

APPENDIX D: COMMENTS RECEIVED ON THE ONLINE INTERACTIVE MAP

Table D1. Comments received through online interactive map

Comment	Latitude	Longitude
Crossing into Oregon is always a challenge on either bridge, Delta Park with it's improvements is still seems to be the choke point as well as Airport Way and 33-60th on 84. I am all for shifting the additional cost of congestion to drivers and and businesses that use Oregon roads. If the cost is sufficient business operating on the downtown area would be encouraged to introduce branch offices closer to were their employees live. A branch office in Vancouver! Think about how much we could save!	45.61596	-122.647
Traffic starts where the merge from 205 to 84, moajority of the traffic is due to people who can't merge and are just simply inconsiderate.	45.53521	-122.576
Congestion getting on the Burnside Bridge.	45.53022	-122.667
Evening I-5 south traffic	45.54098	-122.672
Slow downs during rush hour on I-84 near Lloyd Center	45.53058	-122.64
Congestion starting here, heading west in the AM	45.49724	-122.635
1-5 roads bottleneck. not sufficient for interstate freeway.	45.57848	-122.683
84 near providence hospital bottle necks	45.51982	-122.61
I-205 Southbound near airport exits. Airport traffic converging onto I-205. Shopping development at Cascade Station has increased the problem	45.55445	-122.554
The pedestrian and bicycle access along Hwy 10 is needlessly dangerous. There are improvements further east, but in this corridor, non motorized traffic has to make hard choices to stay safe.	45.48683	-122.774
Congestion has increased drastically due to commercial development and the Nike expansion. This area is no longer safe for pedestrians and cyclists. During the evening commute it can take close to a half an hour to go a couple of miles.	45.49829	-122.807
Any part of 217 is problematic, but the lineups to get on can back up B-H Hwy in both directions	45.48617	-122.792
During afternoon rush, southbound lanes are often quite congested, particularly at the point where lanes merge in	45.50582	-122.661
Eastbound traffic often cannot move at all due to north and southbound traffic turning onto Madison	45.51563	-122.68
On I-5 just south of the Rosa Parks off ramp there seems to often be a backup. Most of the time I detour onto Interstate Ave. to bypass the congestion	45.56863	-122.678
Challenging location	45.5191	-122.538
traffic slows down when getting to three lanes. always congested, moving slow and clears up around 8pm. yikes.	45.50635	-122.714
All up and down i-5, especially after 3pm	45.54543	-122.678
usually backed up with cars trying to get on ramp.	45.52433	-122.687
The position of 217 is probably just bad, in general, and no amount of widening will help it due to the bottlenecks on both ends (at 26 and I-5) since you can't widen the entire length of it. Plus, this area is ripe for congestion pricing since there are a lot of businesses and residents along the way, and Tri-Met is looking to expand service there in both bus and rail...and has plenty of underutilized services there already in bus and WES service.	45.41484	-122.783
Pretty much always around Murray Blvd in the AM going into PDX, there is a slowdown as a result of the descent into downtown. The backup goes back for miles. In the evening, the effect is close to the same in BOTH directions, interestingly, due to the high tech employment in Hillsboro & Beaverton.	45.48613	-122.837
N/A	45.53137	-122.579
N/A	45.54002	-122.557
Jonathan Phillips travels this road every day and slows down the entire traffic pattern. JP IS RESPONSIBLE FOR ALL THE TRAFFIC	45.60773	-122.681



This street has a lot of pedestrians trying to cross 21st. Cars drive by too fast to see or stop for them.	45.53291	-122.645
This is a dangerous area for cyclists and drivers. Drivers rarely yield to cyclists. This is a dangerous right hook area.	45.48054	-122.68
The lack of bike lanes going across the bridges on Barbur is very unsafe and prohibits me from safely getting groceries on my bike. Motor vehicles travel very fast along this road.	45.47985	-122.68
There is no sidewalk here. People walk in the bushes and balance along the curb.	45.485	-122.675
Cars do not yield to peds here. There is no marked crosswalk at this high usage intersection	45.5211	-122.681
Drivers block the bike lane while waiting for pedestrians here, and right hook cyclists when the driver attempts to make a right turn onto Columbia	45.51424	-122.68
Delivery trucks regularly block the bike lane here	45.51383	-122.68
I have been right hooked and hit by several cars in this and other intersections along SW 5th avenue while in the bike lane.	45.51084	-122.682
As a cyclist, merging with traffic here is scary and feels unsafe.	45.50601	-122.682
Drivers speed through here, using Terwilliger as a shortcut around Barbur during commute hours.	45.49705	-122.68
I have almost been hit by cars in this spot many times. This crosswalk is unsafe. Drivers go too fast and getting both lanes to stop for a pedestrian is difficult. You have to play chicken with cars here.	45.49541	-122.678
Drivers block the bike lane here regularly during commute times	45.49147	-122.678
Drivers speed on this narrow street. It is unsafe to ride a bike up the hill because there is not enough room for drivers to pass. I have been yelled at, honked at, intimidated by drivers here many times.	45.49181	-122.676
There are no bike lanes here and cars drive very aggressively up this hill after getting off of the freeway. It is scary and I feel unsafe.	45.48851	-122.676
Cars do not yield to pedestrians at this intersection. It is dangerous and scary to use.	45.49088	-122.676
I use this crosswalk every day after taking the bus. I am frequently (at least once per week) put in a dangerous position by drivers running red lights and blocking the crosswalk here.	45.49106	-122.678
Northbound on-ramps to I205 from airport way seem to work better when ramp stoplights are disabled.	45.53959	-122.551
I commute from SE Portland to Salem on weekdays (7a and 5p), and I encounter congestion on I-205 between Oregon City and I-5 both southbound in the mornings and northbound in the evenings.	45.36517	-122.696
From 6:30-7, this area becomes congested as the I-405 entrance backs up.	45.5056	-122.682
Traffic is backed up in all directions at evening rush hour attempting to cross the Broadway bridge which leads to dangerous situations for bicyclists, pedestrians and auto traffic.	45.52923	-122.678
Traffic on MLK and Grand Ave slows down the #6 bus. A dedicated lane should be considered.	45.53521	-122.661
Congestion on I-205 North usually begins before the I-84 interchange and continues to the Glenn Jackson bridge during the evening commute.	45.52006	-122.565
HWY 99/Grand Ave congestion near Burnside bridge and into Lloyd District during PM peak hour	45.52006	-122.661
Backups leading to Abernethy bridge on southbound I-205	45.35745	-122.6
Traffic merging from 405 to 26 or 26 to 405 depending on which way you are going or coming from. traffic forms line up that go 20 MPH slower then the flow of traffic which in turn causes everyone to slow down creating a cluster of slow moving cars.	45.51633	-122.689
Back up from SR-14 merging onto I-5 due to various reasons (bridge lift, traffic congestions due to going from higher speed in Washington to slower speeds in Oregon as just two examples)	45.62304	-122.67
This area is not metered. If there was a light, congestion would definitely decrease on I-5. Too many people are exiting I-205, and trying to enter I-5 at once. This junction needs attention.	45.37422	-122.755



I-5 NB from Fremont Bridge through to Interstate Bridge. Constant congestion in afternoons and evenings. HOV lane provides little to no relief (and, in fact, essentially runs from nowhere to nowhere useful) and is largely ignored.	45.55637	-122.684
Airport way to I205N always backed up, even with recent improvements to the on ramp	45.56954	-122.549
My parents live in SW and I live in NE. We don't make plans to see each other during the work week in the evenings because of the traffic. I would love to be able to have them over for dinner during the week!	45.53696	-122.683
The traffic trying to get onto i-205 NB can be substantial in the afternoon hours. My wish would be that driver behavior be less desperate; specifically referring to drivers that stay in the right-most westbound lane on i-84 only to dart over to the lane feeding into i-205 NB. I know there are only minimal roadway design tweaks that could improve this, but I hope if it were not previously on your radar as an unsafe area because of unsafe behaviors, it now is. :)	45.54765	-122.548
The area of I-205 just as you cross the bridge and pass into Oregon has become very congested. We notice it at all times of the day and on weekends (and that never used to be the case). The whole area, including the bridge, has gotten so much worse, but we always notice traffic tightening just as the bridge ends.	45.57037	-122.55
Congestion commonly backs up going westbound from the i-5 split. I feel fortunate to be able to easily access MAX to go downtown to avoid traffic. I am supportive of congestion pricing, but hope that there will be alternative transportation options for the people in the outlying areas that would be adversely impacted by an additional cost.	45.53196	-122.618
I5 - am / south; pm/north	45.66109	-122.642
Not enough lanes! No tolls without a plan for new lanes.	45.54652	-122.679
Too many Trucks during commute times, limit truck traffic to one lane from 6 to 9am would help alot	45.56743	-122.679
This section can get really tied up. I understand there will be a light added to the on-ramp for the Hawthorne bridge. I think that is great! I'm also a cyclist and I think a light would make some of the crossing areas safer. Thanks for working on this.	45.51196	-122.675
I recently changed jobs to avoid having to travel to Salem regularly for work. I-5 North in the afternoon/evening is very congested and could add 45 minutes to my drive. I looked for transit alternatives, but from the Mt Tabor area there aren't viable alternatives to driving. I wish the new light rail to Milwaukie went all the way to Salem, or there were express buses from downtown to Salem (with bathrooms!). I looked at Amtrak, but the times are limited, reliability is a concern.	45.46422	-122.678
Rush hour congestion here has increased as the economy has rebounded. We need more safe alternatives to single-occupancy vehicles for people to get north/south here in this area. E.g. crossing the clackamas river and having safer routes. Some of this is local traffic that doesn't need 205 but the presence of 205 creates this congestion. Regardless of the merits of bumping up to 3 lanes on 205, doing so will have unfortunate impacts on 99E and other local roads. (Dedicated bus lane?)	45.36582	-122.601
Morning bottleneck	45.60475	-122.554
bottleneck!	45.57285	-122.553
The 205 on-ramp from I-84 east has been a bottleneck since I started commuting to downtown Portland in 2001. There have been no improvements made to the bottleneck during that time... whereas in Salt Lake City, the I-5 corridor between Salt Lake City and Provo has been expanded 4-5 times during that same time period. OR is already pillaging WA commuters with income tax, no representation, and limited services... now its proposing to toll the bridges for extraneous budget shortfalls...	45.5614	-122.564
Buses are stuck in traffic and it affects the entire line. Please add bus-only lanes to relieve congestion and emissions.	45.51261	-122.669
Traffic on westbound hwy 26 in the morning is very slow. This is due to lack of grade separation, plus signal timing at SE 17th. Please put in dedicated bus lanes so transit can move through here quickly, and take steps to disallow people to cut through	45.49979	-122.65



neighborhoods (which happens at high speed) which endangers kids walking and biking.		
Cut-through traffic when I-84 is congested has a spillover effect on NE Glisan, slowing down my bus in the morning and making the commute hellish	45.52668	-122.58
Cars regularly turn eastbound on red, despite this being a bike box and no turns on red allowed. Drivers often block the bike box in order to do this.	45.4979	-122.64
Cars continually drive illegally into the bike-only lane heading eastbound on the Hawthorne Bridge. Please sign this section better. Also, merging across the lane of auto traffic trying to head southbound on McLoughlin Blvd is dangerous for cyclists. The angle is wrong for cyclists and there's too little signage for cars to feel confident they will actually yield.	45.51297	-122.67
Add an additional lane to the I-205 Abernathy Bridge and make it a dedicated bus-only lane to help much more people per vehicle during all hours of the day.	45.36456	-122.604
It is over 9 miles between the Sellwood Bridge and the I-205 Abernathy Bridge crossing of the Willamette River. Clackamas County needs to build another bridge into Lake Oswego from Milwaukie. The amount of people seeking to avoid I-5, I-84, OR-99, and OR-224 via commutes across SE Portland and the Sellwood Bridge needs to be better dispersed throughout the region.	45.41847	-122.655
Heading to I5 North via 405 on ramp to Freemont Bridge daily from 2:30-6:30 pm during the week.	45.53533	-122.692
As a cyclist who bikes this daily for my morning commute, drivers use this section down to Cesar Chavez at high speeds, posing dangerous situations for cyclists and pedestrians. Especially near 40th, where there is a crossing next to a school. After dangerously passing bikes, the car drivers are then just backed up at the light at Cesar Chavez. It's uncalled for drivers to use a bike-priority road with aggression and high speeds, putting other road users at risk.	45.50802	-122.612
Woodstock Blvd in 2013 experienced more than 300 additional vehicles in the evening commute than in the morning commute as rush hour commuters sought out alternate, surface routes through neighborhoods in a bid to avoid traffic as they accessed I-205 and other destinations. This has only gotten worse since then. Congestion pricing must happen and it will result in more people cutting through. PBOT must include better bicycle, pedestrian, & mobility device access through the Woodstock center.	45.4793	-122.623
This is for PBOT as they deal with spillover traffic routing through surface streets to access OR-99E, I5, and I205. The SE 19th Avenue Greenway needs two sets of diverters. Cars will insist on passing cyclists at full clip despite a posted speed limit of 20 and narrow street width. Install diverters such as those on SE Clinton at the intersection with 33rd Avenue to keep Sellwood safe from aggressive, cut through traffic.	45.46827	-122.645
Close SE 23rd Avenue northbound from SE Bybee and turn it into a one-way (southbound) to permit exit from OR-99E. It is dangerous having cars turn across a bike lane on a steep downhill. The engineer team has created a major design liability issue here. There have been too many close calls from cars turning without checking their blindspot. Keep the on-ramp but remove access from this particular intersection. Route it up SE 22nd Avenue if it must remain open. My recommendation would be to not.	45.47434	-122.641
Dedicated bus-only lanes would do much to move more people per square foot than any other solution. If tolls are added, make one of the lanes dedicated to public transit (i.e. busses) during peak commute hours. Having a guaranteed quick commute mode option will provide an incentive to avoid the tolls and reduce the demand placed upon the existing, finite infrastructure. Without a visible, cheap alternative that is given priority no one will give up their single occupant cars for the commute.	45.57779	-122.544
Continuing to access the multiuse path is very challenging here. Active transit users are forced onto the sidewalk and to use the pedestrian crossings. Vehicles attempting to turn right from NE Sandy onto I-205 NB constantly block the crosswalk even on red light cycles.	45.55965	-122.561



Frequent backups from people trying to merge	45.64615	-122.661
155th & Weir? More like 155th and PIR.	45.44762	-122.836
Hocken used to be an easy road to bike, & the line 62 bus goes along here every 30 minutes, so lots of people bike, walk & bus to shop, etc. Yet as of 2017, at the brand new Nike driveway at Hall & Hocken, there's a Yellow Flashing Left Turn Arrow on Hocken. Those signals needlessly endanger people on bike & foot. We need to feel safe using non-car modes, which in turn help relieve congestion. Safety of people not in cars should come first before "auto traffic flow."	45.4946	-122.813
Not only was Hwy 26 widened, but Evergreen Pkwy & NE Cornelius Pass are HUGE"yet there's still congestion. Clearly road widening isn't solving it. Can we have more alternatives to driving, like frequent-service transit? The separated bikeway on NE Cornelius Pass is a start but 1. it's only a mile long 2. it ends right at the 26 with no improved biking facilities to cross the freeway 3. bike crossings across the huge Cornelius Pass intersections feel stressful. Please eliminate right-hook risk.	45.55217	-122.9
Cars now cut through residential neighborhoods to cut in line for Sellwood Bridge. They speed and ignore stop signs putting cyclists and pedestrians at risk.	45.46572	-122.655
This is where the am commute gridlock generally begins weekdays and continues until the Powell @ Milwaukie Ave-- there are no bus only lanes, so people on buses sit stuck alongside SOVs	45.49657	-122.631
Going north on I-5 to Vancouver from 2:30-6:30 pm is a nightmare.	45.58713	-122.682
99E approaching I-205 in both directions is congested during the morning and evening rush hours. Many buses are routinely stuck in this traffic.	45.36617	-122.601
During the evening rush hour traffic backs up significantly at the stop sign for Willamette Falls Drive at highway 43.	45.36065	-122.61
I-205 northbound during the evening rush is often show and over congested from Stafford northward to Oregon City and beyond	45.36768	-122.698
afternoon congestion	45.59626	-122.684
Late afternoons, the northbound traffic is slower than molassas in January. There are too few lanes to handle the ever increasing traffic. The slow speeds around the curves only add to the problem. I have left as early as 2PM and still have taken an hour to drive 15 miles to Vancouver.	45.50635	-122.676
Traffic backup every morning, no matter whether I begin at Rt 500 or off of Rt 14. that old bridge, with rickety narrow lanes and slow speeds- is a killer. Entry onto I-5 is reduced at both entry points and the merge is extremely difficult because of the heavy traffic and trucks.	45.61308	-122.661
Lots of traffic coming in from the Pearl and merging left at high speeds, much of it truck traffic while those coming over the bridge are merging right to get off at Everett or Burnside or Hwy 26 toward Beaverton. Too much high speed lane changing in a short space of less than 3/4 mile.	45.52535	-122.688
Climbing onto the Marquam Bridge can be very dicey at 50-60 miles/hour in heavy traffic. The curves are a bit too tight for comfort and the interchange for those going to Beaverton vs those merging onto I-5 and Macadam can be scary, Too much traffic adjusting lanes at high speeds climbing onto a bridge.	45.53155	-122.666
Moda Center was poorly located and it preventing additional southbound lanes from being built.	45.53335	-122.666
I move to the far left as quickly as possible. Many drivers in center and far left lanes seem to believe that they must match the speed of the right lane traffic. Some drivers, even in cars, rather than trucks transporting hazardous materials, believe they need to maintain a long stopping distance in front of them while on the NB bridge. They don't realize that driving well below speed limit here can back up traffic all the way to Lombard St overpass.	45.61018	-122.678
Far right lane approaching SB bridge is a bottleneck most of the time. Center usually has large trucks which need more stopping space than cars, so they are travlling below speed limit. I always try to go to far left lane, and even here some drivers are hypnotized to drive slowly by the cars changing lanes, the narrowness of the lanes, the curve in hte approach.	45.62051	-122.672



Late afternoon and delays on northbound I-5 beginning in downtown Portland all the way through until crossing the bridge, then like magic traffic opens up and am able to travel at maximum highway speed	45.54555	-122.675
Late afternoon and evening Northbound I-205 delays and heavy congestion. I usually use I-205 from Mill Plain, Highway 14, or from Portland. Congestion and delays on the weekends too.	45.62941	-122.559
Delays in the morning I-5 Southbound starting between NE 78th Street and Main Street Exits.	45.6246	-122.666
Tualatin Sherwood Road needs to be revamped. It is only one lane most of the way and there is always backed up traffic now. There needs to be a new bypass or lanes added to accommodate the growth.	45.36964	-122.799
The two exit lanes for 26 back all the way up to the Fremont bridge causing major congestion for those trying to go south on 405.	45.51654	-122.688
I-5 is a joke all the way from Vancouver to Wilsonville, but especially through Portland. A major Interstate Hwy that goes down to two lanes is a disgrace.	45.53539	-122.668
99 W from I-5 to King City is awful. Very few improvements in over 15 years.	45.44183	-122.748
If carpool lanes work?? (questionable??) Why don't we have one THROUGH all this mess northbound and southbound?	45.60095	-122.683
If carpool lanes work?? (questionable??) Why don't we have one THROUGH all this mess northbound and southbound?	45.6232	-122.671
Traveling from Washington to Clackamas in the evenings.	45.56118	-122.569
The merges from all directions to access the one lane to get I-405 north is a nightmare. The signal timing works as such that there is always a back up from previous parts of the cycle that cars driving west from 7th never have an opportunity to use their green cycle	45.50725	-122.684
Merge from Lombard is short, there is always quite a bit of slowing at this location during rush how	45.57711	-122.679
Merging lanes/ weaves create issues	45.54176	-122.673
This entire area has congestion due to bridge lifts in the middle of the day. Once the traffic has been backed up form the lift the flow can not recover until well after rush hour. I have been taking this route for over 20 years and have seen it backed up as early as 1:00 PM and not recover until 6:30PM. While this can be caused by an accident/stall, I have noticed for the last few years it has been mainly caused by bridge lifts (even when a ship isn't passing through).	45.6053	-122.682
The merge with Hwy 14 before the i5 bridge is a major choke point	45.62184	-122.673
The split to 84 is too narrow	45.53245	-122.667
Getting across the I5 bridge going either direction	45.61176	-122.678
Here's where I-5 southbound narrows from 3 lanes to 2 lanes as it gets closer to the Rose Quarter. It is the source of most of I-5 southbound's congestion and accidents. There needs to be a third auxiliary lane through the Rose Quarter.	45.53782	-122.669
All the I-5 southbound traffic comes in from the left and has to merge into the right two lanes to continue on I-5 southbound. Meanwhile, all the I-84 westbound traffic comes in the right and has to merge to the left to lanes in order to continue westbound to I-405 & the tunnel. That's just asking for trouble.	45.5235	-122.665
One of the problems here is that I-405 is merging into an Exit-Only lane. Traffic could be significantly alleviated by changing into an auxiliary lane through to the Rose Quarter. Also, lifting the HOV restriction on the left lane could help a little.	45.54771	-122.678
Sending all north Portland and east Portland and some south Portland traffic bound for Washington County thru the 3-lane Vista Ridge Tunnel is nuts.		
We need a westside bypass, similar to what I-205 did. Here's the map of the "plan" from 35 years ago. http://johnley.us/wp-content/uploads/2014/03/1990-PDX-Vancouver-Plan.jpg		
It's common sense. Not everyone wants to go thru the crowded inner core of Portland.	45.51311	-122.691



<p>The Rose Quarter is the TRUE bottle neck, and source of the regions major congestion nightmares. Sadly, the planned \$450 million "fix" will do little to reduce congestion, because they're adding ZERO new through lanes to I-5 in the area.</p> <p>You have TWO interstate freeways merging and only 2 through lanes in each direction? Insanity!!!!</p> <p>You need at least 4 lanes in each direction to handle existing traffic; and that doesn't count for future growth.</p>		
Building two LIDS over the top of I-5 does zip	45.52006	-122.665
I-5 at Terwilliger is a significant bottleneck.	45.46982	-122.684
I-5 at Rose Quarter is a significant bottleneck.	45.53076	-122.665
<p>The insanity of having SR-14 merge onto I-5 plus the Mill Plain onramp and the Washington St. onramps, all within about a quarter of a mile is ridiculous.</p> <p>On the Oregon side, you need to eliminate the Hayden Island onramp to I-5 north. Have those vehicles get on to I-5 further south, so they can get up to speed.</p>	45.56695	-122.669
Instate bridge is a serious bottleneck with narrow lanes, no shoulders, short on ramp from Jantzen Beach, and immediate exit ramp at hwy 14.	45.61435	-122.678
<p>We need an east county bridge, so all east-bound traffic on I-84 doesn't have to congest Airport Way and the I-205/I-84 interchanges. Transportation architect Kevin Peterson shared that an east county bridge would reduce I-205 congestion by 15-20%.</p> <p>The afternoon commute is a nightmare getting off I-84 eastbound and on to I-205. You need TWO lanes for the exit, and a complete new lane for merging on to I-205. Ditto for the westbound I-84 to I-205 merge.</p>	45.53233	-122.554
Drivers frequently cross into the bike lane when turning right onto Everett from 14th. Ave. This intersection needs a bike box and a no turn on red configuration.	45.525	-122.685
This set of intersections is confusing and non-functional for pedestrians and cyclists. It would be vastly improved by a flyover ramp from Clinton to SE Tilikum Way that allows foot and bike traffic to pass over the roads and tracks here for improved east/west flow.	45.50349	-122.654
When coming from Hewett, cyclists have to make a fast merge across the turn lane on green to reach the bike lane on the overpass.	45.50818	-122.736
The sidewalks along Cesar Chavez in this stretch are excessively narrow with no buffer from fast-moving traffic.	45.5152	-122.623
Crossing Powell at Cesar Chavez on foot is challenging with the high number of lanes. There are also no good places to wait on the corners, with signage and poles blocking much of the visibility.	45.49727	-122.623
Getting to or across the Columbia River is challenging for much of the day any day of the week.	45.59954	-122.684
Heavy congestion at rush hour	45.52628	-122.661
evening rush hour going north	45.55756	-122.693
Drivers enter the intersection from the 12th Ave. overcrossing heading east on Irving when the road is full to the intersection. Some choose to get out of the way by turning into the bike lane, and blocking that, too. This did not happen prior to installation of the stop signs at the 16th/Irving freeway entrance. Close the entrance, or signalize it and time the signals to coordinate with those on Lloyd and 9th, 11th, and 12th/Irving.	45.52791	-122.654
Any # of drivers are either ignorant or dismissive of bike boxes, esp. this one on E bd Lloyd. The same impatient drivers who are heading for the freeway entrance at Irving/16th? Some crowd into the intersection when there is no room to get out of it, the next driver pulls into the bike box when there is no time or space to get to that same hotly contested center of the intersection, and cannot or will not back out of it. Close that freeway entrance to solve this problem.	45.52905	-122.654



The stretch of I-5 from the Fremont Bridge Northbound is horrible from 1pm until at least 6:30. It gets worse every day. I am SO willing to pay my fair share to improve traffic conditions in any way possible. Because of my hours, I can't ride the MAX to work, or I would. If MAX expanded into Washington, and opened up the hours it runs, I would ride every day.	45.58918	-122.683
There is way too much traffic for the bridge. I leave several house before work to miss morning traffic, but after 2, it takes me over an hour to get from work to home across the bridge. After 2:30, it takes me at least 15 minutes more. Once a week, I leave at 4pm, and it takes me until 5:30-5:45 to get to Hazel Dell.	45.59146	-122.675
This is not a split roadway - just a very wide intersection. Southbound it is striped for 2 lanes, but effectively works as shown here - with the addition of an unofficial right turn lane. Unfortunately, some drivers turn right from rather further to the left.	45.52857	-122.657
In the afternoon, Killingworth and Sandy are gridlocked, feeding into NB I-205. The ramp fills up, and the streets' traffic signals are unable to keep traffic from backing up into the intersection. This prevents cross-traffic from moving. A longer ramp would help, but the whole intersection is not suited for a freeway entrance.	45.48998	-122.583
This is the place where congestion starts on Southbound I5 as early as 7am.	45.63037	-122.668
This is the worst place when coming home on Northbound I5, anytime after 3:30pm.	45.5583	-122.672
I205 bridge and connection to 84 east bound. A lot of rush hour traffic from 3-6pm at the 84 connector to 205 north.	45.45196	-122.644
Bottlenecks on I-5 North from the Rose Quarter to the Interstate bridge. Needs improvement NOT tolls,	45.5881	-122.683
Tolling should also be implemented on Highway 217. Please expand the project scope to include all divided highways within the region.	45.44183	-122.774
Tolling should also be implemented on I-84. Please expand the project scope to include all divided highways within the region.	45.528	-122.608
Tolling should also be implemented on Highway 30. Please expand the project scope to include all divided highways within the region.	45.55565	-122.735
Tolling should also be implemented on Highway 26. Please expand the project scope to include all divided highways within the region.	45.50695	-122.714
Both I-5 and I-205 should be tolled along their complete length through the Portland-Vancouver metro region, all the way north to the Salmon Creek interchange. Since so many commute trips originate in Clark Co, we need to implement tolling there to help curb demand and shift folks over to alternative modes or travel times.	45.62004	-122.613
S bound I-5 autos use N Vancouver to NE Wheeler and then re-enter freeway to S as a means to bypass congestion on I-5 through the Rose Quarter. This overwhelms and disrupts surface street traffic, especially for folks traveling by bike and foot through this area. ODOT and PBOT should work to remedy this abuse.	45.53502	-122.668
This tunnel from N Interstate, combined with the merge from North Whitaker Rd is horrible.	45.59795	-122.684
I like to call this the death spiral. Getting onto I-5 north from MLK in the evening is so painful you just want to shoot yourself.	45.60389	-122.682
Southbound in the mornings, all the merging here between people trying to get on I-5 South at Mill Plain, off to 14 East, and on at "Washington/West 5th street" is ridiculous. All it takes is one accident on the bridge to turn this area into a parking lot that extends deep into the local streets downtown.	45.62403	-122.671
Lloyd eastbound to MLK gets backed up almost all the way to the steel bridge. I feel this is a combination of traffic backed up on MLK southbound backing up and also the light on Lloyd only allows about 4 cars at a time.	45.52649	-122.663
Crossing bridge to s always stop and go.	45.59068	-122.547
People don't know how to use the on ramp when it's entered and it causes long delays. Also merging here has caused fender bender.	45.57111	-122.548
Trying to find alternate routes to 205 and still get stuck.	45.56791	-122.545
Backup can occur trying to get to marine drive	45.55589	-122.536
The merge with 405 and into Portland is notoriously slow	45.5175	-122.69
The Sylvan Merge often slows traffic into Portland	45.50878	-122.737



narrow short merge into narrow lanes	45.61344	-122.675
Traffic going southbound can become congested due to traffic being backed up trying to get onto interstate 84.	45.56659	-122.556
From here until you get into Vancouver traffic is severely congested.	45.5765	-122.678
As soon as you hit the bridge going southbound traffic begins to slow down or comes to a stop.	45.61764	-122.675
I 5 N and S, hours of back ups every weekday, choosing to use arterials instead of freeways as they are faster. If choose to not improve freeways, need to improve neighborhood streets to increase capacity, safety	45.48882	-122.663
Airport Way interchange from East onto I205 N has been reduced to 1 lane - 1-2 hr backups multiple hours of day, every day, just driving W from NE 139th to this interchange.	45.52701	-122.531
Transition from I84 to I205 N dangerous, frequent backups	45.50814	-122.505
I84 congested much of day, on and off ramps too. Dangerous lack of shoulders.	45.49939	-122.616
Congested roadway leads to cross traffic failing to obey traffic laws.	45.56204	-122.696
SR26 always congested, dangerous, in and outbound.	45.45637	-122.835
Traffic across the I5 bridge is a regular nightmare going north and south.	45.61524	-122.676
Narrowing of lanes to two	45.44953	-122.669
morning traffic backs up at bridge	45.59739	-122.662
This area backs up frequently due to local workers or stadium visitors heading for HWY 26, frequently leaving the intersection of Century and Evergreen blocked and preventing anyone from turning safely onto evergreen. If Imbrie would be changed to right turn only onto Cornelius pass, the drivers heading for Hwy 26 would have to use the two left turn lanes on evergreen that were designed to handle this traffic load, reducing the congestion on Imbrie Drive.	45.54907	-122.908
congestion issue. made worse by poor light cycle timing at SE Stephens street and North on N bound; made worse by poor light cycle timing at SE Holgate and SE 17th for S-Bound.	45.49582	-122.659
Washington residents who commute and work in Oregon contribute 9% of our income in taxes to Oregon and largely reap none of the benefits. Tolling commuters without improving infrastructure or getting housing costs under control so people don't have to commute is absurd.	45.62173	-122.673
The biggest issue with our commute is not on the interstate, it's trying to get onto the interstate. Access is limited and cannot handle high volume.	45.63191	-122.667
There is congestion here from people in cars trying to get on to I-84 Eastbound. It impacts the bike lane, people are trying to cram in and make the light so they often block the bike lane	45.52837	-122.656
Burnside Bridge backs up during the morning rush hour, especially now that there is one lane closed off due to bridge work.	45.52297	-122.664
During the morning rush hour McLoughlin Boulevard backs up past Holgate.	45.49877	-122.66
Something needs to be done to speed buses during rush hour. Skip stops that require merging all the way over to the right? It's crazy to hold up a bus full of people in the huge line of cars waiting to get on Naito.	45.49164	-122.678
My morning commute from North Portland has become less safe due to drivers cutting through neighborhood streets.	45.5878	-122.67
Marine Dr trying to access I-5 North	45.60781	-122.689
The I-5 Bridge.	45.69624	-122.65
We live on Columbia Street and can tell when I-5 SB has failed during the peak hour as I-5 (Hazel Dell/ Salmon Ck to Portland) commuter traffic jumps off I-5 to rat-run through the City Center streets on Columbia (plus Main, Franklin, etc.) and back to I-5 via the Washington/ 5th Street on-ramp. This condition manifests its self as one long platoon of cars streams past our dining room window (often at 35 mph). We need the solutions promised during the CoVs 2015 West Side Mobility Study.	45.64531	-122.673
A majority of the vehicles that I see on I-5 are vehicles with Washington plates. I have to drive a short distance on I-5 in order to get to Jantzen Beach. There is no other option to get to that area.	45.58064	-122.68



A bridge from here to Rivergate might eliminate a lot of freight and cut-through traffic in downtown St. Johns, but only if traffic were encouraged to use Marine and Columbia.	45.61309	-122.799
The I5 bridge as a whole....where do I start? Bridge lifts, badly designed on and off ramps, too many cars, it all sucks	45.61254	-122.679
This should be a school speed zone.	45.49788	-122.639
Too many cars - back up can be a mile long	45.59909	-122.674
This should be a critical connection for commuter cyclists, but instead is far too dangerous to be of much use. I ride an extra 12 miles a day out of my way to avoid using Cornell. Most people probably just drive instead.	45.52686	-122.727
Merging traffic from downtown Vancouver to I5 South too close to bridge, merge causes big trucks to come to a stop and they have a hard time getting back up to append due to incline of bridge	45.62274	-122.671
This road connects to the Sunset Transit Center, but is terrifying to bike on. Car lanes are wide and encourage speeding, and the speed limit is too high to begin with. Really should have separated bike infrastructure on Barnes from Cedar Mill to St Vincent's.	45.51275	-122.786
The traffic lights at SE 52nd and Foster and SE 52nd and Powell often leave motorists waiting for multiple cycles. Often, folks turning from Powell onto SE 52nd turn into the bike lane, bus lane, sidewalk or intersection making the intersection for all road users.		
Also, this stretch of SE 52nd there are multiple left-hand turn lanes (e.g. for Foster, Powell, Rhone, and Lafayette) that are either not long enough which results in many near head-on collisions.	45.49682	-122.609
I like to see Trimet leased this rail line for use a commuter service from Vancouver, through St. Johns and then out to Hillsboro and Banks, etc? That has the potential to take a lot of traffic off the St. Johns Bridge as well as off I-5 and 26.	45.64687	-122.852
Get rid of the bottle neck. ODOT needs to construct an additional lane. I-5 going down to 2 lanes is nuts!	45.54855	-122.679
High vehicular traffic here, much of it cut-through if the Washington plates are any indication, makes it hard to cross the street here. When congestion pricing is implemented I-5, really hope it is done in such a way that more people headed to Hillsboro aren't tempted to jump off at Marine Drive or Columbia and use the St. Johns Bridge.	45.59409	-122.756
Any tolls/value pricing near the I-5/I-205 interstate bridges should prioritize revenues on replacement projects that improve mobility and reduce congestion between the two states.	45.6198	-122.676
Pm commute congestion throughout Hayden island.	45.61206	-122.679
Weekday or bridgelift northbound congestion	45.60236	-122.679
I-205 south, always have a slow down from airport merge and the 84 exit with the slow of 205 south	45.56797	-122.555
Weekday pm eastbound congestion	45.56264	-122.569
When traveling I-5, I always slow down here as a result of the bottleneck from 405 merge	45.59566	-122.684
Weekday pm northbound congestion	45.55556	-122.571
Weekday westbound congestion in afternoon. Excaburated anytime with accidents or other slowdowns on i205	45.54724	-122.544
I-5 south, problem with one lane and/or gettingvto 84z	45.53097	-122.666
Traffic	45.5631	-122.683
significant congestion eastbound late afternoon to evening	45.51567	-122.695
Significant congestion from late afternoon through evening.	45.5271	-122.687
Daily north and southbound congestion.	45.59296	-122.549
Significant congestion some mornings going south	45.59284	-122.684
Daily north bound and south bound congestion. North bound congestion when there is i5 bridge lifts	45.59374	-122.684
Significant congestion from mid afternoon through evening	45.56491	-122.678



15 bridge lifts. Daily commuter volume	45.62046	-122.673
The source of, and destination for, all the traffic problems that plague Oregon. A nice, big, fat toll here would be lovely. Sincerely, All Oregonians	45.6218	-122.673
The source of, and destination for, all the traffic problems that plague Oregon. A nice, big, fat toll here would be lovely. Sincerely, All Oregonians	45.60898	-122.681
The merge at Germantown Road the NW Bridge Avenue introduces serious backups. Personally, I'd like to see Germantown closed to through traffic at Lief Erikson. Perhaps leave a bikeway through the area. In other words, make Germantown a park-access road rather than a through-way. You can get to Forest park from from the top or bottom but can't drive through. While this would not reduce the traffic up to the bridge, it would largely eliminate the slow-down due to mixing at this intersection.	45.58513	-122.772
The Flint Ave overpass is a critical link in the Portland bike thoroughfares. There is NO reason to remove it as part of I-5 work -- it won't help cars get anywhere faster, and it will increase both travel time and danger for bicyclists trying to go south on Vancouver and then over the Broadway Bridge. This is NOT a challenging location unless ODOT makes it so!	45.53726	-122.669
Trucks are apparently allowed (or at least not cited for) completely blocking traffic in both directions for as long as they like. Why they don't use Davis St for deliveries I do not know, but this holds up cars, buses and pedestrians in both directions throughout the day.	45.52397	-122.654
My son lives in downtown Portland and says he would come to Vancouver more often but it's just such a painful experience driving through traffic from downtown Portland to Vancouver. After visiting him in Portland, driving back to Vancouver I could see his point.	45.58515	-122.68
A pedestrian was killed by a driver here while legally crossing in the cross walk in January 2018. Serious steps need to be taken here and at countless other East Portland intersections to mitigate the deadly threat by drivers. The vehicular deaths need to stop!	45.51914	-122.511
Cars mostly refuse to stop for pedestrians along Division. This is true all along Division from 21st to 30th (with the exception of the light at 26th).	45.50481	-122.641
Traffic on Greeley causes massive delays for TriMet buses during the evening rush hour. Create a northbound bus only lane from the Going St overpass to near Adidas to improve reliability for the 35, 72, and 85.	45.5563	-122.693
After leaving I-5 in the afternoon, starting about 3:00 traffic becomes very heavy and it takes several light changes to move past the intersections.	45.64213	-122.612
Drivers seem to believe they can run the red light here in order to turn right a half-block later, at 21st Ave. Signage needs to be clear that right-turn-on-red does not permit going straight through a red light to later turn right.	45.50481	-122.645
St Johns Bridge is unsafe for cyclists. Remove a vehicular lane and reallocate it to pedestrians and cyclists.	45.58559	-122.764
Cars waiting to turn right block traffic on Division when the train crossing on Milwaukie is down. Parking should be removed along this side of Division to mitigate.	45.50481	-122.655
N Lombard and Greeley is an incredibly dangerous intersection for pedestrians. Extend the curb, add a crosswalk, and adjust signal timing. My daughter was nearly hit here twice in three weeks yet ODOT is worried about vehicle throughput, not safety. This intersection is under the jurisdiction of ODOT.	45.57702	-122.696
The bike lane here floods whenever it rains and requires constant servicing by ODOT. During larger rain events the standing water extends into the auto lanes and it is necessary for cyclists to "take the lane" when other vehicles are traveling at 50+ MPH.	45.48411	-122.681



During heavy rain events the roadway here floods and creates a severe hazard for all road users, though especially bicyclists due to cars and trucks traveling at unsafe (high) speeds and hydroplaning on up to an inch of water.	45.48224	-122.681
SW Harrison St is a huge bottleneck for buses entering or leaving the transit mall at rush hours. Remove parking to make space for buses to have a proper stop and a dedicated lane between 4th and 6th. Also adjust signal timing so that buses turning right onto 6th don't have to plow through pedestrians crossing.	45.51081	-122.682
This intersection is the site of many near misses where drivers seem to be unaware of bicyclists going straight on Barbur. Right hooks are dangerous and very real, creating a bike box, adding bollards, and increased signage would go a long way to protecting everyone on the road instead of only the people taking up the majority of the space.	45.49103	-122.678
Everett St is a huge bottleneck for buses getting on the Steel Bridge in the evening rush hour. Make one lane a bus only lane between 6th and the bridge to increase reliability for the 4, 8, 16, 35, 44, and 77 buses.	45.52517	-122.672
Needs a mid-block crosswalk. This is a very popular crossing point for pedestrians.	45.53256	-122.657
Too many cars and no space for bicyclists to merge over to the bike lane if traveling on Naito from Barbur Blvd. Also the speed limit of 40 MPH is higher than Barbur (35) and Naito after the merge (30) which needs to be corrected.	45.50575	-122.677
This should be a 'no turn on right' for cars, with a stop line that is a few feet back from the crosswalk. I can't tell you how many times I've seen cars roll through the crosswalk here without stopping while I'm in the crosswalk, and this is a major bicycle route, as well as a crosswalk for kids coming home from school. Drivers are racing to get onto the highway onramp and completely ignore people walking/biking here.	45.50924	-122.735
Too many cars during rush hour in the afternoon. Needs to be made easier for other road users (pedestrians and cyclists) to encourage people to not just hop in the car and go.	45.52223	-122.655
I have to carefully schedule and reduce business trips to Corvallis to avoid early afternoon and evening slow traffic in this area of I-205 northbound.	45.36678	-122.693
The challenge here is the weave as traffic from I-5 Northbound tries to move right to get into the I-84 Eastbound off ramp. It gets more complicated when there is backup on that off ramp, so you have to get to the right quickly or you're stranded with no merge option... or blocking an I-5 north lane while trying to get into the queue!	45.5073	-122.67
I try to avoid doing business visits in Hillsboro/Beaverton because of the US26 bottlenecks near the tunnels in both directions. I sometimes shortchange those visits in an attempt to not get caught in the daily clog. I would strongly prefer to be able to drive north (for example in the Cornelius Pass area) and cross the Columbia to Clark County WA using an added west side bridge. I would bring significantly more business to Oregon if that were an option.	45.511	-122.707
Constant bottleneck at almost any hour of the day , any day of the week. Used to be at just limited consistent times. Now it can be any time.	45.55708	-122.659
Lots of traffic! I205 southbound when merging onto I84 either direction.	45.555	-122.567
I frequently see backups driving from westbound I84 to northbound I205.	45.54751	-122.545
The bridge is a significant source of congestion, especially during I5 bridge lifts	45.59511	-122.551
Backups to I205 Northbound when exiting PDX	45.57485	-122.556
I-5 north bound section, from the Fremont Bridge to Vancouver; if congestion pricing tolling is done: if it (cars, trucks, buses, light rail, pedestrians, bicycles, etc.) crosses the Columbia River, it pays, & ALL funds go to replacing the existing I-5 bridges; if WA residents who work in/pay taxes to OR don't get a credit against their OR income tax equal to the toll tax, we (and many others) will not spend another penny in OR, so ultimately it will be OR businesses that will pay this new tax.	45.60935	-122.674
Do away with the southbound on ramp from downtown Vancouver. The short length of the on ramp and the speed of the traffic in the other lanes makes that far right lane dangerous and impedes the flow of traffic getting onto the bridge. Those wanting to connect from SR 14 would need to head North to Mill Plain and	45.62139	-122.673



get on Southbound I-5 from there. We have to do a similar redirect when going from Westbound SR-500 to I-5 North.		
major truck onramp where lanes are at a minimum. This is a major congestion point on weekday mornings.	45.58231	-122.679
Merging traffic from I-405, exiting traffic from I-5 and the inability for most vehicles to utilize the left lane (due to the HOV restriction) causes a huge bottleneck.	45.54796	-122.679
On-ramp merging traffic can back up onto Macadam AVE causing congested all along this intersection exchange. Sometimes the metered light causes unnecessary back and other times it is due to congested along I-5 preventing on-ramp traffic from being able to merge efficiently.	45.49966	-122.673
traffic is congested from SR 500, across the I-5 bridge through the Rosa Parks Way exit most mornings. I am usually on this stretch of road around 6:30 am and it can take 30 minutes to travel just a few miles.	45.63145	-122.665
The traffic delay metering by this onramp is far too generously allowing traffic to crowd in and causes 95% of the perceived bridge congestion. In fact, traffic on the bridge flows pretty well except in exceptional conditions a few times per year. The "stuff merging" from this onramp stops I-5's right lane south of here, causes frequent accidents, and initiates extreme slowing the middle and left lanes. Solution: Be way more aggressive in reducing flow from the onramp.	45.60428	-122.683
Beating a dead horse here, but the Interstate Bridge and surrounding on/off-ramps are completely awful whether driving, commuting, or biking/walking.	45.61692	-122.673
This would be a great place for another Columbia River bridge crossing (between NE 223rd and SR-14) as a highly effective way to to reduce traffic on the I-205 crossing.	45.56707	-122.436
Slowing in both directions any time of day or night	45.50827	-122.728
The backups caused in the afternoons (7 days a week lately) begin here and spread throughout northbound I-205 to I-84. The congestion here (slightly before the northbound exit to SR-14) is stupidly caused by the right lanes preparing to exit at SR-14 tangling with traffic not exiting. A dedicated exit lane is likely to help, but the cheaters/push-into-line after passing will probably not all be discouraged.	45.59479	-122.549
I-5 southbound lane reduction congestion	45.59554	-122.682
Always a slowdown approaching the interstate bridge from the south. Do cars just evaporate on the bridge? There's always much less traffic on the Washington side.	45.59674	-122.683
Congestion transitioning from 405 North to I-5 in either direction	45.54483	-122.675
long wait to transition from I-84 eastbound to I-205 northbound	45.547	-122.56
congestion on ramp to I 5 north	45.6041	-122.683
Even though we are retired, in Salmon Creek, we still have to use I5 on occasion to conduct business in the Portland metro area. AM rush hour seems to get larger and larger, starting @6:00am and ending (usually) around 9:00am. This on both I5 and 205. We use Downtown Portland and PDX. We try not to use it too often. Could take an hour or longer to get from Salmon Creek to Downtown Portland.	45.65533	-122.658
I have started to avoid SR-14 and SE 164th during peak commute times, as the back up is challenging. I have tried to get to the airport after dropping my dog off at the boarding kennel and almost missed my flight due to traffic. I schedule plane travel much earlier in the mornings now or in the early afternoons.	45.58413	-122.504
Right at the border, going north, the traffic slows without fail. Another bridge would help this issue!	45.59819	-122.681
I live on F Street and E 31st. Traffic in the mornings has increased on this quiet side street because commuters try to avoid the back ups on Main Street heading south. If I need to leave my home between 6:30 and 8:00 am, I often need to wait for a break in the line of cars or wait for a kind stranger to stop and let me back out of my driveway, which enters F. Traffic approaching the I-5 bridge most mornings backs up for miles and drivers find ways to avoid Main Street.	45.64285	-122.666
I rarely travel south from Vancouver to Portland on I-5 unless it is during less congested times, which are becoming difficult to predict. I am retired now, but used to work in Portland. I moved to a job in Vancouver for the last 6 years of my career to avoid this grueling and unpredictable commute.	45.61812	-122.672



This area is backed up every afternoon. Takes about 75 mins to drive from downtown to Vancouver regularly.	45.61173	-122.679
Everyday. Even weekends. This is the worst location in the metro area, especially in the afternoon coming back from Portland	45.6216	-122.672
I5 bridge into portland from Vancouver. Challenging nearly everyday.	45.61536	-122.671
Challenging location from fremont bridge through the rose quarter.	45.53261	-122.666
Morning traffic on the Hawthorne bridge is so slow I often want to get off the bus and walk. A bus lane would do wonders!	45.51266	-122.67
Northbound I-5 is a nightmare all afternoon. Summer Fridays are even more horrible. Enforcement of the carpool lane is non-existent	45.58641	-122.682
Southbound I-5 from Vancouver to Portland. Congestion caused by curves in road, short on ramps, and no E-lane on the bridge.	45.61788	-122.672
The congestion in the morning is on the Washington side of the bridge but the afternoon commute is much worse going north.	45.60251	-122.668
Always slow here but biggest problem is when bridge is up, it's icy, or there's an accident.	45.6215	-122.673
I-5 South is backed up for hours in the mornings and afternoons. I only travel to Portland from 11 am - 2 pm because the traffic is terrible.	45.63162	-122.665
I84 Westbound Sunday afternoons (especially warm season) is terrible. Only one lane NB to I-205 backs up and jams lanes going SB and WB on I-84 too. Might be bad weekday PM commute too, but I don't travel at that time.	45.54002	-122.535
Blending two lanes to five and back to two in 4 miles can not be fixed by tolling. Two bridges bypassing Portland city center will do the trick. Allow through traffic to bypass.	45.5631	-122.676
The backup caused by northbound I-205 spreads to Airport Way westbound back to 122nd or further during congestion hours. This is the last of a series of dominoes which start with congestion in Washington with the right lanes of I-205 preparing to exit at SR-14 tangling with traffic not exiting.	45.56833	-122.545
Difficult to use mass transit to beyond downtown Portland. Using mass transit for over an hour each way is untenable	45.52452	-122.513
It's often incredibly challenging to get across the river.	45.62278	-122.672
This is a bottleneck on the I-5 bridge, traffic always slows down, causing miles of traffic, and then becomes free flowing once you reach the Washington side. This bridge definitely needs to be widened at least.	45.57945	-122.68
Terrible when getting off 84 and you need to get into the far left lane to turn onto Glisan. You have to cross through traffic coming off of 205. Not everyone slows down when they get off at that exit.	45.52784	-122.566
This area is very congested. When getting on 205 North from Airport Way, you are pretty much stuck in the two far right lanes. Traffic moves pretty quick in the two left lanes, and if you aren't able to move to one of those lanes when you just get on the freeway, you end up stuck in the right lanes that move really slow. Some days in the evening, there isn't much space between getting on the freeway and the closest car in the right lanes going slow.	45.57302	-122.547
Heading East on Washington from 82nd, and then turning to go North on I-205, sometimes cars are backed up all the way from Stark to Glisan. Then once getting on ramp to go North, people in right lane headed East to Downtown cut into that lane, nearly causing accidents. That is a very dangerous on-ramp, and i drive it every week.	45.51808	-122.565
I'5 both south and north, Marine drive to SR500 in Washington.	45.61932	-122.666
delays in evening commute for no apparent reason? excessive water on roadway during heavy rains	45.61533	-122.638
long delays in am weekdays	45.59182	-122.51
SO MUCH CONGESTION	45.60923	-122.676
I5 is no longer an option to commute to Portland. The continued growth in the east side of Vancouver, now makes the commute across 205 as challenging. It has taken up to 3.5 hours when an accident occurs	45.5954	-122.553



Express lanes through the city would help a lot in getting people moving through the city who don't need access to the exits, similar to what Seattle has done downtown with I5.	45.56056	-122.678
The merger of I5 North bound and I405 is a pain because a lot of people on I5 want to get off at the exit but a lot of people on I405 want to merge over to the left lanes.	45.54779	-122.679
I experience congestion during my evening commute on I-205 North starting around Glisan all the way to the Glenn Jackson bridge Monday - Thursday between 6 and 6:30 pm.	45.53521	-122.552
Because both EB and WB traffic from I-84 are merging onto I-205 NB so close in proximity to each other, traffic in all three directions is problematic at all times of day and every day of the week.	45.54606	-122.56
I-84 EB where the hwy begins is constantly backed up, regardless of the time of day or day of the week.	45.52553	-122.661
Traffic on I-5 SB coming across the bridge from Washington is more often than not backed up into Washington, both on I-5 and onto Hwy 14 WB due to the narrowness of/congestion on the bridge and drivers unwilling to go speed limit.	45.61776	-122.675
Traffic here due to I-5 bridge	45.59722	-122.69
I-5 NB from Delta Park north is always backed up, regardless of the time of day or day of the week. Traffic on the bridge, even when not congested, is often slower than 50 mph due to the narrowness of the bridge and the larger vehicles that traverse it.	45.60386	-122.683
Traffic	45.60568	-122.682
Always backed up on this on ramp at rush hour	45.54996	-122.562
With the boom of housing in Happy Valley, Sunnyside Rd will soon be over capacity during rush hour times. Expansion is already necessary on Sunnyside in front of Kaiser Hospital and on the on-ramps to I-205	45.42315	-122.534
More lanes or better flow of traffic are needed on I-5 in both directions from the I-205 connection to Hwy 217.	45.40412	-122.744
An additional lane is needed on I-205 Northbound from I-5 to Oregon City, including expansion of the Abernathy Bridge.	45.36089	-122.608
People get backed up all the way to here from the inability to merge and the two on ramps further up 84 east that also merge on to a two lane road in quick succession.	45.52535	-122.661
the area of I-205 and Hwy 84, all the merges cause a lot of backup.	45.53329	-122.55
I-205 - where it goes from 3 lanes to 2 (in both directions).	45.34442	-122.599
heading north on I-5 in the PM, all the way from downtown, but especially approaching the Columbia River area, not enough lanes, especially for merges.	45.5631	-122.679
in the AM heading south across Columbia River all the way to Portland	45.61692	-122.666
I have never driven into or out of Oregon on I-5 without slowing to a crawl at the bridge. Most other congestion I have experienced around Portland is limited to rush hour or quickly clears, but the bridge is a consistent pain point.	45.61212	-122.673
going from 3 lanes to two lane along with the merge onto Hwy 84 clogs traffic down	45.53239	-122.666
only one lane going south from I-5 onto Morrison bridge and onto MLK. Make traffic unbearable	45.52102	-122.666
During times of heavy congestion, the north bound fast lane is solid Washington plates. Middle lane is congested with semi trucks and trailers. You should give trucks incentives to travel through during night time hours.	45.49588	-122.567
At one point in time, coming from hwy 30 Eastbound to get to the St. Johns Bridge there were 2 lanes for turning. One lane was taken away and ever since that time the backup has been a nightmare. There is now only half utilization on the bridge. Traffic sometimes backs up to almost the 7/11.		
Almost the same from Hwy 30 wb to St. Johns Br. There is only half utilization on the bridge.	45.58329	-122.769



There needs to be SOME PLACE A N E W ROAD on the west side!		
Bridge congestion is terrible	45.60598	-122.682
Getting onto 205 S from East Vancouver from 6:30-8:30AM is very difficult. Then, getting onto 84 to PDX during that time is sometimes even worse.	45.59002	-122.533
The HOV lane is limited from this point until Portland Meadows. There are no other HOV lanes available through the most congested areas of the I-5 Corridor (This includes Northbound and Southbound lanes between Tigard and the WA state line).	45.55465	-122.678
Merging to I-5 north to get to east side of Portland from West side downtown district. Even taking an alternate route along Kerby exit can be congested at times. taking longer than walking the same distance	45.53896	-122.682
COME ON! REPLACE THE BRIDGE! INCLUDE THE MAX!	45.61068	-122.676
I-5 is a nightmare, particularly the Rose Quarter and 84/405 interchanges areas. Its' almost worse now than the bridge to/from Vancouver! I fully support an "all of the above" approach (expand to 3 lanes, congestion surge pricing, commercial truck ban during certain hours,etc)	45.52126	-122.677
Try something simple! Extend the carpool lane across the bridge some distance. Force THROUGH TRUCKS IN THE CARPOOL LANE! Same thing southbound. If a carpool lane works(?questionable?), it should not deadend until traffic is able to spread out. Just THROUGH TRUCKS IN LEFT LANE may help the trucks get through and stop stop/start slowdown.	45.606	-122.682
I-5 from Tigard to the Marquam bridge is crowded often. Generally in the afternoon but often times it can be mornings or evenings. The top lanes of the Marquam Bridge can be messy and a challenge.	45.46824	-122.685
Hard to get on freeway, especially after 1pm, back up on freeway northbound	45.60343	-122.683
Ugly traffic all the way into Washington. Do not like taking freeway unless no other choice.	45.54247	-122.674
So busy, so backed up, hard to get onto I 5	45.54117	-122.679
North and South bound I 5 is terrible, not worth hitting freeway at all, so slow.	45.5098	-122.667
Horrible back ups, all the way from Oregon City exit to I 5.	45.36877	-122.758
Backs up where becomes 2 lanes, all the way to I-5, long waits	45.36566	-122.6
So busy with traffic trying to get onto I205, long waits on surface road trying to get to freeway	45.4099	-122.572
Traffic off Sunnyside merging onto I205 backs up the freeway, terrible back ups	45.44255	-122.569
Sunnyside exit backed up at times, slows down I205	45.43556	-122.567
Horrible back ups, all the way back to Killingsworth sometimes, from traffic trying to get on I84	45.53629	-122.564
Horrible backups on Sandy from traffic trying to get onto I205	45.56055	-122.563
Long back ups after 3pm from I205 traffic, backing up Sandy blvd	45.55937	-122.561
Horrible back ups from merging traffic	45.54689	-122.56
Always hard with those merging from I84 onto I205, horrible backups.	45.54991	-122.562
Hard merging onto I205	45.55863	-122.566
Backed up trying to get to I205	45.56238	-122.568
Horrible traffic. Lots of license plates with Oregon plates, indicating a mass migration of Oregon folks moving to Vancouver. Congestion so bad the past 4 years that I have had to get up 1 hour earlier and leave about 45 minutes earlier than I used to. I'm lucky that my work is not rigid about start time. Having to arrive by 7:00 am now.	45.58629	-122.548
The amount of lost revenue to Washington can be seen daily with a very large percentage of Oregon license plates on cars leaving Vancouver from I 64th and Mill Plain along Hwy 14 to cross over to Portland. This is an extremely congested area and what should take a lot less time is now averaging 25 to 30 minutes from I 62nd in Vancouver to Sandy at Parkrose Max Station. Conversely, the traffic coming home is horrendous as well.	45.56599	-122.68



I'm not sure why but people seem to be afraid to cross the I-5 bridge. I've noticed traffic can be flowing along great until you approach the bridge, then it crawls across the bridge, opening to normal speed after crossing.	45.62018	-122.674
merge lanes need to be added	45.57179	-122.548
Traffic is almost a complete standstill when I leave work at approximately 1745. Also, if a bridge lift happens, it causes even more traffic. The traffic seems to be at a standstill due to all the merge points onto I-5 and is stop and go until you get over the I-5 bridge in Washington.	45.59951	-122.685
This intersection is called "Kamikaze Corner" for a reason. You could tear down the old Safeway maybe and put a detour road through there to eliminate the dangerous intersection.	45.48658	-122.747
Poor design placing the ramps merging traffic from I-84 EB and I-84 WB onto I-205 NB so close together causes significant traffic backup and frequent fender benders.	45.54676	-122.56
Highway 26 westbound needs a total rethink to the 405 merge. It's absolutely stupid that only one lane can merge onto 405, and this routinely causes a 10-20 minute delay.	45.50064	-122.675
The left turn signals from Powell to Cesar Chavez are way too short. Sometimes only 2-3 cars can go at a time before the left turn signal turns red!	45.49735	-122.623
Here's another great place for a toll!	45.60141	-122.551
Here's a great place for a toll!	45.62172	-122.672
I can't remember the last time I drove past the exit for 84 and didn't see congestion.	45.52728	-122.663
Slowdowns almost any hour day or night heading from downtown Portland to Vancouver.	45.59578	-122.681
Cornelius Pass should be extended with a brand new bridge and Hwy across the Columbia and meet up with I5 North of Vancouver.	45.65101	-122.852
Put the Moda center in the industrial NW> Every time there is something here it adds to the already clogged up traffic. Horrible having only 1.5 exits to this.	45.5314	-122.668
Need new multi-lane bridge. There's already a commuter and doesn't work because all of the lane go down to 2 on the bridge. Make the bridge iconic, like Golden Gate/St. Johns/, something that will add to the culture and personality of this region.	45.60635	-122.682
Afternoon/evening traffic southbound is almost always a near standstill. It is challenging to get anywhere southbound	45.4152	-122.743
Traffic bottlenecks here on evening commute going Southbound	45.54994	-122.562
The signaling at the intersection of SE 12th, SE Gideon, freight and Max rail lines, SE Clinton and SE 11th is not efficient and causes backups. Wait times are too long and the signals are not working together to facilitate traffic flow. Union Pacific also is in the habit of parking freight trains in the middle of the intersection during rush hour, blocking all other transit. When this happens the gridlock quickly backs up to Powell and onto SE Division.	45.50247	-122.654
McLoughlin, like 82nd and Powell, needs more safe crossings for pedestrians. It's 9 football fields and up between safe crossings along McLoughlin. This is very dangerous, and needs to be addressed.	45.40375	-122.623
Not nearly enough Crossings for pedestrians along the length of 82nd Ave. It can be 5 football fields or more between pedestrian crossings! We need to improve safety for Pedestrians.	45.44914	-122.579
Not sure if this is an ODOT responsibility or if it's Clackamas County's, but the Sunnyside Rd overpass is in desperate need of better sidewalks and added bike lanes. Bicyclist are forced onto narrow sidewalks where they then are a hazard for Pedestrians.	45.43321	-122.566
Bike lanes are needed along Lombard St. Today the are almost non existent.	45.57709	-122.683
Sidewalk disappears.	45.49844	-122.512
Sidewalk disappears for a couple blocks here	45.49356	-122.491
There is no sidewalk, there isn't any bike lane. This is an issue for most of Powell east of 205	45.49564	-122.559



Under I205, on 99E, bike lane and sidewalks disappear, It's quite scary, and very dangerous riding a bicycle under here.	45.36529	-122.601
82nd Ave is extremely unsafe for pedestrians and bicyclists, there isn't adequate sidewalk north from SE Clatsop St, nor is there any bike lane.	45.46189	-122.579
Make Adidas wait longer for their traffic light! It will help the northbound flow on Greeley!	45.5589	-122.694
Needs a green "GO" sign here I5 to eastbound Weidler because people keep stopping, and backing up traffic! Also put a curb in instead of the fat white line because no one knows what the fat white line means!	45.53427	-122.666
I get frowns when riding my "under 35.01cc" gas scooter on the springwater trail because the signs say "no motorized vehicles" but do not include the exceptions defining what kind of motorized vehicles are allowed...."	45.48394	-122.418
Tell the railroad we want a bike lane down here!	45.52843	-122.654
This light at MLK and Lloyd blvd westbound is inefficient! The far right lane (straight only) just sits there on red while the eastbound light (straight only) is green. Then when the westbound lights turn green, the race is ON to jockey into that left lane to the steel bridge!	45.52641	-122.662
Paint in a 4th lane eastbound on the ban field at the beginning, keep the left two lanes flowing, keep the inner right lane flowing from I-5 south, and keep the on ramp people in their own lane for a few miles. No need for shoulders, Southern California freeways don't use shoulders in tight areas!	45.52491	-122.661
Eliminate the dangerous left turns on 185th 158th 148th 138th. They can use Airport way or Sandy!	45.55876	-122.473
This is a "MERGE" but yet there is a Yield sign posted. All on ramps are Yield but when people see a Yield sign, they slow down.... no one realizes that this is a 55mph zone until Interlachen Lane....	45.55796	-122.438
There's an "end speed zone" sign here eastbound, no one knows that it means "speed up to 55 now by default" so people keep poking along.... its very inefficient!	45.55878	-122.449
Marine drive needs a Left turn lane so that others can pass efficiently. 33rd Avenue needs a right turn only lane so we don't have to wait for Washingtonians to make their left turns.	45.60005	-122.635
Highway 219 needs a connection to US26, a bypass of Hillsboro's many intersections.	45.51178	-122.991
A long backup here on certain weeknights, as much as a quarter mile	45.40831	-122.92
Half the vehicles have Washington plates. Start charging on I-5 and/or I-205, this will drive even more congestion on the back roads, which are packed already.	45.57598	-122.765
I think that if someone would look closely at enforcing the law (slower traffic stay to the right) in all of Oregon it would reduce accidents, road rage, increase flow, and make it easier for the police to nab speeders. I know this isn't exactly what you are looking for but it wouldn't cost anything and will help if someone really thought about it.	45.48517	-122.688
Tolling on I-5 will probably make the connection between 26 and I-5 even worse. It is almost a 24 a day hour problem now. Decreasing traffic on I-5 by tolling during rush hour will not correct the problem that exist at this intersection during non rush hour periods.	45.50581	-122.723
Tolling will not even begin to solve the present situation, much less in the future. Only an outer bypass to the northwest similar to 205 on the east will really improve this situation.	45.48036	-122.675
Only real solution here is a new bridge north of the present one. Tolling etc will NOT improve this only at the margin, and not at all in the future	45.58329	-122.697
with amazon and intel just off of Brookwood. HWY 26 between Cornelius Pass RD and Brookwood Parkway, this area is becoming a bottle neck	45.56286	-122.938
hwy 26 from Cornelius Pass Rd to Brookwood. With Amazon and intel, this section is becoming another bottle neck.	45.54098	-122.868



This area is poorly designed due to the merging from US30 on to the 405 SB, and with traffic exiting to Glisan/Everett and Couch exits. This is an issue with not having separate merge and exit space for this area.	45.53067	-122.687
Ross Island Bridge, Barbur and Powell are backed up much of the day in both directions.	45.50015	-122.665
Much of the day traffic is way backed up from Ross Island Bridge heading east.	45.49053	-122.678
Ramps at Hayden Island not long enough. Lanes on Interstate bridge too narrow.	45.57945	-122.68
morning and night congestion. on ramp from airport not adequate when there is both large shopping crowds at Cascade Center and heavy congestion from landings/take offs	45.58689	-122.549
On Airport Way from 122 to the I 205 entrance. There used to be two lanes to turn right but when the new entrance was made a few years ago, there became only one and it is a mess most eve commutes.	45.56238	-122.534
Afternoon commute from Swan Island to the Interstate bridge is painfully slow. A commute which takes me fifteen minutes in the morning takes forty five to sixty minutes at 3:00pm in the afternoon heading north.	45.58233	-122.694
Getting to and from 217 on Scholl's Ferry Road from our to the West is full of congestion and waiting at every stoplight, sometimes several cycles, only getting worse.	45.4435	-122.806
Washington Drivers cross into Portland here	45.6207	-122.674
This on ramp is too short. Drivers have no time with congestion to get up to speed to merge onto the highway	45.44815	-122.784
This on-ramp is too short. Cars must merge over two lanes to stay on free way. Cars pile on and have a hard time merging here	45.49574	-122.792
Cars merge in mass here, all at one time. Causes flow of traffic to stop	45.51993	-122.81
People turning right at the 13th & Tacoma intersection often illegally turn into the intersection and/or on red as soon as a tiny space opens, further backing up traffic along 17th.		
I've watched the bus take 30 minutes to move 2-3 car lengths closer to (but not across!) this intersection.	45.46433	-122.653
Traffic from 17th and 99E cuts through the neighborhood at high speeds to get around Tacoma, and slows everything down when they force their way back in.		
Diverters preventing people from turning onto (but not off of) Tacoma would reduce the dangerous cut-through traffic significantly.	45.46392	-122.648
North bound 205 starts at Johnson Creek any day any time. Need to add auxiliary lanes from Johnson Creek to foster and foster to Powell. You have the room for expansion on most of 205 both north and south. The original overpasses were built for more lanes. You need to remove the barriers over these passes and add a fourth lane on 205. Okay. You might not get an emergency lane on the inside, but it isn't needed. See how tight we are on 84 on the inside lane. This needs to be done ASAP.	45.47482	-122.566
205 at Stanford Rd. THREE lanes would help ease the congestion but then that would require widening all the bridges and still providing an emergency lane. This is up through Oregon City.	45.36566	-122.707
Congestion occurs as slow-moving trucks climbing up the hill have to move out of the way for merging traffic on the Barbur/Capitol on-ramp. This squeezes the I-5 SB mainline traffic into the far left lane. Need a truck lane here...	45.45366	-122.722
If you create toll roads on I-5 & 205, the congestion on 99 will increase. That road is like a highway since there aren't many main road options in that area (and very difficult to get to 405 without taking side roads). I feel like many drivers will just take secondary roads instead of driving at different times like you predict. 84 will also get worse.	45.49016	-122.654
Why the Beaverton-Hillsdale/Scholls Ferry/Oleson Road interchange still hasn't been fixed is beyond me. Major safety AND congestion problems have existed here for	45.48589	-122.748



decades. Re-route Scholls Ferry South to meet up with Beaverton-Hillsdale just east of Fred Meyer (where their auxiliary building is on the east side of the parking lot). Re-route Scholls Ferry North to the old Safeway parking lot; re-route Oleson to meet up with Scholls Fy there.		
Poor traffic throughput on the SB 217 offramp to Scholls Ferry Road causes backups onto the 217 mainline. Consider making this off-ramp a right-turn only onto Scholls Ferry westbound and eliminate the traffic signal/left turn (since traffic going NB on Scholls Ferry can use the Hall exit which has more space for queueing.) Add a 3rd lane on Scholls Ferry Road from the off-ramp to at least Cascade Avenue, maybe to Fanno Creek.	45.45053	-122.785
The merge from Oregon 8/10 SB onto Oregon 217 is too short and consistently causes backups on 217 between Beaverton-Hillsdale Highway and Denney Road. I am increasingly in the belief the Allen and Denney interchanges should be eliminated (along with Walker and 72nd) to improve traffic flow.	45.48034	-122.792
I see many cars on early mornings cut through the parking lot of the 76 gas station because they don't want to wait for the left turn light. Make it a flashing yellow light again when appropriate (6am for sure) and figure out a way to block traffic from going into the gas station to keep them safer. That's an accident waiting to happen.	45.54808	-122.579
Ever since ODOT removed a lane from the Oregon 99W NB to I-5 NB ramp, it has caused confusion, as well as caused backups by motorists who aren't properly accelerating for the freeway merge. Coupled with poor enforcement of the truck lane (trucks not using it) and NB I-5 traffic using the right lane making it difficult to merge onto I-5 causes a lot of congestion and delay here that is avoidable. Put the 2nd lane back in...	45.44399	-122.738
Highway 99W needs to continue 3rd NB lane across Highway 217. Too many motorists get in the #3 lane to get onto 217 NB only to discover the lane ends at the SB on-ramp. This causes a lot of lane-weaving as people get out of the #3 lane into the #2 lane, and then turn right again. Traffic on 99W north of 217 opens up...	45.43475	-122.762
Traffic signals on Greenburg Road are not timed, causing backups and inefficient traffic flow. Part of problem is there are three different Transportation jurisdictions - Tigard maintains signals @ Tiedeman and Cascade; ODOT maintains the signals for the 217 ramps; Washington County maintains the signals at Washington Square and Locust. Need to find one agency to take lead and tie these signals together in one system.	45.44324	-122.777
Traffic is always slow southbound between Powell & Foster during rush hour just because people are getting on and off the highway. There's plenty of land there to make the ramps connect just like they do from Washington to Division which has less congestion because of the 4 lanes. Just try it. It's cost effective. Most of the congestion on 205 north and south is because people are entering the highway.	45.48788	-122.566
Durham Road is becoming congested due to Yamhill County, Sherwood traffic finding alternate routes to I-5 rather than through Tigard. Coupled with increased population in King City and west Tualatin. Southwest Corridor MAX will only make Durham worse, by attracting even more development as well as attracting people to "free" parking at MAX stations.	45.40195	-122.772
Highway 99W congestion through Tigard getting worse as more people live in Sherwood, Newberg, Dundee, McMinnville and beyond - but few to no alternatives to driving. No good transit service in the corridor. Tigard residents have few options due to poor TriMet service within Tigard.	45.4246	-122.778
McLoughlin northbound weekday mornings	45.50317	-122.661
McLoughlin SB at Bybee, weeknights: difficult to find a gap in traffic to enter McLoughlin	45.47479	-122.641
OR43 northbound merge onto Sellwood Bridge on weeknights: southbound traffic onto bridge blocks intersection so that signal does not function well.	45.46416	-122.668
OR43 southbound through West Linn on weeknights	45.36532	-122.612
OR43 btwn A Ave and McVey. Express bus and separated bike facility would ease congestion.	45.41828	-122.663



US26 WB, between Ross Island Bridge and merge with 405N. The traffic through these surface street curves is slow and provides so many opportunities for delay. A more direct entrance to 405 and/or the Sunset Tunnel would be ideal.	45.50526	-122.681
US 26 EB merge to 405-S. Drivers have a hard time keeping speeds up through the small tunnel and again in the weave that occurs with 405 traffic.	45.51463	-122.691
During the morning & evening commute, Tacoma is often bumper-to-bumper, with drivers cutting people off to get ahead, corking intersections or slipping through under a red light, or zipping through residential side streets where there are children.	45.46362	-122.659
Between 3pm and 6pm, Airport Way eastbound can be stand still for hours. It once took me 2 hours to get from the airport to the 14 via 205 north.	45.575	-122.558
Peak time backups in the evening from 43 to Rosemont roundabout	45.4101	-122.667
Getting on sellwood br backed up evenings	45.46707	-122.67
I 84 e and w depending on time	45.52121	-122.647
N bound 205 just n of foster	45.48095	-122.565
I-5 southbound absolutely needs a 4th continuous lane to continue from here at Bridgeport down across the Willamette River bridge, south of Wilsonville... a good case can be made for adding a 5th continuous lane from OR 217 to south of Wilsonville... maybe as a managed/tolled lane?	45.39978	-122.746
Boone Bridge southbound needs an extra lane and/or closure of the Wilsonville Road SB on-ramp and replacing with new Wilsonville local bridge over the Willamette or both. This is one of the major southbound I5 bottlenecks that stretches back into Portland and up OR 217.	45.29204	-122.77
traffic at this Ramp is often backed onto the freeway up due to trucks going to the truck stops via the via a single lane southbound offramp. Frustrated drivers often squeeze past the trucks by diving on the shoulder of the offramp. Northbound onramp is too short to get up to speed with the freeway traffic. Controls(stop signs) are insufficient to handle the volume of traffic. The overpass over Ehellin Rd is too narrow to safely allow drivers to see oncoming traffic from both directions.	45.23413	-122.807
It is congested but pricing but charging people to go to work and then home after work is ridiculous. If you put congestion pricing in place I will do my best to find surface routs to where I need to go so clog the city and residential streets.	45.48421	-122.657
Sunset highway inbound, congested mornings, afternoon peak, evenings, and weekends.	45.50641	-122.722
205 between Division & I 84 late afternoon & other times even on weekends.	45.51116	-122.567
Creating local access from Portland to Hayden Island would dramatically decrease congestion on I-5	45.60668	-122.681
I drive from central Vancouver to the Parkrose transit center, so congestion on the Glenn Jackson bridge is frequently a problem.	45.57993	-122.545
I live in Vancouver and work in Portland. I drive across the Columbia River to connect to Max. Both the Interstate and Glenn Jackson bridges are my biggest problems.	45.60539	-122.683
The exit to 405 is always backed up.	45.54522	-122.677
I-5 south from 78th to the Interstate bridge is congested every morning.	45.62136	-122.671
All of 217 needs more lanes not a toll. I drive from happy valley to tanesborne for work, for almost 20yrs and can guage the economy by traffic flow. Give business a greater incentive to vary start and stop times to unload traffic from the roads rather than shooting fish in a barrel for your profit , and our suffering...	45.43797	-122.778
Need more lanes over bridge on 205. Is 3>2>3! Clear the bottle neck you created	45.36312	-122.606
Highway 26 westbound in the left and right lanes	45.51355	-122.702
Hawthorne is generally congested during the evening rush hour, which encourages cars to cross the bike lane in dangerous ways.	45.51197	-122.654
This Nike campus perimeter [Murray, Walker, 158th, Jenkins] lacks a 24/7 frequent service Trimet bus line around it. Same with other big campuses like Intel in Washington County. However, these companies have employees working round	45.51338	-122.828



the clock who might like to use the bus instead of drive. ODOT should work with Trimet to put in bus lines to reduce congestion, so we don't have to pay for road expansions in land use & tax dollars, or pay in time spent on buses trapped in congestion.		
This intersection is neither car friendly nor pedestrian friendly. We need a re-design of this interchange to facilitate the inevitable increase in bridge vehicle traffic, but it needs to be done in a way that enhances the core of St. Johns to make it more walkable and bike friendly.	45.58952	-122.756
This bridge is responsible for many of the I-5 bridge lifts since ships going under the higher part of the I-5 Bridge can't turn quick enough to line up for the gap in this bridge. So they need an I5 lift. It would be much cheaper to replace this bridge with a multimodal bridge than build a huge freeway bridge. Allow heavy rail, MAX and car traffic here.	45.62463	-122.691
Traffic on the southbound offramp backs onto I-5 almost every day. Best I can see, much of the cause is how tight the cloverleaf is which significantly slows traffic. We may not be able to do much about how sharp the curve is, but if it were widened to two lanes than cars would be able to take the corner two at a time. Those headed south on MLK would move right and those headed West past the expo center would move left. The pavement may be wide enough so costs would just be signage & stripes	45.6038	-122.684
We need another bridge across the river. Connecting 181st/Airport Way on the oregon side to 192nd on the Washington side might be a promising location.	45.55998	-122.477
There are two lanes across the bridge in each direction but due to the stop lights only one lane can get onto the bridge at a time. The backup every day doubles my commute time. To increase flow there should be two lanes turning left onto the bridge from the germantown side and two lanes turning right onto the bridge from the westbound side.	45.58328	-122.769
Using this main arterial bridge has proven troublesome given the County/City have reduced traffic multiple years in a row here while also reducing traffic on other major bridges that serve N-NE Portland. Wonders how many decades from now until the bridge fully reopens.	45.53145	-122.675
Used to be so much easier to get into NoPo/St. Johns. Know which lane you need to be in and prepare to idle here anytime afternoonish.	45.58077	-122.766
Bridge should have an extension just for local traffic trying to cross the channel to get into Jantzen Beach. Anyone who has been stuck in a bridge lift and/or during commute hours with the Washington plates knows to avoid when trying to get from Oregon to Oregon here.	45.60755	-122.681
Couplet does not seem to work this direction (toward downtown). The old 5-way interchange at Sandy/Burnside seemed to result in quicker travel to downtown from the eastside. Seems like more lights and less available car lanes as many vehicles either seem to backup with right turns at 12th Ave or waiting behind the bus at the stop at 12th Ave.	45.52357	-122.652
The final right-hand merge lane leading up to the bridge should be improved and/or incorporated into other merges just south; traffic speeds and variability in lanes this area North during evening commute can be dangerous.	45.53289	-122.687
When a school event is happening or when stuck behind a bus; expect to double travel time on 33rd Ave northbound during evening commutes. Expect to get stuck waiting southbound during morning commutes due to either traffic changes on Broadway or the Apartment complexes recently built.	45.53788	-122.631
Long waits to turn left as local N-NE Portland traffic tries to route onto Williams (and its reduced car lanes) in order to avoid I-5 North during commute hours.	45.54695	-122.669
Right Hand lanes southbound regularly backed up at any time of day as people try to get on the Fremont Bridge to avoid the mess at the I-84/Rose Garden interchange.	45.57737	-122.679
The only stop in my commute is at exit 8 to merge on 205 north. If That merge was more than one lane traffickers would flow smoother	45.52535	-122.568



Nightly traffic jams eastbound at evening rush hour and other times. Delays of an hour or even more. Narrowing of the roadway causes daily traffic jams. Add a lane each direction at the west end of Route 205	45.35408	-122.613
Cars back up on SW Clay every evening, trying to get onto US26. Challenging for residents to cross streets safely and get into and out of downtown residential building garages.	45.514	-122.683
Traffic heading south out of downtown to Barbur gets very backed up in afternoons, especially if freeway incident pushes traffic back into surface streets. Impacts on bikes and peds. This whole zone needs comprehensive study.	45.50699	-122.684
The couplet does not work during peak traffic times, which is the problem that it was trying to solve in the first place. Expecting 4 lanes of traffic (2 from each direction on Burnside) to merge into 3 lanes in less than 200' is something that should not have been presented as an option, let alone approved and built.	45.52325	-122.652
The bus service on Powell serves so many and is so slow.	45.49793	-122.584
Taking the #9 bus to work is an exercise in extreme patience as it fights its way through single occupancy vehicle congestion. It's often my last resort (if I'm sick or my bike has a flat), but it shouldn't be. Good transit serves everyone; old, young, rich, poor, able-bodied, and not; and we should prioritize its effectiveness.	45.4979	-122.631
This crosswalk marking is rubbed out from the pavement and very dangerous in the mornings due to the volumes of fast traffic trying to get on the Fremont Bridge.	45.54754	-122.668
People have a lot of trouble getting to the right turn lane across the bike lane in the morning commute hour. This sometimes creates a hazard for cyclists and, I assume, an inconvenience for drivers.	45.54688	-122.668
People coming westbound on Fremont and turning left on Vancouver to get on the Fremont Bridge sometimes run this red light and cause hazards for pedestrians and cyclists. This is my observation as a cyclist during commute hours.	45.54808	-122.668
Oregon City - I-205 South bound from Park Place exit to the 10th Street becomes extremely congested because several lanes have to merge to become 2 lanes of traffic to get over the bridge and up the hill.	45.39418	-122.594
I commute between Vancouver and OHSU. I regularly get stuck (on the bus) in this area. The HOV lane significantly helps going north but I'd like to see the same going south.	45.60563	-122.681
Wilsonville traffic is egregious during peak hours, particularly rush hour Southbound.	45.30598	-122.769
High congestion near exit 297 some weekdays.	45.46922	-122.68
Canby to Wilsonville, It takes 45 minutes to an hour to reach North Wilsonville exit from 551 and Arndt road.	45.29904	-122.768
sunnyside interchange morning and evening	45.42737	-122.563
By 6am on Weekdays, westbound traffic is backed up already on I-84. It often takes 15+ minutes to get from 102nd to the I-5N ramp ... at 6am. Any later, and you're looking at 25+ minutes.	45.54633	-122.54
Just another spot that backs up both east and west because of Washington drivers trying to get to I-205. There's been talk of putting in a light here, but it won't help - they regularly block the intersection no matter what.	45.56788	-122.532
With traffic commonly backed up from Interstate Bridge to Downtown Portland, this stretch of highway is a pain - anyone who lives in North Portland gets the short end of the stick in trying to get home. I've spent 30+ minutes just getting from the Marquam Bridge to Lombard. It's ridiculous - and 99% of cars? Washington plates.	45.5762	-122.678
The right hand lane of Southbound I-5 should be exit only before the bridge, and continue separated over the bridge so that traffic that exits at the Canby/Charbonneau and Hubbard exits must already be in that lane before they arrive at the bridge.	45.31293	-122.77
Every morning this is congested during rain. A lane that goes expressly from the south side of the river and dumps off I-5 on the north side (without a return to I-5) would be GREAT.	45.27924	-122.77
Traveling in to beaverton is unpredictable at best and a nightmare often. We can never predict when we are going to be in front of the traffic bubble or behind it	45.52102	-122.816
Difficult crossing for pedestrians	45.52265	-122.662



Traffic slows to a crawl starting at 217 and I5 through Wilson as you travel south on I5.	45.41605	-122.744
Drivers attempting to access I-84 and drivers attempting to travel north lead to absurdly long wait times at this light and one block north, even when I'm on my bike. Additionally, motorists choose to exceed the speed limit and make unsignaled lane changes, putting other road users in danger. We should consider closing the ramp at 16th & Irving so that Benson students can safely cross Lloyd Ave.	45.52787	-122.654
Aggressive drivers on this neighborhood street during the evening rush hour make this a scary bike route. It's too narrow for safe passing but drivers pass anyway, honking and yelling as if I'm the problem.	45.54082	-122.657
Evening rush hour on 405 S often has huge speed differentials, with motorists making sudden unsignaled movements. Besides congestion pricing to tackle volumes, clear signage and lower enforced speed limits here could help safety.	45.52926	-122.687
Long queue lines waiting to turn left onto Foster Rd from the northbound lane of 172nd Ave. There have been several accidents with little room for emergency vehicles.	45.46224	-122.486
Queue lines are backed up between Sunnybrook Blvd. and 122nd Ave.	45.42966	-122.541
east bound towards both north and south is always challenging. It would make sense for the city to implement a congestion tax. However, there are also people who live far away enough that commuting with MAX or bus is just not feasible. If we were to limit cars that are traveling to Portland on Hwy 26, it would make it much better if there is a more frequent service of the blue line like one every 3-5 minute overlapping with congested hours so that it increase people's willingness.	45.50803	-122.729
Build a new road westside, limited access all the way Salem? to the Ilani casino!!!! Come on, it is 2018 Build it now before there is more development. Less eminent domain now as opposed to the future.	45.59278	-122.867
The SW Scholls Ferry/Skyline/US26 overpass/interchange is challenging to navigate between 7:30 and 9:00 most mornings during the school year. The nearby East Sylvan school contributes to the congestion. Drivers make illegal U-turns and block the intersection at the ODOT Sylvan yard/Humphrey/Scholls Ferry light, adding congestion and blocking traffic for those who want to travel on Humphrey to downtown.	45.50797	-122.736
People merging onto 205 & Getting off at this exit people are always trying to merge right away and not leaving any space for others either.	45.37361	-122.583
I 5 and 217	45.41605	-122.744
I5 southbound at merge at N Wilsonville exit	45.33212	-122.768
I205 near Stanford Road	45.36517	-122.723
Boone Bridge area, I5	45.28793	-122.776
Barbur Blvd needs continuous bike lanes and bus bypass lanes, not spare car lanes and racing through the woods (to wait at stop lights at either end.) This is the biggest obstacle to people choosing a different mode of transportation from southwest and a major source of induced demand. Tolling I5 without restricting car traffic on Barbur would be a step backwards.	45.48968	-122.682
Highway traffic near here causes pollution problems that are especially acute at Tubman school	45.53849	-122.669
This interchange is popular but spending half a billion dollars on it is insane. Leave it how it is and use the money to any other purpose. Otherwise the public will wonder why we're giving you or tax dollars	45.53485	-122.667
Traffic backs-up on I5 and starts overflowing through the neighborhoods of SW Portland. We need a HOV/HOT/transit lane from Tigard to Portland.	45.46988	-122.688
Traffic trying to get into 84 often blocks cars trying to get through on i5. Maybe some paint could help	45.50789	-122.668
The sellwood bridge is congested for hours per day. Traffic backs up into neighborhoods and blocks the bus from getting through	45.46157	-122.665
So many people jump off I-5 onto here when I-5 gets backed up.	45.34684	-122.723



Congestion makes bicycling along 26 challenging between the zoo and downtown. Better facilities needed to allow bikes to get through. This should provide another alternative to driving	45.50929	-122.704
I405 backs up to the i5 merge a lot.	45.5245	-122.685
217 is a mess each weekday evening. I don't take it, fortunately, since I live in Tigard, but I do take the Kruse exit to take 72nd to Hunziker to Hall, and people trying to get on from the Carman Drive on ramp, plus the people waiting too long to try to get into the exit lanes, make I-5 N dangerous.	45.4158	-122.743
Highway immediately slows due to the reduction in lanes	45.54441	-122.678
I travel from 84 to 205N, once on 205, it jams to a stop at the Marine and Killingsworth exits	45.55397	-122.566
3-way stop (traffic eastbound on Woodward does not have a stop sign) that is highly dangerous, due to the almost constant stream of vehicles exiting SE McLoughlin. Lots of close calls.	45.50178	-122.658
Vehicles waiting to turn right onto the Hawthorne Bridge congest SW 4th and make cycling on this otherwise convenient N-S route unsafe, uncomfortable, and thoroughly unpleasant.	45.51393	-122.679
#70 bus (northbound) gets stuck in traffic here (especially at PM rush hour) on account of cars trying to access I-84.	45.52595	-122.654
Very difficult to cross SE Hawthorne (especially between 20th and 27th) due to the constant stream of cars from both directions; few drivers stop for people attempting to cross on foot.	45.5117	-122.643
Extremely difficult to turn right onto MLK/Grand and then have to merge across four lanes to turn left (or vice-versa). These streets should be two lanes of through traffic apiece, tops (with the spare lanes being used for turning traffic and public transportation, or wider sidewalks).	45.51363	-122.661
TriMet buses (#4, 6, 10, 14, and occasionally 15) get stuck in traffic on the Hawthorne Bridge and Hawthorne Viaduct frequently, both on- and off-peak.	45.51296	-122.671
The streetcar and #6 bus get stuck behind vehicles frequently on SE/NE Grand and MLK through the Central Eastside and Lloyd District, but especially behind vehicles turning onto I-84 East.	45.52211	-122.661
Attempting to get onto I-205 NB from I-84 EB is always a challenge in the evening. This location seems to be consistently congested from 4:00 PM to about 6:30PM. There are times when I leave the downtown area around 5PM that it takes an hour to get onto I-205.	45.53689	-122.56
As I come across the bridge most mornings, there is heavy back up getting onto the bridge on the Vancouver side, then it starts to break up as you get over the bridge, then immediately becomes stop and go as you pass the Interstate Ave exit. Then continues to be stop and go through the Rose Quarter area, where I get off the interstate.	45.60188	-122.683
Traffic on the approach to US-26 eastbound (Ross Island Bridge) faces a STOP sign. Yet between aggressive motorists trying to enter from the approach and others already on US-26 giving up their right-of-way, this create a lengthy back up into Downtown Portland.	45.50033	-122.675
US-26 (SE Powell Blvd) westbound is consistently gridlocked weekday mornings from about SE 26th Ave to (and across) the Ross Island Bridge.	45.49997	-122.649
Inadequate merging distance provided from I-84 westbound to I-205 northbound creates significant congestion on both freeways.	45.55003	-122.561
Daily afternoon gridlock in right (exit only) lane on I-84 eastbound leading up to exit 8 I-205 north. Some motorists will proceed in the center lane and then either significantly slow down or stop in the center lane in order to merge into the right lane. Not only is this practice illegal it is very unsafe!	45.54044	-122.56
Daily congestion bordering on gridlock on US-26 (SE Powell Blvd) eastbound in the afternoon in the vicinity of 26th Ave and 50th Ave/Foster Rd.	45.49777	-122.64
Physical delineators, such as white "candlesticks" are necessary on US-26 eastbound where it is signed "NO LANE CHANGES." Very often motorists will proceed in the center lane (marked exit 74 - Market St ONLY) then at the last second they insert	45.51534	-122.694



themselves into one of the other lanes. This not only causes congestion, it is dangerous!		
I-5 is only two lanes each direction. This is hardly adequate in the core of what is now considered a major metropolitan area, and some studies suggest it is the worse pinch point anywhere on I-5 between Canada and Mexico.	45.52628	-122.665
US-26 (SE Powell Blvd) is gridlocked weekday afternoons between SE 112th Ave and SE 122nd Ave.	45.4969	-122.541
US-26 (SE Powell Blvd) eastbound is consistently gridlocked afternoons between SE 82nd Ave (OR-213) and I-205.	45.49728	-122.573
7 days a week I-84 westbound is congested from I-205 to I-5. What's more, there are only two exits - exit 2 43rd Ave (which actually empties onto Halsey St) and exit 1 Lloyd Center.	45.53222	-122.575
I would like to see 212 turned more into a highway and not a residential road needs to be wider as well	45.41364	-122.454
With happy valley growing this has increased congestion at anytime of the day and week	45.40608	-122.537
205 south bound gets congested in the mornings and early afternoons	45.36679	-122.686
Hwy 26 through sw Portland is too curvy and has too many lights and intersections. 26 needs to be redesigned to be a highway and not local access to Portland	45.5014	-122.676
Access to the Ross island bridge is too slow during rush hour	45.50016	-122.668
Highway 99W is terrible from the point you leave I-5 through King City any time of day, but is especially bad on Friday. Signals should be synced to keep traffic flowing more efficiently.	45.44194	-122.747
I-5 through terwilliger curves is horrendous. Traffic begins by 6:30 am and lasts until after 7 p.m.	45.4666	-122.693
Highway 224 merger with 99 E	45.46663	-122.64
Weekend trips to Bend have started to take noticeably longer due to the amount of traffic on 26 heading towards Sandy & Boring.	45.43821	-122.353
Trying to get from 405N to 26W is a nightmare every evening. I always feel bad for anyone wanting to get on SW 12th since they get stuck in all this traffic.	45.51053	-122.688
Significant congestion along NE Killingsworth/ Sandy on both sides of I205 due to traffic trying to get on the freeway. This heavy traffic causes unsafe conditions for people using the I205 multi use path.	45.56	-122.563
The backup from the onramp to 84 from NE Irving daily causes daily significant congestion on NE Irving, NE 16th, NE 12th, & NE Lloyd. If I have a late afternoon at my doctor near Lloyd Center it can take me 20 minutes to just get out of the area.	45.52787	-122.65
99W is just a mess, particularly through downtown Tigard. If you hit it at the wrong time it is literally a parking lot.	45.43388	-122.765
At any point the connection from 205 to 5-south causing significant delays.	45.3683	-122.759
NE Glisan regularly backs east and west of 205/84 due to traffic wanting to get on the freeways. NE Glisan is also a major thoroughfare for emergency vehicles causing additional challenges.	45.52629	-122.562
Afternoon traffic on Jenkins westbound is gridlock even without construction on SW 158th.	45.49696	-122.829
Going south bound from Tualatin to Hubbard my gps will sometimes direct me into Boones Ferry Rd or 65th Ave to get south quicker than I-5 but then we are going through side streets. We then get dumped onto I-5 to cross Boones Bridge and then I-5 opens up right after. I'm not sure if we get congested because the exits through Wilsonville are close together or because there's only a few roads that go over the river. Going from Tualatin to Hubbard often takes 45+ minutes in 2011 it took 20 minutes.	45.29258	-122.77
The way I-205 dumps into north I-5 right before Nyburg Rd Exit for Tualatin is awful in the mornings. I leave Hubbard and travel north to this exit. It can take anywhere from 18 minutes to an hour to get to work depending on when I leave in the morning.	45.38417	-122.751
Continual congestion on Hwy 26, both directions, 185th to the Tunnels in PDX. I travel from Banks, Oregon to NE PDX for work-- and now take Cornelius Pass Road	45.52174	-122.841



to Hwy 30 to avoid congestion and unpredictability. This increases my mileage 6 miles each way- but guarantees I will get to work or home in 50 minutes.		
Hwy 26 especially bad during Spring and Fall when the Sun hits your line of vision-- and Sunset Hwy really earns its name.		
Will Max ever extend further out Hwy 26?		
I5 north gets very backed up during rush hour especially in the summer. We need additional lanes and another bypass option.	45.46856	-122.677
217 is always congested. Needs at least 2 additional lanes each direction.	45.46952	-122.788
Very challenging to get out of town (south) in afternoons, especially Friday's between noon to 7 PM	45.28069	-122.778
US-26 (SE Powell Blvd) westbound between SE 130th Ave and SE 122nd Ave is gridlock every morning.	45.49732	-122.53
Gridlock on US-26 (SE Powell Blvd) eastbound between SE Nargeli Dr and SE 174th Ave every afternoon.	45.49254	-122.486
I 84 is a constant mess from gateway to downtown. Way too many Washington plated cars	45.52824	-122.649
We need more than two lanes	45.34611	-122.629
Hwy 217 - please make it so that if you are in the right lane to take the Beaverton exit that you cannot move over to the left. Sometimes it takes as long as 30 minutes to get from the 217 exit from Hwy 26 to the Beaverton off ramp. I am tired of people waiting until the last minute to move to the left.	45.45531	-122.796
Hwy 26 is a parking lot, no matter which direction you are going, but especially inbound around 3pm.	45.50827	-122.811
the light sequencing @ Fremont & NE MLK is disadvantageous for people driving north, especially during rush hour! the south bound lanes of MLK and left turn lane (SB MLK turning to go east on fremont) have a longer green, and first green arrow (to go east on fremont). This causes traffic heading north on MLK to back up big time! the 2 lanes for NB MLK have the shortest green light in the sequence. the "accordion effect" happens really bad here as cars stop and go. Longer green needed for NB MLK!	45.54814	-122.662
The freeway at I-5 Northbound where the Macadam ramp joins to head over the marquam bridge is a nightmare. Folks are trying to merge into the 2 right lanes (84East) at the same time folks just 1/4 mile back are waiting to get onto I-5 north from Macadam. this creates congestion that runs all the way up to the Terwilliger curves. everyday. between 3:45pm- 7pm. it's insane.	45.50196	-122.673
205 Southbound from hwy 212 on bumper to bumper am.	45.37469	-122.581
Weidler under and overpass will need to be completely redesigned. Unless the capacity is increased here a new I-5 bridge would create a disaster. Until something is done, make a high accuracy travel time sign encouraging southbound traffic onto 405 if it's faster. It's such a mess through the Rose Quarter I'm at a loss for words or ideas.	45.53279	-122.666
This northbound I-5 approach can take 30 or more minutes at peak times. There is a terrible conflict with traffic leaving N. Vancouver Ave. crossing northbound queue to southbound I-5.	45.6023	-122.679
Where the I-84 on ramp from I-5 south is, it is always backed up/stopped. There is too much traffic for two lanes, when you have people merging onto I-5 from the Moda Center area and off of I-5 onto I-84 all in the same place.	45.53128	-122.665
I often exit 224EB to 205SB to then exit at 212 ramp to get to 82ndDR/212 intersection. This on-ramp is shared with drivers coming from 82ndAve and they merge as the traffic is trying to merge with 205 in a very wide shoulder. The wide shoulder allows you to go around the congested traffic to take the exit but it feels dangerous due to cars also trying to merge from 205 to exit. Suggest an alternate way to get to 82ndDR/212 from 224 without having to use 205 to further congest traffic on 205.	45.41415	-122.574



NB 99W. Evening commute. Cars wanting to turn left onto Beef Bend Rd are over capacity for left turn lane and begin to block straight-thru traffic.	45.4046	-122.795
NB 99W. Evening commute. Cars wanting to turn left onto Fischer Rd are over capacity for left turn lane and begin to block straight-thru traffic.	45.39074	-122.799
Traffic slows to 30 mph nearly every day on my commute home (NB 217). Cars use right entrance/exit lane to pass traffic making it difficult for cars to merge onto highway or enter exit lane. On morning commute, 217 is nearly always at a crawl through this area.	45.45905	-122.786
Lots of drivers waiting to go from I-5 to I-84. It makes no sense to have a giant freeway through the city here. We should tear out these freeways.	45.53293	-122.666
Long waits for freight trains	45.50493	-122.655
Almost every single day when I round the corner passing sunnyside traffic slows at least or comes to a screeching halt. This area drives me insane, There is over 100 feet of grass median for miles. I would be willing to be we could have another lane in each direction all the way to the Washington border.		
DO NOT TOLL us, taxes and fees are already too high, raise speed limits slightly so people can clear areas faster, add lanes so more people can fit on the roads without clogging them.	45.44315	-122.57
The road is a joke for 2018! There should be a real traffic mover road WEST SIDE WILSONVILLE TO RIDGEFIELD!	45.57344	-122.886
Merging lanes on the Ross Island Bridge on both side in addition to access to I-5 and the 405/26 traffic always seems to be slow and/or backed up, especially during rush hour.	45.50021	-122.666
The 5 South is frequently packed with traffic, but particularly during rush hour. Many cars are idling and just inching along during high congestion periods.	45.61794	-122.675
This point of the 26 Eastbound is always congested and always stressful. During rushhour, it is an absolute nightmare.	45.51477	-122.701
Traffic on I-5 South and I-5 North for that matter back up at this bottleneck at the Willamette river more and more everyday which affects the rest of the system. The amount of homes and apartments being built in Wilsonville, Woodburn and Canby just keep adding to the congestion. It even backs up on weekends. Even people in Wilsonville are having a hard time getting out because of this mess. There is no other bridge to cross the Willamette that is close. We need another bridge.	45.27585	-122.769
Abernathy Bridge. No surprise since 205 between Stafford Rd & Oregon City is the only section of 205 that is 2 lanes wide.		
Now that Metro & Clackamas County have added the Stafford area as urban reserves, and most everyone who will live in that area will be upper income+, that means lots of cars. Future proof the bridge and WL cut-through for 4-lanes in each direction.	45.36258	-122.604
I try to avoid OR-217 as much as possible; it was slow 10 years ago; now it feels like a parking lot, and not helped that it is largely a 4-lane highway (2-lanes in each direction). It is more a rural highway in design than a urban highway.	45.48132	-122.793
I-84 splits in essentially three ways. The I-5N / Rose Garden exit is frustrating for having a single lane for both, while I-5S / City Center offers two lanes. In any case, it tends to slow traffic significantly.	45.52531	-122.662
Converging onto I-205 from I-84 is often a mess, and surprisingly so on weekends.	45.54135	-122.563
Weekend travel from Hood River, I'm often surprised by this bottle-neck on I-84. I'm accustomed to seeing heavy traffic in this area on weekdays.	45.54739	-122.547
US 26 eastbound is always a nightmare. There is no good day or good time of day. It is always terrible. Commuting in to Portland from Beaverton is the most frustrating part of my day.	45.50779	-122.725
It's hard to merge onto I5 before the curves in the morning; dangerous in rain	45.46687	-122.679
Usually gets backed-up starting here headed north on the weekend	45.46296	-122.569