just doesn't fit.
882	Traffic in town is already very poorly managed. Bridge lifts cause gridlock and extend the danger to the population. A fixed bridge with and elevated train mass transit option should be considered.
883	The fixed bridge will help with traffic.
884	We need to think long-term about reducing gridlock from bridge lifts.
887	It's too early to rule this out.

ResponseID	Response
889	Worth studying the costs associated with the fixed bridge vs. costs/delays of bridge lifts over lifespan of the bridge.
891	I agree that the fixed bridge should be removed from consideration. With all the extra infrastructure and displacement, there will still come a day when a taller vessel will need to get through. Why close options for future scenarios?
892	I like the other options more.
893	This alternative sounds (from the statement above) like it would be controversial, and that would probably delay construction. The timeline is already too slow in my opinion, so let's not make it slower. Cascadia could happen tomorrow, and I think the city's #1 priority should be getting Portland ready to ride out a major quake as quickly possible.
895	too disruptive to have the long extensions on east and west ends of bridge
904	Let's make a bridge that works at the human scale and prioritizes people over cars and trucks and looks beautiful. This option does none of that.
906	الكلفة والتبعات كبيرة جدا
907	A fixed bridge with its' increased height would cut off the streets closest to the river.
917	Access points for pedestrian and bicycle traffic would be really difficult in this option considering the height and length of approach required. Those who currently utilize the Burnside bridge to commute to work in close--in downtown, old-town/china-town etc would have to backtrack a significant distance just to get on to the bridge. F
919	The new bridge would be too massive and throw a permanent shadow on buildings on the north side.
920	It would change the character and traffic patterns of these neighborhoods in an undesirable way, plus biking across would be particular challenging.
923	costly not practical
929	Would be far too intrusive, looks like it would be costly.
930	A large bridge of that sort, at that specific location, would be akin to a mini-Mt. Hood Freeway. Not a good idea.
931	It's not practical.
933	Retro-fitting to existing street network elevations would be too costly, too drastic, and visually too different from other bridges nearby.
935	Way too much impact to the urban fabric. We don't need more looming infrastructure creating dark areas under bridges and cutting people off.

ResponseID	Response
936	We need to have the best option to be able to handle our city's needs not only when an earthquake could hit, but for general future advancements in Travel!
937	The movable bridge alternatives seem better suited to Portland's current and future needs.
939	Other older bridges are draw types so one less doesn't seem to have a significant impact compared to the impact.
940	Multnomah County can ill afford another sky-high financial commitment for a bridge that would overshadow too much of the city.
944	We need to avoid displacing and causing negative impacts as much as possible.
945	I'm unclear in the safety aspects of a fixed or movable bridge in the event of an earthquake. Is one type safer or more durable in an earthquake event? I don't see this addressed anywhere or any research on this topic.
946	Cost is the big thing for me since the city is never able to get realistic estimates for any construction project. This has something to do with our form of city of government which is very stupid.
949	You're missing the chance to eliminate traffic delays caused by bridge lifts. In addition, I don't believe engineers are smarter than an earthquake, which is likely to make any lift mechanism inoperable and could impact the viability of the bridge for emergency traffic after the event. And, when do you expect cruise ships to navigate the Burnside Bridge?
951	just make a sound bridge that will survive "the big one"
952	This fixed higher bridge would ensure that all types of traffic are NEVER blocked as all sizes of boats will be able to fit underneath.
955	Negative impact to skyline, disruption to traffic, business etc. I don't think it would look good at all.
958	There would be a big impact on existing buildings and businesses with such long approaches being required. Changes the scale of the city.
962	While the bridge would initially have large impacts, the addition of a fixed bridge would generate positive impacts for its entire useful life. The benefits in this case clearly outweigh any short term harms.
964	Cost and impact are too high

ResponseID	Response
966	You've already determined this is the most reasonable thing to do. Why are you polling an insignificant number of people on it? With responder bias built in to study design? Are you just looking to get shot down by some I'll informed but organized group? Be a leader and own your expertise. Say this obviously bad option is off the table and stop wasting my and your time.
967	The height and size of the bridge, along with the longer length and new landing locations and the increased slope are reasons to remove this bridge. Most significant is the increased difficulty for people walking or bicycling to cross the bridge.
968	Landings are too far away and with too many impacts.
969	This would make the bridge difficult for pedestrians and cyclists given the height of the bridge. It would significantly disrupt traffic patterns and business.
971	The classic look of the Burnside bridge should stay.
972	Riding a bike over a fixed bridge structure would require a significant climb.
975	It would be too expensive and inefficient use of space.
978	Absolutely does not work with the neighborhoods/areas on either end of the span. Disconnects traffic on Burnside from what they're driving by, which is antithetical to Portland's entire zoning/code philosophy since the 1980s. Would be very out of place.
980	Not practical - alternatives would have less impact.
981	real estate wasted
982	A fixed bridge looks as though it would necessarily be what amounts to a bypass of most of downtown and the inner eastside. Which seems like a terrible idea to me.
984	It's clearly worse than the other proposals.
986	impact to urban design
988	It's too much of an impact. Would detract from the feeling of a pedestrian accessible area around each bridge head.
993	Wrong size for this location.
995	Cost and impact
996	This option feels like a big highway that would emphasize car traffic rather than bicycle and pedestrian modes which we should be prioritizing.
997	Probably will result in increased cost and build time with negligible benefits

ResponseID	Response
1004	The disruption to existing structures and traffic patterns caused by the magnitude of the bridge length more than negates the advantages of the simplicity of the design.
1006	Too disruptive to both sides of the river
1007	It wont work
1009	Cost sounds prohibitive.
1012	Too much impact on near downtown and east side areas as well as waterfront park and activities
1013	Too much impact on near downtown and east side areas as well as waterfront park and activities
1014	test
1015	I'm guessing having a longer approaches and a higher bridge would be way more expensive. It would also disrupt way too many existing buildings on either side. Too many impacts.
1020	would be giant
1022	I feel that the fixed bridge alternative is valid due to its ability to help alleviate traffic and congestion crossing the Willamette by not requiring bridge raises. I also feel that the underside of the fixed bridge could allow for interesting businesses and development opportunities similar to what can be seen in town currently under locations like Water avenue and Cathedral park.
1026	A fixed bridge wouldn't impede traffic flow.
1027	The fixed bridge alternative's would considerably change the face of the city and the river, and not for the better.
1031	If you are considering a 100 year structure current business, traffic patterns, infrastructures and residents are a non sequitur. Thur constrains we not part of the original bridge structure and there is a reason for that. The public good supersedes individual discomfort.
1032	It seems like it would ruin the character of downtown and the waterfront.
1033	Unacceptable impact on surrounding areas.
1034	too much rework
1035	Not needed if alternative bridge concepts are as structurally sound and can provide better traffic routes or options. Would likely destroy our iconic skatepark as well.

ResponseID	Response
1038	the number of ships passing under is too few to warrant the expense and time required for this alternative
1048	Jumping over these areas of town wouldn't be a big deal. I sit in this traffic all the time, we need to build a bridge that can handle future growth in our area. And plan for less people to ride bikes and not ride the bus. People who can afford to live in inner Northeast and work downtown like the both of us. We don't want to ride the bus or a bike. The buses are dirty and gross and the homeless camps the Cory can't control are unsafe.
1052	It's a ridiculous design and waste of money.
1055	Bad urban design. It would put buildings and public spaces in the shade, and have a negative impact on street life. The other alternatives are more human-scale and elegant. Plus, we still have all the other drawbridges anyway - this would not speed up ship traffic.
1057	too much harm to our local community
1060	This design would disrupt businesses and traffic patterns, without any increase in earthquake resilience.
1061	ugly looking, would take forever to build, probably not bike friendly.
1064	it will impact businesses and non-profits, residents in Old Town, and it will presumably be more expensive than the other options.
1067	The imposing heights required on both sides of the bridge landing would have similar effects of cutting off neighborhoods like the Fremont Bridge currently does.
1068	for the reasons you presented: cost and physical impact on existing land and steep angles of the bridge. It would be unsightly for the viewshed.
1069	I actually think a fixed bridge is the best long term solution for the city and region. The impacts described are far less than the long term benefits, especially when looking at a 100 year lifespan of a new bridge.
1070	Retrofitting the bridge would seem to allow for minimal disruption. I couldn't find statistics, but I would assume that widening the bridge wouldn't decrease accidents (on the bridge) significantly
1072	Why would we create so many problems, when we have alternative solutions.
1076	It would just slow down the project as people try to work out issues. It's not worth it.
1077	I would prefer we not disrupt the neighbors around the bridge more than expected, and I'm not sure a fixed bridge is reasonable there, anyway. I'm also not too keen on a steep bridge. This all sounds like a lot of expenditure for not a strong return (compared to the others).

ResponseID	Response
1079	The other proposal of fixing the sharp turn on couch and creating protected bicycle lanes seems more reasonable.
1083	I would oppose the 500 foot extension on the west end of the bridge.
1085	This would convert the burnside bridge into a region only serving bridge at the expense of a half mile of access on either waterfront. Might as well convert burnside to a freeway.
1086	Really expensive and limiting to the area and residents.
1090	It appears that not only do we have a serviceable existing bridge we could upgrade, but the other options/ replacment bridges would be less expensive and require less disruption of daily travel.
1092	It is needlessly wasteful to tear down and build a new bridge.
1095	Ship building/cargo ships rarely go past Swan Island, so a lift bridge is fine for the few times we do need it.
1097	Biking or walking across a bridge of that height would SUCK.
1100	Too expensive and unnecessary
1101	Steeper grades affect trains and non-automotive traffic
1108	It's most important to focus on the long term mobility of the region.
1110	Too much impact on business
1114	That's like an ostrich with its head in a hole. Make as many corrections as possible at one time. Give it homage to the past architecturally.
1115	Impacts to local communities and time frame for construction too long
1118	The fixed option should continue to be considered. It would relocate bridge traffic out of key business districts and focus bridge access to distinct areas. It creates an east-west express section.
1120	Gradually, the population of Portland has been increasing; therefore, the traffic jam has been become horrible lately. I believe this plan is very effective over all.
1121	Due to effect of the cost of construction and congestion of the city a lot.
1122	Without fixed bridges or tunnels, timing for a commute is uncertain.
1123	I agree that there is no need to spend more money to have significant negative impacts on nearby buildings, residents, traffic, and local street closures.

ResponseID	Response
1124	Due to County's research, I agree with the result.
1125	The bridge is getting old, and I believe the right construction need as soon as possible.
1126	This plan is completely change the current design of the bridge. Additionally, the cost and negative effects are enormous.
1127	大型船舶の為だけに、高いコストをかけてまで、想定より高い橋をかける必要はないと思う。ちなみに橋の下の環境も悪くなることが、予想がつく。
1130	The experts probably know what is not feasible due to current conditions surrounding the site.
1133	It makes no sense. Way too high of an impact
1140	It may be the best long term decision
1142	It does a poor job of integrating into the existing bike paths and grids adjacent to the bridgeheads.
1145	It seems like the other designs wouldn't adversely effect other modes as much as this fixed bridge concept.
1148	It sounds like too much of a burden on those who use the bridge every day
1152	Nothing should be off the table. A big picture view for the future is what we need. Thinking outside of the box is necessary. Relatively short term inconveniences, and temporary loss of revenue should not hinder the safety and planning for the right fit for Portlands future roadways and crossings.
1157	This option seems to have too much impact on the surrounding areas.
1159	It would cost to much to replace and make it harder for the taxpayers to use the Burnside bridge.
1160	Having the bridge go all the way to Powell's books sounds like would be a major change and impact traffic for many months.
1162	It would be way too expensive
1164	We've been impacted enough!
1167	I don't want a fixed bridge.
1171	it is important to make improvements to the bridge so it is most beneficial to the community at the same time doing the least negative impact on the surrounding neighbors.

ResponseID	Response
1174	Just doesn't seem like a good idea!
1175	It's already hard enough to get back to 2nd and Water from the bridges—extending all the way to Grand, and on the west side all the way to 3rd, would make it that much harder to get around the riverfront areas.
1178	Would be a pretty useless bridge
1181	Waist of taxpayers money.
1182	It doesn't seem to make sense and I see no comments about making it earthquake safe.
1184	I cross the burnside bridge daily for work and on most weekends. The amount of wait time during peak traffic hours due to bridge raises is minimally impactful on my commute. If the cost and impact is greater and most portlanders don't see the benefit, it doesn't seem justified to move forward with discovery of this bridge concept.
1185	It's already full of shadows at the street level on both sides of the bridge. Although this is my favorite option if the existing bridge is to be replaced, we can do better.
1186	It would cost too much money, negatively impact too many stakeholders, and be ugly and far too high for the surrounding area.
1190	Bridge lifts have been a total pain. Minimizing them by having more fixed bridges is important to me.
1191	for all the stated reasons PLUS it would look awful.
1193	It is too much cost.
1194	Better choice
1195	No comment
1196	Idea of new bridge is wonderful but how many people will be effected?
1197	Because it leads to disabling life and creates a state of congestion and demolition of many buildings that there is no need to do
1198	None
1199	Need a new bridge for next 100 years will be less cost of maintenance the old bridge every time.
1200	Because it is more expensive and has more impact on local area and it is too long.
1201	The bridge is part of Portland's history.

ResponseID	Response
1202	Start working to change the bridge so it would be a safe outlet in case of earthquakes, since studies and plans were conducted and available and we do not want wasting more time doing researches and studies
1209	It is very hard to justify the expense and impact to the neighborhoods given the volume of river traffic. If there were more river traffic, the fixed option would be worth studying.
1210	I feel the historic bridge should stay. We should fix what we have rather than building new.
1211	Agreed based on size of ship going upstream of the bridge; however, is that realistic that a large cruise ship would need to go that far upstream?
1217	It will affect local businesses and create disruption for a long period of time.
1218	Many of the bridges already cause disruption for local businesses and encourage littering and homeless camps as in the case under the Fremont 1-405 Bridge.
1223	Because I use this bridge 10 times a day
1225	Khong nen tiep tuc can nhac phuong an xay cau co dinh neu nhu phuong an nay khong dat hieu qua cao hon cung nhu chi phi ton nhieu lan hon nhung phuong an khac. Van de can xem xet la hieu qua va chi phi giua cac phuong an duoc de ra chu khong phai la van de tac dong den cac doanh nghiep dia phuong, nguoi dan, co so ha tang va tinh trang dong cua cac con duong dia phuong.
1226	due to the impacts on local businesses, residents, infrastructure and local street closures (related costs & changes/losses to the community)
1228	big effects (physical and moral) on the environment
1229	Because of its effect on the near by areas (trading centers and companies) and second point it will cost a lot
1231	I just like that our bridges are lift bridges.
1232	None
1233	None
1234	Because it has a wide way for big trucks and ambulances to help people in situations like earthquake. !!
1235	Affects surrounding works and buildings.
1236	None
1237	None

ResponseID	Response
1238	Cost a lot
1239	It is an old bridge and I believe rehabilitation will lose money and it will not give the new appearance.
1240	Too costy
1241	Too much damage to the city.
1244	It sounds unfriendly too the neighborhoods on either side of the river, and uncomfortably steep for bikes and pedestrians.
1246	While I would love another bridge that doesn't halt traffic, I feel the impact on businesses is too great.
1247	It could have too big of an impact on businesses.
1248	It could negatively impact businesses.
1250	Without a more detailed view, I'm not sure what to think. I really like the idea of a bridge that won't lift ever again as it makes travel more reliable. I'd have to get a better idea what the bridgeheads would look like.
1251	Your narrative convinces me. Using the new information that should rule out this option is what this process is all about.
1257	This looks like an expensive project that would take a decade to complete. This doesn't look feasible.
1258	This looks like an expensive project that would take a decade to complete. This doesn't look feasible.
1261	Not available
1262	N/A
1263	Too expensive.
1264	Fixed bridge may be a choice, but if there's a negative impact on traffic, residents and businesses, then it definitely should be dropped.
1265	"Because the results of having bridges fall from the earthquake that will happen very soon in the Oregon Coast will affect so many people, millions. Therefore for 40 businesses to be affected, then comparing with the number of people getting affected, the changes to the bridge to protect the people will be worth. "
1266	N/A

ResponseID	Response
1267	N/A
1269	From the money point of view, fixed bridge is costly and may occupy a larger area and affects the neighboring rural areas and environment.
1270	The new fixed bridge is expensive and harms the city
1271	Because the new fixed bridge costs a lot and harms the city
1272	I felt very good in the future.
1273	The new fixed bridge costs a lot and is damaging
1274	"I feel that the #2 and #3 suggestions are more adequate for our city."
1275	To continue looking for alternative bridge choice
1276	N/A
1277	N/A
1278	Because earthquake could be so strong and no bridge could hold out
1279	Because the ratio is not fixed and the highlands affects the area
1281	Should consider in order to achieve the most result.
1282	Because high bridges lead to harming the city
1283	None
1284	The ratio is not fixed and leads to physical harm and affects people's life
1285	The new fixed bridge I agree to stop it.
1286	It is convenient for the communities.
1287	N/A
1288	"Because it is difficult to turn the street that under the bridge. If you could build some small street to turn them, it is very good because the high of river could be increase while the earthquake is happening. "
1289	N/A
1290	It is convenient for the communities.

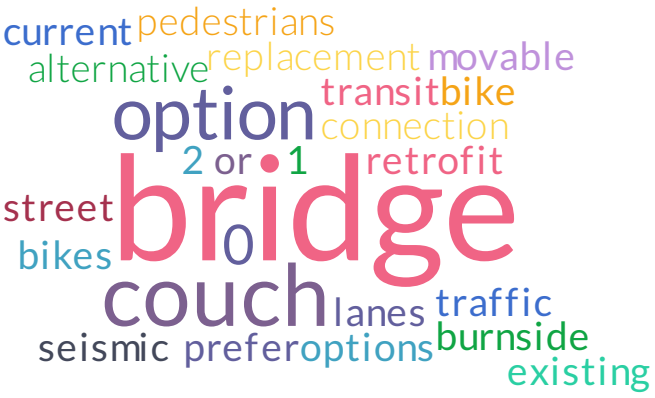
ResponseID	Response
1291	N/A
1292	N/A
1293	I agree to build a new bridge, but do not use the project #4 because if the bridge is too high, it is not good when earthquake happens.
1294	N/A
1295	N/A
1299	The headache doesn't outweigh the benefit when there's other options that would cause less disruption.
1302	It's both impractical and too expensive for the benefit of not having to raise it a few times a day.
1303	It sounds more expensive, without offering enough value to be worth the extra cost.
1304	It needs to be fixed.
1305	Our safety is more important than the temporary inconvenience to local businesses and residents.
1306	Agree with the primary statement, as well as, will a fixed bridge accommodate all boat sizes into the future?
1308	A fixed bridge will reduce congestion and pollution from idling when cars wait for ships. Any reduction in congestion and pollution is great.
1309	The extended approaches would have a terrible effect on the adjacent areas - perhaps similar to raised freeways.
1310	For the reasons above and cost.
1311	The impact of the bridge being occasionally raised doesn't justify the higher cost or the disruption to vulnerable people seeking services near the west bridgehead (such as the various missions and shelters located in that area).
1312	For the reasons stated in the paragraph. I have no reason to dispute the conclusions of the engineers.
1313	Too much impact on the cityscape.
1315	It would eliminate so many connections and ways in which people access the bridge. Taking away these connections would increase traffic and congestion on streets leading to bridge access. Plus it would have a negative effect on the community with regards to Eminent domain and affecting local residents and businesses.

ResponseID	Response
1316	Prefer to remodel the existing bridge
1317	The need of an additional 500 feet on either makes it unfeasible.
1319	N/A
1320	N/A
1321	N/A
1322	N/A
1323	N/A
1324	N/A
1325	N/A
1326	N/A
1327	N/A
1328	N/A
1329	N/A
1330	N/A
1331	"Should create a safe way for people to go when earthquake happens.
1332	N/A
1333	Agree on cancelling the choice of building a fixed new bridge for the following reasons: 1. High costs 2. Affects environment, near-by buildings and companies 3. Higher bridge is subject more to earthquake damage due to the lack of sufficient struts
1334	N/A
1335	For improving the current status and security in the future in case earthquake happens
1336	Theoretically is more correct and safer in case future earthquake happens
1337	N/A
1338	I don't agree with this option
1339	"Safety for future usage"

ResponseID	Response
1340	1- Keeping the old bridge will be a big mistake since it is so old. 2- Money wise, though choices are costy but one of which is a must
1341	"According to the explanation, I understand that this option would cost much more and take longer time to complete than the other options. Also, the impacts of this option on local businesses, Portland traffic and the environment are also more severe."
1342	"The new bridge may cost more and not suitable in the future where the river vehicles would change. Also, the new bridge impacts too much to businesses and environment."
1343	This project may lead to staggering of traffic, also its effect on infrastructure and its high cost
1344	N/A
1345	During bridge construction, Will there be congestion of traffic
1346	N/A
1347	NEED NEW BRIDGE
1348	N/A
1349	I agree
1350	N/A
1351	N/A
1352	N/A
1353	N/A
1355	N/A
1356	N/A
1357	N/A
1358	"It will be good."
1359	Affect business
1361	I don't feel that it reflect a "best" solution with the draft evaluation criteria.
1362	Redoing the approaches from further back would be an issue. Plus, biking/walking over the bridge would involve gaining far more elevation each way.

ResponseID	Response
1363	The impact on local bus/res/infra is not explained clearly. I cannot provide an accurate answer without knowing what the impacts are.
1364	I do not understand what the impact would be but my initial feeling would be that resiliency in case of emergency is most important.
1365	I agree that the overall impact would render this more problematic.
1366	Seems expensive and it provides to much shade in a city where rain is 10 months out of the year. In addition, it seems like businesses would largely would be impacted by the construction of the bridge on both side of the river.
1368	I feel having a safer bridge to cross for everyone is highly important.
1369	Mainly because the questions as written leads me to believe the experts don't like this opinions however, if this alternative would better serve the population in 100 years, relatively short term to local businesses and street closure.
1370	It would not be fair to the existing businesses and residents.
1384	I am not
1387	Out of scale for the neighborhood it serves.
1388	It would lose local and state tax payers a lot more for unnecessary road work and longer bridge closures would cause more damage to regular street roads.
1389	The "fixed bridge" should not move forward because there has been new development that would impact the new businesses, residents and will impact traffic.
1392	Although it may have negative effects, it could also provide new job opportunities to the area and make community safer and more efficient.
1393	It is very damaging to the environment.
1394	Too much cost and not practical.
1395	It is not good choice.
1396	It doesn't solve the problems in crisis and reduce traffic jam.
1397	This is a good idea not to have this high bridge.
1398	It is not a solution to the road problems.
1399	Yes it is not practical.

3. Do you have any comments about the bridge alternatives?



ResponseID	Response
147	I prefer either 1) seismic retrofit or 2) movable bridge.
155	Add a direct bike connection to Ankeny – get the bikes off Couch
159	The enhanced seismic retrofit seems like the best option. I think the center lane should be a pro-time bus lane (switches direction as necessary) and there should be just one driving lane in each direction. That would create more space for biking and walking. People drive too fast on the bridge, and have 2 lanes encourages dangerous weaving.
167	IF option 4 a higher non moving bridge is not an option, then option 3 to add an improved Couch ramp would be MUCH better than the current super tight Couch street turn.
168	no
170	#3 is just as bad as #4. Way to much intrusion into inner south east. Having cars slow down to get on the bridge is a good thing. We have all of this new life in that area and the last thing we want is more cars. The current size of the bridge is wide enough to have better transit and better bike. If we just take the space that is currently being working on and dedicated that to transit and bike only, we would be there.
173	I like the Couch St alternative
179	In theory, I prefer the fixed bridge. If it is proven to be too expensive or it is determined the impacts cause too many negative impacts then I would settle for a draw bridge. But I would like to see all the considerations side by side before eliminating an option.

ResponseID	Response
182	I don't have enough information to choose between the moveable bridges with or without the Couch connection.
186	Seems a bit intrusive on both sides of the river.
187	Couch connection seems good, looks like it'd make the MLK/Grand interchange smoother.
189	#2 is best combination of budget-friendly and active-transit friendly
190	I think it's worth moving forward on either of the new bridge alternatives. The additional width is needed now and will certainly be needed after an earthquake. I don't know enough about the Couch entrance to comment.
191	Retrofitting the current bridge to be able to accommodate streetcar is the best alternative as it also maintains its historic character (not technically as much as aetshetically).
201	I like the first option it seems more sustainable and like it would meet most of the needs hopefully for a lower cost than a whole new bridge
204	I strongly support "Movable Bridge – Northeast Couch Connection" to improve flow of bus, pedestrian, and cyclist traffic which is currently very slow and uncomfortable for all of the above groups with the tight corner from couch merging into Burnside on the east side. Additional width would be very helpful, so the "Movable Bridge" alternative would be my second choice.
205	both replacement options are preferred particularly the NE Couch connection
207	muy buenas ideas de alternativas pero sólo se queda en ideas ya que la ciudadanía no pagaria por gastos excesivos para estos proyectos. pasarían muchos años para realizarse y el temblor puede ser en cualquir monentos antes de que lleven en marchar estas vías
209	Both replacement movable bridges should have no more auto capacity.
211	I'm in favor of smoothing out the couch turn
213	What good will an upgraded or replacement Burnside Bridge be when everything on either end of that bridge would be piles of rubble following a major earthquake?
214	The enhanced seismic retrofit should also widen the bridge so that it doesn't have to narrow down anymore.
215	Protected bike and pedestrian lanes in option 2 seem like what we need
218	I'm unsure as to what a movable bridge is. Does it move when the earth shakes, or can it actually be moved to a different position on the river at some point?

ResponseID	Response
225	It's unclear if the #2 replacement (movable bridge) could also accommodate a future westbound Streetcar line, and makes it seem that there needs to be a choice between #2 and #3 if someone wants to support the expansion of the Streetcar routes. Would it be possible to have the Couch connection on #3 be transit only, or explain more about how #2 could accommodate Streetcar in the transit-only lane?
226	The best use of taxpayer money that aligns with the critical task of reducing carbon emissions would be to implement the enhanced seismic retrofit, and reduce vehicle travel to one lane, with bus only, and expanded bike lanes.
227	I have concerns about a replacement bridge not being as visually pleasing as the current historic (listed) bridge.
231	The summary provides great visual detail on the retrofit, but not on any of the other alternatives. Does this reflect preferences for the retrofit?
234	It isn't clear how the westbound streetcar would access the bridge in Alternative 1, the Enhanced Seismic Retrofit. The Alternative selected should be able to accommodate the streetcar.
236	Reroute Couch street.
240	To close the burnside bridge but to not build a temporary bridge, that's a waste of money where cars can be taking other bridges to cross or other routes.
241	Hopefully a tsunami Would wash Portland cleaner than it is, I think anything above raw sewage would do that
246	The existing bridge is a historic resource, so no alternative that replaces it should be considered. Further, in the event of a major earthquake there won't be demand for a wide bridge; a bridge that allows emergency vehicles, bikes and pedestrians will be enough. An alternative that would construct a new, seismically resilient bike/pedestrian bridge alongside the Burnside Bridge should be added to the universe of alternatives.
251	I like the replacement with NE Couch connection. I lived in the inner east side for several years and bike commuted daily; the current curve connecting the NE Couch couplet with the bridge cannot be navigated by trucks without encroachments into the bike lane.
255	Enhanced retrofit best idea if it achieves seismic protections. Building a new bridge, or a Couch extension, will bring more trucks and traffic to the Burnside crossing, causing more traffic and congestion on both sides of the bridge, into all the inner neighborhoods.
256	I am in favor of the enhanced seismic retrofitting of the bridge as long as the current structure is able to be improved in this manner. Otherwise, I would support other options
262	Get it done
267	无意见

ResponseID	Response
268	The only cost effective alternative is #1, retrofit existing bridge. I find alternative #3 to be laughable. PBOT recently built the poorly performing Couch street approach that they now want to replace. There was plenty of time to remedy the error by straitening out the Couch curves when the land was vacant, but the City did nothing. So why take a more expensive approach to correct PBOT's error? I have my doubts that the end product would be any better.
270	Not clear why widening the street approaches is not part of the plan. These would be potential bottlenecks.
271	I am concerned that a retrofit cannot actually achieve the stated goal of earthquake resiliency. I think a replacement is the best option for true earthquake readiness. How come the option of a double span is off the table?
277	It would be nice if a replacement is determined to be best I think the design should replicate the towers. I do like the idea of widening the span to better accommodate transit and bicycles.
278	Prefer #1 so far.
281	I would like to know what the advantages and disadvantagees are of retrofitting versus building a new bridge. This information should include costs, time required, and more.
282	All have value with the Couch Connection being an improvement and benefit for future traffic management
288	I would like to see a jersey barrier protected bike lane that is 8ft wide to accommodate current and future bike traffic. Currently, the 10ft Hawthorne Bridge MUP is extremely difficult to navigate during rush hours. Walkers, joggers, slow and fast cyclists all result in pinch points. Separated walking/biking space is needed as its a separate transit lane to speed up bus times. Either do a seismic retrofit and reduce 1 car lane for a transit only lane on each side, or do a new, moveable bridge with Protected Bike Lanes, Transit Lanes, and a wide pedestrian friendly sidewalk (8ft)
290	If possible, go with a retrofit of the current bridge and remove a lane of car traffic permanently to both have a transit-dedicated lane and give more space to making biking/walking/micromobility more comfortable. We have seen with the current work on the bridge that the bridge does not need multiple lanes of car traffic in both directions to function well.
291	I would generally prefer not to replace the bridge, because it's nice to have historical bridges.
294	I like option 3,
295	#3
299	I prefer alternatives 1 or 2.

ResponseID	Response
300	Fixed bridge remains my preferred replacement in lieu of specific financial information. Second best option would be enhanced seismic retrofit.
301	I'm interested in the option with couch street expansion
302	I fully support widening the bridge for improved pedestrian, bike, and transit access. I also think reducing the sharpness of the turn onto the bridge off Couch would be a great idea depending on the cost impact).
307	My opinion will be weighted by cost benefit which is hard to assess without cost information. Consider moving bikes to sidewalk height for shared bike/walking space for alternative 1. Consider physical protection of pedestrian and bicyclist space in alternative 1.
308	My opinion will be weighted by cost benefit which is hard to assess without cost information.
309	Frankly, cost makes a difference. In a vacuum, #3 looks appealing -- as long as the Burnside Skate Park will be preserved. However, I suspect if each of these had price tags attached, I would prefer #1 or #2. If there was an option to take #1 but add some width for physically separated bike lanes, that would be my overall favorite.
315	I'm not liking the proposed widening, even though I strongly support making more room for transit, bikes, and pedestrians. Those are the modes we need to be prioritizing.
316	It is important to maintain the Couch connection.
318	Options 2 and 3 look great to me; I like that each creates more room for pedestrians and cyclists, and I like that both have the potential for Portland Streetcar expansion.
319	3. Replacement: Movable Bridge – Northeast Couch Connections is the most logical route for traffic/transit, retrofitting and pedestrians/bikes. It would not only clean up the flow of traffic but it would become a popular bridge for all. The views going east to west are incredible. The Portland Oregon sign is at the other end. Current navigation through the area is seemingly difficult and tight for buses and large commercial vehicles. Our vision for Portland bridges should be to cater to more peds and bicyclists and transit. By choosing a couch modification we can have more of a tillikum crossing bridge feel in the middle of the city. The distance for bikers to feel safe could and should exist.
321	Would the enhanced seismic retrofit option result in higher costs in the future? This could whittle away any near-term savings. I like the Couch curve and don't see the problem with keeping it in place. People shouldn't drive super fast in the middle of a city, which wide straight streets can encourage.
326	#2 sounds good. I am especially pleased to hear it would have physical barriers to separate motor traffic from bikes and pedestrians.
333	The seismic upgrade makes the most sense.

ResponseID	Response
335	The replacement bridge with the Couch connection is a bad idea, making the bridge more like a highway, inevitably benefiting motorized vehicle traffic at a cost to bicycles and pedestrians
336	I prefer #2, a movable bridge without the long Couch connection, which is too much shade and concrete spaghetti. The Couch Street curve is acceptable if drivers take it slowly, and streetcars (as opposed to buses) are more about real estate development than transportation so I don't feel big bucks should be spent accommodating them here.
339	100% in favor of any and all efforts to improve biking/walking/transit conditions. The Couch Connection option strikes me as one that overbuilds in order to solve something that's not really a problem? Is that curve really so difficult that we'd want to spend millions on a span that extends over the highway and the tracks? I can perhaps understand that from a construction timeline/staging standpoint, but I also worry that it might diminish some of the potential for development if/when we manage to decommission I-5 on the Eastside.
340	How much more would the Northeast Couch Connection cost? If freight vehicles are likely to benefit, could they be taxed to pay the difference? One of the replacements seems like the best option, to improve bike, ped, and transit on the bridge.
341	yes. Have you considered a Burnside Bridge one-way a Couch Bridge one-way?
343	Of the remaining options I prefer the Couch street connection option.
344	I like the idea of a wider bridge. I am often on that bridge with my bike, and a bit more room would be nice. However, what is the cost difference between fixing the old bridge vs. creating a new one. Are they similar or is there a large difference. I do not fell that I have enough information to make a rational decision.
345	#2 and #3 seem like the best options to me.
347	Biking, Transit, and Walking MUST be priorities that cannot be forsaken.
351	favor option 3
353	Please seperate bikes from cars on this busy bridge
355	Yes to a streetcar! Dedicated transit, protected bike lanes, make cars the lowest priority in design, unlike the current project that puts bikes on the sidewalk with pedestrians and light poles while maintaining two eastbound auto lanes.
356	Do not like enhanced seismic retrofit because it does not improve ridge for bikes, pedestrians, or transit
359	We should retrofit the existing bridge, remove a westbound traffic lane, and add barrier protected bikeways in each direction.

ResponseID	Response
361	Do not like enhanced seismic retrofit because it does nothing to improve the bridge for bicycling, Walking, and transit
366	Moveable bridge with Couch connection seems best. Make sure there are wide sidewalks and bike lanes. But also, make connections to buildings on the bridge approaches, like a few of the old buildings to now. This will get more "eyes on the street", and make the sidewalks safer (personal safety) than the long, isolated section they are now.
368	I am strongly in favor of bike lanes protected from traffic by permanent concrete barriers. I also like prioritizing transit-only lanes. If design #3 would allow an easier future streetcar route, I support that more than the others.
374	Generally speaking, we should do what we can to allow a smoother flow of traffic in and out of the city. That likely means widening the bridge and vehicle traffic lanes in addition to allowing for safer and more efficient alternative transportation movement as well (pedestrians, bikes, scooters, street car, etc.)
377	I like Option 3 with the Couch Connection. I care more about making pedestrian/bike traffic safer and metro traffic faster than allowing more car traffic through.
378	The 3rd choice looks like it makes the most sense
380	All I want is the alternative that prioritizes pedestrians/bikes/trains over cars
383	Enhance the current bridge - we do not need a new bridge
384	Prefer Option C - replacement that incorporates NE Couch. Bridge replacement should provide enough space to accommodate bikes/peds (elevated separation from motor vehicles) plus dedicated transit lane in EB direction.
391	Preferred options in order of preference: 1. Option 3 2. Option 2 3. Option 1
393	Option #2 feels the best choice when considering cost and the central city in motion initiative
395	#3 seems like it would help a lot with traffic, particularly by allowing for a streetcar expansion across the river.
396	3 looks to be the best for the future
400	Alternative 3 seems to be the best option to accommodate future needs and options.
401	They should include safer options for bicycle users.
403	Make cycling safer by including protected lanes.
404	I like the Couch connection alternative

ResponseID	Response
405	I would prefer options 2 or 3, whichever is best for environment and community.
406	Why not also look at two bridges, a Couch and a Burnside bridge, each one way for cars and two way for bikes / ped, to connect up with a new Couch / Burnside couplet on the west side?
407	Number 3 is better than Number 2 because it has space for a streetcar. Number 1 is better than Number 2 because costs would be lower. We should consider taking away space for cars and adding it for biking rather than expanding the bridge.
408	build a new wider one
409	The best options increase space for biking, walking, and transit.
413	Happy it will include wider lanes and that it fixes the tight couch curve.
416	We need to choose a type of bridge that provides increased room for creating bike lanes that are separated from vehicle traffic.
418	Hard to tell. The diagrams don't give much information, and it's not clear what cross-sections are possible. Perhaps that information's in the video?
420	Reduce and narrow the car lanes to make room for bikeways and bus lanes. The existing width is enough, it just gives too much space to cars. Consider congestion pricing.
421	I like alternatives 2 and 3.
424	I strongly dislike the "Movable Bridge – Northeast Couch Connection" It looks terrible and feels like it will end up being a much bigger traffic problem. I would hate to be stuck in a bottle neck over water.
429	Yes. I support either #2 or #3. Why are you not explicitly asking us which designs we prefer?
430	The third alternative looks the best in terms of public transit.
431	THe two alternatives with enhanced bike and pedestrian lanes look good to me.
432	I've been riding over the burnside bridge a few mornings a week recently, and watching it from my office for a while now. It's not clear at all to me that the bridge should be wider to better support pedestrian/bike/transit traffic. There seems to be a fair amount of existing space that could be reclaimed from SOVs and put to a higher use.
437	Any alternative should make walking and bicycling safer.

ResponseID	Response
438	We don't need to make any more room for cars, or freight vehicles. Period. They already own all the roads. We need to cut down on commuting times for responsible commuters by prioritizing access for those who ride their bicycles, or take public transit. By all means, make bike lanes and a bus only lane. *Do not* in any way, shape, or form create more lanes for cars and/or freight. If we want people riding public transit, we need to make it easier than driving a car or most people just won't use it. We've seen this in action with the huge influx of population over the past decade who have not acclimated to Portland transportation culture. All the asshats from CA are addicted to their cars, and we need to fix that.
439	I am a mom who bikes with my daughter across the Burnside Bridge almost every day. We love seeing all of the bikers on that bridge, but we need more space! Please give us lots of protected bike lane space on the new bridge. And, please consider "bus only" lanes on the new bridge- those work really well downtown.
440	Options 2 and 3 - with enhanced multimodal access - look great.
441	The NE Couch connection would destroy the great pedestrian environment that exists today in the pocket just north of the Bridge. Please don't do that. I like retrofit.
445	I like the one with the couch street curve.
446	As long as there's protected bike lanes, I have little preference
453	I have a slight preference for 1 and 2 because less road spaghetti is easier to navigate as a pedestrian and a timid driver. 3 seems like it would have more overpasses. However, I've taken the Couch-to-Burnside on-ramp as both a cyclist and a driver, and realize that it definitely is scarily sharp in wet weather.
455	Option 3 seems like the best option. I prefer a new bridge since the service life and performance should greatly exceed that of option 1. Additionally, the sharp bend at Couch slows traffic flow significantly and is not safe - it is a very hokey condition. Accidents will occur here during icy weather.
457	Protected Bike lanes (not just paint) and BRT lanes are most important. We have too many bottlenecks from SOV. Let's build for the future, let's build for Public transit and active transportation rather than furthering the mistakes the last century. Too many people are moving here with their cars and they are clogging up the bridges and making public transportation less efficient and useful. Downtown cannot handle anymore cars, but it can certainly handle more people. Let's do it right the first time.
458	Alternative 1 would suffice, especially if funding was tight. It would be great, however, to have a wider bridge for more pedestrian and bike space. As is it can feel a bit tight crossing, especially if work is being done and bikes need to be on the sidewalk. I would like to see a concrete seperation between cars and other modes, for safety. For these reasons, 2 or 3 both seem like good options.
460	I would recommend option two based on an initial reading of the three alternatives.

ResponseID	Response
462	Priority order: 1) lane-priority transit, bikes/peds 2) freight access/thru-out 3) private auto access and level of service
464	#2 seems like the best idea to me.
466	I like the options that get more people out of SOVs and have better options for moving large groups of people safely with low and no emission vehicles. My vote would be for more public transit-only lanes and less SOV lanes, wide sidewalks, and protected lanes that provide enough room for quick moving electric scooters/bikes to pass slower manual bicycles more comfortably.
467	I think expanding the bridge to allow for bike lanes, as well as possibly bus lanes, would be a positive improvement.
468	I like maintaining and seismically strengthening the existing historic Burnside Bridge, while adding safer, separated infrastructure for bicyclists, pedestrians and transit.
469	The plan that widens the bike and pedestrian lanes to 8' apiece, is the best option. The safety of cyclists and pedestrians should be high on the priority list.
470	I like either of the moveable replacement options. I love the current bridge and its historic character (except for the painful yellow speedbumps in the current construction zone), but I'm concerned that a retrofit might be less safe or have unplanned budget overruns that fully new construction would be less likely to encounter.
476	Prefer keeping bridge footprint as close as possible to existing footprint. Do not like the Couch ramp option -- would eliminate public places around the Yard and isolate buildings between Burnside and Couch -- appears also to encourage driving.
477	Give me physical protection from out of control private motor vehicles. PLEASE.
478	I like option 3, it is important to include bike and bus friendly options in the design and to have room for expansion of services like the street car expansion
480	The retrofit is the best option. There should be a bus (BRT) lane, a motor vehicle lane, a bicycle lane, and a sidewalk in each direction. No need for 2 lanes each way for motor vehicles or this will continue to encourage people to drive into the downtown core.
481	I like the idea of widening bridge to better accommodate pedestrians and cyclists.
484	I strongly prefer retrofit for environmental and cost reasons. However, street space for both retrofit and new bridge options are not acceptable for meeting climate and vision zero goals. Bike lanes should be fully protected, with concrete. There should be dedicated bus lanes in both directions. Structurally, the bus lanes should be easily retrofittable for light rail in the future.
493	Is it possible to reduce the grades and highest point on the bridge for replacement alternatives since they will include a lift portion regardless?

ResponseID	Response
494	I think the enhanced seismic retrofit (1st option) is the best.
503	If we are not considering the fixed bridge the cheapest and quickest next option should be moved to the top. If the only benefit to a whole new bridge is a small amount of space added to the lanes and it is not cheaper or quicker than retrofitting it would be a waste of money and time.
504	Option 2, replacement: movable bridge is the one that seems best suited for long term success.
511	This is great: the same width as the current bridge at the approaches. This increase in the bridge width would create more space for bike lanes, pedestrian sidewalks and a transit-only lane. It would also create a barrier between motorized traffic and the bike lanes and sidewalks. Not a fan of the Couch Connection, maybe in the Vision Zero sense, it's not bad for traffic to have to slow down and make a curve, smoothing those curves out for speed can make the road more dangerous for people.
513	I think we can make more room for bikes and pedestrians without increasing the size much if at all.
515	Need to prioritize bus, streetcar, bike, and pedestrian traffic, NOT private cars.
520	I prefer the retrofit option.
522	The Couch connection should be designed so that it requires condemnation/demolition of the Yard apartment building.
523	The new Burnside Bridge MUST provide space for both *transit-only* lanes in both directions AND fully barrier-protected BIKE lanes in both directions that are wide enough to accommodate people on bikes, skateboards and scooters. Cars should have 1-2 lanes per direction. This is the center of a major URBAN area; cars should be the LAST priority!! This bridge needs to be about moving PEOPLE efficiently!! Cars are the LEAST efficient and most climate-change-worsening form of urban transportation ever created!!
527	I like the idea of the "Replacement: Movable Bridge – Northeast Couch Connection" but it seems like it would be the most expensive and have the biggest impacts on people who live near the east landing.
528	I like the alternatives that add space for better bicycle and pedestrian facilities
529	I am a real big fan of option 3 with the new extended Couch connection portion!
531	I like the Couch alternative the best, as it gets rid of the tight curve in the current couplet.
532	Retrofit existing span to keep the historic bridge look and feel

ResponseID	Response
536	Please work with PBOT to seek community input on the transportation lane configuration on whatever bridge type moves forward. There are many options worth considering here.
538	The bridge deck doesn't need to be widened to accommodate more room for walking and biking. Just repurpose one of the three eastbound lanes.
540	I like option 1
542	I suppose I am most comfortable with the replacement, movable span. There is little river traffic at that point that would require a lot of openings. The one with the NE Couch St. approach looks more reasonable.
543	Options 1 and 2 look best
549	option 1 looks the cheapest
552	All alternatives are good Retrofit Hydraulic jacks Braces Security cameras
554	N/A
561	Yes! It should be reinforced
565	Yes! Make sure that the bridge is safe for everyone to travel on.
568	Safety for the community
569	they are acceptable
572	N/A
576	Very good
577	N/A
579	N/A
581	Need to consider the traffic increase in future already overcrowded Don't understand, wider bridge no more lanes
583	Without the bridge what would be for transportation
584	Agree Retrofit the bridge
586	N/A
587	No

ResponseID	Response
590	I just want get started on it when ready
592	NO
596	I like alt 2.
597	I prefer alternative 3 as it has the potential for a future streetcar.
598	NO
599	NO
601	See what are the consequences
602	None
603	It has to be the same because is historic
604	All option are OK
606	Good
608	Use alternative bridge (steel) to commute
610	Why not to build a bridge under the water
612	Replace it
614	NO
616	The idea is good
617	No
618	N/A
620	They are goo options
621	No comments! You guys have the right idea
622	N/A
623	N/A
624	NO
625	Yes! Only Fix it

ResponseID	Response
626	This would necessary
627	Alternatives 1 and 2 are preferred.
628	No
629	N/A
631	N/A
632	Would be that the ascending and descending of the bridge would be faster to avoid traffic. This could be possible if better materials are such as titanium
634	Change the bridge
637	Why do none of the alternatives propose reducing car lanes to increase bike, pedestrian, and transit lanes?
638	Increase possibilities for transit and pedestrian access.
639	What about just fixing the existing bridge? Portland has many bridges crossing the river. We will use those left standing after a massive quake. There is no guarantee a seismic upgrade will save Burnside. Also surrounding buildings collapsing will likely make access to the bridge impossible as well. This project is not worth spending a billion dollars on. This city has much more urgent needs for this amount of money.
641	I very strongly feel that the seismic retrofit is the best alternative because it could be the lowest cost and also would potentially allow for the preservation of the historic Burnside Skate park. It would be a tragic loss if the skatepark were destroyed.
643	Number 3, Movable Bridge – Northeast Couch Connection, seems to be the best option for a modern replacement with a traditional portland feel.
647	Best to work with the existing bridge to make it more quake resistant, while maintaining the architectural integrity.
651	important to have separated bikeway
652	I would LOVE to see a the Couch connection move forward. That bottleneck significantly impacts commute times.
663	Tienen otras mejores opciones
671	I think 2 is my favorite.
672	Prefer the seismic retrofit.

ResponseID	Response
676	There are concerns about the sturdiness of the Northeast Couch Connection's on-ramp being suspended over the water, where it would merge with the main part of the Burnside Bridge. Also, the historic Eastside Exchange Building would most likely have to be torn down to accommodate this new approach from NE Couch Street as well.
677	There are also concerns about the sturdiness of the Northeast Couch Connection's on-ramp approach over water to the main part of that proposed bridge. Also, this would most likely necessitate the destruction of the historic Eastside Exchange Building in order to make way for this expanded NE Couch Street approach over the tracks, highway, and river,
678	Not excited by any of the others but a retrofit seems the most realistic in today's high cost of materials & labor.
686	I think the movable bridge would be the best bet.
688	Safety. Functionality. Durability. Cost containment.
690	Seismic retrofitting seems like the best option.
691	If the city expects much large growth and has a plan to expand the city boundary, this could be a alternative option.
692	either 2 or 3
694	*No for #2 option, next would be #4 However, not sure NE Couch option is the best or not
696	*Ideally, I wish making TUNNEL would be the option for our business.
697	I like Couch Connection option is the best. The main reason to choose this is that I am considering for the the City emergency situation case. In case, we need some other back route to escape and smooth transportation for emergency vehicles.
699	I like the couch connection plan. Because it makes the width longer; so that is will have more space for bikers and pedestrian. Also, I like the entrance to the bridge is separated from the East side; it would be safer.
700	-If the above issue was not the case the fixed bridge option would have been my proffered design because of the lower traffic congestion risks.
701	Couch Option is better. It is fits our needs especially the traffic gain the number more than current.
702	I prefer Couch Connection because it is also consider to local access.
703	Replacing to Couch option looks better or the the best. However, this option seems like costing a lot.

ResponseID	Response
704	Wider bridge to accommodate future growth is advised.
705	-Every single alternative options' of construction period is too long; therefore, I personally feels #1-fixing current bridge is the best option. -Additionally, I am concerning if the road width is wide enough, vehicle might speed up on the bridge.
706	This idea is excellent. I prefer #1 is reasonable.
707	Replacement (2&3) seems more reasonable. I would like to know which connection plan will reduce traffic itself more.
709	I personally like the design of the Enhanced Seismic Retrofit to keep having a same good image of current Burnside Bridge. At the same time, the cost and saftyness, and design are key factors of the new bridge.
711	Because of the future population gain and economic development, a design of the bridge become the direct impact for those. Also, keep Portland City area alive and popular among people, especially tourist, and keep having competitive popularize between other West Coast cities, we should consider it deeply.
714	Option 3, moving the Couch connection, is also one I'd like removed from consideration.
717	As a cyclist, it's very frustrating to ride on the sidewalk because the burnside bridge has a lot of pedestrians. A bike lane on each side would help the flow of traffic immensely.
720	2 and 3 are the best. Make it better for bikes and peds. Make it easier for motor vehicles to move.
731	This project should prioritize bus access (especially during rush hour) and physically protected bike lanes and pedestrian sidewalks. The couch street curve needs protection for vulnerable users.
737	個人的には2番の可動型に魅力を感じました。比較的見通しが立ちやすく、現実的なプランだと感じます。Burnside Bridgeを災害時移動の要とするなら、橋幅の拡張は将来の人口増加をよく見越した上での決定が望ましいのではないでしょうか。
738	To keep the burnside skatepark the way it is is the most important thing :)
743	I think that, whatever option you choose, it needs to be future oriented. To that end, if congestion is to be reduced in Portland, it needs to be less car-centric. Therefore you should: (1) provide a maximum amount of room for pedestrians, bikes and public transit; (2) assure that there is a physical barrier between motor vehicle lanes and the spaces for pedestrians and bikes.
744	i like #3, the couch connection

ResponseID	Response
746	1 alternative seems ideal. Please be sure to ensure Burnside Skateparks footprint & historical significance in. The retrofit. It does not appear that the pillars up that far would be replaced or removed. Let's be 110% sure.
748	They should definitely include dedicated space for bikes and transit, whether that means it has to be made wider or not.
750	#3 is best because of the enhanced connections in central eastside.
751	Preference would be for 3. Replacement: Movable Bridge – Northeast Couch Connection
765	Protected bike lanes and wider sidewalks (10 ft or more) are a must. The bridgeheads need to be safer and easier to access for those walking and biking.
767	like the idea of the enhanced seismic retrofit the most, it preserves the charm of the current burnside bridge while making it more viable than the existing bridge. a brand new replacement bridge I fear has the potential to be rather boring.
773	Prefer retrofit current structure to keep flavor of area, and more likely to be cost effective.
776	Other three choices all seem reasonable.
779	card
783	NO COMMENTS
784	All bridge alternative. Technical safety assessment in needed
794	SUPPORT MOVABLE BRIDGE
795	SUPPORT # 3 OPTION. MOVABLE BRIDGE-N.E. COUCH CONNECTION
801	AGREE BUILD A NEW BRIDGE
803	PERFECT
805	I AGREE WITH #3 ALTERNATIVE
806	NO
809	Option 3 seems the best for traffic flow, safety and aesthetics.

ResponseID	Response
813	I am concerned about the potential impact to the Burnside Skatepark. Construction has resulted in the closure and removal of similar parks inspired by the Burnside Skatepark in other parts of the US and in other countries. The Burnside Skatepark is revered by the global skateboard community as the inspiration for a renaissance in skateboarding and it is impossible to overstate its importance to that global community.
815	As much as I don't like changing the look of the existing bridge I think widening the bridge is a smart move.
817	Yes, do it now and do it fast.
819	Fixing the Couch street connection makes sense if financially feasible
836	A replacement bridge with more room for transit and cyclists would be preferred.
837	It will cost just as much to retrofit the original bridge compared to just building a new one so you should build a new one. that makes the most sense.
839	Bike/ped access is important but should not come at the sacrifice of motor vehicle lanes.
840	I would like to know more about the difference between the new movable span and the new moveable span with NE Couch approach. Without said approach, will street car connection still be possible? What are the nature of barriers between motor vehicles and pedestrian/bicyclist in each alternative?
843	I prefer the couch connection for possible street car expansion and improved traffic flow
844	retrofit existing bridge end to end for earthquake safety; provide couch connector.
848	Anything that smooths out and improves flow of traffic from the east side, specifically NE Grand Ave., should be considered. Allowing for future mass transit such as street car would also be preferred.
849	Seismic retrofit is my preferred option because the bridge is a landmark and replacement of the bridge would have greater negative impacts on the surrounding environment. These impacts include potential demolitions of historic buildings including those within the National Register Landmark Historic District.
853	Number 1 and then Number 3 seem most prudent and appropriate overall.
855	Current bridge has a lot of character and historical charm. It would be very sad if a new bridge were plain and uninteresting to look at.
858	Any option with a couch st connector should take priority to help with traffic flow and safety of pedestrians.
859	The existing Burnside Bridge is historic and iconic. I'm appalled that the county is even considering its removal.

ResponseID	Response
860	築93年経っている橋なので、改修・補修をしたとしても近い将来また大掛かりな補修等が必要になる可能性もあると思います。 そうなると、工事が終わった数年後にはまた大なり小なりの工事が始まる・・・という事になりかねません。 私は、「新しい橋への交通差し替え。可動型」がいいと思います。 既存の横幅より広くなる上、バーンサイドとカウチに分散できれば渋滞も少しは緩和できる"かも"しれませんし。
864	Prefer alternative 2 with a replacement bridge that leaves space for protected bike facilities
865	I support which ever choice will impact the burnside skatepark the least, or would allow for rebuilding of the skatepark after the bridge work is complete.
873	I would be happy with either option 1 or 2. The seismic retrofit is an obvious solution, but while the bridge is under construction why not retrofit it for the needs of our growing city? Transit lanes and wide bike/pedestrian lanes suit the needs of Portlanders.
874	I like the Couch Street alternative, as the current configuration is very tight.
882	Fixed is the best option for Portland and her people
884	Please seeiously consider the tall fixed bridge option.
887	I think it needs to be considered, as having a fixed bridge has many advantages that may outweigh the costs, in the long run.
889	Replacement: Movable Bridge – Northeast Couch Connection seems to be the best option to me, especially with the Street car option.
891	Prefer the replacement, as extra width is needed all the time and especially in an emergency. The Couch connection makes sense, and offers 2 routes that can be guided in different directions during an emergency.
892	Whatever is doable and reasonable...
893	I live on the east side of the river and work downtown, and my biggest fear is not being able to get home to my dog after a Cascadia subduction zone earthquake. My second biggest fear is me or someone I love about being on a bridge when the earthquake hits. I already go out of my way to commute on a newer bridge. The more safe bridges we have, and the sooner we have them, the better.
895	prefer 3rd alternative at this point in time.
904	A bridge that is built for the future will have LESS space for cars and trucks.
906	بديل الجسر المتحرك المتصل مع شارع كوج.
907	I vote to improve the existing bridge.

ResponseID	Response
915	I like in Option 2 the ability to separate motorized traffic from pedestrians & bicycles.
917	I am curious how each option shown above compares to the others in terms of overall cost and seismic performance? Is the retrofit option expected to perform just as well as a new-build option? How long would the existing bridge be completely or partially inaccessible during construction of each option?
919	Alternative #3 makes the most sense. Although likely the most expensive option, it would have the greatest flexibility for all transportation options for the next 100 years.
920	I like the alternative that includes room for a street car. The more permanent non-car infrastructure we have the better.
923	none
929	Option 1 or 2 are getting my attention right now.
933	The couch connection is compelling, would alleviate traffic issues. More info about the effectiveness of the retrofit option would be useful to compare with new bridge options.
935	Replacement movable bridge that perhaps includes some design nods to the old bridge (like the towers) makes the most sense. It should be a s wide as possible, even if we don't need all the space for regular multimodal operations right now--we may need it as city grows and after the big one comes and its the only way across the river for a year
936	I like the movable bridge option. Seems to be a smoother alternative.
937	The moveable bridge with the NE Couch connection is my preferred solution.
939	New NE Couch moveable seems the best.
940	Get rid of the Couch connection. This was a botch from the beginning. Just use Burnside.
945	Can you provide safety metrics or safety studies on each type of bridge as it pertains to an earthquake event?
946	Number 3 makes the most sense if they want to continue with the one way feature for Burnside since the Couch bit has a very tight turn.
949	Of the other options, the Northeast Couch Connection option provides the most new functionality if it's the only other one where the streetcar can be added.
951	Youve dropped the mondo high bridge and thats a good thing
952	I would vote for 3. couch connection or 4. the fixed bridge

ResponseID	Response
955	Option 1 or 2 seem to make the most sense. Unless option 1 is cost prohibitive and would require further maintenance or replacement in the future. Then perhaps a better option is to replace it. I hope there is federal funding for this.
956	Forget about the Burnside Bridge. Focus on building a tunnel for MAX which would far more seismically sound than any bridge and does not require destroying existing infrastructure.
958	#2 option with narrower approaches may cause traffic jams with all the 'millions ' of newcomers to the city. We are already experiencing traffic collapse. #3 seems like it might be the. Better option. However, I dont know what the impact of this would be on existing businesses and buildings.
959	The replacement movable bridge with extra transit capacity and improved couch st access seems like a no brainer
962	I would rank the following as the top 3: 1) Fixed bridge 2) retrofit 3) Couch connection
964	Replacement not retrofit is a better way forward.
966	Options 2 and 3 that accommodate bikes, pedestrians, and public transit enhancements seem like the easy picks for best options here.
968	Looks like the right number
969	I would like to see prioritization of adding capacity for bus-only lanes, dedicated protected lanes for cyclists, and pedestrian walkways. As congestion increases in the city, we must prioritize multi-modal transit options.
971	Yes. Just refit the darned thing. This isn't rocket science. The only seriously risky part is the section over I-5. The rest can be retrofitted, since major earthquake risks are 100 miles from here, off the coast.
974	Inclusion of safe bike and transit lanes on bridge is very important, especially to allow passage of street car. Definitely prefer options with wider span
975	Option 2 replacement movable bridge makes sense for multi-use capability.
978	I really prefer the replacement w/Couch connection.
980	Fix it right - Couch street option
981	Cost?
984	Though I appreciate we're in an earthquake zone, the benefits of #3 and #2 seem significantly better than #1.

ResponseID	Response
985	We have the option to enhance space for bikes and pedestrians on a retrofit of the existing bridge (option 1). It's a matter of political will and choices. A new, wider bridge should not increase car capacity.
986	Better separation for bikes and peds preferred, either option 2 or 3.
988	The Couch connection seems like the most future looking alternative both from a traffic pattern and development perspective. This would be my choice given similar costs from other alternatives.
989	The current proposed design includes an eastbound bus lane (to be consistent with the short term plans). Would you please include a westbound bus lane for all the replacement alternatives?
992	Please save the skatepark, this is an important community asset and historical landmark.
993	The Couch Connection would really help Eastside traffic.
996	I think I prefer options 1 or 2. Two looks like it gives the best, most convenient, and most direct travel options for those biking or walking.
1004	I don't believe the enhanced seismic retrofit could actually work. The whole point is to survive a major earthquake of 4 to 6 minutes of continuous shaking. I prefer the Couch Street connection but I know it may be too expensive.
1006	The movable bridge with the Couch connection seems the obvious choice. Think about all the heavy vehicles that are going to need to pass. Conversely though, they'll have to get through the highly liquefied roadways first, so maybe it won't matter.
1009	2 or 3 because of accommodating more pedestrian alternative traffic.
1014	test
1015	Retrofit or movable replacement seem to be most practical. I don't think the couch connection is necessary but if it's needed to have a streetcar.... I'm always in support of more transit!
1016	I happen to like the replacement with Couch connection alternative. The existing alignment is tough for buses.
1017	All are too car centric. This bridge won't be in use for 5 years while the construction happens. People will make other plans. Put transit, biking., and walking first and live up to the worst MultCo espouses. We need more than just empty words. Put your money to action and show us your values.
1020	I like #3.

ResponseID	Response
1022	I think all of the options have valid aspects worth investigating and believe the primary driver should be functionality as a means of crossing the river, particularly in the aftermath of a seismic event.
1031	Option 3 looks to try to move beyond a bandaid for the current issues related to cross river transit. It would be interesting to see more information on this option.
1032	I prefer the NE Couch connection replacement option, but it depends on the cost. For example, if the cheapest option were chosen, would that leave aditinoal money to fund required automatic turnoffs for every gas line in the city (going into buildings)? Or perhaps to be a significant part of the cost to shore up the land that the gas/oil tanks are on on the river?
1033	On balance I believe that option #3, movable bridge w/ Couch connection, makes most sense over the long term and is worth the additional cost and inconvenience during construction.
1038	The Couch addition looks the most favorable as it would also address and improve existing access
1052	Do nothing. But since you seem dead set on doing something, the retrofitting option that enhances the existing structure is the most reasonable option. An additional Tillicum Crossing style pedestrian/transit only bridge on the North end would be a much better option.
1057	option number 2 is the more appealing to me
1059	Please try to not impact the burnside skatepark. Whether many realize it or not, the burnside skate park has great historical significance to those in and out of the skateboard community.
1060	I am concerned that the retrofit will incorporate older materials from the existing bridge that may inherently be less resilient than new materials. Also, a retrofit will likely require more ongoing maintenance than a totally new bridge. We should build a bridge that we are confident will last another 100 years.
1061	just fix it??? you don't need to change the whole design, it's a very old beautiful bridge and can just be updated.
1064	It would be good to see ball park figures. option #1 sounds like it will be the least expensive, but it's not clear.
1067	Portland will probably do the cheapest option (Seismic Retrofit), but I think the Movable Bridge options are most future-proof ideas.
1068	I'm fine with a moveable replacement because it would allow for more use on the bridge and be safer.

ResponseID	Response
1069	The "couch connection" is the next best option.
1070	The Army Combat Engineers have rapid-deploy floating bridges. I'm new to Oregon and am not sure if we have Combat Engineers in the state but I feel like we should definitely have these on standby
1072	It would be rad to help fix the couch corner. I like the idea of retro-fitting the bridge, but a new bridge could also feel safer.
1076	I like a wider bridge accommodating TriMet, bikes, and streetcars. I also like Couch getting a smoother curve.
1077	I have never been a fan of the Couch St connection to the Burnside Bridge, so...I'm unlikely to support that.
1079	I love the idea of adding a street car route and bike lanes. We need more alternatives to single passenger cars.
1083	I favor any proposal that includes consideration for adding a new streetcar line.
1085	Bummer about the fixed bridge alternative, but discarding it based on those landing lengths is sound. I like the couch extension but question whether that makes for a stronger or weaker bridge in an earthquake. Maybe a second couch bridge to the other side? I know...west side politics.
1086	Nope
1088	The couch Street option seems most viable for future expansion. The current bridge approach from Couch is a nightmare to negotiate as it narrows to 1 lane and creates an huge bottleneck
1090	I don't see a retrofit of the current bridge with a revised NE Couch connection. It seems that that would solve both of the existing problems.
1092	Enhanced seismic retrofit is the most efficient and sensible option I, and has the added advantage of preserving what in not that many years will be an historic bridge.
1095	We must shrink the number of travel lanes for cars. Only then will we be able to meet our climate action and Vision Zero safety goals.
1097	More consideration for bikes and pedestrians, please. Multi-use paths are okay, but dedicated sidewalks with separate protected bike lanes are a much better option.
1100	Focus on pedestrians, bikes and public transit. Make sure these have the safest, fastest and most convenient use of this bridge.

ResponseID	Response
1101	If you're building this for use by future generations of residents, but fail to prioritize zero- and low-carbon transportation — deprioritizing single-occupancy/ICE vehicles — then the bridge you build will itself be a failure
1108	I like the couch connection option best I think, followed by fixed.
1110	I feel the option 3 is best
1114	Every one is used to the Couch approach . Do not create a bottle neck.
1115	I prefer alternatives with increased access for pedestrians, bicycles, and transit.
1118	Aside from the fixed bridge option, bridge design 3 (movable) is preferable. Improving the curve should be a priority.
1120	I believe Enhanced Seismic Retrofit is the best choice due to cost and construction period parse.
1121	I agree with the plan of "Enhanced Seismic Retrofit." due to cost and effective.
1123	I prefer bridge alternative 2 or 3 because they would be wider than the existing bridge to accommodate more space for bikes, pedestrians, and transit. I bike, walk and use transit.
1124	NA
1125	Enhanced Seismic Retrofit Citizen is getting use to using this style for many years, and the cost is reasonable than other options.
1126	Replacement: Movable Bridge I concerns the gain the number of population of this city. At the same time, I also choose "Enhanced Seismic Retrofit" as well because of the history of the bridge and low cost.
1127	将来の路面電車走行も考慮しているなら、3の案が急カーブも緩和でき、且つ歩行者と自転車にも優しいのであれば、一番いいのではないか。
1133	Protect usages under and around bridge
1142	I don't see any of the renderings except fo the retrofit connecting the bridge to the Eastbank Esplanade and I'd consider that grave mistake.
1145	A modern bridge with ample space for freight, mass transit, bicycles & pedestrians seems like a better way forward.
1151	Option #1 is the best plan, there are many bridges that are used for public transportation and other traffic. If we put in a streetcar it will mostly be populated by the homeless.

ResponseID	Response
1157	Not at this time.
1160	I like the moveable bridge with the Couch street connection.
1161	#1 is the most affordable for the county to do. Make sure you all continue to reach out to communities that's been missing.
1162	Retrofit current bridge. Iconic and ultimately less expensive
1164	I like the Couch Connection. It sounds like a solution for everyone.
1167	3 is my favorite. I like the idea of using couch st.
1175	I'd much prefer the Couch connection version—it seems like that would really improve the flow of traffic, the walkability, and the ease of access on the bridge.
1182	I need more info on earthquake safety. I've got family who live on both sides of the river and wonder how we will connect if all the bridges fail.
1184	I love the idea of a transit-only lane! It's something that I think would really decrease transit times for commuters who use public transit, and the time investment in public transit is ultimately I think what deters many of my peers from utilizing public transit. Anything that makes it more appealing to use the environmentally friendly alternatives to driving is a plus for me!
1185	Aesthetics are my biggest concern. The existing Burnside Bridge is handsome, distinctive, and harkens back to a softer era. I fear that a replacement would be ugly, only utilitarian, and subject to budget cuts even after a nice design was approved. So, 1. Enhanced Seismic Retrofit is my first choice by far. If we have to replace the bridge, I support Replacement: Movable Bridge – Northeast Couch Connection. Improve westbound access!
1186	Option 3 with the Couch Connection is the only logical remaining alternative. It's seismically stable, allows more room for pedestrians/cyclists/transit, and relieves a risky pressure point that currently exists.
1190	I'm fairly peeved to have lived with a year plus of constrt on this bridge to have it replaced. I'd vote for fixed bridge with a couch connection. As wide as can be with good bike paths not impeded by pedestrians.
1191	I prefer #3 - movable with Couch connection.
1193	I like the 3rd option.
1194	Replace one
1195	Yes we need to replace the old one with new one and I choose number 3.

ResponseID	Response
1196	Maintain the existing bridge and I think it is better to build a new one nearby.
1197	None
1198	None
1199	option 3 is more suitable for the time.
1200	I am with option two due to replacement is cheaper with time comparing to repair option in addition I like the idea of replacement will be wider.
1201	New technology can easily improve function of the bridge.
1202	nONE
1208	I like the second option, replacement movable bridge best and would pick enhanced seismic retrofit as second choice.
1209	Given the liquefiable soils on the east side of the river, the railroad, the proximity of the I-5 / I-84 interchange structure, it is realistic to retrofit the east side approach. It seems like that portion of the structure would need to be completely replaced. This I'm for one of the replacement option; whichever is the safest of the multi-model users and will provide the most flexibility for future needs of Portlanders.
1217	I like the idea of a wider bridge to better accommodate pedestrians and bicyclists.
1218	Would a tunnel under the Willamette be an option? If the tunnel was large enough, we could reroute the MAX lines and it might speed up mass transit.
1224	Prioritize safe space for pedestrians, bikes, and transit over freight!
1225	Neu nhu phuong an xay cau thay the nay co hieu qua cao hon nhung phuong an khac mac du chi phi ton kem nhieu lan hon; theo toi, chung ta van nen thuc hien vi nhung van de khac chi la thu yeu so voi do ben vung va loi ich thiet thuc cua no.
1226	What are the stability differences or challenges to the Movable bridge vs Movable bridge with the Couch extension ? Is 'enhanced retrofit of the current bridge' a significant improvement, as strong as the Movable bridge models?
1228	None
1229	Maintaining the current bridge. Constructing an assistant bridge near by the old one
1231	I like the Couch street alternative. It's very Portland.
1232	None
1233	It is a good idea for big cars to pass through and not make street crowd.

ResponseID	Response
1234	None
1235	None
1236	None
1237	None
1238	All the three options are good, i go with option 2
1239	No, I will highly support either option two or three although the third option will have some difficulty.
1240	option 3 is the best.
1241	I choose number three.
1247	I most like #3 because I traverse the Couch/Burnside route often and it's a traffic jam.
1248	I like #3 because the Couch curve is awful! It slows traffic and creates an unsafe blind curve.
1250	I'm glad the width of the new bridges would specifically accommodate transit, pedestrians and bikes. That's a good idea, and anything that makes their experiences better is welcomed. I also think the idea of the Couch curve being further out makes sense as long as it doesn't facilitate speeding. The present arrangement slows traffic a little which is good for pedestrians. Easier driving conditions always encourage speeding, and you must guard against that. I hope you build a new bridge. At this point, the old one should probably go anyway. This is a chance to fix a few things that are baked into the existing bridge to make it better for transit and pedestrians.
1251	I like the Couch St. version the best - it seems most forward-thinking.
1256	The alternative I like the most is the Movable Bridge – Northeast Couch Connection
1257	It makes the most sense to invest in an option that adds lanes, rather than retrofitting the current bridge. IMO, two or three are the best options.
1258	It makes the most sense to invest in an option that adds lanes, rather than retrofitting the current bridge. IMO, two or three are the best options.
1261	I do not want to build a temporary bridge. During building bridge, we can go to other existing bridges.
1262	N/A

ResponseID	Response
1263	I need to know the difference in cost for each option, please.
1264	I think the couch improvement is best. A) to help limit the right couch curve, but also allow better alternatives for future planning. Always think ahead when you can. Cut corners for the present will make future growth impossible.
1265	"In my honest opinion, there are many other bridges the people can take to cross from the west to east and vise versa. Closing the Burnside Bridge completely and not building a temporary bridge is the best option for money. Portland housing prices are so high now, they are not willing to invest additional money for a temp bridge when money is already gone into building the main Burnside Bridge. "
1266	N/A
1267	N/A
1269	I agree with choice (3) since it is the most suitable choice as far as agriculture and environment
1270	I choose the 3rd choice, new bridge since it provides a larger area and is easier and faster as far as traffic
1271	Choice 3 New bridge since it provides a larger area and will be easier and faster for traffic
1272	No
1273	I go with a new bridge since it is easier and faster for traffic
1274	N/A
1275	To build a new and wider bridge than the old.
1276	I do not want to build a temporary bridge.
1277	I do not like to build a temporary bridge.
1278	None
1279	Yes preferable maintain. Struts, columns and stakes
1281	I do not have much knowledge about this field. Please ask opinions from people who have special experience. If needed, please replace a new bridge.
1282	Internal struts for the movable bridge
1283	The alternative bridge

ResponseID	Response
1284	Yes, fixing the ground streets on both river sides
1285	None
1286	No
1287	N/A
1288	It maybe happen if there is tsunami appearing after earthquake happens? For example, Japan was destroyed by Tsunami after the affect of the earthquake.
1289	N/A
1290	No
1291	N/A
1292	N/A
1293	I like project #3, but need to consider for safety for the earthquake.
1294	N/A
1295	N/A
1296	How about "do nothing" as an option? There are more pressing issues that should be attended to first.
1299	Number 2 seems most logical.
1304	My order of preference is 3, 2, 1. We should consider pedestrians and bicyclists.
1306	1. Alternate 1 seems to fix the problem but is limited for future growth. 2. Alt 2 and 3 seem suitable for future study. If both will increase width for bicycles and transit, consider adding bicycle connections to east and west side of River front.
1309	It strikes me that the order of consideration for any plan should be: 1. Safety - will it standup to an earthquake better that other plans? 2. Efficiency- will it serve it's purpose moving people and vehicles better than other plans? Also, will there be flexibility built in for the inevitable changes to our city's needs? 3. Cost/cost effectiveness - Money is an important factor, but definitely not the most important factor. While we don't want to break the bank on a new bridge, cheap doesn't necessarily mean better. Saving money is great and all, but not at the expense of a safe, efficient bridge plan 4. Aesthetics - will this new bridge fit in our city? In 20 years will we view it as an iconic part of the city... or will we be wondering just how drunk the designers were?
1310	#1 should be DOA. #2 is good. #3 corrects the bad couplet terminus as well as the bridge. Winner.

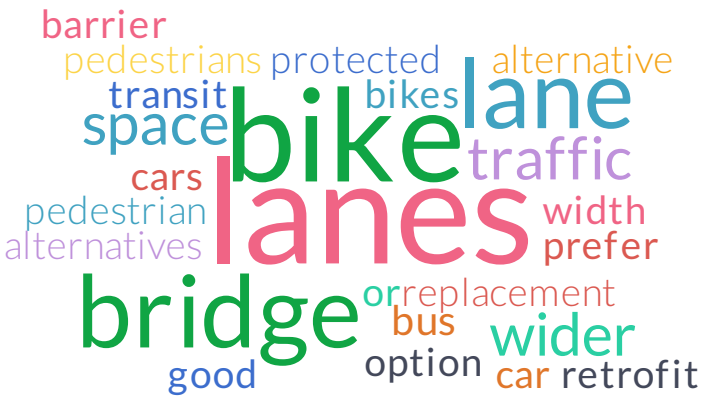
ResponseID	Response
1311	No
1312	Prefer #3. I'd like to see at least a couple of the iconic towers of the current bridge preserved in the future design.
1315	I think the movable bridge with the couch connection is the best alternative. We need to build structures with the future in mind. Building the couch connection and having the option to add streetcar in the future is a great idea.
1316	Preferred to upgrade the existing bridge
1317	Need to add two lane on either side please
1319	N/A
1320	N/A
1321	N/A
1322	N/A
1323	N/A
1324	N/A
1325	N/A
1326	N/A
1327	N/A
1328	N/A
1329	N/A
1330	N/A
1331	N/A
1332	N/A
1333	Choice 3 is better
1334	N/A
1335	Movable bridge, linking with NE of couch street

ResponseID	Response
1336	I choose the 3rd alternative because it is better and change the sloping angle for vehicles in a better way
1337	N/A
1338	None
1339	No
1340	I do like instead the movable bridge with extension to NE
1341	N/A
1342	N/A
1343	Yes, I agree on doing some amendments with strong bases within a study schedule for expertise in this field if it fulfills the criteria. These changes include putting strong foundations and struts to support the old or the current bridge
1344	N/A
1345	The alternative bridge should be fixed and of high altitude to allow passage of ships without opening it that impacts traffic.
1346	N/A
1347	NO
1348	N/A
1349	N/A
1350	N/A
1351	NO IDEA
1352	N/A
1353	N/A
1355	N/A
1356	N/A
1357	N/A
1358	NONE

ResponseID	Response
1359	No
1361	Bridges are designed to connect people to safety, but should also give back to the national environment surrounding it and the community living with it . It would be nice to see design with ways to be green and coolest natural energy to support itself and benefit the earth and people.
1362	Does it make sense to do a full replacement when we just spent all the time and money to keep the existing bridge going for another 20 years?
1363	We need a new bridge it should be pedestrian friendly /walkable.
1365	I favor the 3rd alternative: replacement bridge w/ NE Couch connection. I like the idea of better walking, biking support & for possible future streetcar use.
1366	I think the second option is the best options
1368	I really like to see the Burnside Bridge keeps it's walk ability and ease to get access.
1370	# 3 because the couch street entrance had to be fixed of the recent development.
1375	I prefer the enhanced seismic retrofit option.
1384	Portland has changed much over the years and has lost much of the original arti. I would want to keep much of the Burnside bridge as we know it.
1387	Would love to preserve the historic value of the bridge through enhanced seismic retrofit.
1388	I would definitely like bridges to be maintain regularly (i.e. potholes, lines visible, etc) not just once every 5 years.
1389	Safety is important fact, the Burnside bridge is a community friendly bridge and has Portland history that would be lost with an alternative bridge.
1391	I would like to move community place-making in the design, such as visible art work that reflects the historical design and welcome newcomers to "Portlandia".
1392	I am a new resident and i am still learning about the community I live in, i don't currently have any comments.
1393	choice # 3. A choice that reduce traffic jam.
1394	Choice # 3
1395	None
1396	None

ResponseID	Response
1397	None.
1398	No
1399	Yes option 3 is the best.

4. Do you have any comments about the street spaces (draft cross sections) presented?



ResponseID	Response
155	Fine as long as bike/scooter traffic has crossing points at either end
157	Seismic retrofit of existing bridge, maintaining existing lanes, is best option. No need for 8' bike lane and 8' pedestrian lane in each direction.
158	Prefer the retro fit

ResponseID	Response
159	I think there is way too much space offered to personal cars. I think the cars should be restricted to a single 11'lane in each direction to slow traffic and increase safety by eliminating dangerous lane changes/weaving. The center lane should be a dedicated, curb-separated transit lane that could be pro-time (change directions) the bus only lanes should extend on east and west Burnside, and buses could access the pro-time lane with a bus-priority signal. The remaining space space should be rebuilt as a curb/jersey-protected bike/pedestrian space that is constructed to be on a single level. This should be 16' wide or so so there is ample room for pedestrian to walk in both directions on either side of the bridge and bikes to ride side by side in a single driction
161	I support the replacement section with separated bike lane. I would like to see alternatives presented with potential streetcar alignment as well.
166	This in insufficient. INstall protected bike lanes, wider sidewalks, and include streetcar in phase 1
168	no outstanding befits
170	There is no reason we can't keep the existing bridge width and dedicate the current space that is under-construction to transit and bikes. No matter how wide the bridge is, it will fill up with cars. Let's make it easy to take transit and bike and people will follow.
173	I like the wider replacement alternative.
175	10' lanes are very narrow and 10'6" for a bus lane makes it very uncomfortable to drive next to.
179	Seeing this simplistic comparison, I believe a replacement alternative is the best option.
180	Wider is better
182	I am concerned that this bridge will become very popular with people who walk or bike across the river... and so, like with the Hawthorne, the space for walking and biking won't be adequate. If you want to keep the total cross-section width the same, I would argue for trimming width from some of the motor lanes (leaving one in each direction at 11') in order to add width to walking and biking lanes. Also, consider belvederes (like on the Sellwood Bridge) and other wide spots in the bike lanes that would allow easier passing. Note: I have mostly stopped bicycling on the Hawthorne Bridge during the morning commute because the sidewalk is too congested.
187	Replacement looks better.
188	In favor of the protected bike/pedestrian lane shown in the replacement alternative.
189	More width. Cycling is harrowing on existing bridge.
191	It accommodates all users assuming the same level of vehicular traffic, which we're all working to reduces as part of climate action plans, particularly SOV.

ResponseID	Response
192	Not worth the extra cost primarily to increase the width of the bike lanes. If this option moves forward, the bicycle community, and NOT motorists, should pay for the difference between a retrofit and a replacement. After all motorists in Multnomah County are already subsidizing the bicycling community for the extra width on the Sellwood Bridge. Bicyclists need to start paying their own way.
197	Love the protected bike and pedestrian lanes
201	How many people actually ride the streetcar? It always seems so slow and not very full especially on the east side. I ride my bike a lot and I've never had a problem on the Burnside bridge
203	Consider a bus-only lane in both directions, not just eastbound.
204	Car lanes don't need that extra foot, even if a wider span is on the table. That extra lane width will lead to higher speeds and more casualties. Give those inches to active transportation modes.
205	In favor of increased travel lane width if it has dedicated vehicle lanes for transit.
207	La cd. de Portland tiene 1 gran problema de planificación urbana, cuando hagan políticas públicas de controlar permisos de grandes construcciones al NO permitir la construcción de más edificios para vivienda, sería un gran avance ya que siempre están haciendo vialidades para peatones y bicicletas cuando la urbanización ya se salió se control, creo que este proyecto de secciones es más para satisfacer las necesidades de una población cada vez más pequeña que usan biciletas ya que nos vemos en la necesidad de usar mas el coche por el ritmo de la ciudad, me refiero a las población y aumento de vehículos, así que no creo que sea viable este proyecto, sale del contexto de preparará un puente para un temblor.
209	The addition of protected space for bicycles and pedestrians I'd great!
210	I support more ped and bike spaces
213	Why do bicycles and pedestrians need 8 foot wide lanes? It is excessive. Go back to three vehicle lanes in BOTH directions.
214	There are no shoulders or off-lane road area in the replacement. Is there any worry about stalls or crashes that get stuck in the middle of the bridge?
215	Obviously keeping bikes and people protected from cars should be a priority.
218	Replacement bridges are much safer for pedestrians and bicyclists, and would further the City's efforts to increase the percentage of trips made without using fossil fuels.
224	They both look good

ResponseID	Response
225	The raised, separated bike and pedestrian lanes are crucial to this project. Accommodation for the Streetcar isn't shown here, why? There should be a dedicated westbound transit lane (bus and future Streetcar) or a pro-time westbound bus only lane, in preparation for a dedicated westbound transit lane. There's absolutely no need to prioritize people driving cars and it's a waste of precious space on the bridge that could move far more people by Streetcar, bus, bike, or foot. Narrowing the car travel lanes to 10' would help greatly in reprioritizing the space.
226	Retrofit/No-Build should reduce vehicle travel to 1 lane, with east-bound/west-bound bus lanes, and expanded cycling lanes. Any replacement alternative should contain only one vehicle travel lane east-bound/west-bound, with dedicated bus lanes and expanded cycling options.
227	I prefer to not widen the bridge.
231	Additional width for bike lanes and safety-increasing separation from vehicle traffic as shown for the new alternatives would be nice.
234	The replacement alternatives would create safer lanes for all modes, including automobiles but particularly for bicycles and pedestrians. This is a significant gain for all concerned. It also means the new bridge would be able to accommodate more traffic, and more types of vehicles, in the event of a major earthquake.
237	I like the replacement alternative.
240	The space is good and enough.
241	Get rid of bike lanes and homeless camps
245	I like the widths of the replacement alternatives.
246	No more than two general traffic lanes are necessary. General traffic lanes should be removed from both cross sections and reallocated to bus and bike lanes.
248	Wider is more desirable, but cost is a major concern.
249	Replacement section is definitely preferable due to the increase in space for active transportation modes.
251	Fully protected bike lanes and bus lanes should be the standard for all alternatives of this project.
255	street spaces are fine as drawn. The speed limit should be reduced with plan to monitor speeds electronically to protect pedestrians and bikers from reckless drivers
256	Prefer the 11' mid-span width

ResponseID	Response
257	I believe the extra room for pedestrians and transit are absolutely necessary for our region moving forward.
261	Cross sections look appropriate. The difference between retrofit and replacement is not large enough to strongly prefer one over the other.
262	No
267	无意见
268	Replacement alternative is not marginally better than Retrofit alternative.
270	Not sure why a widening at mid-span would have any benefit when traffic gets compressed again at either end..
272	What is the accurate ridership volume of passengers crossing Burnside bridge Eastbound, per day, that justifies removing one entire lane of standard vehicular traffic? If eastbound ridership actually justifies a dedicated bus only lane, then how come the same is not needed for westbound travel? Or does the right hand bus only lane allow transit in both directions? A physical barrier is not needed between sidewalk and traffic lanes, because this is already present and is called a curb. Spend that money another way or reduce the project costs accordingly. We don't need to widen the bridge deck for pedestrians and bikes, the sidewalk and existing bike lanes accommodate these modes sufficiently. Again, keep the projects cost minimal as possible.
276	Replacement alternatives are better
277	I like the wider span and planning for future alternative transportation
278	Retrofit and no-build seems ok.
280	I think it would cost more money but would be a good investment in the long run.
281	What are the costs associated with each of the options? How much downtime would be required for a retrofit versus a new bridge? Would the lifespan of a retrofit be the same as that of a new bridge?
282	1) The retrofit wld possibly be the least expensive; 2) The main advantage of the replacement is the increased width for the cycle lane. This is insignificant and may be viewed as not warranted
284	retrofit and no build look fine

ResponseID	Response
288	Yes that is too many lanes for private vehicles. This should be at most 3 lanes, ideally 2 for private vehicles. Secondly, 10ft travel lanes are safer since they reduce speeding. Why are we making the lanes even wider? Why is there a transit lane only in one direction? If you are to move forward, given we have a climate emergency, vision zero goal, and want to move to sustainable transportation methods, this mockup does not achieve those goals.
290	Need more/safer spaces for people walking, biking, and using micromobility. Dedicated transit lane is very important.
291	Seems odd to have three lanes going in one direction but not the other.
294	I like the idea of adding more pedestrian lanes.
295	Replacement
298	I like the dedicated bus lane, but would prefer separated bike lane on both alternatives.
299	Motor vehicle lanes should be 10' or 10'6. 11' lane width will only encourage speeding. Bike lanes should be separated from pedestrian lanes with a curb or barrier and should be wide enough to allow bikes to pass each other. Ideally there would be one motor vehicle and one bus lane in either direction. Please consider how the layout of the bridge will help meet the City of Portland's climate and sustainability goals.
300	Always nice to have wider bike/pedestrian lanes and separated protection.
301	I'm interested in the replacement option. I bike and find that separations from traffic are preferable in most situations.
302	Bike lanes should be physically protected from auto lanes regardless of the width.
304	Physical barriers between car and bike traffic are far superior for both actual safety and the perception of safety that will promote non-car alternatives. The Couch Street extension over the water looks like it could be a structural weak point as well as adding considerable expense. Busses can use it the way it is, Portland should not have pay to make things easier for trucks that are already too big for some streets.
305	I would like the bike lane to be at road level but with physical separation from cars. Having bikes sharing the same space as pedestrians leads to its own set of issues.
308	Consider moving bikes to sidewalk height for shared bike/walking space for alternative 1. Consider physical protection of pedestrian and bicyclist space in alternative 1.
309	Pedestrians don't need the full 8'. Shrink the sidewalks down to 7' on both sides, make the bike lanes 5'6", and add jersey barriers between the bike lanes and the auto lanes. Done! If the auto lanes need some shy distance from the jersey barriers, shrink the sidewalks to 6' and give the auto lanes 1' of shy distance from the jersey barriers.

ResponseID	Response
312	Full replacement is a better alternative
313	A protected bike lane seems safer than the existing condition.
314	Please build the replacement alternative with the 8 foot bicycle lane and the concrete barrier separating motor traffic from vulnerable biking and walking populations.
315	There should be an eastbound transit-only lane, too. Giving cars wider lanes only encourages drivers to drive faster. The 10'6" width probably makes sense as shy distance if the barrier between active and motorized users is as tall and substantial as in the image. I hope it's substantial - drivers of SUVs happily mount curbs of normal height.
316	Can protected bike lanes be part of the retrofit design?
318	I prefer the option that creates concrete barriers between vehicle traffic and pedestrians/cyclists.
319	Wider Lanes creates a reality to Portland's vision zero... Twenty is plenty. We will have people feeling safer with more space from vehicles. It should not be a conversation needing to be had with PBOT. It should already be implemented.
321	Replacement Alternative is better; it's important to protect vulnerable users. Please consider 10' or 10.5' for inner (non-transit) lanes on the Replacement Alternative and adding the space to sidewalks or bike lanes. Consider vertical separation or rumble strips between opposing travel lanes to deter head-on crashes.
323	For the retrofit and no-build alternatives, please consider physical protection for the bike lane in the buffer area.
326	The replacement cross-section offers better protection for bikes and pedestrians, and a safer width bicycle lane which can allow more types of bridge users to share the space happily.
328	The replacement cross section is better but instead of 11' auto travel lanes there should be 10' auto lanes and 10'6" for transit. Give more rooms to bike to and peds!
329	Why even bother with the retrofit and no-build option. Looks so dated and last century. Replace the bridge with a wider one to accommodate protected pedestrian/bike lanes with barriers. It's the obvious choice. Vision Zero! Remember?
333	More room for bikes would be nice, but at what cost?
336	Keeping auto lanes narrow is important to controlling speeds.
338	Replacement alternative far preferable, with two-way bike/pedestrian travel on both sides (since that is how it will be realistically used anyway)

ResponseID	Response
339	Would prefer to keep driving lane widths to a minimum in order to keep speeds down and provide as much space as possible for transit/walking/biking. Understand that the graphics only reflect lane widths and not design features, but will use this opportunity to implore you to make the bike lanes protected bike lanes (pavement, not just paint).
340	Do the cars really need the extra foot of lane width? I see the need for the bus lane and 1 westbound lane where buses travel. The separated bike lanes in the replacement option look great.
341	Wider is just a way of kicking the space question down the road. Perhaps you should be looking to the fact that we have proof that 3 lanes doesn't shut down the city to realize that we should give the extra space to buses bikes instead of re-widening the bridge to 5 lanes for cars.
343	If we're building a bridge let's make it plenty wide to maximize transit options.
344	Is it possible to have the divider on the existing bridge. That seems wonderful for both pedestrians and cyclists. It also could reduce stress for drivers. some people on bikes can make me a bit nervous when I am driving.
345	I like the replacement alternatives due to there being more space for cyclists and pedestrians.
346	I would love to see a dedicated transit lane and more space for pedestrians and cyclists.
347	physical separation between auto traffic and bicycle lanes is extremely preferable to paint on the roadway. Either a jersey barrier or a raised curb are the only way to achieve this.
348	I don't see any point in increasing the width of motorized traffic lanes. Narrower lanes are traffic calming and people tend to drive at dangerous speeds over this bridge. Otherwise, the increased width for transit and bikes/pedestrians is ideal.
350	Protected bike lanes preferred. Bus lanes in both directions would be good.
351	ANY version MUST include PROTECTED space for bikes & pedestrians. The retrofit and no-build alternatives have to be revised to include this, even if that means changing the vehicle lanes. Paint is not physical separation.
352	Separated Bikeways are a MUST!
353	Please seperate bikes from cars with barrier
354	narrow lanes help to prevent vehicles from speeding on the bridge. widening them will most likely result in drivers treating the bridge like a highway which would make the bridge less pleasant regardless of the concrete barrier. a better alternative might be to create a single bike/pedestrian path similar to the tillikum crossing.

ResponseID	Response
355	You need transit lanes in both directions, downtown doesn't need to cater to drivers over other modes.
357	The protected cycle and ped areas are a good idea.
359	We should remove an eastbound or westbound traffic lane on a retrofit alternative, and use the excess vehicle space to provide barrier protected bikeways appearing in the replacement alternative.
360	Traffic congestion is such a significant problem for the people who shop, eat, and work downtown. I find it ridiculous that a plan would be presented to widen the overall span, but not include an additional lane Westbound. This is particularly frustrating, considering the statement that this includes a possible streetcar addition.
361	I prefer a hybrid cross section that adds width to the bikelanes and to the transit lane, but not to the vehicular lanes. Also the width of the sidewalk must be a full 8 feet unencumbered by poles!
362	Physical separation of pedestrians/cyclists from motor vehicle traffic should be a top safety priority.
363	combine the sidewalk and the bike lane in the no build alternative and add the barrier. It would be more room than the current Hawthorne bridge.
366	The 8' sidewalks and 8 bike lanes should be a minimum. 10' and 10' would be better. Also, the new bridge should be streetcar and light rail-ready. Perhaps even lay the tracks. Consider not-only the one-way dedicated bus lane, but dedicated bus lanes in both directions. Westbound auto traffic should be reduced to one lane to accomplish this in the same cross-section. Lay the rails in the outside lanes, and provide lamp poles that can also serve as catenary poles.
368	The Replacement Alternative seems much better. I like the separated bike/pedestrian area with a barrier and think 8' for each area is better than 5'6" and 8' in the retrofit version.
369	I assume that the retrofit would be significantly less expensive than a new bridge, which is great. However it's really important to get world class bike facilities, and to speed up transit, so I suggest that a retrofit be pursued but with a different cross-section. Something like this https://drive.google.com/file/d/1pc-8QpnSSm071zRw7DUgiWeq2PNmjBul/view?usp=sharing I'm not sure if I can share links through this, but above is an image of an alternative cross-section for a retrofit scenario that would significantly increase the bridge's people moving capacity.
372	The replacement option, with wide sidewalks and a barrier is the way to go.
373	Having wider bike Lanes is nice. Why do we need bigger Lanes for cars?

ResponseID	Response
374	If the choke points on the current bridge can be avoided, they should. If replacement of the bridge is considered, it should be replaced with something wider (as in the 11' lane rendering).
376	Greater width would be preferred. Or the removal of vehicular lanes. The priority should be protected bike lanes and sidewalks.
377	Yes, I want more safe space to encourage more pedestrian biking.
378	The replacement is the best for the safety of cyclists as well as pedestrians.
380	I prefer the one with protected bike lanes and a separate pedestrian lane, as well as a bus only lane. You could stand to reduce the car lanes even further
381	As a long-time year-round cyclist, I prefer the narrower auto lanes, even if it means a smaller bike lane.
383	retrofit
384	For both retrofit and replacement alternatives: stripe 10' lanes to keep speeds low. 10'6" and 11" is not needed - even for TriMet. For retrofit: If you go with 10' lanes, widen buffer between outer travel lane and bike lane. Any vertical elements in the buffer can have 1' shy away from outer travel lane to accommodate buses (but seriously - don't stripe lanes wider than 10').
391	Having some traffic separation from bikes and pedestrians makes the bridge feel much friendlier.
392	Stick with a retro-fit.
393	Add in protected bike lanes
395	Less lanes for cars, more for bikes, pedestrians, and public transit!
396	Replacement Alternatives looks best.. I like the division of cars and people
397	Burnside is the best street in Portland. Yet, paradoxically, has almost no room for pedestrians or cyclists. There needs to be less room for cars for our city to thrive.
398	the replacement option seems very bike and pedestrian friendly
400	Replacement options provide more space for bikes and walking, which would be safer for noncar movements.
401	The replacement alternative is preferable - it allows safe travel for cyclists.

ResponseID	Response
402	Please make the right decision and invest in an update bridge that ensures all modes of transit and NOT just cars are accommodate. Please make this updated bridge cycling, walking and bus lane only friendly. The replacement alternative bridge appears to do just that and is what the city should be doing for all future infrastructure investments and updates. Let's make this bridge safe, efficient and fun for not just car owners but for everyone who travels by foot, bike, scooter and bus.
403	Include protected bike lanes.
405	Looks good to me, I like the fact that there are 3 lanes exiting downtown.
406	The retrofit option also needs to provide physical separation from traffic, which often reaches high speeds on this bridge.
407	Reduce the car lanes to one lane in each direction. Dramatically increase the biking lanes and add a buffer. Include the bus-only lane. We can have all of this without creating a new bridge.
408	both ways look fine
409	The best option is replacement, but in the no-build retrofit option there is too much space dedicated to personal vehicles. The street space would be used much more efficiently with greater safety if there were less space for personal vehicles and more space for biking, walking, and transit.
410	Physical protection for cyclists are dedicated transit should be considered critical
411	Wider bike Lanes, especially with concrete barriers separating from car traffic, would be great
412	strongly prefer more space for cycling and walking
415	The protected bike/ped lanes are crucial. Unprotected bike lanes on a busy bridge are not safe for anyone.
416	I prefer the replacement alternative that creates bike lanes that are separated from vehicle traffic by a barrier.
417	For the love of god, please go forward with protected bike lanes. It is the only civil choice here. Lumping bikes in with fast moving traffic will ensure that certain populations will never have bike transportation become a feasible option for them.
418	There need to be bus lanes on both sides, and the bike lane should definitely be a raised path, not at grade with vehicle traffic. This is a deeply urban street, and space should be allocated accordingly.

ResponseID	Response
419	Earlier you said "to provide space for pedestrians, bicycles and transit" but also show widening the automobile traffic lanes by 1 foot. Definitely do not widen those lanes, it's more dangerous and encourages more reckless driving.
421	Having a buffer between the motor traffic and pedestrians/bicycles is extremely appealing.
424	Protected bike lanes (especially on bridges were drivers can be distracted by the view) are so very important to saving lives. Please consider alternatives on the retrofit/no build option. For example, why can't the bike lane be protected and 8' while the side walk is 5'6"? Or maybe the bike lane is 7' and the side walk is 6'6"? You get the idea.
427	cars get 2ft of shy distance from the jersey barriers but bikes don't. This is going to be seriously over-crowded as soon as it opens. We better plan to remove a couple car lanes.
429	Yes. I STRONGLY prefer the new- build options #2 or #3. We MUST create *physically protected* bike & pedestrian lanes on this bridge (and all new road construction projects in Portland).
430	The replacement looks much safer for pedestrians and bicyclists.
432	In the existing 78' cross-section it seems to me that there's room for an 11' eastbound bus lane (sorely needed!) as well as a safety-critical concrete barrier protecting the bike/pedestrian traffic if we reduce the single occupancy vehicle lanes to one in each direction. By my math, a 16' bike/pedestrian zone with 1.5' of barrier on each side would leave enough space for an 11' westbound bus lane, two 10.5' SOV lanes, as well as the above eastbound bus lane. Either way, you're on the right track: the existing bike/pedestrian facilities are too narrow and uncomfortable to see as much use as they should.
434	Cyclists need physically separated lanes from auto traffic, not paint lines.
437	The street spacing should prioritize safety features for pedestrians and cyclists. A protected bike lane is a must.
438	Widen bike lanes, get rid of a car lane or two, and make a dedicated bus line in both directions without widening the bridge at all. Save money, punish daily car commuters, and reward those who bike and/or use public transit. Freight can figure something else out, I'm sick of them taking up all the space, trashing our roads, and us (the taxpayers) paying for it.
439	Oh my goodness the "no build" cross section looks like a nightmare. Why is that even being considered? We are a city of bikers and public transit riders- encourage that with lots of safe space for bikes and lanes reserved for public transit.
440	Love the protected bike lanes!

ResponseID	Response
441	Why couldn't the bike lanes in the Retrofit options also be raised and protected, even if they are slightly skinnier?
443	Prioritize bikes and pedestrians
445	Love the space for bicyclists and pedestrians. SO great!
446	Protected bike lanes are a must!
450	Even if the bridge was not widened you could remove a car lane and add more pedestrian and bike space, this should be the priority.
451	I am pro-replacement as it will provide more space for transit and bikes.
452	The bike lanes must be protected regardless of the alternative. The City has street sweepers than can fit in a 5'6" bike lane so that is not an excuse.
453	I strongly prefer #2. As a cyclist AND a driver, I will always prefer a physically separated bike lane. The additional barricade between the raised sidewalk and the cars is highly appealing. As a pedestrian, I am ok with essentially sharing the sidewalk with even fast cyclists. I do think that the cycling section might be too narrow and that additional research might be needed to smooth out traffic during rush hour.
454	In order for the expense and delay to truly be worth it, I think we need to make sure this bridge will serve the growing needs of pedestrians, cyclists, and scooter users. There needs to be not only adequate space for all road users, but the safety of the more vulnerable road users needs to also be taken into account .
455	I have concerns about safety of bikers when the bike lane is not separated so the replacement alternative seems clearly superior. It seems like it is better for both cars and bicycles in terms of both safety and traffic flow speed.
456	Why do both of these options require so much space dedicated to personal vehicle traffic? Why isn't a road diet option presented?
457	While I support the building to support the use of a street car, BRT lanes are far cheaper and to implement and rails are a major hazard for tourists on BIkeTown and other bike share modes
458	I know the wider one will cost more, but I think its smart for the city to: a) plan for future streetcar potential and b) give space to allow for physical separation between cars and other modes.
459	"Accommodate all users". Are the bike/bus lanes not already wide enough? If so, then why widen further in the replacement alternative?

ResponseID	Response
460	Strongly prefer the replacement span. As a frequent biker, barriers between autos and bikes is integral to safety. Further, emphasis should be put on alternative modes of transportation (biking/walking) rather than driving due to climate costs.
462	The replacement alternatives look much better than the no-build alternatives
463	More space for vehicular usage is desired
464	There is no need for street cars to travel on this bridge.
465	1) A hard barrier is needed between vehicular traffic and people walking/biking to make it safe and a more enjoyable experience for all users. 2) Consideration should be given to incorporating green space into the barrier between vehicular traffic and people walking/biking to enhance the bridge aesthetics, improve air quality, and help mitigate noise from vehicular traffic.
466	I'm in favor of the larger protected bike lane. I would love to bike my 7-year-old to the waterfront and my 3 -year-old when he is old enough but would not cross the Burnside Bridge with them without a barrier.
467	I would like to make sure that the lane in the illustration that includes the bus is in fact a dedicated bus lane. I used to commute over the Burnside bridge and would frequently see buses full of passengers stuck in traffic. Moving buses more quickly across the bridge would be a huge improvement.
468	Please don't be ODOT. I'd definitely like to see wider, safer, separated routes for bicyclists and pedestrians - and for a dedicated bus or other transit lane. Cars can take a backseat in my central city for once.
469	The plan with the wider lanes for cyclist and pedestrians is best.
470	I like the substantial bike lane of the replacement options. The current bridge bike lanes (outside of construction) have always felt uncomfortably narrow.
471	Provide space for protected bike lanes and peds. Prioritize one-lane auto lane for busses.
472	In an urban context 11' lanes create unsafe conditions by encouraging speeding. 10' wide lanes are plenty and encourage safer, slower speeds. So I lean toward making do with the existing bridge.
473	Traffic on the bridge moves too quickly. Protected bike lanes are the only safe Vision Zero option. Both directions should have bus-only lanes during rush hour.
476	I like the bike lanes and pedestrian space, as well as the bus lane. Consider a reversible center bus lane. Don't widen car lanes.
477	Again, give me protection from private automobiles. PROTECTION.

ResponseID	Response
478	Having additional room for bikes and protected lanes is desirable, this bridge is intimidating to cross right now via bike
480	Too many motor vehicle lanes and not enough bus lanes. Take away 1 lane each direction for motor vehicles and add a westbound bus lane. This will help discourage people from driving into the downtown core. Reclaimed lane space can be used to widen remaining travel space for all modes in both directions.
481	Glad to see the bus-only lane and prefer a bridge wide enough to accommodate protected pedestrian and cycling lanes.
482	It would be nicer to have more space for bikes and pedestrians. I value that a lot, but It's hard to know what to recommend without the cost of each option.
484	The street spaces are unacceptable for climate and vision zero goals. For the retrofit, bicycles should have FULLY protected lanes, with concrete barriers separating bicycles from cars. For both retrofit and new bridge designs, there should be a dedicated mass transit lane in EACH direction. This lane should be structurally capable of being altered to include light rail in the future. Here's a sample cross section for the retrofit with physically protected bike lanes and dedicated transit lanes in each direction: https://i.imgur.com/q9CpAKn.png
490	The wider alternative almost seems like too much. I'm usually in favor of widening these things, especially for pedestrians/cyclists, but that width doesn't seem necessary to me.
491	I prefer the replacement alternative.
493	Consider converting one of the traffic lanes to bus-only in the westbound direction.
495	Protected bikeways are a must. The current speed differential between motorized and non-motorized traffic is unsafe.
499	I prefer the wider width for active transportation.
501	I want the larger bike lanes and physical separation from cars.

ResponseID	Response
504	These proposals should be embarrassing for how poorly they integrate the climate, equity, and transportation goals for both the City of Portland and Metro. There is no reason to dedicate 50% of the bridge space (44' out of 87' in the replacement alternative) in a brand new bridge. The Burnside Bridge is 96 years old and if we hope for this new version of the bridge to last that amount of time we need to design it for the transportation environment we are planning for, not the one we used to have. There should be a bus lane in each direction and protected bike lanes as a starting point anything less should require an explanation as to why single occupant vehicle (SOV) usage is more valuable. In the event of a major quake those SOV lanes are going to be close to useless as our transportation network is likely to be severely compromised and bicycles will prove to be the only mode resilient enough to function for quite some time. We need a bridge built with that reality in mind. We also need to consider that our mode share goals are 25% bike, 25% transit, and no more than 30% SOV, meaning that our space allocations should be reflective of those goals. When overlaying the framework for equity and climate considerations starting with maintaining so many SOV lanes becomes an absurd proposition that serves none of our goals and wastes taxpayer money.
508	I would prefer a protected bike lane.
511	The replacement alternative is an improvement and will help bring people into the city by other means of transportation than single-occupant vehicles. The protection, the barrier between fast-moving metal bound machines and the soft flesh of humankind is essential. That needs to be built into the roadway to protect people, getting more pedestrians and cyclists into downtown, healthy for their bodies, and it reduces the congestion of cars too. The transit-only lane is a clear win, the bus can be a status-neutral ride, good for all, if it is invested in and prioritized.
513	I think we should have only one car lane each direction, have one bus lane in each direction, and lots of separated space for bikes and pedestrians.
514	More width is better
515	Replacement alternative is much better. More width for bikes and true separation from traffic. Paint is not infrastructure.
517	We need physically protected bike Lanes. Paint doesn't count and cars often ignore it.
518	The replacement alternative provides much needed safety for people who choose to walk or ride a bike. In light of increasing congestion and climate change, we must make safe streets for people who walk and bike a priority.
520	Bike riders absolutely must be separated from drivers by a physical barrier. Traffic on the Burnside Bridge goes too fast to make a painted bike lane safe. It's a luxury to have a temporary westbound "protected lane" right now while the construction is going on.

ResponseID	Response
521	The bike lanes need to be protected by barriers because of the high speeds and tight quarters. Those barriers are really required in any new setup. In my opinion, solo drivers crossing the bridge should also be put on a quite severe "road diet." I'd suggest a retrofit option with just one single occupancy vehicle lane in each direction, leaving more room for bus/bike/pedestrian lanes.
522	Make the bike lanes physically protected, with a concrete barrier between it and car lanes.
523	MORE room should be given to the protected BIKE lane. We have massively increasing numbers of people on bikes, e-scooters, skateboards, etc, which is a GREAT thing. We need to *eliminate* as many unnecessary car trips as possible!! But I'm glad to see that people on bikes will finally no longer be "protected" by PAINT from cars traveling 50 mph on the Burnside Bridge!! We also need transit-only lanes in BOTH directions.
526	The replacement alternative is far superior because it provides substantial vertical separation from motor vehicle traffic for bicyclists and pedestrians.
527	I like that there is a protected bike lane. What about a dedicated bus/BRT westbound lane?
528	I like the replacement alternatives. I am not sure what the existing conditions are, but i am not convinced all lanes need to be widened to 11'. It seems like 11' for outside or bus lanes and 10' for all other motor vehicle travel lanes are sufficient as to not make it easier to speed.
529	100% need to make the cycling paths protected, the replacement alternative is the only good option in my view.
531	Protected space for people on bikes should be mandatory, even if it means removing a lane of traffic. The bus lane is sorely needed.
532	Widen deck similar to what was done on Hawthorne bridge and create physically separated bike track.
533	There is already enough space on the current Burnside bridge to accommodate all uses. Reconfigure to walking sidewalk, separated bikeways in both directions. Add bus lane. The rest for cars. Done!
535	Vastly prefer the protected bike lanes!
536	11 ft travel lanes are inappropriate, and unsafe in urban areas. They encourage speeding and should be reserved only for outside lanes carrying transit and freight. Jersey barriers are unattractive, and introduce unnecessary width to support shy distances. Consider a less intrusive barrier with a smaller footprint. Consider a design with one through lane for driving, bus only lanes for transit, and allocate the remainder of space to walking and biking.

ResponseID	Response
537	The space should be welcoming to even visitors to want to cross the bridge on foot currently not maybe people cross the river by foot but if we plan something truly beautiful and unique we might attract more people to walk and to leave there cars and we would also create a new attraction for the city
538	This choice is improperly framed. Given the county's climate and modal shift goals, space on the bridge should be prioritized for walking, biking and transit before SOVs. Therefore the choice presented here should be between a narrower bridge with fewer SOV lanes or a wider bridge with more. Both options should have first-rate biking and walking facilities, and probably a dedicated bus lane at least during peak hours.
540	I prefer choice 2 because I ride a bike and want to live. I wonder why choice 1 has a smaller bike lane even though it's close to traffic?
542	Yes, widen it. I wonder why there is a bus lane going west and not one going east.
543	The retrofit looks good, but should consider closing a vehicle lane in each direction to make wider bike lanes and sidewalks.
545	I think at least one lane of car travel should be removed to accomodate wider bike lanes and bus-only travel lanes.
549	no need to go wider than 10' travel lanes. No need for more than 1 west bound lane Bike lanes in both directions should be protected or at sidewalk level.
554	N/A
557	The wider
558	The wider is better
561	It's a very good proposition
565	That makes sure the replacement alternative is well equipped.
568	a project for the community
569	They are corrects
572	N/A
576	Good
577	N/A
579	Wider would be better
581	long as its big enough

ResponseID	Response
583	Your Q are confusing
584	N/A
586	N/A
587	No
590	NO Make it stronger for the people to cross
591	NO Make it stronger for the people to cross
592	Yes! They are good
595	I much prefer the replacement option due to its greater focus on bike and pedestrian traffic.
596	I like that bikes are totally separated in alternative section
597	As long as there is space for a future streetcar and bus and pedestrian lanes I'm happy.
598	Yes! They are good
599	Yes! They are good
601	are good organized
602	They are going to be good
603	NO
604	Change the old part of the bridge so can be prepared for an earthquake
606	N/A
608	None
610	Build a bridge underwater This will be more secure, building with steel and letting the ships going above. Will save thousands of od dollars in electricity opening and closing, and do not need many changes
612	Why spend millions of dollars now? Instead of a new bridge
614	NO

ResponseID	Response
616	No! No comments
617	NO comments
618	N/A
620	It is good they will be wide so we may use the emergency method with more space
621	Not at the moment, the bridge is old and it needs to be repaired
622	N/A
623	More wide Better
624	It will be good it would be more space for an emergency
625	Yes, there are good but I think the best option is to respect it
626	Good
628	N/A
629	Interested in price tag!?
630	Needs westbound lane for transit.
631	N/A
632	Yes, my opinion, would be very good to look for better ways and cheaper forms with more efficiency. Try to get advice from Japan, ask them to share their technologies. I think they have excellent technology .
634	N/A
636	We should reducing car lanes and adding protected micromobility lanes.
637	5 lanes for cards will only promote further increases in congestion and car usage. We should more seriously consider promoting alternatives to car travel.
638	Like number two better!
639	The additional width is not worth the investment. Make the Steel Bridge a bike and MAX bridge only. Route bus and car traffic over the river onthe Broadway bridge.
641	I prefer the Retrofit option but it should shed two traffic lanes to make room for proper separated active mode facilities. The lowest priority for traffic into downtown should be private cars. If this is the case there is no need for four lanes of car traffic.

ResponseID	Response
643	I bike the bridge every day, having wider 8' bike lanes would help the congestion we have now in the bike lane. Being able to get across the bridge quickly and safely in the 8' lane will help encourage more people to ride.
647	Present width is plenty.
651	Any cross section must include protected and grade separated bike ways
652	The Retrofit and No-Build Alternatives looks like it has curb-separated bike lanes and walk lanes. This is helpful to keep walkers from veering into the bike lanes like they tend to do when the lanes are not separated (a la Tillikum bridge)
656	As Portland attempts to become a better and safer biking city, and to reduce carbon emissions from traffic, we should invest in a wider and safer bridge that accommodates a safer, separated bike lane
659	Love having more space for bikes and pens!
662	Me parece perfecto con más espacio
663	Son buenas por tener mejor espacio y mas mejor proyecto
665	My immediate concern is congestion as people rush to get home to the Eastside.
670	There doesn't seem to be enough practicaal difference to justify replacement.
671	It would be nice if the bike lane could be sidewalk height in the retrofit option, even if there is no barrier.
672	Retrofit is perfectly adequate (I have used the bridge to commute for years).
674	Please allocate more space for bike lanes in any and all alternatives. Even if bike mode split stays flat (which it won't), the number of people on bikes will grow as population grows, and conditions are already getting more crowded on bridges. This is, of course, a good thing, but we need to build more room! Let's induce demand for things we actually want to promote. Please also ensure the bus lanes are bus-only lanes. It's more than necessary now and moving forward. Thanks!
676	The more space that is allowed for pedestrians, bicycles, and mass transit, the more accessible for all people the proposed bridge would be. This can still be achieved with the retrofit and no-build alternatives.
677	The more space we can allow within the retrofitted and no-build bridge alternatives for pedestrians, bicyclists and mass transit would be the most advantageous to all kinds of people and therefore should be the recommended priority for the cross-sections.
678	Do not like the fact there are no physical barriers between bicyclists & pedestrians on the 'no-build retrofit, so the alternative is a better design(maybe).

ResponseID	Response
679	Yes to solid barriers between cars and bike/peds! The replacement looks great except for the 11 ft car lanes. People in cars are going to go even faster. It should be a priority to SLOW DOWN the top speeds on the bridge of possible. It sucks as a pedestrian to be just a few feet from 100s of cars going as fast as the car with lieterally nothing between you/them.
680	prefer the replacement alternative
682	Any chance a retrofit could include at least wands to separate the bike lane?
685	No
686	I think we need the most lanes possible due to heavy traffic in Portland
688	I have never in 40 years had a problem with the Burnside Bridge at its current width.
690	No, other than that bicycles and pedestrians could always use more space. With how many pedestrian and cyclist fatalities there are in Portland every year, that has to be a consideration.
691	With popularity of bikes, electric bikes and scooter, it is a great opportunity to expand bike lane. Plus, the wall (fence?) between bike lane and car lanes will definitely improve safety of bikers.
692	with the replacement alternatives
694	The wider road option looks safer to pedestrian and bicycles.
695	Prefer the replacement options and additional space for active transportation users.
696	I like Replacement Alternatives option very much. I believe this extending the with plan is great for pedestrian, car, and bicycle for safe travel.
697	I support Replacement Alternative. Traffic jam always occurs at current Burnside Bridge. therefore, to widen up the bridge is very helpful not only for regular vehicle but emergency vehicles.
699	I always feel that all lanes of Burnside Bridge are narrow. Therefore, if it would be wider, that will be safer and easy to drive. Also I can see a lots of tourist on the bridge; so it is good to have a safe space for pedestrians.
700	Replacement Alternative-The proposed use of wider bridge looks good
701	Replacement Alternative is better
702	I prefer Replacement Alternative, which expanding bike and pedestrian space, because of preparation of City population increasing.

ResponseID	Response
703	Both idea seems to work OK. But wider the better if we don't have to consider the cost itself.
704	Wide option is better for future growth considerations
705	Options for consideration -Having only one side of pedestrian instead of both sides; only one bike lane.
706	I prefer Replacement Alternatives. However, I consider for its cost; therefore, we should consider its cost performance.
707	Replacement Alternative-wider width will give both pedestrian, biker driver;however, the cost is also a big part of decision making.
708	First option
709	Replacement Alternatives is better. To widen the road itself, additionally, through MAX line on the Burnside Bridge would be great.
711	Replacement Alternative-Wide is better because of rapid gain of the population and tourist number upcoming 10 years.
714	Why doesn't the retrofit option include protected bike lanes too? (Even if you have to sacrifice a traffic lane to make it fit)
718	As a cyclist, it's very frustrating to ride on the sidewalk because the burnside bridge has a lot of pedestrians. A bike lane on each side would help the flow of traffic immensely.
720	I like the version with the wall separating bike peds from cars.
726	I prefer the replacement alternative
729	The motorized traffic lanes should set aside dedicated lanes for transit, which carries far more people.
731	The retrofit as pictured is inadequate and irresponsible. It proposes dangerously unprotected bike lanes on the margins of a 5 lane road which sees high speeds outside of rush hour, we know better in 2019. It needs at least grade separated and protected space for bikes and pedestrians.
732	Retrofit and No-Build Alternatives
737	レーン当たりの幅は変更なしで車線数を増加させた方が、予想される渋滞は緩和するのではないかと思いました。東方面行きのバスを念頭に置いた置換、自転車と自動車のレーン境界の作成は賛成です。
738	The retrofit option seems good enough with less expenses

ResponseID	Response
743	I think that, whatever option you choose, it needs to be future oriented. To that end, if congestion is to be reduced in Portland, it needs to be less car-centric. Therefore you should: (1) provide a maximum amount of room for pedestrians, bikes and public transit; (2) assure that there is a physical barrier between motor vehicle lanes and the spaces for pedestrians and bikes. (3) There should be transit lanes in both directions. I support the wider width option (or wider) for those reasons.
746	Retro fit is adequate.
748	I prefer the replacement alternatives, this would be much safer for cyclists and pedestrians.
750	Does this cross section get narrower at the approaches (to meet current width)? If so, which elements narrow or lose lanes, and how much of a bottleneck would that create?
751	Prefer replacement alternative
765	I would prefer to see sidewalks that are at least 10 ft wide, physically protected bike lanes, and a bus-only lane in BOTH directions to encourage easier travel for non-vehicle modes. Having four vehicles lanes is too many. Vehicles emissions are 40% of Oregon's carbon emissions and as a city and state we need to build transportation infrastructure that enables less polluting and more efficient modes than private vehicles.
767	honestly the width of the current bridge seems pretty adequate to accommodate cars, bicycles, and pedestrians.
770	I prefer the separated and protected bike/pedestrian lanes of the Replacement Alternatives.
776	The Replacement Alternatives mid-span cross section would support the growth of the City and allow for safer traffic flow.
778	I prefer the replacement plan allowing adequate room for walkers on the sidewalk and bikers.
783	HOW TO HANDLE TRAFFIC . VEHICLE CAN USE OTHER BRIDGE.
784	No comments
787	NO COMMENTS
788	NO COMMENTS
791	DO NOT SUPPORT BUILD A TEMPORARY BRIDGE. TOO COSTLY.
794	SUPPORT BUILD A NEW BRIDGE
795	SUPPORT BUILD A NEW BRIDGE

ResponseID	Response
801	AGREE BUILD A NEW BRIDGE
803	WE NEED THE EXTRA WIDTH FOR BETTER TRAFFIC
813	In my humble, inexpert opinion, traffic swells to meet whatever capacity is provided. Cars are not a sustainable method of transportation and therefore we should grow capacity for different, sustainable forms of transportation instead. All of which is to say, more lanes for bikes and pedestrians, please!
815	no. its fine.
817	I think it's a good idea, good plan.
819	Widers lanes and bike/walking lanes seem like best solution
821	As a everyday bike commuter crossing the burnside I want protected lanes and rapid transit lane.
822	There should be more space for public transit and people walking and biking.
825	Protected bike lanes are a very desirable for the safety of many Portland residents. Why do is a dedicated bus lane needed?
828	As a daily cyclist, I prefer the wider span for pedestrians and cyclists.
834	Bike lanes need a physical barrier from motor vehicles. There could be bus lanes in both directions. We need to radically reduce the space devoted to automobiles, as we need to radically reduce automobile use.
837	replacement wider width is better
838	The replacements seem like a much better option. Making things safer for cyclists will further make people more comfortable biking, hopefully getting more cars off the road, and helping reduce increases in trimet usage a bit
839	Thank you for not sacrificing motor vehicle lanes. Buffered bike/ped facilities would be good.
840	I prefer the cross section associated with the replacement.
843	More width requested to accommodate grade separated bike lanes. This will encourage biking and walking especially for the 2035 plan.
844	does this or does this not address the westbound streetcar connection that you asked in previous? pedestrians can share a single walkway; bikers can share a single 2 way lane. a bicycle/vehicle barrier is essential and would permit a narrower bicycle lane.

ResponseID	Response
848	I am not a biker but I think they would appreciate having a bit more room to pass each other with. And any extra width in the car lanes is appreciated, especially when having to go by a bus.
849	Retrofit option should also have a raised bike path. It seems their is enough space for this. A raised oath is critical for cyclist safety.
850	More room and protected lanes for bikes is important. Although 11' is not really big for car/truck lanes, the extra width would seem to encourage people to go faster. If anything needs to be sacrificed to make wider, protected bike lanes, I would recommend it be the car/truck lanes.
853	the larger width for bikes with a barrier seems like a much better scenario all around.
855	8 feet seems reaaallly wide for a one-way bike lane.
859	The replacement shows more space for walking and biking, but also more space for cars. How many state, regional, county, city, and community goals and adopted policies do we need to reduce automobile use before we actually start planning for less convenient driving? We can provide just as much space for non-automobile use on the existing bridge if we stop prioritizing automobiles.
860	置換案に賛成です。 車道の幅が広くなるのに越したことはないです。
864	Protected bike facilities and exclusive bus lanes preferred.
868	Burnside should not be a highway. All increases in speed and capacity should go 100% to walking, cycling and transit. Do not widen traffic lanes
874	I definitely prefer the option with more room for pedestrian and bicycle traffic, with a divider. It provides better safety for the immediate use of the bridge. The current shared sidewalk space is not enough.
882	This bridge does not address a high speed rail need that needs to be put in place across the city.
883	If increasing the width of the bridge more lanes need to be added.
884	Public transit should be front and center of planning.
885	Replacement alternative is superior because it has a dedicated cyclists lane safe from vehicles. Simple as that.
886	How is the bus going to get back across the river? There is no westbound bus lane?
887	32' on the replacement is way too much for sparsely used pedestrian and bicycle lanes. Realistically, auto and truck traffic is going to be the vast majority of traffic on this bridge for the foreseeable future.

ResponseID	Response
888	We're in a climate crisis and both examples show too much space dedicated to single occupancy vehicles. We should have dedicated bus only lanes on both eastbound and westbound lanes. We should have wider sidewalks and wider bike lanes to acommodate the increased mode-share that those will have to become if we intend to meet our climate goals.
889	The replacement alternative allows for more transit usage options and should be pursued.
891	The bike lane should be buffered from traffic (as in the replacement) but should also be somewhat buffered from pedestrians (a low curb, e.g.) The center lane should be bi-directional so as to accommodate different crossing patterns at different hours (e.g., 3 westbound lanes at AM rush v 3 eastbound in PM) Or why not make it even wider and have 3 lanes in both directions?
892	NO
893	I think it's always a good idea to provide dedicated and protected lanes for cyclists and pedestrians, but I'd take narrower bike lanes if retrofitting got us a safe bridge faster than replacement (assuming the same level of seismic readiness in the retrofit and replacement alternatives).
896	Since I prefer option 3, looks like wider span comes with it. If that's not the case, I would prefer narrower bridge as wider lanes often translate to faster travel and that is not of high value to me. Would prefer less cost for the bridge and more money to be dedicated to housing and social services for low-income folks.
897	As a "three legged" pedestrian, I favor distance between cyclists & tri-peds being increased!!!! :O
904	Both cross sections allocate way too much space to cars and trucks. The only reason to have four lanes of motorized traffic is if you are going to have bus only lanes in both the easterly and westerly direction. Five lanes ignores the climate crisis and subsidizes the oil and gas industry. You can achieve safety and emergency access goals without making a highway in the city.
906	تعريض الشارع مفيد لحركة المرور
907	I
914	As someone who lives on the East side and has a daily commute across the Burnside bridge, I would love to see more lanes - especially leaving downtown. It often takes me 20-30 mins to travel just one mile from downtown back to the East side at the end of my day, so I love adding a 3rd lane to help decrease congestion.
915	I like having a physical barrier to separate motorized traffic from pedestrians and bicycles.

ResponseID	Response
917	I don't feel there is significant added value in expanding the width of the bridge if additional lanes for car traffic are not also added. As a bike commuter I feel the width and layout proposed on the retrofit option is sufficient for safety and flow. Adding an additional foot to each lane of care/pedestrian/and bike traffic does not give the replacement option sufficient merit in and of itself. Have traffic studies been performed on each option comparing travel times for each type of user? If there are real reductions in commute time expected from widening the bridge then those potential benefits should be relayed to the public. Otherwise, cost, logistics, downtime and seismic performance would be more important factors upon which to weigh pro/cons of each bridge alternative.
919	Wider is better, with bikes and pedestrians physically separated from motor vehicles.
920	I like the idea of a dedicated bus lane. I wish we could shave this down to three car travel lanes with the middle lane alternating direction depending on the time of day. I'm averse to building too much space for cars; we're shouldn't be moving in that direction.
923	none
933	Separated bike lanes in replacement alternative feel MUCH safer as a cyclist than a traditional bike lane at same grade as auto lanes.
934	no
936	I like the replacement alternatives as we need to make room for all modes of transportation from walking to biking to driving (in personal car or mass transit).
937	I prefer the width of the replacement alternatives, as it seems safer and more accommodating to non-motor vehicle users, eg, pedestrians and cyclists.
938	I love that there will be expanded space for bicyclers while still maintaining space for cars
940	The existing bridge is wide enough.
944	The expanded ped-bike area is very important.
946	Providing for safe bike and walker safety should be taken under advisement as this bridge is built.
949	The wider the better. Our population is only increasing.
951	Replacement option is best
952	The Replacement Alternatives protect bikers much better as there is space for a wall, AND they allow for all sizes of traffic to comfortably fit in the wider lanes.
955	I prefer the retro-fit or no building option.

ResponseID	Response
959	As a cyclist I support any options that physically separate me from cars.
961	Dedicated bus lanes should be included in all designs, regardless of of total width.
962	The additional width is nice, but changing the retrofit option to have bikes and pedestrians share the same level of surface and to have a barrier between them and traffic would be equally helpful. Similar to the Hawthorne Bridge. You could gain the same level of safety for all users with limited additional costs.
964	Replace not retrofit!
966	The replacement cross section is a great start. Yes to bus priority and safe bike walk infrastructure. But why not the dedicated bus lane in both directions? Is single occupancy auto traffic really a smart priority?? Have you noticed our climate lately? Also congestion?
967	It would be a shame to miss the opportunity to provide a bus-only lane in the westbound direction in the replacement alternatives (in addition to the eastbound). This would ensure transit reliability and capacity into the future and ensure dedicated space for bus streetcar in both directions in the future when/if a streetcar extension occurs on Burnside.
968	What are the impacts associated with the wider cross section? How wide is this compared to the other downtown bridges?
969	The city must prioritize protected bikeways for cyclists of all ages.
970	Wider options are better, especially for the bike and pedestrian lanes.
973	It is important to have safe and welcoming bicycle facilities on the bridge. This includes he entrances and exits to the structure.
974	Replacement alternative with dedicated pedestrian / bike access strongly preferred
975	The replacement alternative is most adaptable to future growth needs by multiple modes of travel.
976	Hard protection for bike lanes is vital, as is the wider bike lane. However, 11-foot lanes will encourage excessive speeds and continue dangerous conditions for motorized users. The inner lanes at least should be narrower. (What is the design speed for this profile? Should definitely not be higher than 30 mph.) Also, has the addition of a westbound transit lane been considered?
978	Replacement is clearly a significant upgrade to a major river crossing. Worth it to continue supporting alternatives to cars. I have walked across the existing bridge many times.

ResponseID	Response
979	Any bridge cross section that doesn't include full separation of bikes, pedestrians, and auto traffic is a non starter. Separation must include a hard barrier like a curb or concrete barrier. Wands are not good enough. In addition, there should be strong consideration given to reducing the number of auto lanes.
980	Wish it was two lanes wider
981	The replacement alternative
982	Both scenarios look workable.
984	All things being equal, I'd certainly appreciate having wider bike lanes, people drive at high speeds across the bridge, and I'd like to be farther away from them.
985	Keep the car lanes at 10'. 11' lanes will result in high speeds and works against the city's vision-zero goals. Some form of protection for the bike lanes could be added to the existing bridge.
986	Separated and protected bike and ped facilities are best
989	The current proposed design includes an eastbound bus lane (to be consistent with the short term plans). Would you please include a westbound bus lane for all the replacement alternatives?
990	Replacement alternatives are more in-line with what how Portlanders commute and what the future will require in terms of public transport, pedestrian, and bicycling accommodations in inner Portland.
992	Whatever option allows for the skatepark to be saved!
995	I like the isolated bike Lane and dedicated bus lane but would be concerned about the cost compared to a retrofit and the aesthetics.
996	The replacement alternative looks much better for basically everyone. While it'll probably be more expensive, as such a critical part of our infrastructure, we should probably invest in it.
997	I think a retrofit result in the same end result in less time and cost.
1004	Number one concern is survivability in an earthquake; we have other bridges for everyday use. If the wider version is equally earthquake resistant and affordable, then go for it.
1005	More space for bikes is needed on the bridge.
1006	A hard barrier for cyclists is always the preferred option. You can't reply on paint to save someone's life with the amount of distracted driving going on today.

ResponseID	Response
1007	A wider bridge seems like a better long term plan
1009	Replacement Alternatives. Give everyone more room.
1014	test
1015	Either version is great because it allocates space for people walking, biking, and transit only lanes. Obviously a protected option for ped and bike would be even better. Also implementing the Enhanced Transit Corridor/Central City in Motion is so important! SOV drivers will always gripe about it, but we HAVE to make transit & active transportation viable options.
1016	Since pedestrians will not be crossing from one side of the bridge to the other mid-span, I recommend the full 11' width for all traffic lanes.
1017	You don't need 4 lanes for cars. You also already have 10ft lanes. Why do you think you need them to be 11? 1 private vehicle lane in each direction, 1 bus/streetcar lane in each direction, protected bike lanes that are 10ft wide, and an 8ft wide sidewalk.
1019	Must include a westbound bus-only lane, in addition to the eastbound bus-only lane. It is incredibly important to prioritize transit in both directions.
1020	Replace to get wider space for biking and walking. That said 16' may not be enough.
1022	I support the replacement alternatives specifically due to their integration of multi-modal travel and providing a safer lane for pedestrians and cyclists.
1026	Rail would be nice.
1027	Replacement alternatives, with a greater width span, would do more to accommodate the increasing traffic across the Bridge.
1030	More width would provide better accessibility for cyclists and pedestrians.
1031	The bridge needs more space for pedestrians and bicycle traffic. The wider cross section looks to accommodate this.
1032	I like the physical barrier between bike lanes and cars on the replacement bridge,. We do not allow our kids to ride bikes in Portland because we, as daily bike commuters, have simply had too many close calls with unsafe drivers. The physical barrier is definitely a safer option.
1033	I favor the wider replacement alternatives.
1034	concerned over adding 9' in width

ResponseID	Response
1040	Widening the bridge would increase safety for bikers and pedestrians. This will also accommodate more commuters to leave their cars at home, which is also critical to addressing the climate damage.
1041	A separated bike lane would be ideal
1043	Retrofit and no build is sufficient
1048	It's not smart to build extra flow of traffic until downtown, but then not out of downtown. I sit in that traffic everyday asking myself what fool designed this pattern.
1049	I don't see what advantage is gained by having wider lanes for vehicles. I'd prefer a protected bike lane even for the retrofit/no build.
1052	We do not need wider lanes that only encourage drivers to drive even faster than they already do. Retrofit the existing structure!
1055	Add bumpouts for wider sidewalks at midspan. This can be a great viewpoint, rest spot, and place for public art.
1057	love the replacement alternative
1059	More lanes for cars
1060	A wider bridge makes more sense both for normal traffic and for recovery operations after a major quake.
1064	need to know ball park figures in order to have an opinion.
1065	I support adding width to accommodate all users more safely
1067	Forcing bicyclists to ride unprotected next to buses is a recipe for further pedestrian fatalities. I strongly oppose creating unprotected bike lanes.
1068	the replacement alternative widths provide safter transportation routes for all modes.
1069	Whatever you do, there had better be 4 lanes for vehicles other than transit.
1070	I think it would be helpful to show current bike/car accident statistics on the bridge. It looks like the total gain is just 9ft...if you expand the bike lane into the sidewalk then I feel like it would function more like the Hawthorne bridge which would still seem like an improvement
1072	Please allow for more bike and pedestrian traffic.
1076	Dedicated alternative transportation lanes make me happy!
1077	I'm not sure why the lanes need to be wider.

ResponseID	Response
1078	I say retro fit the existing bridge
1079	Do bus only lanes actually increase efficiency of trip times?
1080	West bound bus lane too
1083	I support added width for bicycles and pedestrians.
1085	Save 4 feet. Keep the lines 10 feet wide. They do not need to be built for 50 mph traffic. Narrower lanes=slower traffic. Or if you want to better accommodate trucks, add a wider shoulder to the inside lane. I also would like if the committee explored lane "zipper" technology to alternate the third lane to outbound in the pm/ inbound in the am
1090	I like the separated in roadway design for the bike lanes.
1091	Increasing the width and thus giving more space to pedestrians and cyclists would be the wise, forward-thinking move. Please strongly consider it.
1092	We should be planning for a future in line with a sustainable economy, and so provide significantly more space for pedestrians and biking, and dedicated bus lanes.
1093	I do not want more car lanes or larger car lanes added. If a new bridge is constructed it should involve increased bike/foot traffic and/ or only public Transit.
1097	A curb up to the pedestrian sidewalk provides a small barrier to keep walkers and cyclists in their respective areas.
1098	As a major arterial in the middle of town, is absolutely critical that the Burnside make more space for efficient modes of transportation- walking, biking and transit - instead of preserving the disfunctional status quo.
1100	Protected bike lanes, pedestrian routes and bus only lanes should take top priority over widening or increasing car lanes.
1101	Too many cars.
1105	Reduce auto travel lanes further in order to expand active transportation options.
1108	I definitely prefer the replacement.
1118	The replacement design is preferable and should be a funding priority.
1119	Retrofit would be fine. The bridge isn't the cause of traffic. It's the construction on either side of the bridge (burnside and SE 10th-ish for example) causing lane closures, etc that backs everything up all the way to the bridge.

ResponseID	Response
1120	I agreed with Retrofit and No-Build Alternatives. I believe it has enough space for pedestrian and bicyclers; also for auto motives.
1121	Replacement Alternatives is better.
1122	I'm hugely in favor of separated bike/walking lanes.
1123	Since I want a safe and comfortable place to bike and walk, I prefer the replacement alternatives because the bike lane is wider (8' instead of 5'6") and has a concrete barrier from motorists.
1124	Both options sounds good; however, at the same time the weight will be heavier. therefore, I am concerns the safety.
1125	Replacement Alternatives for the safety purpose; I believe the divider between automotive and pedestrian/bicycle lane works well.
1126	Replacement Alternatives is better. Due to gain the population of the city, I like idea of the border between automotive and pedestrian.
1127	現在、平均でどのぐらいの人数が自転車で走行しているのか。そこまで大人数でなければ、自転車と歩行者の幅は足して約14フィートでいいのではないか。
1128	Bike and pedestrian lanes must have physical protection from motor vehicle lanes in every proposed alternative. If the existing span width is not wide enough to accommodate it then motor vehicle lanes must be reduced in width or number to accommodate, per the City's mode split requirements.
1129	Dedicated public transit lanes and protected pedestrians
1131	Look at cantilevered sidewalk to separate modality
1132	Look into cantelevered sidewalks attached to bridge to separate modality
1133	Look into cantelevered sidewalks to separate modalitys
1140	The additional Width is likely needed to accommodate long term growth of the coty
1141	There needs to be a transit-only lane in BOTH directions, as well as generous space for bikes and pedestrians. Portland's transportation system will need to move more and more people as we move into the future, and transit is the best and most efficient way to do that. I'd rather see fewer lanes for cars and more lanes for healthier, more efficient, more sustainable options.
1142	Active transit paths for bicyclist and pedestrians need to be protected from fast moving vehicles on the bridge. A permanent bus lane should be installed.

ResponseID	Response
1145	The replacement looks like it would give a good amount of space to transit and non-auto users, and would be a preferred treatment.
1146	Why so many car lanes? 2 for cars, one in each direction. 2 lanes for transit, or if you really want to be forward thinking, 3 so that you can accommodate future capacity increases such as streetcar and buses running side by side. Lane widths should stay 10ft for private car lanes, 11ft for transit. Bike lane should be 10ft to allow for current capacity needs (8 ft is current) and 10 ft allows for future increases.
1148	I think the extra sidewalk space would be nice, but the extra space in each lane is unnecessary
1151	Not enough cyclist or pedestrians use the bridge to call for a replacement. Just keep the construction at a minimum, open that area back up for local community. Nobody climbs up Burnside and there is no pathway after crossing Burnside to continue NW.
1152	Bottle necking either side of the bridge is a concern for these design features in my opinion. The flow of traffic on either side is important to me because it will affect the other road systems on either side. The replacement alternatives seem attractive, safely accommodating all types of commuters. If it doesn't turn into a parking lot because either side becomes bottlenecked it seems like a safe option.
1154	Dedicated bike lanes are a must!
1156	Need public rail on it
1157	The wider lanes would be a nice option.
1161	Retrofit and no build alternative is the practical method for the county to do. PBOT always retrofit streets, so I believe the County should do the same thing. Its more affordable for the county and the bridge can still be used by commuters.
1162	You should put light rail in there someplace
1164	I prefer the Replacement Alternatives. I am a cyclist, and there is NOT enough room for bikes and pedestrians. take in consideration people who walk/ride against traffic. It's a challenge every day!
1166	Protected bike lane option is best
1167	Go big.
1169	It's good to see a replacement bridge would increase space for bikes and create a barrier between motor vehicles and pedestrians.
1175	I don't quite understand why the bike lanes aren't on the outside
1178	Bus Lane is great, love the physically separate bike and pedestrian lanes

ResponseID	Response
1179	more space for bikes and pedestrians are forward thinking for future needs.
1181	Only need a single small bike lane, no bus only lanes.
1182	I would suggest pedestrian and bike lanes on one side only with a cross-over at some point. This would allow more mobile traffic space. I can't tell from the drawings if there is a dedicated bus lane but that should be a consideration.
1183	Would love to see a Westbound transit only lane, too!
1184	I would be really excited to get a bike lane that feels more separated from the traffic than it does in the current bridge. Cyclinh across this bridge during high traffic times is especially stressful so any attempts to separate cars is welcome. I also love the idea of a transit-only lane... in particular I think it would make public transit more appealing to people who currently see see the time investment as a burden.
1185	Narrow lanes keep traffic moving at a safer speed. Wide lanes encourage speeding and decrease safety.
1186	The replacement alternatives offer more room for both cyclists and motor vehicles. They would be safer and more comfortable for as many stakeholders as can be reasonably achieved. If there's a win-win, this is it.
1190	Bikes need 8' to allow safe passing. I'd prefer 3 traffic lanes each direction.
1193	I prefer 2nd choice becasue we feel more comfortable to walk or drive in wide street and large size is more better than small size.
1194	I like wide bridge.
1195	Choices of new modifications since it gives more protection to bicycle drivers
1196	I will go with replacement wide one.
1197	Yes it should be wider than the old bridge since it is new and offers various services in addition to being the only bridge which can be used during the earthquakes and for this it must be wider to meet the needs at that time
1198	None
1199	None
1200	I am with replacement alternative with making lanes wider.
1201	None
1202	I CHOOSE CHANGES TO THE BRIDGE BECAUSE IT ACCOMMODATES MORE CARS AND PEDESTRIANS AND BIKERS.

ResponseID	Response
1206	I like this idea. But I worry about the construction time and the cost to taxpayers.
1209	Retrofit and No-Build Alternatives cross-section is TOO narrow for all users accept the sidewalks. Does a bus really fit in a 10'-6" lane? For cyclists need more than 5'-6" to pass each other without doing on the sidewalk or into the auto lane. In the Replacement Alternatives cross-section, the hard barrier between the auto and multi-use path is excellent.
1210	Keep old bridge but put some small physical barrier between bikes and cars.
1211	Need to separate bike traffic from pedestrians. Is pedestrian path needed on both sides?
1216	No-Build Alternatives: why waste money for wider protected biking lanes when there's a lane there in the no build alternative already? Protected biking lanes need to be in other areas (think low income, under-served areas) that don't have bike lanes, or have heavy traffic.
1218	I think having a bridge with wider lanes besides just the Fremont and Morrison to cross the Willamette would be helpful for future growth.
1224	Replacement alternative is a much safer and more practical design to accommodate all users. Why is the transit only lane just in one direction?
1225	Co the giu nguyen chieu rong danh cho nguoi di xe dap nhu truoc, vi so nguoi nay tuong doi khong nhieu so voi nguoi di bo hay lai xe - neu nhu viec nay cat giam duoc chi phi 1 cach dang ke.
1226	It seems to me the replacement alternative widths would be safer during normal bridge use, and provide maximum space for unknown traffic demands post earthquake.
1228	None
1229	Choice of replacement will lead to accomodation of all the bridge users
1232	No comment
1233	I am with the idea of making the street wide because I believe that will make accidents less.
1234	I agree with the idea of making the bridge wider because it prevents accidents and allow more space for biking.
1235	None
1236	I think this is a good choice, if you want something, leave something. This choice is good by it will cost too much since you chose the best

ResponseID	Response
1237	None
1238	As my education as civil engineer the safety is first, so I go with picture that has protection for bikes
1239	Modification will be a good option to fulfill the new looking and modern design.
1240	Wider is better.
1241	Yes wider is better.
1244	I prefer the wider design with bike lane separated from traffic and also a dedicated pedestrian path.
1248	None
1250	The protected bike lanes are a must! A bit of paint won't stop an inattentive or drunk driver, and it makes every rider much safer. Keep the 10' lane widths as that's plenty. Any wider and you will encourage speeding.
1251	I like the replacement alternatives best as the bike and drive lanes are wider.
1256	I prefer the Replacement Alternatives.
1258	This is why I prefer option 2 or 3. There's more width and lanes for bike and pedestrians on the bridge. They present to be safer.
1261	Not available
1262	N/A
1263	Two bike Lanes, two pedestrian walkways and a bus lane is fine.
1264	The replacement alternative makes the best sense. I love walking across the bridges during the summer months in different patterns to enjoy Portland.
1265	"I believe option 3 is the best for less traffic, much more safe for bigger vehicle and not as much money will be put into the bridge like the option 4. "
1266	N/A
1267	N/A
1269	I am with increasing the width of the bridge to give more space for pedestrians and bicyclists and the presence of cement beams which provide protection for the two mentioned

ResponseID	Response
1270	The aisle for the pedestrians must be wider especially when there is congestion
1271	The pedestrian aisle must be wider and safer in case something happens, must build new bridge.
1272	I agree to make new and expand and easy for pedestrians and bicyclists because the population of Portland currently are very crowded.
1273	Building a new bridge is wider and safer
1274	N/A
1275	In my opinion, a wider pedestrian and bicyclist aisle. Concrete dividers have great benefits
1276	Destroy the old one, build a new one
1277	Destroy old and rebuild new one
1278	This is better. Yes, I agree on widening the aisle for pedestrians and bicyclists
1279	For sure rebuild wider because it protects against the earthquake.
1281	Do not need to build a temporary bridge, save more money.
1282	Make wider lanes for cars.
1283	With renewal
1284	Renewal, I am with renewal
1285	No
1286	No
1287	N/A
1288	"I recommended to build the bridge with option 2."
1289	It is better for transportation with the wide road.
1290	No
1291	N/A
1292	N/A

ResponseID	Response
1293	I disagree for the project #1 because we need a standard bridge when earthquake happens.
1294	N/A
1295	N/A
1298	The bridge is fine as it is. Why have it closed for nearly a year, spend all that money, then turn around and do any of this? Stupid. It's like painting the house before the bulldozer comes.
1299	Replacement alternatives with wider lanes for everyone would be better/safer
1302	As a bike commuter from the eastside to downtown, Protected bike lanes should definitely be included as shown in the alternate graphic.
1303	I think the extra space would be nice, but depending on the additional cost it may not be worth it. it does not feel *necessary*
1304	Prefer the Replacement Alternatives to accommodate all users.
1305	I favor additional space for pedestrians and bikes.
1306	Prefer not to see bike lane on the street on a bridge. This is what they did on the new Sellwood Bridge, but it is too narrow and too close to auto traffic. Most smart people ride on the sidewalk anyway. 5'6" is too narrow for a bike lane at same level as car (especially bus) traffic. Have you ever been passed (while riding a bike) by a bus going 30 mph when it's 3 feet away...it's not enjoyable, or safe!
1309	Replacement plan seems safer for everyone.
1310	Go with replacement.
1311	I strongly support the replacement approach. I use the Burnside Bridge as both a pedestrian and a driver. Wider lanes for vehicles would reduce the impact of larger vehicles that currently access the bridge, and the wide, protected bicycle and pedestrian lanes are really appealing: we need to do more to keep cyclists and pedestrians safe without making it impossible for drivers to use the roads.
1312	Burnside traffic is heavy. The wider the bridge can be made, the better. I particularly like the idea of having bikes be off the main roadway--as long as riders understand they need to yield to pedestrians, wheelchairs, etc.
1315	I like the replacement alternatives much better. Separating bicycles from both vehicular and pedestrian traffic is a great move with regards to safety. It would be better though to have 3 lanes in each direction, or to have 2 dedicated lanes each direction with the center lane running westbound in the morning and eastbound in the evening.

ResponseID	Response
1316	No
1317	WHY ARENT THERE MORE LANES FOR CARS????
1319	N/A
1320	N/A
1321	N/A
1322	N/A
1323	N/A
1324	N/A
1325	N/A
1326	N/A
1327	N/A
1328	N/A
1329	N/A
1330	N/A
1331	"It's good to make the street wider for car to go on the bridge. Make bike lane smaller. "
1332	N/A
1333	Increasing the widths of the aisle serves both pedestrians and bicyclists, freedom of movement and safety
1334	N/A
1335	Broadening both the streets for vehicles, peds and bicyclists
1336	I give priority for increasing the width of the streets because rather than bikes, the possibility of earthquake to take place is little while we have more traffic jam during normal days.
1337	N/A
1338	Wider is excellent idea

ResponseID	Response
1339	Should use option: "Replace bridge which is movable"
1340	The sixteen feet extension is a very awesome idea.
1341	NONE
1342	N/A
1343	Yes, I agree on doing modern modifications on the bridge, expanding the aisles for peds and bicyclists
1344	N/A
1345	I agree with widening the lanes in the extension for 11 feet.
1346	N/A
1347	I like the projects for replacement, but the bicycle lane should narrow more. (5'6'')
1348	N/A
1349	N/A
1350	N/A
1351	NO IDEA
1352	N/A
1353	N/A
1355	N/A
1356	N/A
1357	N/A
1358	N/A
1359	ok, good idea
1360	I would love to see a bike only lane on the new bridge!
1361	N/A

ResponseID	Response
1362	I really like the additional space for bikes (and separation from traffic) on the wider concepts, but is it worth replacing a bridge we just spent a few years repairing for 20 more years of service?
1363	I lire the replacement alternative that has wider lane and wider pedestrian /bike paths lanes. I like the barriers between car lanes and others.
1364	I prefer the replacement alternative because I am a pedestrian and would feel more comfortable with a designed walk lane and transit lane.
1365	I preferred alt #3 which has the wider span.
1366	I like the style if the retrofitted bridge. It help maintain Portland's uniqueness. But I also think a barrier between cars and pedestrians/bike is a necessary addition to ensuring safety for non ca dependent commuters.
1368	As I mentioned, I'd like to see the cross selection be wider with enough room for safety, walking bikes public transit and cars.
1369	I like both would be feel comfortable on both in all modes. My choice would depend on the price.
1374	I prefer the retrofit option and retaining the current width.
1384	For safety and preserving of the historical Burnside Bridge, having wider lane would be nice to offer to communities with challenges crossing other bridges.
1385	I feel like the replacement option would be a great option for safety and community.
1387	Looks ok.
1388	Bigger bike lanes do not mean safer bike practices or motor safety. I think have a larger barrier shielding bikers and pedestrians.
1389	I've noticed that heading downtown there's not much congestion with the Burnside bridge under construction. So having destine lane would be nice for safety.
1392	I like the replacement alternatives, it seems a lot safer and plenty of room for every type of commuter.
1393	Widening the bridge is better.
1394	Better to have wide cars lanes.
1395	Better to have easy pathway.
1396	No comments.

ResponseID	Response
1397	Wider is good to reduce traffic problem.
1398	I don't have a suggestion on this.
1399	Yes it is a good idea to have wider lanes and include bikes and pedestrians.

5. What should we consider as we analyze these traffic management options during construction?

ResponseID	Response
147	A temporary bridge is preferred if feasible.
155	Close it, we can cope for a couple years
157	Added time, cost and energy-environmental impacts of temporary bridge.
158	How long the bridge will be closed for, the shorter the better
159	save the money and close the bridge. Beef up Transit-only lanes across the Hawthorne and Morrison Bridges and along MLK and Grand to mitigate delay to people taking transit.
161	My current commute is a walking commute across the Burnside Bridge. Assuming that my job doesn't change, a temporary bridge would be useful for me personally.

ResponseID	Response
166	You should consider a third alternative, a replacement bbridge that is only open to transit, bikes, and peds
167	PLEASE, Please build a temporary bridge. The current bridges to cross the river are already insufficient for the amount of traffic that needs to cross them every workday!
168	temporary bridge will cost a lot of money ,will be better to improve the other bridges and streets with this money
170	What about a partial closure so that people can continue to walk or bike across. It doesn't make since to make a temporary bridge for cars as it is easy enough to drive to the next bridge but walking to the next bridge is a much bigger ask.
173	How much traffic will have to detoured for each scenario.
179	Rush hour traffic.
180	Ways to mitigate impacts to homeless, pedestrians, and bicyclists during construction
182	A top priority should be to maintain efficient transit service. Don't destroy the gains that are being made now with bus only lanes across the river.
184	Cycling connections on the esplanade and western waterfront for commuters moving north and south.
186	Closing the bridge should not be an option as it would add time to the people that use buses and create more traffic congestion.
187	I ain't no engineer, but it seems like one lane in each direction (maybe two eastbound?) would just lead to a big bottleneck. Sucks to have no bridge for five years, but maybe it'd be better in the long run to force everyone to find an alternative?
188	Pedestrian/cyclist safety, rerouted transit times for 12, 19, 20 buses
189	Ok with closing bridge as long as serious effort is made to limit inconvenience.
191	Full closure. We have other bridges close by. Alternative transportation options should be enhanced during this period, which may have the long term benefit of teaching people how to get around differently.
192	Traffic in and out of the downtown area is already congested - more so with PBOT reducing traffic lanes n major streets, Detouring all motor vehicle traffic would only make congestion and emissions even worse. A temporary bridge for motor vehicles only is the best option.

ResponseID	Response
201	what is the impact on the most vulnerable people, the ones that are living outdoors and have little to no resources or means of transportation other than to walk or if they are lucky ride their bike, also elders who need to get back and forth. Also I am concerned about the river itself and the water quality. This River is not and really great condition as is and it seems like a temporary bridge and then all the work upgrading the bridge would be twice as hard and have a bad impact
203	Full bridge closure. Maybe a ferry for pedestrians and bikes?
204	Trimet service is going to be badly broken by a Burnside bridge closure. The detours which result will concentrate already crowded routes which don't take Burnside today, and likely add an extra 30-60 minutes daily to commutes which cross the river to the east side on Burnside today.
205	Identify SES demographic of who uses Burnside as opposed to other bridges. My assumption is the people most affected by the closure would be lower income and the equity component is a concern
207	el tráfico sería la primera opción en tomar en cuenta para cualquier proyecto a realizar. primero deben de parar la idea de NO dar más permisos de construir grandes edificios porque está aumentado la. poblacion y por ende el tráfico de 5 años para acá com el crecimiento de las grandes edificaciones. Y los ciudadanos NO vamos a pagar construcciones de puentes alternos para minimizar el tráfico vehicular, cuando deben analizar el planteamiento de políticas públicas de la gran urbe fuera de control de la que ha sido objeto la ciudad. En todo caso deberían de cobrarles a las constructoras un impuesto para solventar estos gastos y NO los ciudadanos
212	Keeping people moving
213	A full bridge closure would create gridlock to an arterial that is almost gridlocked during the morning peak as it is.
214	Instead of putting in a 2 lane bridge for cars, why not put in a temporary bridge for bikes and pedestrians? Close the bridge to cars.
218	Living near the Sellwood Bridge, we've been through this scenario. I don't know what the right answer is, but traffic today across the region is much worse than it was when the Sellwood Bridge construction was happening. I would hope that should a temporary bridge not be used, *everything* possible be done to mitigate traffic impacts.
224	Mitigating impacts to emergency vehicle routes, transit, pedestrians, bikes and freight mobility should be prioritzed

ResponseID	Response
225	There must be a plan to move people on foot, by bike, or by bus during the construction, and all strategies and funds for mitigation should prioritize those modes above people driving cars. The temporary bridge, if constructed, should be bike/ped/transit ONLY--cars can use nearly every other bridge that crosses the river, and take up a disproportionate amount of road space in Portland. Seattle, San Francisco, and others are great examples to look at for priority-setting around this project--when their freeways and viaducts were closed or removed, the traffic impacts were negligible and in most cases, people shifted their commute behavior or switched modes. Please don't fall into the trap of the loudest, angriest voice with the biggest business connections getting its way. It's far more important to find ways to protect vulnerable road users and move people during the construction period, than it is to prioritize and give resources to moving cars.
226	Construction in such a fashion that allows cycling to continue use of one side of the bridge during implementation should be strongly considered. The closure of the bridge, with ability to cycle across would help modify user expectations, and user behavior, delivering on Portland's commitment to carbon reduction while incentivizing a different model and paradigm for traffic headed downtown.
227	PBOT just closed the ramp from SB Naito onto the Steel Bridge. For a seismic retro-fit can you keep the bridge open, at least for most of the project duration?
234	Close the bridge during construction -- it saves money and will encourage people to use transit. Start up the Frog Ferry to transport peds and bikes across the river during the closure, even if just for this crossing. That might jump start the Frog Ferry and give it a base to expand operations to a wider network.
236	Full bridge closure makes the most sense.
237	Increase trimet service to encourage less traffic.
240	Option 3 is best for traffic control, safeness
241	Too expensive to be wasted on Portland
245	All the impacts of increased traffic on the other bridges if there is a full bridge closure
246	Priority for temporary accommodations should be given to buses, pedestrians, and bicycles.
248	Minimize disturbance to already terrible rush hour traffic. Ways to further incentivize bike/scooter usage during bridge closer.
249	The negative consequences of the diversion bridge extending the timeline and cost of the project and putting us in more danger of experiencing the consequences of an earthquake hitting before this project is done should be weighted heavily through this analysis. People should be encouraged to use alternative modes of travel rather than endure the costs and dangers of a diversion bridge.

ResponseID	Response
251	Consider bus, bike, and pedestrian impacts. When considering automobile impacts, use this as an opportunity for outreach to get people commuting via other modes and perhaps work with TriMet to increase MAX and bus frequency on parallel routes.
254	What's best for those who commute by cars
255	Extra cost to build isn't worth it. diverting traffic and making it easier for commuters to use other forms of transportation might change people public transportation attitudes
256	A temporary movable bridge seems to be a better option given the amount of traffic needing to cross the river on a daily basis. I feel that there would be more traffic issues if this bridge were to completely close.
258	Traffic impacts to rest of City and other Bridges
261	Do we really need to demolish the temporary bridge? Why not retrofit the existing bridge and use the "temporary" bridge for increased capacity or bike/ped use?
262	More Tri met trains
267	车辆每天运行
268	On its face the temporary bridge is needed for adequate traffic flow. If the Burnside bridge can be closed for 5.5 years without a temporary replacement, then why do we need to replace it at all?
270	Full closure makes the most sense in the interest of time and money involved.
272	Impact may vary with bridge fix option (retrofit vs. replace). What is closure duration between the two options? The goal should be to incentivize the selected GC and subs to complete the construction to code and spec but ahead of schedule, and should penalize them for delays. I favor closure without temporary span. We all understand that bridges wear out and require maintenance. We know it means shut down on long intervals. Permanent closure to allow the rebuild or retrofit should minimize total project time. This is more important than congestion added to other bridges. We will just have to deal with that. If there is some way to temporarily create "express" lanes on key arterial to mitigate added bridge congestion, that should be done. This would be to optimize traffic flow off Burnside to other bridges. Example to dedicate "express to bridge" lane on Grand/MLK, and on Broadway and 4th. Other projects that limit traffic capacity or close key roads must be delayed until Burnside work completes. This should include construction of buildings along the arterials that gain more cars from Burnside detour, when that construction will cause lane closures. No other bridge can be allowed to have any major multi day maintenance with closures scheduled during Burnside construction. Better Naito should be removed to provide more capacity to detour bridges.
276	Cost

ResponseID	Response
277	If it wouldn't have too much of an environmental impact it might be worth the additional year to have a temporary bridge.
278	Full bridge closure seems like best idea because of additional cost and time in building temporary bridge. Why not consider a ferry service. Maybe people could park cars on on east side, ferry across river to their work or shopping on west side or vice versa. Or some type of bus shuttle service so as not to impact so much traffic on other bridges. It will be a mess no matter what.
280	I think a temp. bridge would cut down on traffic elsewhere.
281	How difficult would it be for other bridges to absorb the traffic that would not be able to use the Burnside Bridge? How difficult would it be to create detours to other bridges while minimizing impact to the areas vehicles would drive through? Along with the longer construction time, how much cost would the temporary bridge add to the overall construction? If the temporary bridge had only a minimal number of lanes, what is the anticipated percentage of time it would be blocked due to accidents?
282	1) Ferry provision for pedestrians and vehicles for road closure; 2)Cost of temporary bridge should not be given a high ranking. This cost shld be considered as an off-set against the value of the project not been an inconvenience and also a "political pebble" which may be used by opportunistic political opponents; 3) The additional time is part of the cost of inconvenience
288	Do not build a temporary bridge. $100 is a lot of money. That could be spent on other requirements for the region such as transit priority lanes, sidewalks, protected bike lanes, asphalt rehab on Mult Co roads, etc. Close the entire bridge and to accommodate for the decreased capacity, add transit only lanes to other bridges that are anticipated to take on more load.
290	Full bridge closer is preferable. $100M is too much to add to the project cost.
291	Are there other traffic flow improvements that can be made before this one? If we could lessen the traffic issues before disrupting them, the closure would be easier to swallow.
294	Would it be possible to add a ferry service?
295	Bridge closer - cheaper and faster. We have so many bridges, people can take an alternative and already do for other bridge closures/construction.
298	I believe there are enough alternative crossings to allow a full closure without a temporary bridge.
299	A temporary bridge is probably necessary. A temporary bridge must accommodate cyclists and pedestrians.

ResponseID	Response
301	Driving downtown is already a nightmare, but biking is good, despite frequent poor driver behaviour. Likely this would shift some commutes to non-car transit, though it's likely this is already considered. When I used to go downtown Burnside was a very useful cycling connection, but I adjusted to other routes during recent construction. Annoying at first, but I got used to it.
302	Reducing cost and total construction timeline should be primary goals. Bicyclists and pedestrians will be most impacted by lack of bridge access so any shuttle design should focus on their needs (high frequency being paramount).
304	Despite the cost the temporary bridge is a necessity. When the Morrison Bridge was recently closed the Hawthorn was severely gridlocked. Burnside Bridge closure will be especially bad for cyclists trying to access Inner Southeast. The Hawthorne is effectively at capacity already at rush hours, and the steepness of SE Hawthorne and neighboring east-west streets to the north are very difficult for cyclists who are older, ride with injuries or beginners.
308	Given the construction timeline a temporary bridge seems like it will have a high cost benefit ratio.
309	Temporary bridge feels like a waste of money. Full closure will suck, but so be it - it makes more sense than paying the tab for the temporary bridge.
312	Spillover effects of increased traffic on all other routes
313	A full closure is acceptable given that there are bus only lanes on the detour route.
315	I hope you're talking with TriMet already, since changes, even if temporary, are harder on transit riders than they are on drivers. Full closure sounds better than spending the time and money for a temporary bypass artery, even if you limited its use to only transit.
316	Building a temporary bridge is wasteful. Traffic patterns will adjust, and people will find alternatives.
318	I think it's important to consider the cost and length of construction in making the decision. Fortunately, the Burnside Bridge sits in a really transit-rich area (and is surrounded by several other nearby bridges), so it feels like commuters will have several options for finding alternate routes.
319	Full bridge closure to cut costs of anything temporary. This is a city that should spend wisely on these maneuvers. Our climate crisis should reflect not wasting materials and energy on anything temporary.
321	Please consider the impacts of either option on people walking, biking, and taking transit (not just people driving SOVs). If a temporary bridge is provided, please prioritize allocating space to walking, biking, and transit, which make the most efficient use of street space.

ResponseID	Response
323	Don't blow $100 million on building a throwaway bridge!
326	Will cyclists be permitted on the temporary bridge? If not, how many miles out of their way will the detours be? Will the detours be much steeper than the route they are replacing? If detours send bikes onto streets without bike lanes, will there be any signage or protection for them from existing motor traffic?
328	Go with the full bridge closure. There will be some impacts, but we will all survive. Heck, people might even doing something other than drive alone.
329	Instead of spending $100M on a temp bridge, do the full bridge closure and take the opportunity (and $100M) to prioritize/optimize/enhance river crossing for walking, biking, rolling, mass transit and freight on other bridges. This will discourage single-occupancy-vehicle use, be better for the environment, and we'll be left with new infrastructure instead of a temp bridge that gets torn down at the end of the project.
333	An estimate of $100 million today will end up costing $200 million. We can do without.
336	Please consider a transit/bike/pedestrian temporary bridge, which would cost far less to build and would reflect the priorities that we NEED going forward to combat climate change.
338	Full bridge closure is a must for both time and money reasons
339	If the decision is to move forward with a temporary movable bridge, I would urge you to limit traffic to transit/bike/ped users and detour auto users to other bridges. Since this bridge will only be approx. half the width, priority should be given to modes that move users with the greatest efficiency.
340	How much does closing the bridge increase bus travel times and/or hurt reliability? Can lanes be made bus-only to improve that? Ensure the bike connections to other bridges are good, but I think they are. Will the saved $100M be usable for other capital improvements, e.g. faster build of the pedestrian master plan, new buses, new bus-only lanes, new bike lane separations? If the saved $100M will get redirected to new road construction, it doesn't seem worth saving from a CO2 perspective.
341	the city won't shut down, but some destinations would be harder to reach. If it is a huge cost savings then perhaps full closure should be seriously considered
343	Full closure. Build it a little faster. People will manage the new traffic, it's not the end of the world. Or add a ferry service.
344	Temporary Bridge. Traffic across the other bridges are already rough. It seems it would be worth 100M to retain some sort of river crossing for a 4.5-5.5 year time.
345	Unsure

ResponseID	Response
346	I don't really care if auto drivers are diverted but it would be a nightmare to ask cyclists and pedestrians to have to reroute for such a long period of time.
347	Consider treating the temporary bridge like the Tillikum Bridge. That is, use it only for emergency and transit motor vehicles, walking and biking. Send private autos to the many alternate routes. Walkers and bikers would be subjected to much longer routes without it. Transit should get priority regardless.
348	How will full bridge closure effect transit and bikes/pedestrians? Currently, automobiles could easily use either the Steel or Morrison Bridges. However, the Steel bridge is already at capacity for transit, and the Morrison bridge is incredibly unfriendly to bikes and pedestrians.
350	Why not build a permanent bridge along the "temporary movable" alignment? Seems like it would save a lot of money without a lot of disadvantages.
351	don't spend $100M on something temporary. The City has adapted to full bridge closures before, and life goes on.
352	Save money and close the bridge. People will adapt and the project is cheaper.
353	Consider vunerable road users, pedesterians and cyclists
354	Closing the bridge is cost effective, but if vehicle traffic is diverted onto other bridges they need to have dedicated transit lanes. When the Morrison bridge was closed a few years ago it wreaked havoc with the bus system, which induced more people to drive instead of taking the bus, which then wreaked further havoc with the buses.
355	Prioritize buses not adding much time through a detour. Also, don't sacrifice safety of bikes and peds to keep driving lanes.
359	full bridge closure
360	Please consider the impact on the people whose livelihood depends on crossing the river twice (or more) a day for work. A full closure will cause more stress and wear to other bridges downtown and create significant added distance to bicyclists and pedestrians.
361	Prefer temporary bridge,but should also accommodate bicyclists! I've ridden the Burnside Bridge to work for many many years. a shared path for bikes and pedestirans should be at least 12 foot wide in each direction!
363	Spend 100 million on better buses and bike lanes
365	Not creating waste. A temporary bridge would waste time and resources.

ResponseID	Response
366	The Morrison Bridge is close enough to serve for interim traffic, if bicycle access clear from SW 2nd to SE Grand is added on the surface of the bridge by taking away an auto travel lane, and constructing special bike/ped signals at the on- and off-ramps.
368	That's a tricky one. Please dis-incentivize car traffic generally, to minimize impact in case of a full bridge closure. Strongly in favor of increased parking fees, tolls, etc – get people out of their cars driving alone.
369	Close the bridge, that temporary bridge costs almost the as much as the Tilikum Crossing. To reduce the impact on buses the county should work with PBOT to put bus lanes on the Morrison during the closure.
372	Is it possible to build the real bridge alongside the old one, like they did with the Oakland Bay Bridge?
373	Just have the courage to close the dang bridge. People can bike/drive around a half mile. 100m is an insane amount to throw away
374	The impact of closing the bridge could create such traffic pain points that the impacting cost could be above $100m regardless. The question is, who is impacted. Seems to me like a simple ROI calculation on average wages and average time impact of commuting to another bridge would answer this question. There is also a significant impact on the near by bridge existing commuters.
376	I would recommend closing the current Burnside Bridge, and financially incentivizing transit.
377	Close the Burnside Bridge
378	Better make sure the other bridges have no construction on them while this is going
380	Keep in mind how a total closure would affect small businesses. Also, keep in mind how a total closure would negatively affect all commuters
381	Doesn't it seem completely crazy to eliminate this arterial river crossing, literally in the middle of the city? I think it does and an extra year is clearly worth being able to cross the river here.
383	full bridge closure!
384	Full bridge closure. Work w/ TriMet to enhance transit frequency and routes during construction. Work w/ PBOT to promote active transportation, TDM strategies for businesses districts, etc.
390	The temporary bridge appears narrower than the current bridge and would not accomodate the existing traffic causing traffic to detour. I don't think the extra cost would be worth the small amount of traffic that wouldn't get detoured.

ResponseID	Response
391	Close the bridge!
392	Full bridge closure.
393	If closing the bridge completely is quicker than building a temporary bridge, I'd say close the bridge
396	what is best for environment I am for.. some consideration for buss travel impact..
398	Can bus traffic be rerouted to maintain similar service levels?
400	A full closure is an absolute disaster with how many people rely on the bridge. It would be ,UCB more of a nightmare without a temporary bridge for anyone working downtown.
401	It seems incomplete that the full bridge closure does not include any notes regarding the costs and risks of detouring traffic for the duration of the project.
402	Consider ways to improve speed of buses in the city so that should you go with the full closure people most impacted are more likely to get on buses to get to/from where they need to go.
403	Temporary Bridge yes. Without the temporary bridge you discourage pedestrian and cycling by significantly increasing trip distance and time.
405	I would prefer full bridge closure to lower cost and reduced construction time.
406	Two bridges. Build the Couch Street bridge first, then retrofit the Burnside second.
407	Close the bridge and do not construct a floating bridge. $100 million for what amounts to a temporary luxury is insane.
408	full closure build it fast
409	There are enough other bridges that it makes more economic sense to fully close the bridge and not build a temporary bridge.
410	The opportunity to get people out of cars. More transit options, like more frequent Max trains.
411	100 million is an awful lot to spend when there are many other bridges nearby
412	close the bridge to motor vehicles and allow foot and bicycle traffic or construct walking and cycling bridge and divert MV traffic while new bridge is constructed
413	I think the temporary bridge is still the best option.

ResponseID	Response
415	The temporary bridge feels like a waste of time and money since the public will receive no long-term value from the $100M. The remaining Willamette bridges will need to absorb the Burnside traffic during the construction period.
416	Please find a solution that keeps a version of the bridge open to bikes!
418	5 to 6 years of no bridge at this location seems like an excellent reason *not* to go with a bridge replacement option. This is a powerful argument for limiting this project to strengthen ing the existing structure against earthquakes, and reallocating the street space that's already there.
419	Eh close it down — spending $100 million on what will ultimately inevitably be a pretty worthless bridge ain't worth it!
421	With a closure what would happen to the #20 bus? Rerouting to Broadway or Morrison would be a significant delay for such a high volume route.
422	A temporary bridge for bike/walk and possibly transit would make sense, but car traffic can easily find alternative routes during construction.
424	It sounds like the temporary bridge would not be able to accommodate the usual traffic flow and many people would need to be re-routed anyway. Is it really worth extending the cost and timeline for that? Who get's priority? I don't know, obviously, but that is what I'd consider. Maybe the temporary bridge is only for use by certain modes of transport, or one way, or only emergency vehicles, etc.
426	Bike and public transit impacts. That's a long time!
427	bike/transit -only bridge
429	Dont have a preference.
430	Please consider how congested the other bridges would become.
432	A closure is a fantastic idea! That would allow us time to experiment with reclaiming Burnside: street seating, pop up parks, an expansion to the relocated 9th cart pod, and a public art project by Powell's all spring to mind as possibilities. Besides ensuring bus priority during the closure, my only other concern would be a bike-able way to get to either the steel or Morrison bridges from that area; I have not done an exhaustive survey but that section of Portland is already a bit fragmented in its bike network connectivity, and ensuring a safe route may necessitate opening certain lanes as bike-only.
433	Close the bridge, use alternative routes. The temporary bridge option seems wasteful and unnecessary.
434	Temporary bridge

ResponseID	Response
435	Temporary bridge
437	If the temporary bridge has adequate space for pedestrians and cyclists then I believe that is the best approach. If it does not then just close the bridge and get construction completed sooner.
438	Close the dang bridge. Maybe the inconvenience will encourage folk who normally drive to ride a bike or take public transit instead. Save time, money, and our lungs.
439	The temporary bridge seems really expensive- I would rather see that money being spent on making the permanent bridge ideal. And we can survive if you close Burnside- there are other bridges that get us downtown. Why does this bridge replacement seem so much more expensive than when the Sellwood bridge set up that temporary thing?
443	Go faster, skip the moveable bridge. No pain, no gain.
444	Bridge closure. Save the money and resources. As a community, we can be flexible and find alternatives for a while.
445	Oh it'll be a pain either way. Just pick one and we'll deal.
446	Make sure the temporary bridge has ample dedicated bike and pedestrian space, none of this mixed use sidewalk baloney
450	Diverting automobile traffic would be fine, it is critical to provide a north and south option for bikes and pedestrians, which do not currently exist. A temporary bridge should be constructed for pedestrians and bikes to minimize the impact to these commuters and to promote this form of transit during construction.
451	Better to live without the bridge and save the money for carbon reducing city projects.
452	Include people using bikes and walking as part of your detour plans, not just transit and auto/freight traffic.
453	I lived in the central eastside for ten years (until this spring) and for more than half that time my commute took me across Burnside on the bus. I realize that Burnside is an essential connection, and for that reason I prefer the temporary option. It's worth the additional year.
454	The impact on pedestrians and other non-auto bridge users needs to be a factor in this consideration.
455	? The temporary bridge is the only viable option here. Some will balk at the cost but closing the bridge for 5 years will wreak havoc on downtown traffic.

ResponseID	Response
456	How will the project encourage more people to seek alternative travel arrangements? Detours will not be enough to handle diverted personal vehicle traffic, even if a wasteful temporary bridge is built. People will need to find more space efficient travel options to avoid overloading other routes.
457	Close it down and build it right. Let's start now with BRT lanes on the other bridges. There's no need to drive downtown. A temporary bridge only serves to reinforce the idea that we can all drive SOVs and not create traffic. This is the central city, cars are last century's solutions. Build for density, build for the future
459	Are there updated vehicle, bike, and pedestrian daily usage counts?
460	Option 2 appears significantly better than option 1. The main benefit of option 1 is that drivers are less inconvenienced. The price however is longer build time, more spending and maintaining preference for auto drivers. Option 2 could coincide with goals of expanding alternative transportation options and might disincentive driving due to increased traffic, a net win for the cities climate goals.
462	Consider making the temporary bridge car-free, transit and human-powered only.
464	Should focus on get the project done as fast as possible. added $100m and over 1 year to the project seems like a bad idea.
465	Can costs be reduced and construction duration shortened by providing a temporary bridge for buses/bikes/pedestrians only?
466	Why make a temporary bridge? May as well build a permanent pedestrian/public transit and emergency vehicles only bridge. But having the Burnside Bridge fully closed for several years would be a much bigger inconvenience for people on bikes and walking. Car detours are much easier. I also appreciate not wasting money. This is a hard choice.
467	Cars will always be able to easily use another bridge, as when the Morrison Bridge was closed. But I think the city has an obligation to see how pedestrians, cyclists, and other vulnerable road users will be impacted by a full bridge closure.
468	Retro-fit quickly. How about a ferry? :)
469	Daily commutes downtown.

ResponseID	Response
470	Cyclists and pedestrians are most directly impacted by increased travel distance - both in terms of the cost to energy and time, but also more time spent on streets (especially in stressful, confusing, or non-optimal detour routes) is dangerous. For instance, a closure would likely send me back to the Hawthorne bridge, with a safe and comfortable route through SE and a very uncomfortable route up through downtown and the Pearl. Otherwise, I would be on the Broadway bridge, a much taller option (tiring) with very poor connections to my home in SE. My first thought is that a replacement bridge could accommodate human-powered traffic plus public transit only, and reroute car traffic (which is less impacted by longer travel times or routes that are optimized for car travel anyway) to other bridges.
471	A temporary bridge is expensive but probably the least impact on people. Congestion and reconfiguration of bus routes to other bridges could be a major issue.
472	Why not a bridge aligned with Couch, to be kept after refurbishing the Burnside?
473	A temporary Tilikum style crossing should be considered where personal automotive traffic is detoured, but transit, bikes, pedestrians, and emergency vehicles are able to continue through since they'll have the greatest impact from a closure. If that's still just as expensive, a full bridge closure would get my vote to save money.
476	Impacts to area businesses and transit ridership. Consider a narrower transit/bike/ped only temporary bridge option to save costs and continue non-auto access.
477	Close the bridge. Stopped traffic is the only time I'm safe on our city streets. I'm serious. I've also been hit by a great number of people driving private automobiles.
478	Maintain a bike lane in all parts of the project. Closing the bridge is not a desirable option as it will have a significant impact on bus riders particularly as the 20 bus connects Beaverton to the airport and is projected to be the first 24 hour line.
480	I support full closure of the bridge. There are 4 nearby bridges that can accommodate all existing modes of travel. This will also help to dissuade some people from driving into the downtown core.
481	Cost and impact to the schedule.
482	It would be better to close the bridge and make the construction less expensive and faster.
484	There are 43 lanes of road crossing the Willamette River in the area between the Ross Island Bridge and the Fremont Bridge. The difference between having and not having a temporary bridge is this number being reduced to either 38 total lanes (no temp bridge), or 40-41 total lanes (temp bridge). This difference does not seem to be worth the $100,000,000 price tag, and it especially doesn't seem to be worth the environmental cost of building an entire bridge just to throw it away in five years.
489	Impact of increasing public transit options during the time.

ResponseID	Response
490	Extra cost and construction duration. Providing/incentivizing other options (whether or not a temporary bridge is constructed) will be critical.
491	Impact on nearby businesses
493	OK with bridge closure provided buses have bus-only lanes on adjacent bridges during this time to prevent bus routes from sustaining significant increases in travel time. Unlike cars, buses need to serve destinations close on either side of the closed bridge. If a temporary bridge is used, it should be for buses, bikes, and pedestrians only.
495	Consider travel times for non-motorized traffic and impact on local businesses.
498	The length of the bridge closure.
499	What the impact to other crossings would be from full closure. If the temporary bridge can be modular and re-used in the future for other bridge crossing improvement projects thus gaining value from increased cost.
501	Fully closing the bridge should be studied and done if feasible. It would save money and time for some minor inconvenience.
503	The flow of traffic out of downtown needs to be a priority. Detouring from the East side to the West is less of a burden than detouring in downtown. Maybe build the temp bridge but make it one way.
504	A full bridge closure is probably the most expedient option though it will be important to provide direct and clear detours for people on bikes so that they do not have to navigate a confusing maze of roadways. If a temporary bridge is put into place it should only serve people on foot, bike, transit, and emergency vehicles to minimize, footprint, expense, and congestion while aligning with our mode share goals.
508	A system like what was done with the Sellwood bridge seems appropriate.
511	This is your opportunity to boost the Frog Ferry? Or some other alternate modes of transportation. Again, it's important to construct a city for more modes than single-occupant vehicles. Sure, that's what we have now but how will a new way of getting around exist if these opportunities aren't maximized to minimize the auto? Portland has an abundance of bridges already, to build a temporary one, it's kinda like a disposable culture mentality that is all about convenience for the daily user, immediate. Go for the long-term vision and use the immediate needs for a new bridge to bring us closer to a world in which getting around in a car isn't the only thing possible. What is a Frog Ferry? Would that money for a temporary bridge make that ferry into something amazing, don't we need this? Amazing new transportation, the river, the water, the Willamette can be a beautiful space if people can get closer to it, the ferry is a step closer, and then building the accessway to the river, those approaches where the ferry docks, people enjoying the water, that would be nice too. "Let's embrace our rivers" http://frogferry.com/ Nice!

ResponseID	Response
513	Just close the bridge, we need to discourage people driving to downtown unnecessarily anyway.
514	Full bridge closure
515	Fully close
517	If the bridge can be closed for around 4 years, and traffic diverted to other crossings, do we need to replace the bridge with one that had an equal capacity? Have you studied replacing the bridge with a much smaller, more affordable bridge? How about one car lane in each direction, with one dedicated bus/street car lane in each direction, then physically protected bike and pedestrian Lanes on the edges. You can remove the couch connector and just have cars turn right onto the bridge from mlk.
518	Close the bridge and provide shuttle service to people who need to get across the river on foot.
522	Take some of the $100M you would save not building the temp bridge and make TriMet free during construction.
526	Impact to bicycle movements. They should not be impeded or compromised in any way.
527	I'd rather see $100 million go toward traffic mitigation (transit options, demand management, etc.) than toward a temporary bridge that would get demolished after a few years.
528	Closing the bridge entirely will affect all users, but especially bikes and pedestrians as it takes far more time and energy to detour to another bridge (and in the case of pedestrians might be impossible).
529	I think the full closure would be preferable, as it will prompt many drivers who don't actually need to be driving to consider better alternatives rather than driving through annoying detours. And it's no big deal to detour to another bridge on a bike, so long as it's communicated clearly well in advance when it'll start needing to happen.
531	Just close the bridge and get it over with. Provide bus lanes on all of the other bridges with a shuttle loop over the Morrison and Steel bridges in both directions.
532	Least impact to environment and commutes
533	Just close the bridge for awhile and detour to other routes. Provide free/reduced cost biketown, trimet, etc to incentivize other modes.
535	Fully close it! Seems like it would make the overall project less expensive and faster.
536	Consider that both options offer reduced auto capacity during construction, and that the level of service during construction is going to be acceptable. If fewer or no lanes are necessary during construction, then they are not needed on the permanent bridge.

ResponseID	Response
537	There should be a temporary bridge every bridge in Portland at this point is at capacity if we don't do anything to replace the burnside bridge during construction traffic will get a lot worse
540	Encouraging people to drive is a no win situation. Close the bridge to auto traffic and keep it open only to bikes and peds during construction. We can pretend we live in a perfect world during that time.
542	You should seriously consider the full closure option. It would speed construction and probably cost less. Unlike with the Sellwood Bridge, there are other bridges close by. It would be fun to have a passenger ferry near Burnside during construction, but getting to it from the east side would be a problem. Maybe a temporary foot bridge over the tracks and the freeway?
545	Non-car transportation options -- could there be a temporary bike/ped bridge at a cheaper cost than a temporary vehicle bridge. This would facilitate a LOT of people movement without completely closing the ability to cross the river.
549	save time and money. Just close the bridge while repairs are made. There are a lot of other options and it will encourage more people to walk and bike during the closure.
552	Safety
554	Have good alternative routes and leave certain lanes open during the construction/remodeling
561	Yes!
563	Not to close the trafic
565	we should consider how safe the bridge will be if an earthquake will hit Portland.
568	consider and have the security for all humans
569	N/A
572	The people
576	The people
577	No Close
579	Close it, Fix it, open it up again
581	Overcrowed already Need temp
583	N/A

ResponseID	Response
584	Reinforce the traffic
586	Use all kinds of possible alternatives to avoid the excess of traffic on that area
587	Full bridge closure to make the work go faster and save money temporary bridge construction
591	The whole project start to finish so it can be a success when finish
592	Continue to analyzing
595	I believe that a temporary bridge would not make sense. That money could be better used else where in our transportation system.
596	Buses. Prioritize the buses.
597	I think an option that shuts down the bridge will create too much of a hole in the city's infrastructure. I prefer the temporary bridge option.
598	Continue analyzing
599	Continue analyzing
601	The people
602	The safety
603	Use other bridges
604	No good
606	The people's works
608	Don't think there will be much of an impact as we can use other bridges to travel
610	The people
612	Just have to use different means or other bridge
614	The traffic
616	School schedule
617	The trffic
618	N/A

ResponseID	Response
620	It will good so that the traffic will not be saturated
621	To shut it down before it begins to construct the new one
622	N/A
623	People
624	Detur the traffic to other bridges
625	Look for alternatives to detur the traffic
626	Other Traffic options
627	The full bridge closure is preferred. Shorter traffic impacts and lower project costs are important.
628	To the people
629	Place is call bridge town! Full closure & No temp crossing
630	Burnside Br is a busy thoroughfare. A temp replacement would be worthwhile.
631	N/A
632	If you can reduce the construction time that may be possible if they try to get more workers
634	Do not close the bridge
636	Maybe just put up a bike and ped bridge instead.
637	Safety of all modes of travel.
638	Impact on bus travel times!
639	No temporary bridge. Reroute traffic to other bridges...Broadway for bus and cars. Steel for bikes, walking and MAX.
641	Full Bridge closure would save enough money to make it worth the inconvenience. If a temporary bridge is built it should be a pedestrian /bike/skate only bridge. Private car traffic and busses can temporarily be routed over the Morrison bridge. One lane each way on the Morrison bridge can be made into dedicated bus lanes during construction.
643	Although it will negatively affect my life greatly, closing the bridge is the right choice. It will save time and money. Additionally it will waste less material.

ResponseID	Response
647	Anyway to keep bridge open for peds/bikes during most of construction period.
651	Cost should be the driving factor. We lived through the shutdown of the Morrison bridge and the issues with this bridge and Broadway. A temporary bridge seems too costly
652	I'm as torn as you are. Closing the Burnside bridge and re-routing traffic for 5 years seems unfathomable, given the high traffic this area already sees. However, $100M is a crazy amount for a temporary bridge too. Is the temporary bridge going to be earthquake safe? Will it turn into a permanent bridge? Or what do we do with it when we're done using it?
656	Public transit is not a great alternative to cross the river right now. Substantial improvements would alleviate the need for a temporary bridge
659	Impacts to surrounding areas especially businesses, pedestrian, transit, and bike infrastructure
662	Qué afectaría a los ciudadanos en tiempo y en economía , porque sería gastos de los impuestos
663	Pensar en la economía dela ciudad porque tendria que ser mas gastos y mayor tiempo de construcción
665	Speed of completion and keeping the cost down.
667	Temporary bridge. Traffic is already horrendous downtown at rush hour and completely closing the bridge will further congest surrounding streets and bridges.
670	How much traffic would be actually relieved by a temporary bridge? 4.5 years does seem like too long to just have it closed with no alternative though.
672	Increasing and changing public transit alternatives on the other bridges/max lines.
674	For the temporary bridge, there is ABSOLUTELY no way 8' is enough to accommodate pedestrians and bikes (and scooters, etc.), which is how I'm reading what you have. The conditions today with the bridge construction are already really scary to navigate on a bike that could quite easily spill off the steep curb into traffic if a person walking makes a sudden or errant move. Please do not build a temporary bridge without bicycle facilities. I would prefer a temporary bridge with bike facilities BUT I would prefer no temporary bridge to one without them.
676	Closing the Burnside Bridge completely, without a temporary bridge would be the most economical, efficient solution, in the long run. Bus routes and services could be re-configured in advance to accomplish successful detour options, to other bridges also, on both sides of the river.

ResponseID	Response
677	The most efficient, cost-effective approach for the long term would be a complete Burnside Bridge closure during this retrofit, with no temporary bridge being attempted. Coordinated efforts could be made well in advance, by government, businesses, and TriMet, in order to provide necessary services, and re-configured bus routes for both sides of the river, in advance, by using alternative bridge detours as well, to accommodate this.
678	Sorry, full bridge closure is the better idea, when we have a major earthquake there will be possibly only 2 bridges standing, so better to see how ODOT/PBOT and the driving public 'adjusts' to the inconvenience. Tri-met does not do well with alternate shuttles(they claim to not have enough buses or drivers). Maybe kayaks & hydrofoils as a alternative!
679	hard choice there. I guess a temp bridge.
680	Reduced cost of full bridge closure seems best
682	Bus movement seems key. No matter what, we should consider increased bus prioritization on other bridges and their approaches. If we're going to be temporarily reducing capacity into downtown, we should be doing everything possible to push people towards non-single-occupancy-vehicle transportation modes.
685	I would vote for the temporary bridge
686	We have enough bridges for someone to detour. It would be an inconvince but people will survive. A replacement temporary bridge would be a waste of time and money when we could just expedite the main bridge work.
688	Constructing a temporary bridge is likely to cost far more than current estimates. There will be unforeseen problems cropping up, no doubt. Additionally, wouldn't a temporary bridge have to be "seismically safe" during its 5 - 7 year existence? If you could build small, safe bridges quickly and inexpensively then we wouldn't have the problem we face today, we could just build several small, safe bridges.
690	I realize the money doesn't come from the same pot, but it still feels like a slap in the face to all the underserved homeless people in PDX to spend $100 MILLION on a temporary bridge. Just reroute traffic. People can deal.
691	I would like to learn more about the alternative services proposed. Not sure if they are effective enough... Closing a major bridge like this would be a big impact and the traffic would become worse.
692	if it is possible to have the temporary, please do

ResponseID	Response
694	*Being doting business between East side and West side, closing the bridge may be not an option for us, also considering population increasing as well, and making temporary bridge. Q: Is this bridge can be permanent? *Using media tool- not to use car to go to downtown during this time of construction. Using MAX etc other public transportation should be fee ride.
695	Prefer the less expensive alternative (Full Closure)
696	I personally like this bridge closure plan because of the shortening the construction time of period. At the same time, please make sure to having the safety around this bridge, such as no signal cross section, etc.
697	If we focusing for the safeness, I believe Full Bridge Closure is the best option. Reason behind is that budget, the extend the construction period itself, safeness of temporary bridge itself(just in case to have major earthquake) At the same breath, I am consider for Full Bridge Closure because of the traffic jam.
699	It depends on the environmental effect and its cost. I don't like heavy traffic; however, if it is cost way more to build a temporary bridge, and more carbon foot print would be expected. For some points, I think full closure is better. I believe most of people would understand and agree the contraction finishes if it is not too far from now.
700	-Congestion -(If temporary bridge built) The risk of experiencing disaster and its impact on safety during use of the temporary bridge. -Impact on business/residents not just around Burnside Bridge but also those around the bridges impact by the Burnside closure.
701	For Full Bridge Closure plan, It could make some problems/ having hard time for someone who does not have cell/navigation system to figure out the detour route. Please make sure to shows corrected/right detour route on GPS.
702	I am wondering the capacity does the temporary movable bridge. Since it takes more than five years to complete the construction, I do not agree to close the bridge without only one temporal bridge/
703	If there is enough budget, temporary movable bridge option sound better for local activity.
704	Close the bridge, it will speed up the process and lessen the time impact of the project
705	Bridge Closure- It will be unconvincing for bikers with detour traffic occurs. Temporary bridge should be extra strong enough for the safely propose.
706	-To give more information for the Citizens, and them to understand the meaning of the construction -I assume the traffic jam will occurs, therefore, you should be approach PR to using flex time working hours.
707	Traffic!!

ResponseID	Response
708	First option
709	-Consider for the pedestrians' safety. -Making Safety Manual of the new bridge would be beneficial for the Citizen. When the road congests, there are many drivers (new city comers.) with frustration drives roughly.
711	I believe traffic signal and traffic engineering design is very important.
714	Any inexpensive options to keep the bike/ped connection during construction?
718	A temporary bridge is worth the cost. Portland is only growing and traffic will be almost unbearable downtown if a bridge is removed
720	Close the bridge. No temporary detour. Invest the money in the long-term needs of the bridge. People will find a way to get around.
721	Traffic in and out of downtown is already horrible. Eliminating a whole bridge for at least 5years is insane.
726	Temporary bridge or traffic will be a nightmare. If a new bridge is built from couch tho, wouldn't the lessen traffic impact too?
728	Added burden on other routes across river if no temporary bridge is installed.
732	bike access
736	As a daily work commuter over the Burnside bridge, I have been made aware by the impact of bridge closures. There are many other alternatives to get across the river and spending more time and money on a temporary bridge is an irresponsible way to spend tax dollars.
737	コストと時間の削減は可能であるものの、5年近い完全封鎖を行ってしまう事は近隣住民にとって大きすぎる生活の変化だと感じるため、仮設橋が望ましいと思います。予算にも寄りますが、仮設橋も地震に耐えうる物にしなければならない上、渋滞対策を練りこむべきでしょう。
738	Full bridge closure seems like a way cheaper and faster way to get the job done
740	ensuring that the other available bridges won't also need to be closed for other repairs/issues during the time that the Burnside bridge is undergoing renovation (particularly if it's closed entirely)
741	on how long will it take to build a new bridge.
743	What about a floating bridge with a movable section? Maybe you can get the U.S. National Guard to help construct as a "training" exercise, as was done in Alaska for a road project in Metlakatla? Not being a traffic expert, I would wonder about impacts on other bridges/more congestion/gridlock, etc.

ResponseID	Response
744	i think a closure will really wreak havoc for walkers and drivers alike (other bridges will get overloaded)
746	Temp bridge. See if other alternatives are available.
748	I am most curious as to how a full bridge closure would affect the bus lines that currently use the burnside bridge, as well as how commute times would be impacted.
750	Both should continue to be considered. 100 million is a lot of money, but 5 years without a bridge might not be worth the savings. Can modifications be made to other nearby bridges to improve capacity during the project, instead of a temporary bridge?
751	I would work with Metro to increase SE and SW runs during the construction period. I would not advocate for a temp bridge given that there are already multiple bridges for people to use.
765	The safety of vulnerable road users on the streets around the bridgeheads is most important.
767	bridge traffic is already bad on the adjacent bridges (Steel and Morrison). I would put more emphasis on a temporary bridge because the Steel bridge, with only one traffic lane each way, certainly can't handle any more auto traffic, and the approaches to the Morrison bridge are already a pain to navigate. A burnside bridge option is needed during construction.
770	Potential impacts to businesses at either end of the bridge if closed for 4 years; and travel times for buses. How long will the Eastbank Esplanade be closed to bicycle commuters during construction?
776	While there would be impact to closing the bridge completely, $100 million feels like too much money to spend on a temporary bridge.
778	Mass transit and managing flow to other bridges.
782	DON'T AGREE BUILD A TEMPORARY BRIDGE, TOO COSTLY
784	How to handle current traffic; Vehicle can use other bridges.
785	AGREE CLOSE BURNSIDE . VEHICLE CAN DETOUR TO USE OTHER BRIDGES.
786	SHOULD NOT NEED TO BUILD A TEMPORARY BRIDGE.
787	CONSIDER ALTERNATIVE ROUTE
788	NO NEED TO BUILD A TEMPORARY BRIDGE , IT IS TOO COSTLY.
789	USE RIVER TAXI. NO NEED TO BUILD A TEMPORARY BRIDGE.

ResponseID	Response
790	AGREE BRIDGE FORECLOSURE. CONCENTRATE BUILD NEW BRIDGE ENDEAVOR FINISH EARLY
792	DO NOT AGREE TO BUILD A TEMPORARY BRIDGE (NO)
793	DO NOT AGREE TO BUILD A TEMPORARY BRIDGE (NO)
794	DO NOT AGREE TEMPORARY BRIDGE . PEOPLE'S AND VEHICLE CAN USE OTHER ROUTES
795	WHOLE BRIDGE FORECLOSURE. VEHICLE CAN BE DETOUR
796	I WILL BE ATTENDING P.S.U. IF PEOPLE USE BRIDGES IN THE SOUTH WILL CAUSE A BIG TRAFFIC JAM. ALSO I HEARD POWELL BRIDGE HAVE A HUGE TRAFFIC PROBLEM. AGREE WITH TEMPORARY BRIDGE.
797	I WILL BE ATTENDING P.S.U, IF PEOPLE USE BRIDGE IN THE SOUTH WILL CAUSE A BIG TRAFFIC JAM.ALSO I HEARD POWELL BRIDGE HAVE A HUGE TRAFFIC PROBLEM. AGREE WITH TEMPORARY BRIDGE
798	CAN BE CONSIDERED
799	NOT IN FAVOR OF DEMOLITION
800	DO NOT AGREE
801	AGREE BUILD A NEW BRIDGE
802	DON'T AGREE BUILD A TEMPORARY BRIDGE
803	CLOSE WHOLE BRIDGE . SAVE COST.
804	DO NOT AGREE BUILD A TEMPORARY BRIDGE
805	TEMPORARY BRIDGE TOO EXTRAVAGANT , DON'T AGREE.
806	DO NOT AGREE BUILD A TEMPORARY BRIDGE
807	BRIDGE FORECLOSURE, USE OTHER BRIDGE, SAVE MONEY MOST IMPORTANCE.
808	DO NOT AGREE BUILD A TEMPORARY BRIDGE
809	Cost!!! We have plenty of bridges
813	Very tough choice. I don't have a strong opinion on this issue.

ResponseID	Response
815	if you're considering spending $100 million to build a temporary bridge, I would rather spend $100 million to make the project take less time, is that viable?
817	The description of the FULL BRIDGE CLOSURE does not mention the amount of time it would take or the amount of money. How can one share their opinion if not given the full information. We would be making a blind opinion. Considering the information given, I would recommend the TEMPORARY BRIDGE.
819	I think the 100 million should be saved and keep the project as short as possible. Using the extra 100 million to improve other infrastructure in the city seems like a better use of funds. Shuttle system, water taxi for bike and pedestrians. No matter what happens, people will be unhappy and inconvenienced, so best to limit the cost and duration of the project.
821	Cost and figuring out how to route the buses rapidly across the river. Cars don't have priority in my opinion.
822	Full bridge closure
828	4.5 - 5.5 years seems like an awfully long time to have no passage in the current bridge location. What kinds of infrastructure improvements are going to be needed for increased traffic on other bridges?
834	Environmental impact
836	Maintaining access across the river during construction would be preferable.
837	full bridge closure. make all construction 24 hour day and night work just like the court house was. then it will be completed faster.
838	A key thing you should analyze is finding ways to ensure public transit users don't get dramatically increased transit times. As more people live further out towards Gresham area and work in Portland, commutes are bad enough.
839	What does the traffic study show the impact would be without this bridge? Gridlock? If so, consider the temporary bridge. Traffic conditions are only growing worse with increased population. Plan ahead and anticipate the increased congestion when making your decision.
840	I don't like they idea of a temporary bridge. I would consider the maintenance schedule of other bridges and work towards ensuring least possible disruption on those bridges during closure of Burnside
843	Temporary bridge just like the sellwood project. We cant have a closer for 4-5 years with a booming population plus hits to key bus routes. Build a temp bridge.

ResponseID	Response
844	temporary bridge is mandatory. there is no sane way to move traffic onto other crossings during the period. if you want to consider the impact on the city of an earthquake destroying the existing bridge, feel free to close it for several years (NO, NOT SERIOUS!)
848	I think closing the bridge completely would be a better move for traffic. If it is still open but much smaller, it would create a bottleneck that overflows into other traffic trying to pass north-south by the bridge. If closed, traffic would adjust, eventually, as drivers learn the alternative routes.
849	Peoples adaptability to traffic changes should be considered. There is no reason to build a temporary bridge which adds time and costs and potentially more permanent impacts to the surrounding area. Bridges have been closed before and people make do.
850	Has an alternative of building a new bridge next to the existing bridge, then demolishing the existing bridge been looked at? Closing the bridge is a real hardship, but the cost and inadequacy of the temporary bridge don't look good either. There doesn't seem to be any provision for bikes on the temporary bridge. This is essential!
853	The enormous cost of the temporary idea alone should kibosh it. Simply close the bridge and reroute to other bridges for the construction time.
855	SE/NE Grand and MLK already have significant traffic issues during rush hours on a good day, plus the frequent added impacts of building construction along these routes, so detouring to other bridges could create gridlock. Detouring buses will be a HUGE impact on ride times and reliability.
859	Fully close the bridge. We don't need more time and money spent on this.
860	これはSEエリアから橋を渡って更にHILLSBOROまで通勤をしている私のような人には大問題です。 替えの橋の建設におよそ1年ですか。費用も100億円増し？ でも、完全封鎖は・・・考えただけで恐ろしいです。 シャトルや公共機関の利用が難しい勤務地までのコミュートなので、替えの橋で車を流してもらえれば・・・助かるなと思います。
864	Safe detours for bikes and peds. Very thoughtful construction detour methods that make these alternative paths safe instead of dangerous obstacles that make routes not only longer, but difficult to navigate or share the same space
868	detour traffic
872	A full closure of the bridge during construction seems to be the most cost effective and timeline friendly option. An earthquake won't wait for us and I feel like this is an urgent project that is time sensitive. The Morrison and Steel bridge are close enough to reroute traffic. Also, Portlanders are used to temporary bridge closures throughout the year and have likely had to reroute before.

ResponseID	Response
874	Impact of time on public transit should be considered. While many people may easily be able to change their driving route for a total bridge closure, many who rely on public transit may be more affected by a complete closure. Perhaps having a smaller, pedestrian & transit-only temporary bridge option would not be as costly as an interim?
875	traffic will be messy either way; save money and time and close the bridge
882	A temporary bridge for foot and rail should be provided to support pedestrians, bicyclists and commuters
883	Full bridge closure should be considered, but consideration of how long prior to shutdown the new alternative route signs should be placed and routes open.
884	Consider another option: smaller temporary bridge for public transit, rail, pedestrian, and bicycles only. Lower cost (and waste) for a smaller temp bridge that will provide access to those who don't drive single-occupancy vehicles.
885	Just close the bridge entirely, and try to get people to use alternative modes of transportation if they regularly commuted on the bridge.
886	I use the bridge less than once per month. This wouldn't effect me.
887	A temporary bridge is an absolute necessity. There is already a shortage of bridge capacity over the river, especially at peak times. With one bridge out for five-plus years, with ever-increasing population (and therefore traffic) it would be a traffic nightmare.
888	As long as the temporary bridge is bus/bike/ped only, it maybe makes sense. It probably makes more sense to just not do the temporary bridge however.
889	Both options worth exploring.
891	Why not a ferry? I see you've eliminated that a a permanent solution -- though they've made NYC commuting so much better. But you could use the construction period as a test to see if a ferry service would be long-term viable. Would love to see one between Boise/Overlook and the possible new baseball park, and SoPo to Brooklyn.
892	Full bridge closure
893	I'd rather suffer through horrible traffic resulting from the closure of the Burnside Bridge (with no temporary bridge) while it is being replaced than suffer its absence after a major earthquake (because we slowed down the process of replacing it by building a temporary bridge). Also, people can suck it up and use public transit. Which is really awesome here.
896	Keep cost reasonable and time in construction as low a possible. Create decent workarounds to other bridges.
900	Prefer full closure for decreasing time and cost of project.

ResponseID	Response
904	Close the bridge during construction to save money. Leave it closed after construction to cars.
906	إغلاق الجسر يقلل هدر الوقت والمال
907	I know it's a pain when past Bridges were shut down, thinking back to the Hawthorne, but I still think that's a better alternative to adding $100mil to the project cost.
914	Although it would be faster and cheaper to fully close the bridge during construction, traffic is already horrible going to and coming from downtown over the bridges. It would be awesome to avoid a full closure if possible, or at least work on ways to reduce traffic in other areas so this doesn't have as much of an impact on commuters from the East side.
915	By closing the bridge during construction it does force the need for a more immediate solution to the growing traffic problems. This could include some sort of congestion pricing for vehicles - even if it just for the duration of the bridge closure.
917	Have you already considered a temp to perm option for a secondary bridge? For example, maybe the temp bridge stays in place after the main Burnside bridge is done and all pedestrian/bike traffic is handled on the temp-to-perm bridge and all car traffic is handled on the Burnside bridge with perhaps an extra lane or two of car lane capacity being added to the Burnside as a result? That would make the extra $100MM for the temp bridge worth the investment and provide a superior end product for all users while minimizing disruption during construction...
920	Cost and duration of the project should be considered most. Reduce the cost of this project and build it faster by not using a temporary bridge.
923	go with full bridge closure
929	Full Bridge Closure
930	The "temporary bridge" solution was effective when the Sellwood Bridge replacement was under construction. A full closure would have a disasterous impact on our already at-or-over-capacity surface streets and byways.
933	Given proximity to other bridges, would be wise to consider full closure, similar to Morrison Bridge work recently. Not possible for Sellwood Bridge because no other options nearby.
934	Be practical and get it done quickly.
936	Based on the current traffic, we can't lose a bridge as an option of crossing. It needs to be like what the Sellwood bridge project was like where there were minimal closures and a side bridge so to speak to cross!

ResponseID	Response
937	Full bridge closure with temporary solutions (eg, shuttle buses) is more efficient and cost effective. Although extended bridge closures are bothersome, over time, people will adjust. Perhaps some will start using alternative transportation methods!
938	I think that a temporary bridge is essential as a way to maintain traffic flow as well as to allow homeless/ low income and mobility restricted the ability to get across to care. There are a lot of clinics just east of the river that we need to continue to have access to for those that don't drive
944	Look at the least amount of disruption to auto-freight-ped-bike, as well as the least impact to business & industry. I don't like the extra time and cost for the temporary bridge but it seems like a better option.
946	Not sure that I really have an opinion on this one. I avoid the Burnside Bridge as much as possible since I do not feel safe on the West side immediate area of this bridge. I wanted to see the bridge take folks longer on the span and avoid the homeless area.
949	Full bridge closure. Get it finished as quickly as possible.
950	The impact to business, traffic and stakeholders may be too dramatic to consider complete closure without the temporary bridge. While the cost sounds prohibitive, it's being provided without any context of the potential impacts.
951	Temp bridge makes most sense
952	Please build a temporary bridge! Closing Burnside would SEVERELY worsen traffic congestion which would polute our city FAR worse!
955	Go with full closure. It will be cheaper and get the work done more quickly. People will just have to learn to take alternate routes.
959	Portland has like one billion bridges, just close this one and run a few buses on a water ave/naito pkwy loop. We should have that anyway.
961	Designate the temporary bridge for transit/pedestrian/alternative transportation only ie, Tillikum Crossing. Collaborate with TriMet to reduce/eliminate fares on all lines that use it. Increase frequency and service hours on Portland Streetcar.
962	Option 2
964	Close it
966	We survived lots of full closures with the Morrison bridge, plus many one off events. Just close it for the work period and use the money saved to invest in good long term infrastructure (i.e. the bridge rebuild!). Shuttle buses seem fine. But it's not that far to steel or Morrison, maybe we can leverage existing public transit??

ResponseID	Response
967	Please analyze the impacts to transit operations (i.e. changes in run times and reliability that may come with re-routing Lines 12, 19 and 20), and impacts for people on foot or bicycling. I expect the impacts for people on foot or bicycle will be more significant than for people in vehicles because additional journey lengths and out-of-direction travel for pedestrians and bicyclists are experienced more as additional burdens whereas it is very easy for vehicles to travel out-of-direction with little or no additional effort necessary. I also think PBOT/Mult Co should view a full bridge closure as a great opportunity to encourage additional mode shift in Portland away from private vehicles. During the few weeks in Seattle when the Alaska Way Viaduct was closed and before the new tunnel opened, Seattle saw some of it highest transit and bicycling use. And this was during the winter. A much longer closure of the Burnside Bridge would allow additional bus lanes and bike lanes to be added as mitigation efforts and further Portland's transportation and climate goals.
968	Time and money savings compared to travel inconvenience. Also coordinate with TriMet on Steel Bridge improvements.
969	Are there opportunities to increase transit options on other bridges to encourage people to move out of their cars? Perhaps bus-only lanes on the Morrison or Hawthorne bridges? Subsidizing max or streetcar fares to entice commuters.
970	Save the money and close the bridge during construction.
974	Prefer bridge closure to decrease cost of project. BUT would this add to other economic costs of project not part of bridge itself? Ie more environmental impact from longer commutes, longer wait times, etc?
975	The temporary bridge option will reduce impacts to traffic volume and safety on other bridges.
976	Analysis of options needs to include congestion pricing for downtown, increased parking costs, etc to reduce SOV travel into downtown.
978	This is a really rough decision. What about $100M worth of high-speed ferries, up and/or downstream a ways, with very high operation frequency during the day but perhaps a small schedule gap every hour if sharing with traffic going up/down river is a concern? No construction delay for the same price?
980	Really, full closure should not be an option. Handle like Sellwood Bridge replacement.
981	build a temporary bridge
982	Either option comes with plenty of difficult problems to work with. I don't have anything to add.
984	Closure only seems like a good option if it speeds the project up considerably.

ResponseID	Response
985	Provide dedicated bus lanes approaching (and on) other Willamette River bridges during the bridge closure. Then close the bridge. We survived the Morrison Bridge closure well enough that $100M is too much to spend for a temporary bridge.
988	Cost of the project.
989	I would be for the temporary bridge if it was only for walking, bicycling, and bussing on. Maybe it would even cost less to build! If the temporary bridge is open to cars, I say save the 100 million. Put that money towards permanent walking, bicycling, and bussing infrastructure.
990	The moveable bridge is the only option. Access to the Morrison and Hawthorne bridges have severe handicaps (ie. the backup on Naito as people turn from Harbor on the west side). Burnside is an easy bridge to get to and to cross as an alternative to sitting in traffic downtown.
992	Even now, it's very slow getting from downtown onto I-84 East at rush hour.
993	The Sellwood reconstruction should be an example. Yes, they moved the existing span to be the replacement bridge, however keeping access across the river what successful compared to a complete closure.
995	How does $100M compare to total project cost? Temporary bridge would be preferable if affordable.
996	So long as biking and walking modes are maintained, I think we should opt for a temporary bridge. The Burnside Bridge feels too critical to our infrastructure to remove for 5-6 years, not including any delays.
997	Does the bridge need to be closed for a retrofit? If not why are these the two options. I do not think completely closing Burnside bridge without a temporary bridge is an viable option.
1004	While it is inconvenient, closing the crossing completely seems the better choice. The money is important and the extra time makes it imperative. As long as there are no extended light rail or streetcar interruptions , we will be okay.
1006	You're concerned about the environmental impacts of diverting traffic to other bridges rather than those from building a completely new bridge right next to it?? People will adjust to the loss of the Burnside bridge. Consider the contaminated soil you'll pull up while building the new bridge. Consider the impacts to marine life. Those must be measured against the higher idling time of gridlocked cars of course. Maybe you'll surprise yourself with how resilient the city can be in adaptation just as with the I-5 and I-84 closures a year ago.
1009	Temporary bridge. The effect on businesses over the course of 4.5 years would likely outweigh the 100m and added 1-2 year construction time cost.

ResponseID	Response
1010	The benefit of not building a temporary bridge is that other forms of transportation will become desirable and increase the use of alternative transportation that will have positive impacts on community health.
1014	test
1015	This is a perfect opportunity to encourage transit and active transportation habits. I think the idea of changing transportation habits for this construction will be more easily digestible (considering the temp bridge price tag) and could turn into permanent change which will reduce congestion overall and GHG emissions.
1016	5 years is a long time to lose access to the bridge, and dump all that traffic onto the adjacent bridges. I would think that the temporary span could alleviate some of the congestion, even though it costs more.
1017	100 million is an insane amount to spend to keep the bridge open. That could be miles of roads repaved, new bike lanes, new sidewalks, etc. You could even subsidize Trimet passes without building the temporary bridge that will add to climate emissions b/c of all the materials used
1019	Regardless of option, ensure that transit access, service, and speed are not dramatically affected. Prioritize transit service mitigations and/or improvements elsewhere.
1020	Close the bridge to save money and let people learn about transit, bike, walk as other options.
1022	I think this should be determined by cost. There are multiple bridges for commuters to take alternate routes during construction.
1025	A temporary bridge worked for the construction of the new Sellwood Bridge. It sounds like a good idea for the Burnside!
1026	Temporary bridge is mandatory. Detours will have a greater economic impact.
1027	If there is a full bridge closure, directing different types of traffic (auto, pedestrians, cyclists) and diverting them to separate paths would help with traffic congestion.
1031	Option 2 is my preference. Pull the bandaid off and get it over with.
1032	Full bridge closure! The temporary bridge is a massive waste of resources - money and totally unnecessary env impact. That $100 million could buy every building with a gasline a shutoff valve for earthquake preparedness and dramatically reduce fires in PDX after an earthquake. For example.
1033	Full bridge closure makes the most sense, because creating a temporary bridge, in addition to the expense and time of construction extension, will still leave us with a traffic mess for the duration of the project.

ResponseID	Response
1034	closure
1035	Close it. We don't need any more drawn out construction in this city.
1040	I believe that city and county wide involvement and coordination is the best bet to mitigate loss of the bridge during construction and is work the time and money saved. A lot can be learned from the cooperation and management of services.
1041	I don't think a temporary bridge would be worth the cost. There's one more bridge now that we have Tilikum Crossing, so I think commuters could plan ahead.
1043	The exorbitant costs (millions) of right-of-way dealings prior to construction beginning with all the condos and businesses
1044	Temporary movable bridge
1049	You should prioritize transit, pedestrian, and bicycle modes, and deemphasize accommodating single occupancy vehicles. Additionally, a full bridge closure will likely reduce automobile usage, which would reduce our greenhouse gas emissions.
1052	Instead of building a temporary bridge, build a permanent bridge that is pedestrian/transit only. You estimate that the temp bridge would add $100 million to the project, but Tillicum Crossing was done for $130 million. Build a permanent Tillicum Light style pedestrian and transit only bridge with that $100 million.
1055	We can live without the temporary bridge. The construction time is ridiculous, though. This needs better project management.
1057	no need of a temporary bridge. Let close the Burnside bridge and study the way to use other bridges instead
1060	The costs of alternative river crossing options to mitigate a full bridge closure are likely to total much less than the cost of a replacement bridge, and involve less delay in final completion. Full closure seems like the better option.
1061	make trimet low cost/free for residents affected by transit closures long detours. just shut down the bridge, the earth is burning we don't need a temporary bridge just to "recycle" it
1063	If the bridge is closed, how will it effect transit options, commute times for people who rely on public transit to get to school, work, medical appointments, etc? Will people of color and people with disabilities be disproportionately impacted by a bridge closure?
1064	closing the bridge without a temporary bridge would be a nightmare. it would create way too much additional traffic.

ResponseID	Response
1065	This bridge is so heavily used by people on bikes and pedestrians traveling into and out of downtown, that, if the temporary bridge option is chosen, it is important that the temporary bridge is designed with separate space for bikes and peds.
1067	I would rather see less project complexity, and reduced risk of cost and timeline overruns, via a full bridge closure.
1068	You must provide efficient travel alternatives for the thousands of people that commute into Portland to work via the burnside bridge. Traffice into and out of the city is already a nightmare and the other bridges do not have capacity to take the load from a closed burnside bridge.
1069	What if the eq hits during construction? Can the other bridges (steel, Morrison, Hawthorne) handle long term increased traffic? Could 2 temporary bridges be built to alleviate traffic crossing the river?
1072	There are a lot of people who use the bridge currently. A temporary solution would be ideal because every other bridge in town is currently busy during peak traffic times.
1076	Closing the bridge sounds very awful, even considering the extra time. But would a temp bridge become costly?
1077	It SUCKS when a bridge is closed. I lived in Sellwood while that bridge was replaced, and though I know the expense/time/specs are very different, it was WORTH IT (IMHO). Traffic down here in Sellwood is impacted whenever a bridge is closed. I suspect it would be the same for this. And Sellwood is a neighborhood. It's not like folks can safely funnel off Tacoma or whatever without disrupting residential life.
1078	I say no to closing the bridge. Contractors take forever to complete a job. NW Portland has been a mess for months and doesn't seem to be any end in site. Just staring new projects. Very frustrating. Closing bridge is certain gridlock.
1079	Please analyze emissions impacts of detour routes vs the total environmental impact of building a temporary bridge. From what I understand concrete is not environmentally friendly (?)
1080	Create transit service, scooters and car trip reduction programs to mitigate the time of closure. Use the closure as an opportunity to create new habits and introduce new programs that advance our climate goals
1085	Dang. That is a tough one. I'd like to know more about the environment impact before choosing. What is the added cost for the temp bridge? Why so long for the new bridge? Is it possible to demo/replace half first?(I realize that is a long shot, but you should be able to readily prove that's not possible) Is this the time to pilot the water taxi?
1086	Temporary bridge

ResponseID	Response
1088	A temporary bridge seems like a better alternative, with previous bridge closures, bad traffic has been made worse with the detours
1090	Would the moveable bridge be like the Sellwood where it is moved into place and becomes the final bridge? If so, that seems less disruptive to rush-hour traffic. To close Burnside for an extended period would be very difficult for commuters. I'm retired, so it wouldn't bother me, and I would prefer that people use mass transit than drive into the city, but people drive single occupancy cars. If we close the bridge, maybe those people would learn to use mass transit and the habit would prevail after the new bridge opens.
1091	If we can work on adding bus lanes to MLK, Grand, and bridges north and south of Burnside, then you can close the bridge entirely and really encourage folks to use alternative modes of transportation for their commutes. This could be a good thing!
1092	We have many bridges, and adapting to a temporary closure is more efficient than building a temporary bridge.
1093	Bridge closure with shuttle access or updating bike/pedestrian crossing access in other areas.
1097	Increase transit options during closure. Providing free fares and increased service during construction times would be far cheaper and better long-term.
1100	No opinion
1101	Close the bridge, focus on a better bridge
1105	Environmental impacts of temporary bridge.
1107	2
1108	I would consider how induced demand might make traffic in the burnside bridge area worse with a smaller bridge, than no bridge.
1114	Temporary bridge access during construction makes sense.
1118	Just close the bridge.
1119	Not worth it. Just keep the bridge open and retrofit from below.
1120	I disagree with Full Bridge Closure due to occurs for the worst congestion.
1121	I am wonder if the Full Bridge Closure happens for the congestion of detour the road. In that case, you should consider having special shuttle public bus provide.
1122	Full detour. Bite the bullet, build what is needed.

ResponseID	Response
1123	I prefer the full bridge closure because the project will be finished at least a year earlier than building a temporary bridge. I can easily use nearby bridges to bike across the Willamette River.
1124	Over all, during the construction, all companies which locates near the bridge should apply "Flex work hours" or tele-work system.
1125	I believe the low cost; yet safety at the same time is the most important for most citizen.
1126	Temporatry bridge is better idea. Even there are Steel Bridge and Morrison bridge, if Burnside bridge is completely close, I believe it will be big effective will be occurs if its completely closed. I also concerns for in case of emergency.
1127	仮設橋は必要ないと思う。その代わり、期間限定で自転車が積める小型船の準備もありかも。この船を何回か使えば、クーポンが貰えるとか。
1128	Transit, walking, biking, and emergency services access must be prioritized over general auto traffic. Biking and walking in particular should not be detoured a greater distance than vehicle traffic.
1129	Impact to transit and pedestrian
1130	Total project cost, duration balanced against impact to all county residents (not just daily bridge users). Several alternative bridges already exist nearby.
1132	Keep traffic moving
1133	Shortest timeline that has the least traffic impact
1140	I think the temporary bridge is the best option even if it costs an additional $100m the economic loss from the inefficiency of not having a burnside crossing would likely be much greater
1141	Close the bridge. Do everything (dedicated bus lanes, signal priority, more buses, etc) possible to make transit a really great option for downtown commuters during the project.
1142	I'd prefer the shorter less expensive option. Active transit users could be accommodated with connections from Burnside to the Eastbank Esplande to take the steel bridge across. Vehicular traffic can use the other bridges.
1145	Disruption and delays, but also diversion to other smaller streets should be considered.
1146	Or you could spend that $100mil on your other roads that are dangerous for people walking and biking. The bridge will be close for 5-7 years, so people won't remember driving on it anyways. This is coming from someone who is usually driving or jogging on the bridge, not biking. There's lots of other bridge options.

ResponseID	Response
1148	Please consider the estimated additions to traffic. No one wants 20 minutes added to their morning commute for 4-5 years.
1151	Do not install a temporary Bridge.
1152	The impact to the flow of traffic to and from the other bridges and effects it will have on the commute and roadways that feed either side of the city.
1154	Environmental impact of a temporary bridge is a concern here. Are materials responsibly sourced?
1156	Temp bridge S of current
1157	While neither option is ideal, I think that full closure is the better option. It decreases the budget and the project length considerably.
1162	Consideration must be given to the number of people and cars that travel this route on the daily and the overall disruption this will cause. Doing something similar to what was done when Sellwood Bridge was reconstructed might be worth a shot
1164	I prefer Full Bridge closure. It will cost less money, be less work, less impact (environmental and local). Construction projects usually take longer than planned, especially a complex project like this one. Plus the temp bridge will have to be removed. It's a HUGE waste.
1166	Temp bridge
1167	Look at how you can limit some of the pedestrian crossings on the detour path so that vehicles can quickly turn onto the bridge down town and reduce grid lock.
1169	The idea of full bridge closure makes me very uncomfortable. Small construction projects or even bridge lifts have a ripple effect on traffic through the metro area, so keeping some traffic flow open would be ideal
1175	I'd honestly say that a full bridge closure is preferable—just get it over with.
1176	Closing Burnside isn't an option, so a moveable bridge is the best option for people who drive into DT for work.
1178	The extra cost and time seems wasted by the temporary bridge, unless the temporary bridge would withstand an earthquake so we would have that bridge and Tillikum in an emergency.
1179	consider people who must use bridges to commute for work and ways to help lessen traffic at peak times.
1181	Do not move forward with any construction. Open the bridge fully (portions have been closed for almost 2 years already). Quit waisting my money!

ResponseID	Response
1182	Full bridge closure, at first glance, seems reasonable but what does it do to the business/neighborhoods and how would having shuttles affect those?
1183	Must consider carbon/greenhouse gas impact. Closing the bridge while encouraging a shift to transit or active transportation seems like the most sustainable strategy!
1184	Building a temporary block bridge only to have the Burnside Bridge closed just a few years less seems like it's not worth the extra cost of $100 million. Considering the bridge closure will impact folks who live and work closest in the city and commute within the inner city limits it seems like taxing drivers or homeowners more in order to pay for the bridge could save money out of the Outer communities of Portland and add it into the middle of the city. I'm not sure that this option seems like it would go over very well in our city which is really building a temporary block bridge only to have the Burnside Bridge closed just a few years less seems like it's not worth the extra cost of $100 million. Considering the bridge closure will impact folks who live in work closest in the city and commute within the inner city limits it seems like taxing drivers or homeowners more in order to pay for the bridge could siphon money out of the Outer communities of Portland and add it into the middle of the city. I'm not sure that this option seems like it would go over very well in our city which is really bifurcated along income lines.
1185	Look at other construction projects during this period. What does the Convention Center have going on? They had a lane close for part of the year, slowing things. There was also the big, ugly hotel going up, blocking a lane. If MLK and Grand can be at full capacity up and down the east side, things will go more smoothly. Look for similar situations on the west side. Will other public or private construction interfere with accessing the detour routes? Control all that. Gasp: make some parking spot additional lanes, and/or turning lanes for the duration of the project. Expand and contract to accommodate the project. Restrict construction on alternative routes during construction.
1186	Adding an extra $100 million to the price tag by building a temporary bridge is fiscally irresponsible and a gross waste of taxpayer money. Not to mention it would make the whole project last up to 6.5 years. A replacement project taking 6.5 years is simply unacceptable. A full closure means some people will be inconvenienced, and those who truly need to travel from one side of the river to the other will find alternate ways and be forced to re-evaluate whether they really need to make all of those trips. The end is a net positive if the number of emissions-producing trips are reduced.
1187	Peak traffic times
1190	Close the bridge entirely and do it in 2 years. The golden gate bridge only took 4 years and that was 80 years ago and a much bigger project. Just don't do other bridge or north south projects during the time making it harder to get to other bridges.
1193	I will choose first one beacsue we want to arrive to our business or school or appointments at short time, we don't want to take for ever:)
1194	Temporary bridge because we need to reach our destination fast

ResponseID	Response
1195	I am with the choice of temporary bridge if it is resistant to earthquakes in case it happens during bridge replacement and extent of effects of redirecting cars to other bridges
1196	I will go with option 1 build an alternative bridge, it is costly but solves the traffic jam.
1197	No need to build temporary bridge because of the presence of alternative bridges and it will cost the State budget so much
1198	I am not with building a temporary bridge (more cost). Let the traffic go to other streets.
1199	The time is very important, option 2 will give less time. Option 2 less cost. Option 2 make traffic trouble for working time.
1200	I am with building alternative bridge.
1201	Can the 100 millions $ be used to make other bridges work better.
1202	Temporary bridge possibly is costly and needs more time. Closing the bridge needs an alternative plan with streets and street
1205	Temporary Bridge
1206	I think a temporary bridge is the best alternative. Diverting people to other bridges would cause far to much gridlock on both sides of the river.
1209	Close the bridge and get the project finished. Offer huge intensives to the contractor to finish ahead of schedule. If the design team doesn't need to design a temporary structure, couldn't the construction start sooner since they can focus their energy on new structure.
1210	impacts to businesses that depend on the bridge
1211	Why not realign the new bridge so it can be built with the existing bridge remaining open?
1216	Temporary Bridge - Burnside is heavily traveled, main corridor. You'll push traffic to other bridges and bottle necked freeways that don't have the capacity to handle it (think 26, or Cornell Road to Lovejoy - already heavy). Additionally, you'll take away options to reroute for poor weather, emergencies or accidents.
1217	Unsure of other considerations, however a full bridge closure would be easier on the pockets. If the project takes 5 years, we'll need the bridge open, so a temporary bridge would be useful. Is there a way to do it less expensively??
1218	I think having as much public transit available to people during this transition would be the best option. A shuttle service sounds good.

ResponseID	Response
1224	Either option is going to be a traffic nightmare for the duration of construction. In any city with limited access points such as bridges, closing or reducing access to one will cause a huge impact on traffic in the other routes. Please consider that MANY (arguably the vast majority of) people have to cross the river every day for work regardless of how many "services" are provided on both sides - focusing on "reducing travel needs across the river" is pointless and not useful for most people. Similar to when the I5/I84 ramps were under constructions, and PBOT suggested that people consider not traveling or taking a 6 week vacation during the construction period, these are wildly unrealistic and unhelpful for most users.
1225	Khong nen xay cau tam thoi de giam chi phi va thoi gian lam cau co dinh thay the. Can khuyen khich nguoi co nhu cau qua lai su dung nhung cay cau khac de ra vao trung tam thanh pho boi cau Burnside khong phai la cay cau duy nhat de dat duoc muc dich nay.
1226	the volume of traffic if you divert to the other bridges (wear/tear, time delays; traffic back-up & impact on connecting routes; versus the negatives of building a temporary bridge, managing 1/2? the traffic volume, possibly reducing how many people choose that route...meaning there is an increased flow to the other bridges anyway... $100m more? is it worth it?
1228	Good time management. Reduce congestion and not causing traffic obstruction Study of surrounding services and surrounding areas, number of harmed people from suspending or maintaining the bridge
1229	Choosing the temporary bridge will be better than total closing of the bridge. Closing temporary helps in continuity of life and the crossing from one bank to another and aids the passage of ambulances, police cars and buses
1231	A temporary bridge would ease impact to other bridges. I like that idea
1232	Close the bridge and detour traffic into another bridge, that would be great! To consider time, daily life of Portland residents.
1233	I believe that we should stop (close) the bridge until can figure out how to build the new bridge, that will prevent high cost.
1234	I disagree with the idea of building temporary bridge because that will take time and waste money that we could use for something beneficial.
1235	Will the other bridge tolerate the pressure by the vehicles when working on this?
1236	None
1237	during the period of work execution, I ask to take in consideration the traffic congestion that will take place during that period
1238	Safe the 100 M and close the bridge, Portland has public transportation (perfect)

ResponseID	Response
1239	Temporary bridge is a good option. Why? Some people are ina great need of that bridge.
1240	Cut the bridge is better because it is less cost and time.
1241	It is better to save money and work while blocking the bridge.
1244	Impact on neighboring streets and impact on bikes and pedestrians
1250	As painful as totally closing the bridge may be, I'd so go with it. It's like ripping off the proverbial band-aid. It's cheaper, too. If you take that option, you will have to give dedicated bus lanes on the Morrison and probably close the Steel to cars so only transit can use it. It will heavily impact driving, but that really can't be avoided. Beefing up transit ahead of this project will help enormously. The presence of so much capacity encourages driving; therefore, a decrease in capacity will cut demand. Again, enhancing transit service to pick up the slack is vital. You'll need more bus lanes in Downtown and other places to make sure they can run fast and reliable. For example, the 20 could take MLK southbound, use the Morrison, and go north on 2nd avenue. You would need bus lanes on all streets to keep things moving. MAX will also need to run better. The station closures to take place will help, but it's signal priority needs improvement for not only travel times but reliability. As much as habit compels you to consider drivers, please remember that we are trying to reduce driving for the climate as it disproportionately contributes in our country to the pollution we suffer under. In the inner city, we ought to be prioritizing walking, transit and biking. This would be a good time to push through various efforts towards that goal. You have an excellent excuse, and in the process, people can see what can be accomplished with them and will be more likely to support keeping them on after the bridge has been replaced.
1251	full bridge closure - cheaper, quicker and forces each side of the river to better prepare to stand on its own during an emergency
1256	I'm for a Full Bridge Closure. Consider car ferries during the time of construction.
1258	Temporary bridge is worth the price tag.
1261	Not Available
1262	N/A
1263	Cost!!!
1264	The savings and the shorter duration make the full closure more beneficial to Portlanders. For the first months to first year, it may cause headaches, but people will get used to it and in the long run won't notice until it opens.
1265	"Annouce and put up many signs ahead of time to notify the community for other routes and bridges to take at least a month ahead of time to avoid confusion, conflict and causantise. "

ResponseID	Response
1266	N/A
1267	Don't like
1269	I am with the first choice since constructing new temporary bridge will take a long time in addition to traffic congestion that may cause inconvenience and a waste of precious time
1270	Bridge is closed, so it'll be of less cost since temporary bridge is costly
1271	The old bridge must be closed and no temporary bridge to be built and we can incur the traffic crisis for a limited period and so there is no waste of money
1272	We concern about the traffic jams the most.
1273	The new fixed bridge costs a lot and is harmful to the city
1274	N/A
1275	Taking in consideration closing the bridge instead of temporary bridge and more expenses
1276	N/A
1277	N/A
1278	We can tolerate traffic during this period since the cost is very high
1279	I do not prefer new temporary bridge since it'll be costly and delays work
1281	The stability of the bridge
1282	Expenses and congestion of traffic
1283	Temporary bridge
1284	Definitely not larger.
1285	No temporary bridge
1286	Should consider all things
1287	"It's not a good idea to build a temporary bridge because it just waste time and money."
1288	"If you keep the interim bridge like the option 1, I agree with option 1 because there is more space to go through the river when we have emergency situation."
1289	I like the temporary bridge for transportation.

ResponseID	Response
1290	Should consider all things
1291	N/A
1292	"Keep the old bridge"
1293	I think we should close the bridge completely and send the message or notice to everyone and guide people where to go. Should not build a temporary bridge because waste more fund. People will pay tax too much.
1294	N/A
1295	N/A
1298	Impact on Burnside businesses and residents of Old Town/Chinatown. That area will become more wasteland than it is already, with the bridge closed that long. Why replace it at all, at that point?
1299	Just close it.
1302	Cost vs benefit - losing the bridge and having its traffic rerouted onto the other already congested bridges during rush hour could be a serious debacle - but $100 million could potentially be spent elsewhere by the county.
1303	I think I am leaning towards full closure. I recognize it will be an inconvenience and have an impact. But, I think $100M could be better spent. Say, on the housing crisis.
1304	Add a temporary bridge like was done for the Sellwood Bridge. Losing a bridge would cause more traffic issues no matter how much you try to mitigate it.
1305	There are enough bridges in Portland to accommodate a full closure of the Burnside bridge.
1306	Don't worry about it. Just close the bridge and let people adapt. Maybe they will start walking, riding bikes, scooters or take transit to work. What they should be doing anyway.
1308	It makes sense to do a full bridge closure and save the costs of a temporary bridge
1309	Cost, construction timeline, effect on residents in the immediate area(s) as well as local businesses. We should also look at ways to boost public transit options.
1310	Cost and construction time. A temporary structure will likely only slightly improve the traffic mess that is inevitable and will add a year or more to the disruption.

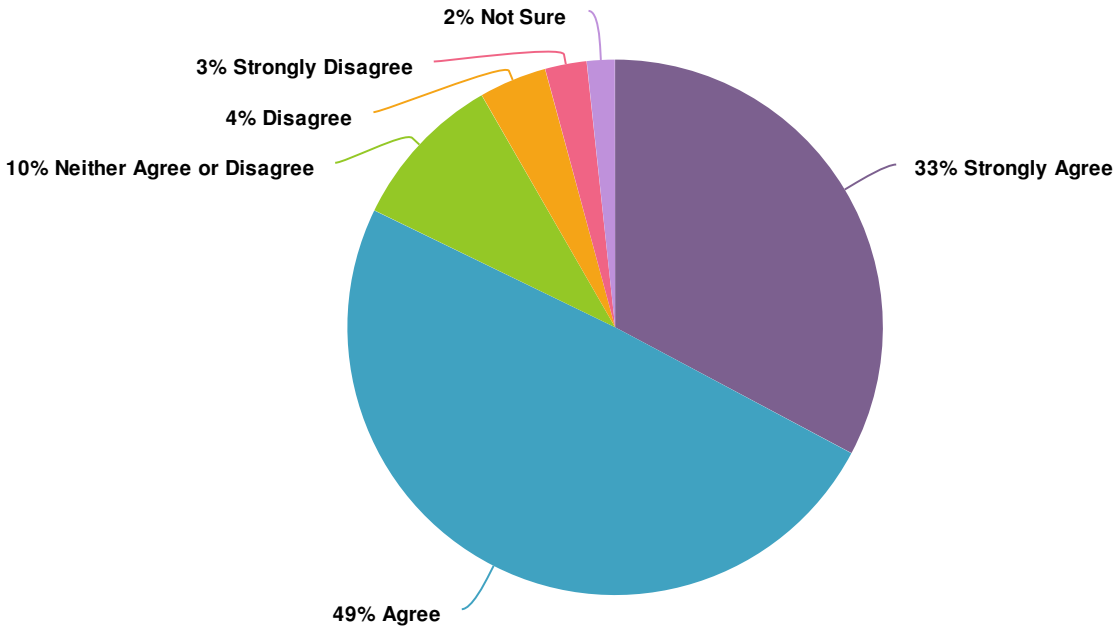
ResponseID	Response
1311	A temporary bridge is the better solution. As someone who lives in North Portland and commutes downtown (both by public transit and car), traffic is already close to intolerable. Completely closing a major throughfare for a year is unrealistic, and it's a fantasy to think that shuttles would solve the problem. If there's the ability to "optimize travel on detour routes," the city should be taking those steps to improve traffic anyway.
1312	Prefer full closure, to complete the work as quickly as humanly possible.
1313	The temporary bridge option should be pursued, instead of full closure.
1315	With Portland's growing density and ever increasing congestion, a temporary detour bridge would be the best option especially with the project duration lasting several years. Loosing this important arterial for several years would be horrendous. What if we could add value to having this temporary bridge as a means for all modes of travel while the new bridge is being built, but rather than spending extra time & money to remove it, keep it in place as a dedicated bike/ped/ possibly bus crossing?
1316	Emergency and transit acress
1317	Full closure. Reduce taxes
1319	N/A
1320	N/A
1321	N/A
1322	DO NOT LIKE
1323	N/A
1324	N/A
1325	N/A
1326	Do not need to build the temporary bridge because waste money
1327	N/A
1328	N/A
1329	N/A
1330	N/A
1331	"Close Burnside bridge and make detour. But consider bus road for those to ride Trimet."

ResponseID	Response
1332	N/A
1333	I suggest traffic distribution to other bridges for its low cost and shorter time than building temporary bridge
1334	N/A
1335	Taking into account the cost and time
1336	Closure of the bridge is better since it'll save money and time and we can use other bridges as alternative
1337	I want the bridge closes completely. When the construction is done, then open the bridge again.
1338	Closing is very good idea
1339	Use ferry for temporary.
1340	Floating bridge maybe a choice but impractical. No other choice left but closing the bridge and using approaches.
1341	"We need to know which bridge option we choose, time length of construction, impacts on traffic/ business/ residents, environmental affect to consider which option will work better. "
1342	"Not building a temporary bridge would save money as well as the environment."
1343	1. Providing alternative ways 2. Putting in mind the traffic jam on other ways 3. No need to build alternative bridge because it'll be of high cost
1344	N/A
1345	Complete closure of the bridge and redirect vehicles to other bridges to reduce the cost because the temporary one cost time and money.
1346	N/A
1347	N/A
1348	N/A
1349	N/A
1350	N/A
1351	NO IDEA

ResponseID	Response
1352	N/A
1353	N/A
1355	N/A
1356	N/A
1357	N/A
1358	"Do not close all the bridges."
1359	No idea
1361	Building a temporary bridge is a waste of money, time and resources. There are plenty of bridges people may still be able to utilize. Use that money instead to develop solution for are homeless community.
1362	What about making the temporary bridge only available to public transit, emergency vehicles, pedestrians, and bicyclists? And I say this as someone who drives across most days.
1363	What will the actual traffic impact be ? and if it can mitigated or managed by detour and shutter then I am in support of saving money. I would rather not have a temporary bridge.
1364	No temporary bridge, save your money.
1365	Full Bridge Closure is workable, & to reduce problems, for the duration of construction consider: -- Add bus service to the Broadway br, to supplement existing streetcars -- Increase bus 15 service on the Morrison br -- Possibly increase bus 2, 14, & 30 service on the Hawthorne br -- Introduce restrictions on marine vessels through town to only night, or other off hours.. I.e. with only special exceptions, have NO raising of other bridges at any time during weekday rush-hours, busy times.
1366	How will the closer of the bridge effect the traffic and continued growth of the city because of the impact of traffic ? Consider a ferry boat to transport people for a small fee and after options for low income.
1368	4 shuttles would be great, also easily accessible detours that do not add too much additional travel time to local travels.
1369	Please save the $ 100 million. I think we can manage using the other bridges, impose a toll to have the users pay. The city should not have to bear the cost.
1370	Full Bridge closes because the money to create a movable bridge can be used on the construction of the new bridge.

ResponseID	Response
1376	Public safety over traffic convenience
1377	How cost effective is providing water taxi service as in Victoria, BC?
1384	I take public transportation. With limited mobility, I would prefer to have access to a shuttle that's dedicated for seniors and those with disabilities only.
1385	I think if the Burnside bridge is closed it will cause chaos and confusion for Portlanders and visitors, for many reasons, however, information will be helpful for all in planning trips into the city.
1387	removing bridge access would have a negative impact on already hard hit neighborhoods. People need this bridge to have temporary access.
1388	Emergency services, access for pedestrians and bikers easier routes in and out of downtown.
1389	1)The peek hour flow of traffic 2) Not in support of a temporary bridge to save money to support other community resource 3)to inform communities ongoing.
1390	-Shuttle services -Trimet app alert for detouring -safety audits to assistance in traffic
1391	Ongoing community education layout what stages the construction phrase will be helpful for scheduling of events in busier time of the year for Portland.
1392	safety, bus routes, open travel lanes, clearly placed detour signs.
1393	Flow of traffic when bridge is blocked.
1394	The important thing is not to cause traffic stress.
1395	Easy traffic.
1396	Must make sure there are good alternatives when blocking the bridge.
1397	The cost is important factor.
1398	We must have a new change that doesn't affect the flow of traffic in the city.
1399	Blocking is better because it is less cost and time and there are alternative solutions when it is blocked.

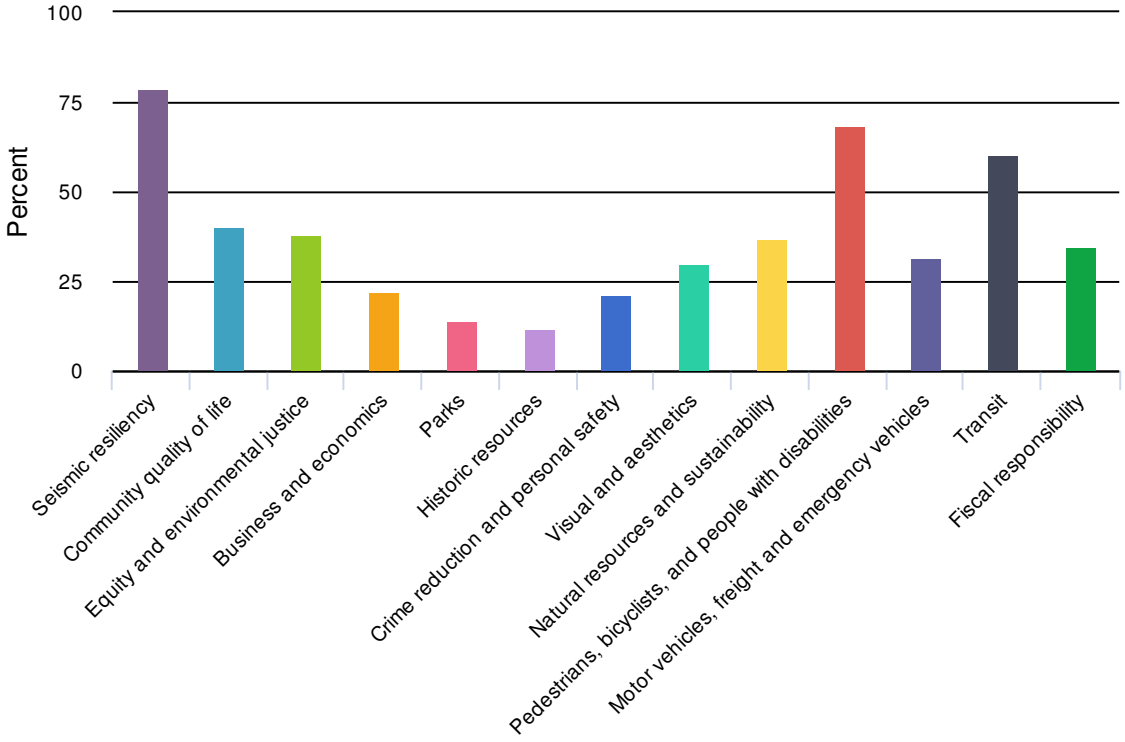
6. Please indicate your level of agreement with the following statement: "The draft evaluation criteria reflect the interests and values that need to be considered to select a preferred alternative"



Value	Percent	Responses
Strongly Agree	32.8%	238
Agree	49.4%	359
Neither Agree or Disagree	9.5%	69
Disagree	4.1%	30
Strongly Disagree	2.5%	18
Not Sure	1.7%	12

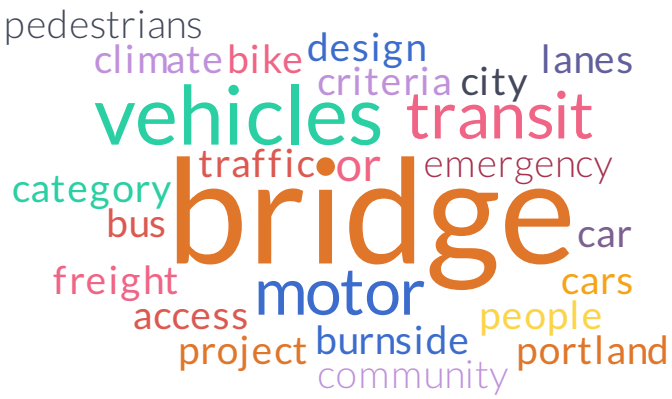
Totals: 726

7. Which criteria topics are of most importance to you? Choose your top 5 (no specific order)



Value	Percent	Responses
Seismic resiliency	78.6%	607
Community quality of life	40.0%	309
Equity and environmental justice	37.8%	292
Business and economics	22.3%	172
Parks	14.4%	111
Historic resources	11.8%	91
Crime reduction and personal safety	21.4%	165
Visual and aesthetics	29.9%	231
Natural resources and sustainability	36.9%	285
Pedestrians, bicyclists, and people with disabilities	68.5%	529
Motor vehicles, freight and emergency vehicles	31.6%	244
Transit	60.5%	467
Fiscal responsibility	34.7%	268

8. Is there anything we are missing or should consider within these criteria?



ResponseID	Response
159	Please consider Climate Change. Transportation is one of Oregon's largest source of GHG emissions. Portland needs to create a transportation system where it is faster and cheaper to take the bus/MAX than it is to drive/park. It also needs a bike ped network that is more direct/efficient and safer than driving. This bridge should be a key step in that direction
161	Transit should identify opportunity for future connection such as the streetcar.
167	Please do not reduce traffic lanes with any option considered. The Burnside bridge is a main throughfare to cross the river. We honestly need more lanes on all of our Portland streets to accomodate traffic as more and more and more people keep moving into town.
168	no
170	The one major plus during the last year of construction is the physical barrier between motor vehicles and bikes. That needs to be permanent.
179	River traffic-Minimize impact to river traffic.
182	Clearly the main reason for this project is to provide immediate access for recovery efforts after the big earthquake... so seismic resiliency and emergency vehicle access come first. Since this is a bridge for the future, let's build it to favor transit, cycling and walking... and make it a beautiful bridge that will be the postcard for Portland.
186	The bridge must be 100% useable after any size earthquake with absolutely no closure to the bridge. If Not? What is the point of throwing money at the current bridge?

ResponseID	Response
188	Strongly support dedicated bus-only lane, exploring ways to deprioritize motor travel in favor of transit, biking, pedestrian travel, etc
189	No
192	Since bicyclists have exclusive lanes and use the Burnside Bridge to cross the river; instead of being treated like royalty, equity requires the bicycle community help pay the costs for this project with license, registration and user fees. Since a number of bus lines also use the bridge, transit users too should help pay for the project with a surcharge on fares. The expectation that only motorists should pay is an injustice.
205	seems like a lot, are they all priorities and how are they weighted?
207	los grupos de enfoque deberían ser parte o ser invitados, representados miembros de diferentes zonas de la ciudad ya que nos afectan a todos los ciudadanos no importa donde vivamos, ya que es una via importante para minimizar los problemas de tránsito que afectaría a gran parte de la ciudad. Y por supuesto y más importante el impacto ecológico.
209	I assume that the Burnside Skate Park is considered under both Parks & Historic Resources. I hope this is true.
225	Motor vehicles should be separate from freight and emergency vehicles, the needs of an individual driving their car are not the same priority as an emergency response vehicle or freight. Planning for freight can be adjacent to or complimentary to a safer street design, while allowing for emergency vehicles to use the same facility if needed.
227	Nope.
234	Not sure how this fits in, but it would be nice to somehow keep or recreate the funky little bridge towers and the big concrete fenders in the river that make the current bridge distinctive. I'd love a sleek new bridge but hate to lose this historic details. Perhaps the bridge towers could be repurposed elsewhere?
236	No
240	Money cost and where it will be coming from to fund the bridge.
241	Portland is a lost cause, let it go
254	Nope
255	Don't make changes that will tend to increase traffic across bridge. Making it easier, more convenient or faster will draw more traffic to this crossing.
267	在这些标准中不可缺少，同时应该考虑公共交通问题

ResponseID	Response
270	A bridge cannot discriminate between persons who use it. Yes, let's not contribute to any kind of pollution or negative environmental impact, but this bridge will have an insignificant impact, either way, on climate change. I cannot fathom why some of these things are even part of the evaluation discussion.
272	What other public works are currently "on the books" for bond repayment and when do those repayment taxes/fees/surcharges sunset? In the next 10-20 years, what other bond obligations are Metro and City of Portland planning? For example the MAX expansion. You have to look at the big picture of all government spending as one whole so you do not overburden the taxpayers with too many project obligations at one time. What is status of Steel Bridge? It is even older than Burnside but it is a critical path link in the MAX system.
278	Hard to pick only 5 as all seem important.
281	What are the benefits of simply getting it done quickly versus dragging it out while debating about too much input? Cf. the rapid rebuilding of I-5 in Santa Clarit and I-10 through West L.A. after the Northridge earthquake versus the lengthy, drawn-out, whiny procedure taken to redesign everything after the collapse of I-880 in West Oakland after the Loma Prieta earthquake.
282	Seismic resiliency should be ranked as priority No. 1 followed by cost and inconvenience during construction
288	Why are you considered about motor vehicle impacts? In the transit hierarchy, it goes Pedestrians, cyclists, public transit, Commercial vehicles, HOV, and lastly SOV. This bridge needs to emphasize that we want to go towards Vision Zero, and that we need to move towards sustainable modes of transit. That includes transit lanes in *both* direction, protected bike lanes, and fewer private-car lanes. Emergency vehicles are, obviously, able to use the transit lanes in emergencies. Fewer private-car lanes also means this is a cheaper project and better use of public funds.
290	We don't necessarily avoid impact to motor vehicles. In fact, we need to dramatically rethink our impacts on motor vehicles in order to achieve goals for equity, environmental justice, transit, and active transportation.
291	None that I see.
299	The bridge is first and foremost a transportation facility. Please consider this above all other issues and concerns. Please be vigilant against project scope creep and political pet projects.
304	Please keep in mind that you have to go somewhere after you get off the bridge, although the County doesn't control the streets.
309	The Burnside Skate Park! What is going to happen to it? It would be a crying shame to lose this piece of history - I've been told by architecture professors that it's the most interesting piece of architecture in the city.

ResponseID	Response
321	For the "Motor Vehicles" category, please distinguish between types/purposes of motor vehicles. For example, impacts to emergency services vehicles should be weighed more heavily relative to a single-occupancy passenger vehicle. Consider removing impacts to single-occupancy vehicles to reflect City of Portland policies/priorities.
336	Why is "motor vehicles" its own category, but pedestrians, bicyclists, and people with disabilities (do you mean wheelchairs? people with disabilities use all modes) have to share a category? This reflects poor weighting of priorities.
339	Would urge you to focus less on the need to "minimize impacts to motor vehicles" and "freight", as well as re-thinking the description of Personal Safety to be less focused on "crime prevention" (overly vague) and more on user safety.
340	Reducing long-term CO2 emissions should be the second priority behind seismic resiliency. That drives an emphasis on transit, pedestrians, and bicycles, but also argues that you *increase* impacts on non-essential motor vehicles.
348	I drive my car more than any other form of transport, yet I don't think you should really be overly concerned with how changes might affect SOVs. People in SOVs can find other forms of transportation. People on transit and walking/biking are often limited to those for financial reasons.
354	It's not evaluation criteria if it's not prioritized. What's good for transit or pedestrians is often bad for private vehicles. How does this criteria help an engineer interpret the communities intentions when weighing trade-offs? this would be more effective if it included something like the City of Portland's modal hierarchy.
359	climate change and vmt reduction.
361	Do not create more spaces for the homeless to hang out in the design of the bridge!
363	why is equity and environmental justices combined? I think mitigating climate change should be included. How much CO2 is it going to take to build different options and how will the earthquake ready bridge either encourage people to use more CO2 or less?
366	You are missing Climate Change mitigation. The bridge should have a reduced number of auto lanes (one westbound and two eastbound), as well as rail-ready transit lanes in both directions and wider bike and ped lanes. To encourage walking, the sidewalk should connect to buildings on both sides, and such connections should be REQUIRED for new buildings built adjacent to the bridge approaches.
369	Bus Lanes.
373	Why are personal vehicles in the same category as emergency vehicles. Your creaming the responses to this survey.
376	This all sounds great!

ResponseID	Response
380	Please de-emphasize using this bridge for cars in the future
392	It's disingenuous to group all the motor vehicles together. Of course, I want access for emergency vehicles (like the Tilikum) but personal motor vehicles definitely need to be impacted in that we need to reduce auto use and could do that with a bridge redesign. We need to get out of our cars!
395	I would argue that fiscal responsibility means building a bridge that honors those 5 criteria I selected.
397	Let's do something bold, or at least something the rest of the world does better than us...ie, restrict cars ability to plunge into the central city.
403	Tolls for motor vehicles.
406	Reducing GHG
409	We should not be trying to minimize impacts to private motor vehicles because there is already far too much space reserved for them that could be put to much more efficient usage, with significantly higher safety, for biking, walking, and transit.
412	find opportunities in the construction to improve natural resources and the environment and create parks rather than only minimize negative impact.
416	Yes! You mention environmental justice - which is good. But you're missing considering the ENVIRONMENT itself. Design the bridge to meet our City's carbon reduction goals. Make the bridge design favor bikes, pedestrians and public transit over (and before) valuing cars and trucks.
418	Grouping motor vehicles, freight and emergency vehicles is BS packaging. 1. Emergency vehicles can use bus lanes, and are absolutely essential to public safety. 2. "freight" can mean a ton of things, some of which make a lot more sense in the urban environment than others. Light freight is perfectly acceptable in this location and appropriate in the urban environment, but no way should this bridge be built to accommodate semis or 53-foot containers. 3. Heavy freight and single-occupancy private vehicles should both equally be on the lowest rung of priority.
419	The city is under no obligation to cater to private businesses, especially in designing streets for commercial trucks. Screw designing for "freight" access — semi-trucks shouldn't come into the city, they should unload their cargo at distribution centers and serve urban locations via vans & light trucks.
424	Nope, seems like you got it covered really.
426	If we make it easier faster and safer to take transit or bike, less people will drive.

ResponseID	Response
432	I would strongly suggest maximizing impact to motor vehicles: with 40% of our emissions coming from transportation, it's hard to see how else we can effectively mitigate the coming climate catastrophe.
438	Sustainability should be the guiding force of *every* project amid this climate emergency. Everything should align with that first and foremost, which means prioritizing public transit users, bicyclists, and pedestrians; and discouraging private car use whenever possible while paying close attention to safety (the inevitable earthquake) and maintaining fiscal responsibility. No more lanes, no more freight, no more cars. Heck, make downtown a car-free zone, and watch the quality of life improve for every single person who works, lives, and/or goes to school there.
439	I hope that you prioritize public transit and bikes. Climate change is happening right now and we need to prepare our city for this new reality.
445	Looks good to me.
450	Firstly, it is wrong to place "emergency vehicles" in the same category as private motor vehicles. Private motor vehicles are the main hindrance to emergency vehicles. Lowering the traffic volume on the burnside bridge would have a benefit to the city, as it would provide more space for people to use alternate modes from cars and would then overall relieve traffic congestion. I do not support any road that is more than 2 lanes for automobiles as it becomes unsafe for pedestrians.
452	Yes, replace "safety" in your Pedestrian, Bicyclists, and People with Disabilities section with "safety and comfort". "Prioritize daily access, safety, and comfort for people bicycling and walking and people with disabilities."
455	Improving pedestrian and bicycle access is important considering the amount of development taking place on the east bridgehead area, but this must not be to the detriment of vehicular traffic. Consider ways to encourage HOV in addition to just the bus lane.
456	Your evaluation criteria are contradictory. There is no way to meet all of these requirements. Meaning there is a necessity to either prioritize the criteria or risk marginalizing groups you are promising to respect.
457	Consider cars less, consider transit and active transportation more
459	Missing? Seems like too much. And contradictory - Motor vehicles and Environmental Justice/Sustainability?
464	Visual and Aesthetics, Historic Resources should not be prioritized.
465	1) Take advantage of the opportunity to create better bike/pedestrian access to the river/parks/businesses located on each side of the bridge.

ResponseID	Response
466	Emergency Vehicles should be it's own category, separate from Motor Vehicles. I do think it's important to have a low impact on Emergency Vehicle response, but focusing on Transit only lanes could solve this problem. Otherwise I agree with the rest of the draft evaluation criteria.
468	Don't be ODOT.
473	Equity and Environmental Justice and Natural resources and sustainability seem to have some crossover. Solutions that best work to mitigate effects of climate change (prioritizing transit, walking, and biking) must take the lead over personal automotive traffic.
476	Word the pedestrian/bicyclists criterion in away that actually *encourages* more people to walk and bike. Make the transit criterion more specifically focused on increasing ridership and decreasing driving by improving reliability. Not sure I understand the motor vehicles criterion -- what does "minimize impacts" mean?
477	"Motor Vehicles – minimize impacts to motor vehicles, freight and emergency vehicles" Motor vehicles should be impacted greatly. We have an opportunity here to slow people down and force them to pay attention to the other roadway users rather than their portable infotainment systems. I want traffic to stop so I don't die.
478	You could consider an interim bridge that is bus, pedestrian, bike, and emergency vehicles only?
480	Ensure updates address future needs and not just the needs of today. Updates should dissuade motor vehicle use and encourage active transportation.
484	Lumping emergency vehicles in with SOVs as a singular criterion is nonsensical, and usually done to protect from criticism of SOV-focused design. The single biggest obstacle to emergency vehicles quickly and safely navigating to/from an emergency is traffic generated by SOVs.
490	Nothing to add, just that these are all worthy considerations.
493	Grouping emergency vehicles with motor vehicles and freight is disingenuous. Emergency vehicles can just as easily make use of transit and ped/bike facilities.
504	This was stated at the Portland Bicycle Advisory Committee but the Motor Vehicle category is severely biased and fails to provide people with the opportunity to choose to support private autos. Grouping private motor vehicle with freight and emergency vehicles is disingenuous and will skew your results. Motor vehicles (private) should be one category, freight as another separate category, and finally emergency vehicles as it's own category. This is also more consistent with transit and bike/ped as their own categories.

ResponseID	Response
511	The questionnaire won't go to the next page without selecting 5 criteria but I only have one: Seismic resiliency. Not sure about the other criteria because they seem to be so broad that I'm not sure what it is? Transit, for example "promote transit access and minimize impacts to bus service while making the crossing streetcar-ready" means I want a dedicated bus-lane on the completed bridge (which I do want) or does it mean that I want to ensure that a bus to be routed over a temporary bridge (no, I don't want that) while the new bridge is being built?
517	Building roads is the antithesis of sustainability or environmental Justice. Rethink how many Lanes for private vehicles you need. Focus on public transit, bikes, and pedestrians. Have one car lane in each direction.
521	This project is a valuable opportunity to steer people away from clogging Portland's streets by commuting alone in their cars. By designing the bridge to make biking and transit a faster, safer, and more practical choice, this can have a real impact on traffic patterns in the next 50 years. It's right at the heart of Portland, so it will have a positive domino effect.
523	There's still WAY too much attention paid to CAR mobility. This 1950s thinking created the unbelievable mess we're currently in. Transportation is about ACCESS, not speed & distance. We need to stop encouraging Portlanders to DRIVE everywhere for everything. Transit and all other modes other than private auto use are not getting anywhere NEAR enough space or consideration.
526	A goal should be providing the highest quality bicycle and pedestrian facilities possible, ensuring maximum safety and comfort for those users.
529	The cycling and walking paths leading up to the bridge on both sides should also receive careful thought and planning, to be safe and efficient. They're currently not at all on this bridge.
540	I'd love to see a "bus only" lane going each way, even if individual motor vehicles suffer for it. More space for bikes and peds is ESSENTIAL for human safety.
542	Historic resources, aesthetics, and sustainability are also important.
543	To prioritize pedestrians, cyclists and buses, the bridge should only have one car lane in each direction.
549	the bridge should incorporate art to the extent possible
552	nothin
558	I agree with the idea Will be more security for the community
561	Business
563	Study the option of a tunnel

ResponseID	Response
565	N/A
568	Retrofit the bridge with more security
569	nothin
572	N/A
577	Trafic
579	Efficiency
581	3 lanes each way
583	Your way of asking the Q causes mis understanding
584	OK
586	N/A
587	NO
591	NO, just consider these ones
592	N/A
597	I want to reiterate that I really would like a streetcar to go across the bridge.
598	NO
599	NO
601	N/A
602	Nothing
603	Nothing
604	Everything you say is true
606	Nothing
608	N/A
610	More opportunities for work
612	Floating bridge

ResponseID	Response
614	N/A
616	N/A
617	Nothing
618	N/A
620	N/A
621	None
622	N/A
623	N/A
624	NO
625	NO
626	N/A
628	I agreed that the bridge should be repaired Sincerely David Reyes Rodriguez
629	Excellent Presentation!! Thank You
631	N/A
632	Yes, agreed Only if you are taking a decision od this magnitude you can do better speed in the ascending and descending of the bridge
634	N/A
636	Remove car lanes.
641	The preservation of the Historic Burnside Skatepark should be a major consideration.
643	Better use of below bridge land. Focus on integration into lower streets beyond parking lots.
652	Maybe this falls under "personal safety" but I also value suicide deterrents like safety nets for high walls.
662	No falta nada más, al contrario saldremos benefisiados con el servicio del proyecto, y con oportunidad de un empleo
663	No falta nada porque esta muy bien el proyecto y las propuestas

ResponseID	Response
667	We need to prioritize keeping traffic moving and building additional motor vehicle capacity for the future.
672	Burnside skatepark is an amazing institution that must be saved at all costs.
674	Please change the language for equity and EJ, transit, and peds/bikes/people with disabilities from "support" to "prioritize." There's no point in building a bridge if we're not building it to move people in the most efficient ways possible (that are also the cheapest and most climate-friendly). Please change "Motor Vehicles – minimize impacts to motor vehicles, freight and emergency vehicles" to "Freight and emergency vehicles - support movement of freight and emergency vehicles" or something along those lines. We should not be minimizing impacts to private single-occupancy motor vehicles; rather, we should be facilitating and PRIORITIZING the use of other modes--which largely prioritizes transportation equity--while preserving freight and emergency vehicle access.
677	These chosen criteria are all very inclusive, necessary, well-chosen and satisfactory.
686	I don't think so
688	How long has Portland had bridges? How many times during their existence have Portland bridges been damaged by earthquakes of any size? How can we be even relatively sure that a new "seismically safe" bridge wouldn't also fail during a major earthquake?
690	No, so long as aesthetic concerns include remaining loyal to the original design of the bridge
691	Traffic improvement!!
694	No commnet
696	*To keep maintain our life in the City *Have alternative plan to move homeless people around the bridge.
697	None
699	None
700	None
701	Especially, during the construction time of period, I believe there are many inconvenience matter will occur occasionally. Therefore, professional engineer should discuss for for this matters.
702	-I could understand how important this project for our lifeline in Portland as a Manager of a transportation business. -I would like to learn more details how it makes impact to local transportation.

ResponseID	Response
703	None
705	The period of time of construction, and its risks
706	-Design itself is important -Not speciality
707	None
709	Can you reconsider to not pass the huge ships on the Willamette River?
711	I believe you covers quite well.
714	Ways the new bridge design can help improve air quality and encourage active transportation.
726	Not all criteria is equal. What are the priority order for choosing one criteria over another when they are in opposition?
737	時間軸に対する評価基準や、他の橋との調和性に対する評価基準（美観景観の保護に入る？）があった方が望ましいのではと思いますが、基準が多すぎても纏まらないので、最優先事項を固めた方が良いかと思います。
741	No.
746	Burnside skatepark historical significance as a historically Marginalized population skateboarders started the 1st Ever in the world DIY concrete skatepark which has spawned similar community projects not only in the United States but created a worldwide phenomenon that is more popular than ever. The importance of Burnside by the people for the people cannot be understated or marginalized. It is the single most important skateboarding and community project ever created in Portland and worldwide igniting the spark that influenced Park and Rec skatepark builds, companies and officially the rebirth of Skatepark creation worldwide. Including raising it to heights of recognition enough to help pave the way to an Olympic sport.
767	nope
784	How to solve the problems with the homeless that live near on the west said by the bridge . It is seriously affected local residents safety , it is also affects the appearance of the city.
787	ALREADY WELL COVER
788	CONSIDER TRAFFIC, HOMELESS PROBLEMS.
789	HOW TO CONTROL OR AVOID HOMELESS SETTLE AT THE BOTTOM OF THE BRIDGE.
796	REDUCE CRIMES ! I HAVE LOTS OF PEOPLE STEP ON MY PROPERTY TO FIND TRASH.

ResponseID	Response
797	REDUCE CRIMES ! I HAVE A LOTS OF PEOPLE STEP ON MY PROPERTY TO FIND TRASH.
798	SPECIALLY CONTROL HOMELESS. BEAUTY COMMUNITY
799	REDUCE CRIME. PERSONAL SAFETY.
800	LIMIT HOMELESS WITHIN AREA
801	I WISH A NEW BRIDGE
803	ENOUGH CONSIDERATIONS
806	NO
807	GOOD ENOUGH
817	seems to be all covered.
819	Think it would be interesting to look into a congestion charge during certain times for using certain bridges during construction to steer people to certain routes
837	its already going to cost a huge amount, so you might as well make it a GREAT looking bridge.
843	This project should focus on not only updated outdated infrastructure but building a new bridge that's inclusionary of all modes of transportation.
850	The criterion regarding transit does not seem to reflect the need to enhance transit services. The term "access," is very weak. Words like "efficiency" and "convenient" convey a stronger value toward transit.
855	Inner SE/NE has seen and will see many news buildings near this bridge. In many cases, trees have been eliminated and no greenery has replaced them. The area is sorely lacking in green space and is a major heat island due to being mostly concrete and asphalt. Some of the residential buildings seem to be based on the expectation that most residents will not have cars (not enough on-site parking included) so maintaining easy transit and walk/bike options is important.
860	思いつく限り全て網羅していると思います。
865	The impact on the historic Burnside skatepark, arguably the most famous skatepark in the world.
868	DO NOT USE THIS PROJECT TO ADD MOTOR VEHICLE CAPACITY OR TRAVEL SPEED

ResponseID	Response
872	These are all very important criteria, but I think it is worth noting that there are more cars on the road than ever before in Portland. During the rainy seasons (fall/winter) there are exponentially less cyclists and motorbike traffic. This being said, I think that there should be less emphasis on bike lanes and less concessions given to cyclists when it comes to retrofitting a bridge to withstand an earthquake. In the wake of a devastating natural disaster, it is not likely that folks will take to their bikes for transportation.
882	Your plan does not capture the necessity of commuter rail, which will return 4 dollars for every dollar spent.
883	Sustainability... Need to avoid the need for massive work on the bridge every year.
884	Environmental justice, climate change impacts, public transportn and access for edestrians, bicyclists, and people with disabilities should be given much greater weight than impacts to business, truck freight and single-occupancy vehicles.
887	Focus on the civil engineering part. Forget the social justice B.S. It's a freaking *bridge*. Sheesh.
888	We need to be working on reducing VMT to meet climate goals so we should see what we can do with this project to start reducing VMT.
891	Flexibility in design so that in an emergency, more lanes could be used for the most urgent needs (e.g., all cars, or only emergency vehicles pedestrians). Anticipate that there will be unanticipated developments. Should there be access to the water? What changes need to be made to Burnside on either side of the river to make it an evacuation or emergency throughway?
892	No
897	Potable water transmission!
904	Save money by shrinking the bridge and keeping cars off the bridge.
906	استخدام لغات متعددة للتوجيه عند حدوث الزلزال
917	Looks good :)
923	homelessness
934	Yes! Cultural resources: archaeological, not just historic. I'm assuming that's being considered anyways, being a federal project triggering Sec 106.
936	These seem to cover it.
938	this is so much more than just cars!! I am here to advocate for marginalized populations, but also with a keen interest in seismic resiliency!

ResponseID	Response
949	The listed criteria all need to be considered, but they shouldn't all carry the same weight. Who decides that?
958	Traffic density, ease of moving around the city
966	This is a big investment for our future. Don't cut corners. Build some real lasting infrastructure that we can all be proud of for many decades to come. Spend the time and money to get it right so we don't have to redo it again anytime soon.
969	Weighting different categories to prioritize what the community and task force identifies as most important.
975	The criteria seem to address all issues.
976	The grouping of 'emergency vehicles' with motor vehicles and freight may distort the preference for that answer. Emergency vehicles should be a separate choice, or grouped with transit since they could easily share dedicated transit lanes.
978	If ever there comes a time where tolling can be fully automated for all vehicles (e.g. with license plate readers), consider slapping a small toll on internal combustion vehicles down the line to help pay for it. Probably political suicide, but... maybe it would fly...
979	Motor vehicles, freight and emergency vehicles should NOT be bundled as one criteria. Access for bikes, pedestrians, freight and emergency vehicles should be a priority over motor vehicles. Bundling motor vehicles with freight and emergency vehicles unnecessarily elevates motor vehicle needs over the needs of people and the broader community.
984	I can't say boat traffic matters much to me, but I don't see it mentioned.
989	Why are you lumping together private automobile use with freight and emergency vehicles? Please prioritize freight and emergency vehicles, not private car use. Isn't the city and ODOT committed to reducing our GHG emissions?
992	Please do what you can to preserve the skatepark. This would be a huge loss to Portland.
1004	I know it has been considered, but the seismic security of the bridge approaches and the streets and surrounding structures must be ensured or else the bridge itself may be of no value when needed. Also, I think this entire list is important.
1006	Consider structured bonuses to the contracting company to meet their deadlines and penalties for not doing so.
1014	test
1015	I am worried about transit detours making it an unfavorable option. Please be sincere in promoting and minimizing impacts with bus route detours and increased frequency.

ResponseID	Response
1016	Seismic resiliency trumps all other considerations in my view. Future generations will appreciate having a lifeline across the river when the Cascadia Subduction Zone ruptures.
1017	Why are motor vehicles in a category with emergency vehicles? My car is definitely not as important as an ambulance or fire truck. This project should be done in close coordination with Trimet and PBOT so that this is a bike and transit first bridge. Currently this is a driver's first bridge. We know that there's already traffic here. You have an opportunity to solve the traffic by adding transit lanes and wider bike lanes to allow for more traffic to pass. it's also fiscally irresponsible to build a wider bridge, with 11ft lanes, and for vehicles, considering current literature showing the limits of widening roads for private single occupant vehicles.
1019	Remove private motor vehicles from the evaluation criteria. Only include emergency vehicles and freight. We do not need to include private motor vehicles in the scoring and weighting exercise.
1032	looks good!
1033	You should consider also threat assessment and response, as well as the capacities to maintain and clean the structures involved. Encroachment of pathways by homeless population must also be addressed.
1043	Tax payers - increased vehicle registration $ was supposed to be eliminated after the Sellwood Bridge was built. The cost of living in Portland needs to be considered.
1049	Emergency vehicles should be separated from the motor vehicles category.
1055	The aesthetics criteria should include making the bridge beautiful (not just protecting view corridors).
1063	Honoring the Indigenous peoples whose land the bridge is built on; explicit design features for suicide prevention.
1069	Other crossings (water, power, comms). Public access post Cascadia
1070	Maintenance costs
1078	What does these criteria's have to do with Burnside bridge. You are making this too complicated. Just retro fit the bridge and move on to the next one. This is why the I-5 bridge never got off the ground.
1085	Your community task force needs greater diversity (from the looks of it) Low income? People of color? East portland? The criteria are all there. It's the prioritization that will matter.
1090	Not that I can think of.

ResponseID	Response
1091	Please consider dedicated bus lanes on the bridge.
1092	Sustainability has to be prioritized above all else, there's no other rational way to respond to this climate crisis at the civic level. We cannot keep building more infrastructure that is car-centric, we must go hard the other way.
1097	Minimizing impact to drivers is something we do plenty already. Please design for the rest of us, for once.
1098	You should not lump motor vehicles, emergency vehicles and freight together. I would prioritize that latter two at the expense of the former.
1101	Keep the skate park
1118	improving the flow of traffic through central downtown
1120	NA
1121	NA
1123	Since the project should encourage motorists to use transit, bike or walk, please prioritize transit, biking and walking access over single-occupancy vehicle access.
1124	Please do not raised any tax.
1125	*Improve Seismic resiliency *Resiliency for construction noise and pollution
1126	This is not my priority, however, the County should concerns the negative effect for the live creatures at Willamette River.
1127	工事中、工事後のゴミ問題も環境問題として考えるべき。
1128	Climate action must be considered not only during construction but what climate impact the bridge design itself will have. Carbon-responsible transportation must be prioritized for long-term community resilience.
1133	Protect and retain culturally significant usages around/under/on bridge
1142	The west side of the bridge is very active with foot traffic and the east side is growing quickly. The bridge design should facilitate and enhance the connectedness between both sides of the bridge by emphasizing connections for pedestrians, bicyclists, transit users etc. on both sides of the bridge including pedestrian and wheeled device access to the Eastbank Esplanade.

ResponseID	Response
1146	Why are private vehicles in the same category as emergency vehicles? Emergency vehicles can use the transit lanes, like they do on the transit mall. The benefit of the transit mall is that with 2 transit lanes, buses can move over and allow ambulances, fire trucks, and police vehicles to pass. The car lanes will always be occupied, due to induced demand. Using 2 transit lanes on the bridge allows for efficient emergency access.
1156	If if still falls it is useless. Resilient is prime
1157	Nothing specific comes to mind.
1159	Racial Equity
1161	Please consider the community input, compare to just checking a box.
1164	These changes are necessary as Portland's population grows along with our way of life.
1167	Coordination with other major projects by ODOT, or city of portland. Sometimes these projects are stacked on top of each other with out considering the doubling up of impact.
1181	The country is inept, they can not successfully complete any projects to satisfaction (see shitty paving on the Broadway bridge after completion of the last major maintenance project. Also see the debacle of a project on the Morrison bridge, where the lift deck was falling off after completion, and had to be completely re-done).
1183	Climate impact is not repeated in the check boxes. I'd explicitly call this out and do an analysis of impact on carbon emissions. I also think these criteria should be ranked based on adopted County objectives, including those in the Climate Action Plan, which prioritizes equity and sustainability over the rights of motor vehicles.
1185	Businesses will benefit in the long run from the improvements. We should make the best project possible even if it means inconveniencing businesses during construction.
1190	Speed of work. If it costs 100M more but takes half as long do it!
1193	None
1194	No
1195	None
1196	Environmental study if the additional work on the existing bridge will have effects on the river or fishing.
1197	None
1198	You have fully considered all the important aspects.
1199	None

ResponseID	Response
1200	No addition
1201	None
1202	the study is good and comprehensive in all standards
1206	The burnside is historic, but not ver pretty, I think we should replace it with a bridge that is not only safer but one that is architecturally beautiful. It should also be very walkable and provide easy access to the Saturday market. I shouldn't have to fear for my life when I walk down the stairs on the west side of the bridge. And something has to be done to prevent both litter and vagrants from cluttering the stairs and prevent them from using the stairs as their toilet. Maybe putting in a Portland loo at the base would prevent that.
1218	Build a tunnel? You can keep the existing bridge while the tunnel is being built until near the very end. Just a thought:)
1225	Cac yeu to nen can nhac duoc neu ra rat day du va hop ly, khong can bo sung them.
1226	ideally, all would be addressed:)
1228	Would this work affect public health?
1229	No, the study included everything
1232	I think you covered everything.
1233	None
1234	None
1235	None
1236	None
1237	None
1238	You cover all points
1239	I don't think so
1240	None
1241	Good choices.

ResponseID	Response
1250	I think it's a mistake to put motor vehicles in the same category as freight and emergency services. EM and freight should always be prioritized over personal vehicles. Those things are necessary for the functioning of the city. The fact is, many people who drive, even if they could use transit, do so because they choose to. Generally, in the central city, we should use our space efficiently. We have to! That means not prioritizing SOVs and instead prioritizing those who need to drive, such as the handicapped, delivery services, plumbers, electricians, ect. We should not equate their needs with those of people who just prefer driving to using the bus or the train. That has to stop. We're talking about Downtown which is the easiest place generally to get to on transit, especially at peak periods. Even if driving is more convenient, the bus is still an option. Let's improve that and make better use of it. I have a similar complaint about your visual and aesthetics bit. Preserving views is usually rich white people talk for "don't change anything; I like it the way it is." Now if you're talking about the look of the bridge, that deserves its own unique listing. Nobody wants an ugly 1960s era causeway. Bridges can be lovely, and ones like these should look good.
1261	N/A
1262	N/A
1263	This is OUR money your spending. Do not take it lightly.
1265	"More information on where and how money is coming from to fund to the rebuilding of the new Burnside Bridge. "
1266	N/A
1267	N/A
1269	None
1270	None
1271	None
1272	N/A
1274	"We need more information regarding the replacement of the Burnside bridge."
1275	None
1276	N/A
1277	N/A
1278	None
1279	None

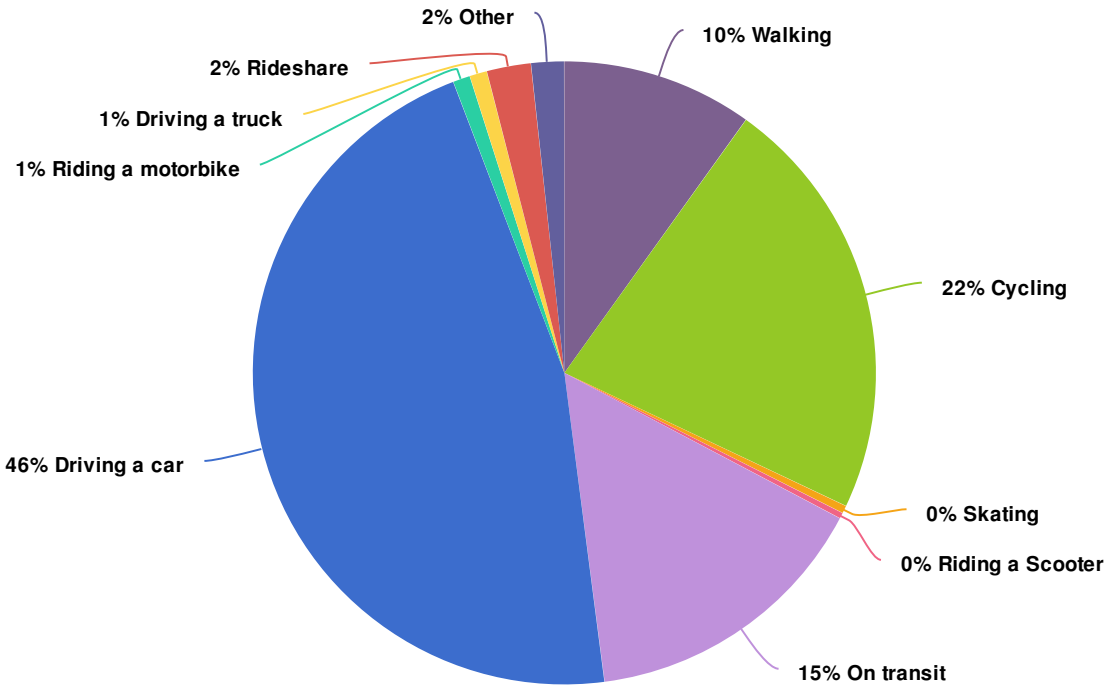
ResponseID	Response
1281	Nothing
1282	None
1283	None
1284	None
1285	None
1286	No
1287	Time - money and quality
1288	"I don't think so."
1289	N/A
1290	NO
1291	N/A
1292	N/A
1293	Should consider the projects #2 and #3. If we see one of these two projects does not have traffic jams and not waste the budget. Residents pay tax too much.
1294	N/A
1295	N/A
1304	Do to past inequities when making traffic decisions, equity for the African American community should be a top priority.
1306	Alternatives for the Homeless. So they are not camping out under bridges! Cleanliness in the City.
1315	No
1317	Increasing the number of roads to reduce traffic. Traffic across ALL portland bridges are nightmarish.
1319	N/A
1320	N/A
1321	N/A

ResponseID	Response
1322	N/A
1323	N/A
1324	N/A
1325	N/A
1326	N/A
1327	N/A
1328	N/A
1329	N/A
1330	N/A
1331	"Should consider the cost of benefit of it options. We don't know that cost of option 2, 3 yet.
1332	N/A
1333	1. Making use of time, and rapid achievement 2. High quality aesthetic 3. Leaving wide spaces for the bridge approaches, to serve people for hanging out, provide kiosks and rest places
1334	N/A
1335	None
1336	No other opinion
1337	N/A
1338	None
1339	No
1340	Nothing to add
1341	N/A
1342	N/A
1343	None

ResponseID	Response
1344	N/A
1345	None
1346	N/A
1347	Should consider about financial issue, should not waste money.
1348	N/A
1349	N/A
1350	N/A
1351	NO IDEA
1352	N/A
1353	N/A
1355	N/A
1356	N/A
1357	N/A
1358	N/A
1359	N/A
1361	Will the design - and the business plan behind it increase takes a generate positive economic benefit ? It should sustain itself economically and potentially the community surrounding it.
1363	NA
1364	NA
1365	When seeking funding, please consider who's using the bridge (i.e. what counties, etc.) and if any county refuses to pay, then consider introducing a usage fee (with electronic card-pass) for motor vehicles (only)--until it is paid for. It costs more, but is the only fair solution in the long run. Thanks.
1369	No very comprehesive
1376	Future legacy of bridge retrofit or rebuild. What will future citizens see and will they find aesthetic value in it as we do today with the current bridge.

ResponseID	Response
1388	NA
1392	Gentrification
1393	None
1394	None
1395	None
1396	Avoid blocking roads in earthquakes.
1397	These are important values.
1398	Resiliency in earthquake is the most important issue.
1399	Very good criteria.

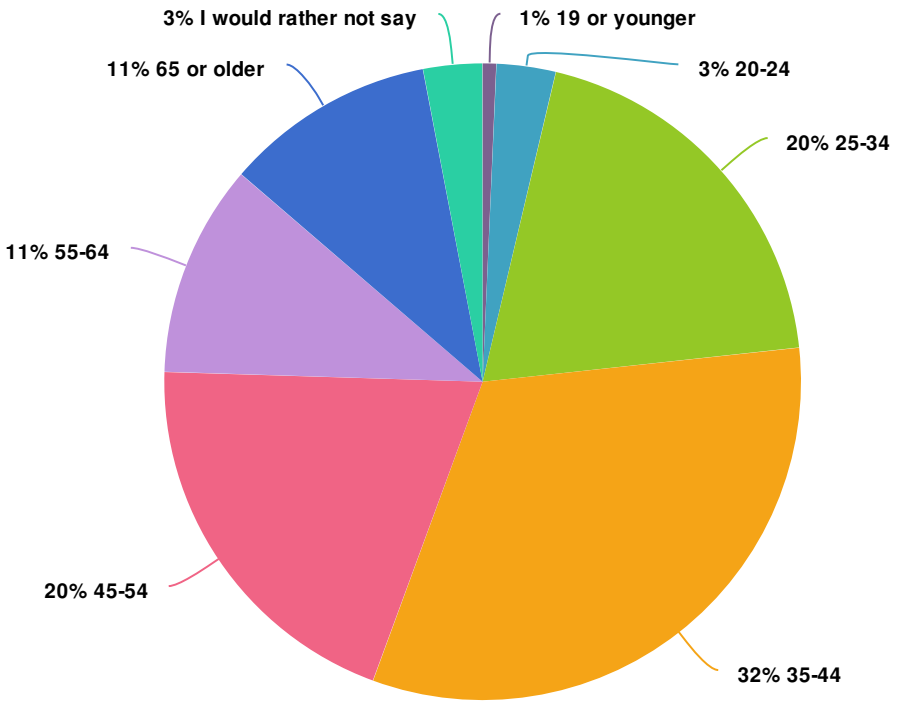
9. When I cross the Burnside Bridge, I am usually:



Value	Percent	Responses
Walking	9.9%	76
Cycling	22.1%	170
Skating	0.4%	3
Riding a Scooter	0.3%	2
On transit	15.2%	117
Driving a car	46.2%	355
Riding a motorbike	0.9%	7
Driving a truck	0.9%	7
Rideshare	2.3%	18
Other	1.7%	13

Totals: 768

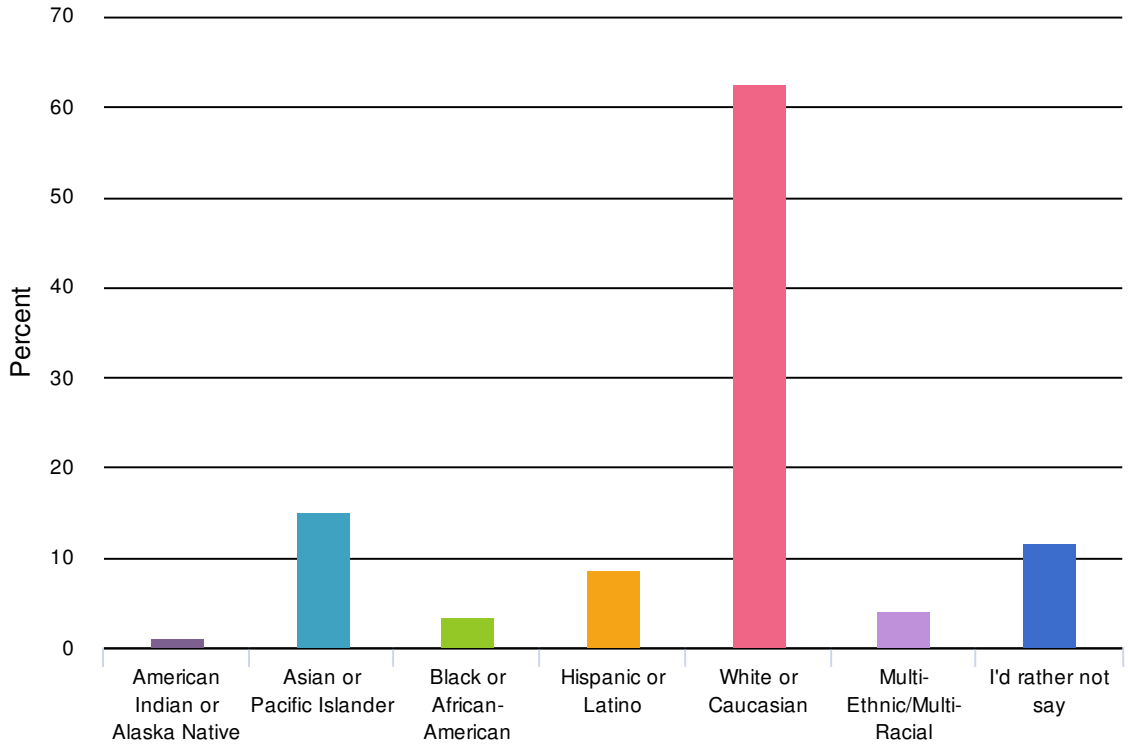
10. What is your age?



Value	Percent	Responses
19 or younger	0.7%	5
20-24	3.0%	23
25-34	19.6%	150
35-44	32.3%	247
45-54	19.9%	152
55-64	10.8%	83
65 or older	10.7%	82
I would rather not say	3.0%	23

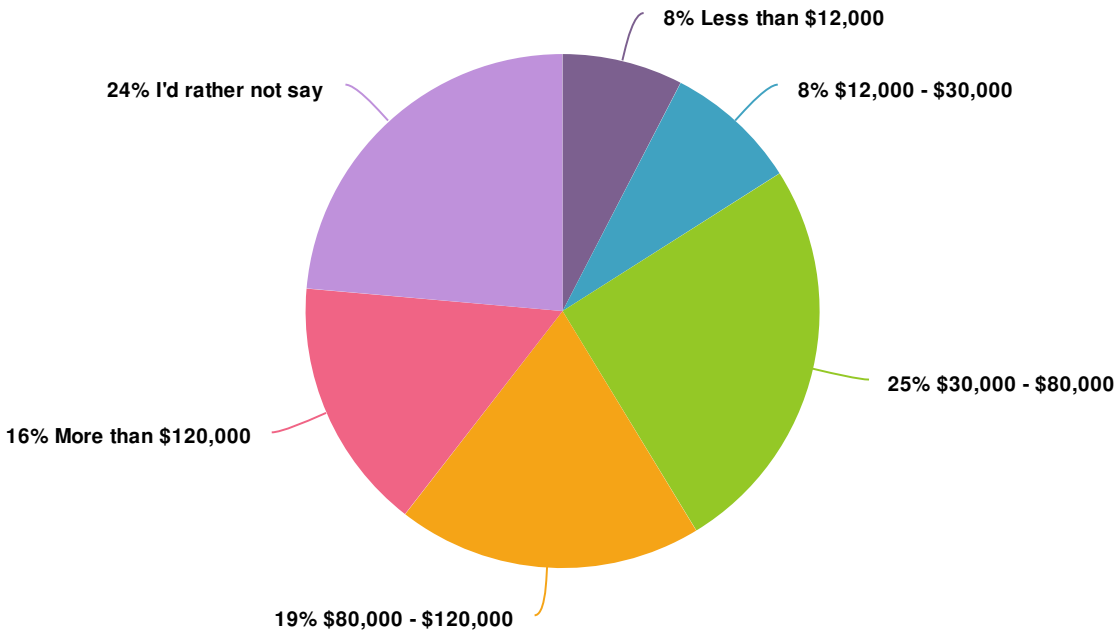
Totals: 765

11. What race/ethnicity best describes you? (check all that apply)



Value	Percent	Responses
American Indian or Alaska Native	1.1%	8
Asian or Pacific Islander	15.1%	114
Black or African-American	3.4%	26
Hispanic or Latino	8.7%	66
White or Caucasian	62.7%	474
Multi-Ethnic/Multi-Racial	4.0%	30
I'd rather not say	11.6%	88

12. What is your annual household income?



Value	Percent	Responses
Less than $12,000	7.6%	55
$12,000 - $30,000	8.4%	61
$30,000 - $80,000	25.3%	184
$80,000 - $120,000	19.2%	140
More than $120,000	15.9%	116
I'd rather not say	23.6%	172

Totals: 728

13. How did you hear about this project?