

Appendix G.

Verbatim comments from online survey Questions 1-7

1. Do you support more investment by your community and our region to make transit convenient, frequent, accessible and affordable?

Respondents who answered 'YES' said to consider the following when implementing Policy 1:

Zip Code

- 1 666 Convenience.
- 2 7089 Don't forget us in rural areas!
- 3 7236 Those areas especially outer southeast portland which does not have great transportation or accessible and affordable transport plus no sidewalks on busy streets such as powell blvd. that make it extremely dangerous to walk.
- 4 9702 I do not support Connect 3, (the rich apparently own our legislature) money being spent on airport improvements as "alternative transportation" . Middle class working citizens don't fly on corporate jets. Jet owners should fund their own projects. Connect 3 money should be spent on mass transit ONLY.
- 5 9722 Cost.
- 6 97003 Cost vs. profits. Trimet should not be given a monopoly provision on all busing and light rail. They do not know how to manage money or people in a safe or responsible manner.
- 7 97003 Areas of highest density should have more frequent service.
- 8 97003 Conducting transportation studies by TriMet for adding bus lines where they presently don't exist, especially on the west side.
- 9 97003 Stop putting down black asphalt pavement as a driving/biking/wlking surfacel, furthering the heat island problem in Oregon. Clear pavement binders are readily available and only need serve as the top lift.
- 10 97004 Oregon City should be connected by light rail down 99E.
- 11 97004 All areas should be covered by transit.
- 12 97005 All transportation devices have unfinished wheels. Look at sidewalls of every tire. See the rubber hairs on sidewalls of auto and bicycle tires. The hairs have aurface area, weight and mass (Physics). The surface area of hairs disturbs the air as wheel turns. The hairs travel faster than the car speed. Every wheel revolution it moves distance = circumference plus cycloic. Weight = save as the rubber of tire, wears pavement. Mass (Physics) = it has inertia. The hairs and rubber walls are a residue of manufacturing. If these residue is removed at manufacture the petroleum based rubber can be collected and properly disposed or recycled. If left on tire (as occurs today) the rubber shapes oppose all motion for the life of the tire. Tri-Met buses are made by GILLIG in HAYWARD, CALIF. GILLIG screws rectangles on a new bus. Tri-Met maintenance screws the ADVERTISING for a Calif. bus manufacturer on top of Oregon PUBLICLY OWNED gold plate with royal blue line boarder. The blue line is now covered. The metal rectangles on front and back plate are one-pound, 454 grams.. What wears pavement? Weight. For the life of the bus oxygen-fuel-tires-brakes-pavement are consumed to punt (football 404 g) CALIFORNIA BUS MANUFACTURER ADVERTISING. I observed GILLIG on bus in 1996. I phoned T-Met to ask "What is GILLIG?" The bus I

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- 13 97005 How far people have to walk to get to transit; parking near transit centers so people can combine driving and transit; frequent enough transit that it's only a small time trade-off vs. driving.
- 14 97005 Access for residential areas and parking at transit facilities.
- 15 97005 Stable funding that allows transit to operate in a recession without cutting services. Portland needs a world class transit system, like San Francisco or Paris. It should support more than just commuting.
- 16 97005 Ensuring that people without cars (especially low-income) have access to transportation. Also encouraging people with cars to use alternate transportation options.
- 17 97005 Mobility of the general population, low-income and disabled specifically.
- 18 97005 More parking structures along MAX routes. You can charge for parking. Buses can feed into MAX, but face it, Bus+MAX takes too much time. Increasing Car + MAX will boost MAX ridership, justifying increased frequency.
- 19 97005 Where people live in relation to where they work.
- 20 97005 Designing bike pathways that cut across busy streets or connect neighborhoods so families can safely travel by bike.

- 21 97005 Prioritize transit on roadways, let them be first through signals, use center lanes to jump congestion, anything to provide more certainty in travel time. Consider barriers on light rail lines. Seems like almost daily interruptions of service. So many that confidence is waning.
- 22 97005 Costs to local communities, security which is a big issue in expanding the MAX line.
- 23 97005 Make sure there are convenient routes between suburbs.
- 24 97005 All METRO employees should have to make a commitment (obviously within some parameters) to use transit, themselves. METRO employees who make more than \$75K/year should be required to take pay cuts to fund better transit. METRO should hire its "management" from a pool of people who don't have "traditional" qualifications - but who are passionate about transportation and willing to work for less money.
- 25 97005 I would love to take more public transportation but as of right now it takes me an hour to take the max to work and only 15 minutes to drive. Consider adding a max line that skips some stops to decrease the amount of time it takes to get down town.

- 26 97005 Companies and their needs.
- 27 97005 A key to accessibility for mass transit is access for cyclists and pedestrians. Closing the gaps in existing routes should be a top priority.
- 28 97005 Parking for transit, especially Max, is limited. Especially long-term parking that would allow me to not drive to the airport.

- 29 97005 Ways to reduce fares or offer family fares. Better bike/walk routes to transit stations. And please better (ie: more) bike facilities ON the train.
- 30 97006 being fair to motorist. expanded transit is needed but not at the expense of taking away lanes or motorist rights.

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- 31 97006 Where major employers are located. If a bunch of workers can ride MAX but don't have a good connection from the MAX stop to their place of work, it complicates their commute.
- 32 97006 We need more bicycle, pedestrian, and NEV (neighborhood electric vehicles) lanes or paths. We could alleviate a great deal of road traffic and lower the need for parking spaces if we make low-energy alternatives truly attractive.
- 33 97006 Convenience and cost compared to car travel.
- 34 97006 Improving safety of access to stops and stations, and making the transit experience more enjoyable.
- 35 97006 How many people benefit. Cost. Environment. I would like to see the red line Max start at Hillsboro and be at PDX by 4:30am since so many planes leave at 6 am. Creative solutions such as thru busses thru the daily bottlenecks on the roads. Safer walking and biking streets.
- 36 97006 There is currently a problem with safety on Max. Policing of public transit can't be ignored.
- 37 97006 Convenience to central work places.
- 38 97006 I support paying for public transit thru my property taxes and believe transit should be free to all residents.
- 39 97006 funding, of course. i am willing to pay thru property taxes and at the gas pump--bet \$7 gallon gas will get folks on transit. i believe that everyone who lives here should be able to use transit. perhaps paying your taxes should result in transit passes. perhaps there should be free or nearly free service for school kids. staggered work shifts would help reduce traffic jams, both on the roads and the sometimes overfilled trains.
- 40 97006 Access should include neighborhoods of current non-use, so no one has an easy excuse not to use transit. Access should be frequent enough that it competes reasonably with the immediacy of a car.
- 41 97006 Do NOTHING that will increase property taxes. They are already unsustainable for many of us and getting worse.
- 42 97006 Data based on ridership. I use public transportation and have a strong sense that more people than ever use MAX or ride buses. That kind of strong data in promoting bonds or other revenue sources as part of the campaign would be powerful.
- 43 97006 Reasonable expenditures with check and balances so they are reviewed by an independent panel to make sure money is being spent correctly and wisely.
- 44 97006 I further believe that mass transit should be free to residents, funded by property, gasoline, and other taxes.
- 45 97006 Mobility of job areas. Trains are great if you an guarantee that employers like intel will always be exactly where they are. Bus rapid transit using the usual roads can respond quickly to changes.
- 46 97006 How those public transportation resources can be timely when our roads are inadequate and chronically overcrowded.
- 47 97006 Parking at transit locations, and destination of potential riders.

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- 48 97006 I'm already paying for TRIMET through my property taxes, yet no busses ride after 9pm and none at all on Sundays. The bus system is much too weak where I live to start rely on for more extensive commutes. Having them ride till midnight and at least once every other hour on Sundays could open up a new world for me. Increase the price for gasoline and use that extra income to subsidize public transportation. Do not increase property taxes since that will also put pressure on the people who are already car-less and use alternative transportation.
- 49 97006 Run Max down the middle of Hwy 26 and connect all the communities on either side via foot/bike bridges. Have stops every half mile all the out to Hillsboro. Provide easy access to Intel campuses.
- 50 97006 Who uses transit and from what areas. How often there is a need for transit.
- 51 97006 People are much less likely to use public transportation if it isn't convenient and frequent. No one wants to make more than one transfer, and no one wants to wait more than 15 minutes for a bus or train.
- 52 97007 Conditions of the locations where people wait for transit. Ensure they are well lit and covered to make waiting more comfortable since our climate is frequently wet and safety can be a concern.
- 53 97007 Equity of access.
- 54 97007 Interconnections within the system that enable rapid cross region commuting.
- 55 97007 Buses to start 0400 rather than 0500 Monday to Friday, I work 4 days a week at the Portland VA and live in Aloha near 185th/kinnaman rd. I carpool 50 percent of the time would love to take the bus.
- 56 97007 Commuting is time sensitive. For me to get to the airport takes so long when using mass transit; virtually makes it useless for me.
- 57 97007 Availability to the greatest number of end users, cost, and environmental impact.
- 58 97007 Also include investment in road improvements and new road construction for increased vehicle traffic which will result as the population increases.
- 59 97007 We HAVE to stop ignoring the inevitability of runaway green house effect leading to climate change that life cannot survive. Massive financial investments are the only way forward.
- 60 97007 The environment.
- 61 97007 Reaching out to locations with no or inconvenient service.
- 62 97007 Cut down driving.
- 63 97007 For me having more biking routes separated from traffic would be most beneficial.
- 64 97007 bicycle and pedestrian safety are top concerns.
- 65 97007 Reducing overall emissions, more diesel buses does not achieve this overriding goal.
- 66 97007 How to provide for the greatest number of end users at the best cost.
- 67 97007 More routes (MAX/WES and bus) and better service/frequency to outlying areas so that commuting by mass transit is feasible for those of outside of Portland proper.
- 68 97007 It should focus on lower income areas that would benefit most from easier access to more jobs.

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- 69 97007 Poorer people often live on the outer edges of the suburbs, where bus service is least frequent. This forces them to rely on cars, because buses simply aren't an option for getting across town in a timely way.
- 70 97007 Infill and reuse real estate near existing public transportation routes for mixed use that combines 0 and 1 bd housing for young and old with and locate additional food and healthcare options nearby. Continue to build network of local and active transportation routes, trails, wayfinding signs etc that link to public transportation. Corporate incentives for telecommuting or low impact travel to work. More jobs near transit centers.
- 71 97007 people and environmental sustainability.
- 72 97007 TriMet should be adequately funded particularly if their fares were to be reduced.
- 73 97007 Dedicated bike trails.
- 74 97007 Lower the cost of ridership on transit.
- 75 97007 In our aging population, I would suggest considerations of access that accommodates these people.
- 76 97007 It needs to be convenient or people won't use it.
- 77 97008 Balancing equity with accessibility--not just putting money and resources toward improving areas with high need, but also letting people in outlying areas have options for travelling.
- 78 97008 Effectiveness--including cost-effectiveness, future impact on local and regional population densities, aggressive action aimed at employers (and home buyers) to reduce commuting distances, realistic acknowledgement of SUBURBAN transportation needs, safety of all elements (walkers, bikers, motorists), environmental impact.
- 79 97008 Frequent public transportation service in the Beaverton area, n such thoroughfares as Hall Blvd and Scholls Ferry Road.
- 80 97008 Trimet's ability. .it does not use its resources well.
- 81 97008 I think we need to consider building less housing so we aren't so congested.
- 82 97008 Having a plan to get more people out of their cars and onto transit and trails. How do you get people to use it if roads keep getting expanded?
- 83 97008 Need to really make sure the cost is justified by the amount of use... How many people use it? Concern that I as a homeowner am being taxed out of my home. Taxes have made it very difficult to continue living here in Beaverton.
- 84 97008 Use of electric or hybrid buses. Increase availability of express buses with few stops to help speed commutes.
- 85 97009 How to move the greatest number of people in the shortest amount of time while not ignoring the needs for transit of rural areas.
- 86 97009 Costs to taxpayers.

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- 87 97009 Moving the greatest number of people in the shortest amount of time while not ignoring those who live and work in outlying areas, especially those with limited transportation options, e.g. medically fragile, economically deprived, or otherwise handicapped individuals.
- 88 97009 Biggest bang for the buck.
- 89 97012 Connectivity with bedroom communities not normally included in plans. Many lower income people live in the suburbs and would benefit from transit.
- 90 97013 More transit service in "outskirts" of the Metro...a lot of people commute into the area.
- 91 97013 Make connections convenient. People do not want to add an hour or more to their commute due to having to make a transfer location that is in the opposite direction from where they want to go.
- 92 97013 Road maintenance, rural areas.
- 93 97015 Tax incentives to encourage behavior and help establish better habits.
- 94 97015 Add more freeways like the Sunrise and MT hood freeway needs to be built east of the metro area.
- 95 97015 Higher frequency of mass transit trips will lead to more people willing to use the system. It has to be dependable with a short waittime where ever you get on.
- 96 97015 Environment.
- 97 97015 Attracting more car riders to use mass transit more often.
- 98 97022 EMISSIONS FROM CARS AND TRUCK SHOULD BY IMPLEMENT BY 2015 NOT WAIT TO 2935 THAT IS TO LONG AND PUT MORE GAS TAX ON GASS AND DIESEL.
- 99 97023 Areas of lower income households, sidewalks to safely walk to and from transit routes, viable connections between routes.
- 100 97023 Traffic patterns and trips.
- 101 97023 There is currently no reasonable route from Clackamas Town Center/Outside of Portland to the south waterfront. The time it takes to get somewhere has a bigger effect than the price of the fares.
- 102 97023 I don't know.
- 103 97024 Population growth !
- 104 97024 The balance of general support (i.e. tax support and subsidy) and ridership contribution is a key issue. I do not support expansion at any cost, and particularly eager to see a balance of contributions from all riders, with special offsets for indigent and low income.
- 105 97024 Unsure.
- 106 97030 Less track building and better bus service.
- 107 97030 Allocate money for it.
- 108 97030 Public comment and vote if tax is requested for funding.
- 109 97030 Safety, accessibility to all areas of metro, parking that is policed a bit more closely.
- 110 97030 Safety is a huge concern, both from traffic, and pedestrians intent on doing harm.

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- 111 97030 We should be concentrating more on North South transportation than East West.
- 112 97030 More light rail, streetcars, trains for intercity travel.
- 113 97030 Coordinate & synchronize timing of all public transportation using digital technology, as implemented in the European public transportation system. Easy access to p.t. Schedules---traditional phone, computer, smart phone apps.
- 114 97034 Light rail needs to be part of this mix even though some are trying to stop further expansion.
- 115 97034 I find that local opposition to rail is a huge impediment to providing regional access.
- 116 97034 Neighborhood density, affordability, convenience.
- 117 97034 How to improve the transportation system we have and move towards a much greater use of non car system! Our trains don't works in the heat, in the cold, are easily damaged by vandals. Bike lanes although some of the best in the country should be better, more encompassing forcing new generations to make it their choice. Amsterdam has an awesome transit system and should be studied as an excellent choice for Portland and the surrounding area. Cars are the least used. They are smaller, and bikes being the #1 choice. Buses, trains, walking, all make for a system that with help and leadership from OR govt could work here. I have been there several times and it is Portland in The Netherlands. Many similarities, weather and waterways and bridges included.I hope WE have learned from the Cover Oregon debacle, and the Interstate Bridge disaster to reach out to those who have been successful in a project and not stand on our own ignorance when we can't figure it out.
- 118 97034 Only if bus/bicycle/pedestrian transit improvements DONT take monies away from road/ automobile needs. Also, attempt to separate bicycle and automobile traffic. An increase in bicycle transportation convenience, if interactive with automobiles, is just more oppportunity for minimally "poor relations" between the two and maximally death and serious damage to bicyclists.
- 119 97034 Building more freeway lanes. It's incredible that no lanes have been added here in 30 years.
- 120 97034 Make cost fair and equitable for all citizens: elders, children, low income.
- 121 97034 The reality is the roads now are very ineffiecent and crowded, and with the projected growth for PDX metro it might be time to think about building new and better roads that incorporate all means of transit including autos.
- 122 97034 Complex issues need more than simple survey questions. Tri-Met needs to reduce labor / benefit costs in order to maintain and expand service. Service needs to be reliable. Too often even on high frequency routes buses don't come. It obviously difficult for citizens to commit to transit I they can't get to work on time. Maintanance dollars néed to be prioritized as well.
- 123 97034 It should be efficient and easy to use for to as many commuters as possible.
- 124 97034 Usability of public transit.
- 125 97034 Frequency of stops.

- 126 97034 Sidewalks would be nice in neighborhoods so people could walk their errands and there would be fewer school buses.
- 127 97034 Bike safety for routes in/out of Portland (i.e. Macadam needs a shoulder).
- 128 97034 Bikers expose themselves to terrible risks from cars because they seem to think the drivers will see and avoid them. But they should have training to learn the rules of the road (stop as stop signs, for example) and learn about safety. Also, I think we should have gone for more buses and not make such a big bet on light rail. The ridership certainly does not justify the enormous investment being made. The third point I would make is to be more aware of the cost/benefit analysis when thinking about more public transportation projects. I really doubt that some of these would pass an economic sniff test.
- 129 97034 Neighborhood impact, need, environmental impact.
- 130 97034 Long term investment.
- 131 97034 Safety. Connecting population centers (ex. Lake Oswego and Sellwood). Provide multi-modal options (bike to train). Transit times. People don't want to take the train if it doubles their commute time.
- 132 97034 Highest use routes, high congestion areas, access for all neighborhoods.
- 133 97034 Safe routes for bikes and pedestrians.
- 134 97035 More bus lines in underserved communities.
- 135 97035 More frequent bus service metro wide. Way to much is being invested in light rail to the detriment of what used to be a great bus system.
- 136 97035 We should do everything we can to reduce people's reliance on car and ensure that biking and walking are safe, viable options. I see this as one of the most important tasks we face as a community.
- 137 97035 Make sure that the largest # of people will be impacted.
- 138 97035 Fast public transit like light rail, subway.
- 139 97035 Population growth, getting cars off the freeway and increasing frequency during peak hours.
- 140 97035 Consider high traffic shopping areas, not just work day commuters.
- 141 97035 Don't waste money trying to force public transportation systems onto people that don't ever want it.
- 142 97035 Other competing interests.
- 143 97035 Sidewalks/pathways on main routes to bus stops.
- 144 97035 Fast mass transit.
- 145 97035 Outreach to employers, employees, educators and students to determine needed and desired routes.
- 146 97035 Demographics, Landuse patterns, Economics.
- 147 97035 Expansion of transit routes.
- 148 97035 Impacts to private property... property owners need to understand the positive value that such infrastructure will bring!

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- 149 97038 You need to be careful not to take away from one option to expand another option. Bike paths and walking paths should not be destroyed to make room for transit.
- 150 97042 Adequate "first and last mile" capacity.
- 151 97042 Telecommuting should be included in any planning.
- 152 97045 Getting people from their homes to places they need to go in a timely manner to eliminate the desire to use their car for the trip rather than public transit.
- 153 97045 Affordability and usefulness to low-wage workers, and suitability as a sole means of transport for non-driving, carless folks.
- 154 97045 Add more suburb to suburb express lines by expanding max and/or adding express buses - eliminate long transfer times as much as possible. Make transit a high priority and eliminate free parking by employers. Parking fees should help fund transit as should a local gas tax and/or per mile tax. Also, lets have more people work from home or the local cafe one or more days per week to cut down on the number of sovs on the road. We need a world class transit system and we are falling behind.
- 155 97045 Put money back into public transit. Buses remain the option for many, many people. What a mistake to raise fares and limit lines. Underwrite public transit as a public service, not a business.
- 156 97045 Cost to the community.
- 157 97045 Taxing only citizens that can benefit. Communities where it would be used the most.
- 158 97045 Extending MAX to Clackamas Community College. Less cars, more bikes and buses in the next decade. It's the future.
- 159 97045 Getting more cars off the road and adding services for low income people.
- 160 97045 Linking multi-modal routes and increasing bus service.
- 161 97045 More light rail access.
- 162 97045 How to increase walkability, biking, and public transit in all metro areas, not just in Portland.
- 163 97045 Where to encourage growth as it is influenced by transit, least long term cost to the region.
- 164 97045 A sales tax.
- 165 97045 Affordable housing near transportation centers. The majority of folks live in neighborhoods where public transportation is not convenient. With that being stated more public transportation routes.
- 166 97045 The residents' desire for rapid transit, which is not necessarily the same as the governmental overseers that "make decisions" for them.
- 167 97045 Local, non TriMet buses.
- 168 97045 Making workplaces more flexible and bringing living-wage jobs to the neighborhoods.
- 169 97045 Smaller buses, available more often.
- 170 97045 To work along with those who still need to transit by car.
- 171 97045 Cost.

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- 172 97045 Placing transit where it will reach the most people AND help reduce traffic.
- 173 97045 How to connect areas in the suburbs to make it easier (ie. Oregon City to Portland, lightrail further out...).
- 174 97045 Stop paying \$200,000,000 a mile for trains that provide NO EXPRESS Service...It is faster to use bus service to get where I need to go vs the rail system.
- 175 97045 Light rail needs to be expanded to include Oregon City and possibly Wilsonville.
- 176 97045 Bicycling.
- 177 97051 Existing rails.
- 178 97053 All the reasons people have for not using transit.
- 179 97053 Safety, accessibility.
- 180 97055 Gas tax should be designated for road maintenance and construction only. Other funding source should be used for bike and walking pathway such as a bike registration fee.
- 181 97055 Make sure that the less fortunate communities have good frequent bus service and safe walking lanes with good lighting. When I was reliant on the bus service, my children were very young and safe, lit bus stops and frequent service was SO important for our safety.
- 182 97058 Parking is at a premium and people are and will use alternative transportation if affordable and available. People will go to other areas shopping, visiting if transportation is there. Tourist will love it no map reading, getting lost and easy travel through the area and beyond. The possibilities are endless.
- 183 97058 Making transit safe for all ages at all times of the day.
- 184 97060 When the price of fuel skyrockets, mass transit will be the future. tax break for hybrid vehicles hybrid buses and government vehicles.
- 185 97060 Don't forget the east side. It would be great to have a MAX train that comes out to Troutdale.
- 186 97060 Connectivity intra region, allowing the system to be a combination of intra community connections as well as access to the Portland hub.
- 187 97060 Population density.
- 188 97060 Safety.
- 189 97060 Quite frankly, whether we like it or not, it's a necessity.
- 190 97060 Just do it! But do it economically, safely, and environmentally sound.
- 191 97060 The general needs of the public.
- 192 97060 Put in stops at major destinations so that people don't have to walk several blocks in deserted areas after riding Max. Example: Menlo Station in Beaverton out in the middle of nowhere and the station at 60th Ave. instead of right at Providence hospital. Same at Providence St. Vincent. Why is the Max stop so far from the major, anchor business?

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- 193 97060 Making transit more convenient, and LESS of a traffic hazard! Currently, TriMet buses stop in the middle of streets, right next to busy intersections, causing traffic delays AND creating hazards, in addition to the hazards created by frustrated drivers diving around the buses (as obstacles). I'd like to see more curb indentions where buses could pull out of traffic to pick up and discharge passengers, especially those with disabilities or loading/unloading bicycles, etc.
- 194 97060 Consideration of different communities within the Metro area, recognizing that the periphery does not have the same transportation goals as the Pearl District.
- 195 97060 Other items of importance.
- 196 97062 The areas that are currently not serviced and infrequent service at other times.
- 197 97062 Community environment..... preserve the reasons why the people of the community live where they do.
- 198 97062 Better weekend service from Tualatin into downtown Portland.
- 199 97062 Access to downtown Portland from the suburbs at extended hours. I would like to go into Portland for a day of shopping or for dinner and events, then return home without having to drive in rush hour traffic or wait for a bus for an hour or longer. Light rail would be great.
- 200 97062 I can't understand why cities like mine vote to stop the city from spending money on mass transit without a public vote? And the drive from pdx to Tualatin in over an hour during "rush" hour. Why do people think mass transit is wrong? We need more info to learn why it is better.
- 201 97062 Suburban areas need better access to consistent mass transit. It's so dumb to not be able to take WES or a bus downtown except at rush hour times. I would LOVE to take the train downtown in the evenings but that is not available.
- 202 97062 That the region not just Portland MUST have GOOD transportation options within each city and connecting each city/region TO the Portland downtown area. BOTH are very, very important!
- 203 97062 Cost and transit time. Over an hour on transit commute is no solution.
- 204 97062 Mostly, I think we need to consider the outer suburbs and their access to all parts of the metro area. Except for a very few bus lines, mostly we are left with trains and buses that only run during rush hours. I really want to be able to use mass transit to get downtown for evenings out.
- 205 97062 More lanes and roads.
- 206 97062 I think more walking and bike trails would be helpful. I think we need more "green boxes" at intersections all through the metro area.

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- 207 97062 First, I want mutually reinforcing transit policy and development regulations, meaning I want more transit and realize it takes corridors and nodes to do that, but the 'burbs of the region sprawl -- yes, within the urban growth boundary, but they still sprawl -- still build not enough housing types other than single-family (duplexes, townhouses, apartment courts, apartments above shops), not enough affordable housing, and still too much surface parking and too much segregation of daily activities -- and of people too. I want the 'burbs to build more like Portland so I can say with a straight face that I can and will ride fast, frequent, and pervasive transit through the region, from the 'burbs downtown and from suburb to suburb. Naysaying suburban homeowners don't speak for me! Second, as part of item 1, I want to see the state and Metro lead (and perhaps fund) redevelopment of the region's strip malls and arterial auto sewers to create mixed-use places worth being (and traveling to and from) where they don't yet exist. I want to see "complete streets".
- 208 97068 Reality. We seriously need to expand our freeway system, especially I-5 through the center of Portland. Also, we need to decentralize our transportation system to take advantage of web-based ride sharing systems.
- 209 97068 Utilize to decrease car/truck traffic on major roadways.
- 210 97068 Long-term strategy for reducing congestion, improving air quality and rewarding carbon emission reduction.
- 211 97068 Be efficient with the money.
- 212 97068 Affordability and access.
- 213 97068 The Union cost to operate the transit system are unsustainable. I would support this approach if the transit system was financially sustainable.
- 214 97068 Look at the choke points in the metro area and figure out how to make them flow. Then look at places that aren't serviced, but have low-income and need transit.
- 215 97068 Where people live, work and shop for essentials - - food.
- 216 97068 cost versus benefit.
- 217 97068 Numbers of people served, levels of congestion, most efficient and effective solution, use of already existing infrastructure, such as rail lines in Lake Oswego and Oregon City.
- 218 97068 Cost and accessibility.
- 219 97068 Frequent routes, size of transport vehicles. Ie size the vehicle for the amount of usage, so more minibusses and also electric vehicles.
- 220 97068 Safe bike lines.
- 221 97068 Multi-modal considerations - adequate bicycle space on buses.
- 222 97068 Reality. We need more freeway lanes.
- 223 97068 We need to make transit more frequent, reliable, accessible and more affordable.
- 224 97068 Convenient travel from all parts of the Metro area to all other parts, not just to Portland.

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- 225 97070 If we're talking about regional transit then it truly needs to be regional. Help the suburbs connect with other suburbs and help transit systems connect with other transit systems so that it is seamless for the user.
- 226 97070 More local control of implementation. Local decision makers understand the specific issues of a community better.
- 227 97070 To make transit truly convenient it must be reasonably available during off-peak and non-work day time periods. People cannot be expected to rely upon transit if it is only available for peak hour travel.
- 228 97070 Pedestrian (bicyclists included) emphasized planning. Get more personal vehicles out of the neighborhood travelways.
- 229 97070 Expanding the current insufficient road system without light rail.
- 230 97070 Tri-Met needs to go away and smaller regional transit systems to need exist that will feed light rail and make the system sustainable.
- 231 97070 More transit on area freeways.
- 232 97070 Access to shopping malls, colleges, large employers park and ride; bike and ride.
- 233 97070 The needs of both working and non-working populations (like retirees). Schedule transit for WEEKENDS.
- 234 97070 More consistent scheduling linkage between TriMet and SMART (South Metro Area Regional Transit).
- 235 97070 The aging population; those who don't drive due to specific disabilities; and, students who don't have/can't afford cars. Low-cost or free public transportation should be geared towards them. Signs in Braille and voice info for the active blind, free boarding for specific routes serving areas with a majority of elderly, reduced fares for students under age 24, free or reduced fares for disabled with a doctor's validation. For the employed, more routes at peak times so they can easily get to/from work; greatly reduced rates for monthly/semi-annual/annual passes. Plain-clothes cops or security guards on night routes and routes that pass through crime-ridden areas. More sheltered bus stops (it rains here!) Free transfers between cities/transit systems.
- 236 97070 Consider the places people need to go and the timing of most trips.
- 237 97070 Obtain sufficient funding for light rail expansion. We should set our goals to match the superb system in places like Boston or Wash, DC.
- 238 97070 Better connect between TriMet and SMART. On weekdays TriMet Bus 96 gets me to 95th & Commerce Circle (Wilsonville) at 2:15 pm, and the next SMART bus picks up at that location at 3:30 pm. I could walk to almost anywhere in Wilsonville by then.
- 239 97078 Sidewalks.
- 240 97078 Safety of passengers at night.

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- 241 97078 Do not forget about the entire region, not just the Portland area. The major expansions of South Hillsboro and South Cooper Mountain are going to severely strain the transportation system. Neither of these projects are near light-rail and bus service is non-existent. How are you going to move thousands of new residents out of the two areas? TV HWY and Farmington Road are at capacity. Driving down Scholls-Ferry is a nightmare.
- 242 97078 I'd like to bike to work but lack of side walks and bike lanes in Beaverton (SW 198th, SW 209, SW Farmington Rd Kinneman to 198th & over Cooper Mountain) make it a pipe dream. Too much traffic and not enough safe pedestrian/bike routes.
- 243 97078 Look at all economic aspects of the transit provider. For example, we hear that Tri-Met will be out of money in several years. Choose transit providers that are viable and sustainable.
- 244 97078 Consider using incentive programs to increase ridership, e.g. a bus or max ticket doubles as a lottery ticket; five tickets gets a rider a free coffee; a monthly pass comes with a chance to win a week's worth of groceries.
- 245 97078 Don't overbuild transit facilities to the detriment of autos.
- 246 97078 Long haul passenger trains.
- 247 97080 Accessing transit, I live beyond public transit system, and I live within the urban growth district.
- 248 97080 Primarily--economic level of communities. Communities with fewer options (e.g., low levels of car ownership) should have higher access to public transportation. Budgetary considerations are important, but access to transportation is more important than income from any particular route.
- 249 97080 Walkers and bikers do not pay for these benefits via gas taxes. If we successfully encourage more folks to walk and bike, how will we pay for the cost of their walkways/paths, bridges, etc.? It does not seem fair to require only the car drivers to pay for the other methods of transportation.
- 250 97080 Adding routes/frequency to serve areas not currently serviced by public transit within a reasonable and safe walk.
- 251 97080 Fix the streets before you fix anything else!
- 252 97080 Underserved areas.
- 253 97080 East county seems to be lagging behind in some of these areas, Accessibility in Eastern Multnomah County, Gresham and Sandy could be enhanced as well as frequency of bus service.
- 254 97080 Timing of traffic lights .. currently pretty poor, especially during peak commute times.
- 255 97080 Users should be asked what works and doesn't. Updates for delays would provide more options.
- 256 97080 Cover areas that currently have no transit access. For example, from my home I need to walk a half-mile to a bus stop but the bus that serves that stop does not come often and stops too early for me to use it at night, resulting in a 2-mile walk from MAX. Coverage is not good enough in outlying areas.
- 257 97080 Service to unserved/underserved areas. Expanding safe walking and bike routes to access transit.
- 258 97080 Each areas different needs, future projections according to uses bikes , smart traffic lights and transit access.
- 259 97080 How many people will make use of the options.

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- 260 97080 Better east-west traffic FLOW east of 205. Morning and evening commuters should NOT have to stop at every stop light heading east and west. Time the lights, and make pullouts for the busses. Don't have a bus stop every block, or if you do, only stop there half the times.
- 261 97086 Whether it resulted in fewer people living in a different place than they work.
- 262 97086 Options, cost and think long term.
- 263 97086 When MAX or other high capacity rapid transit is established in an area, make sure that neighborhoods maintain at least the preexisting level of public transit service.
- 264 97086 Safety and reliability.
- 265 97086 TriMets poor performance.
- 266 97086 N/A
- 267 97086 I really think safe biking and walking trails and sidewalks to grocery stores, schools, and work should be first on the list.
- 268 97089 Providing convenient service to the largest population. The natural flow of commuters with the strategic use of hubs to move people most quickly and efficiently.
- 269 97089 I think demographics are important here. The younger groups only think about how fast they can get around. Older folks are worried that if they give up their current mode of transportation (automobile) will they ever be able to get around?
- 270 97089 Long-term vision of structure, ease of change/adaptability with technological/environmental growth.
- 271 97089 Combination of light rail, bus service and road expansion.
- 272 97089 It will take more than sweet talk to make some of our local communities take this seriously. Carrots and sticks will be needed by the state etc.
- 273 97089 Make transit use feel safer. I love MAX and appreciate that it functions as an affordable option for many people but often feel that many people who use it lack an understanding of appropriate behavior and the trains are not patrolled. I have been jabbed with a knife and had to endure loud cursing and aggressive behavior from other passengers. If this behavior was brought under control I'd be much more likely to use transit.
- 274 97089 Location Needs of all and not just the most vocal.
- 275 97089 Taking private land should be held to a minimum.
- 276 97102 Make it safe, clean, and convenient, so that rich people will end up riding. Have someone aboard the conveyance other than the driver who can take fares, give , and keep order. Designate more streets as "through traffic for busses only."--traffic jams for cars only.
- 277 97106 Public Transit does not serve all areas of metro - Banks/North Plains.
- 278 97106 Rethinking light-rail implementation to include express options. The original implementation was short-sighted and counter-productive.

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- 279 97106 Mass transit is one of the best ways to reduce congestion and emissions.
- 280 97113 Be fair and equitable. Don't push social agendas.
- 281 97113 If you follow the triple bottom line of sustainable thinking, it will serve you well in your decision making.
- 282 97116 Security of mass transit. Elderly do not like to ride MAX or tri-met due to safety concerns.
- 283 97116 For me, the most essential criteria in deciding to use public transit is time - it must get me from home to my destination in very little more time than it would take to drive. So increasing frequency would probably be my first issue to address.
- 284 97116 Time/expense ratio needs to be considered, as well as the distance traveled for family wage jobs. Some increased commute times is reasonable for the benefits of using public transportation. Present systems more than double some commute times, and this will not move people out of cars.
- 285 97116 It would be beneficial to bring light rail to Forest Grove - it would be a much more efficient way to get to downtown Portland.
- 286 97116 Travel data, especially trips to work. Promotion of flexible work schedules. Options like the loop bus in Forest Grove. Park and ride at the end of the bus lines, plus incentives for people far from transit to drive to the park and ride rather than to their destination inside Portland or the other cities.
- 287 97116 Buses are much more effective than trains at moving people, especially considering they can go anywhere, they are not tied to a specific track line. I would rather see dedicated bus lanes on major roads and highways than more MAX lines.
- 288 97116 Greatest greenhouse gas reduction.
- 289 97116 Environment & wildlife.
- 290 97116 Public Transportation that is easy to access.
- 291 97123 Important, but maintaining existing transportation infrastructure should be the top priority. Do not take resources away from road maintenance to make NEW investments in transit. Find new resources for transit, preferably from large employers and transit users.
- 292 97123 Speed of transit is an important factor. If it takes someone an hour to drive to work in their personal vehicle, but 2 hours to take public transit, it doesn't matter how often the trains or busses come or how much it costs, many people aren't going to use it.
- 293 97123 People need more frequent and efficient public transportation.
- 294 97123 Cost vs. Benefit, Personal Safety on transit. If transients significantly outnumber commercial commuter traffic then transit is not a safe and viable option for commuters.
- 295 97123 Support the whole region - we especially need to reduce the number of stops since it takes forever to get anywhere by transit!

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- 296 97123 Where people live, where they work, where they go for leisure and entertainment, doctors, cultural centers, etc. Hours of operation should take into consideration not just work and school hours, but shopping, dining and night time events as well.
- 297 97123 Population density - higher density gets more transit/stops/frequency
- 298 97123 NOT the will of the voters-- look how bad Tigard and Tualatin have it, and now rail may never get there!
- 299 97123 Fairs should not be artificially kept low with taxpayer monies. It should cost what it costs to ride.
- 300 97123 Focus on community oriented transit to supplement TriMet service.
- 301 97123 People's transportation needs, not Tri-Met management's misplaced priorities.
- 302 97123 Rail lines to extend further in distance, not just connect more close-in areas.
- 303 97123 IMPACT _ Efficiency and practicality - How can we reduce drives from Intel areas to the PDX airport - NOT by a 2 hour frequent stop and CHANGE TRAINS system. Needs a fast track train with maybe 6-8 stops only NO transfer of luggage.
- 304 97123 Where people live, work and play, the times people need and want public transportation available, keeping fares reasonable, especially for low income, seniors and disabled people, make trains and buses accessible to everyone and run routes as frequently as possible.
- 305 97123 Safe places to park vehicles, bikes, scooters that you might use to get to a transit stop.
- 306 97123 Getting conservatives on board so that they understand this need. Finding conservatives who actually bike, walk and use transit systems. Get them to work within their communities for better access.
- 307 97123 Light rail is expensive and limited by rails. Investments should be made buses and increased routes and quicker service times with more express rides. A big problem with transit is wait times and lack of safety.
- 308 97124 Travel times must be competitive with the auto mode. More emphasis on rapid transit. Skip stop service or stop elimination should be considered, along with priority and exclusive running.
- 309 97124 location of stops, connection/safety in walking/biking to as well as destinations.
- 310 97124 Convenience is key, as is access. In weighing the costs and benefits of taking HCT, convenience is the #1 factor for many.
- 311 97124 Safety and affordability.
- 312 97124 Current usage and potential usage.
- 313 97124 Discounts for people buying monthly or yearly passes. Expanding the light rail line on the west side. More north south lines that would meet up with the blue and red lines.
- 314 97124 Population growth areas, areas without adequate transit, improved transit service.
- 315 97124 Access to those most in need of transit.
- 316 97124 How to encourage more people to commute; providing more and better park and ride options (that are not liable to be full by the time you get there), and easy ways for people to get to their destinations from the last transit point.

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- 317 97124 Safety and can't afford to reduce cost too much.... currently, I feel it's not dependable enough/flexible enough, nor safe enough to use with our kids...1 with a medical condition which is not physically apparent.
- 318 97124 Employment locations in relation to residential areas to encourage commuter use.
- 319 97124 More people should be able to work go to school or shop without a private car.
- 320 97124 Cost and location of the community members to be able to access the transit options.
- 321 97124 More \$\$ for roads.
- 322 97124 Consider using technology to provide some frequency increases based on demand - not just scheduling a bus every half hour with 3 people on it.
- 323 97124 Accessibility, increased frequency, more options for bike riders who combine with public transit, affordability.
- 324 97124 Make walking more feasible-better sidewalk system that is continuous.
- 325 97124 What the cost will be to tax payers and users of the system.
- 326 97124 Walking and waiting in the rain and the dark.
- 327 97124 Area of service, events, connections (such as bus for max or train).
- 328 97124 I think that incentivizing and convincing people to us transit is important. Some people are needlessly afraid of it and so they drive instead.
- 329 97124 Make public transit comfortable and less crowded so that people will choose it as the best option. I take Max downtown in the middle of the day for meetings and love it. (I work in Hillsboro) I dread taking it home at rush hour.
- 330 97124 Expanding timing. Too much of Trimet's schedule is in support of Mon-Fri 8-5 workers. Shift workers and weekend workers are out of luck. Folks without cars are unable to take available jobs outside of Trimet hours.
- 331 97124 Washington Co needs to provide a safe route from Hillsboro TC to Banks so people can ride their bikes out to the Linear Trail. West Union Rd is no longer a safe place to ride so Wren Rd is the safest but it has NO SHOULDER. I don't need a bike lane, just give me a road with a shoulder that will take me from Hillsboro to Banks without wondering when I'm going to get run down by someone who is talking on their cell phone while driving 20mph over the speed limit.
- 332 97124 A reduced family fare could encourage more mass transit use and introduce more children to the TriMet system earlier, fostering continued use as teens and adults. Safe transit connections in many cases will require safer street crossings at stop locations without traffic lights.
- 333 97133 Consider using more, but smaller buses that can more readily be deployed on less-popular routes and with more frequent service. I see a lot of buses that are mostly empty. If you could run a smaller bus twice as often, you might improve ridership.

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- 334 97140 Make transit more convenient and frequent for those of us who could or would like to use it in non-peak hours such as mid-day and weekends when service is now frequently curtailed.
- 335 97140 Suburban and near rural areas are poorly served by non-auto transit currently. Bike lanes or on-demand transit should be considered on rural trunk routes.
- 336 97140 Because the population of seniors is due to increase in the future, I have concern that transit service won't be accessible or safe for seniors.
- 337 97140 Less spending on high profile but limited use transit, more on frequent, comprehensive, extensive bus services.
- 338 97140 Buses only.
- 339 97140 Consider other transit needs besides just to and from work; families, older folks, teens, all could use public transit, walk and/or bike to appointments, social activities, events in downtown, if schedules and safety considered their needs.
- 340 97140 The MAX line should be more regular and convenient. Bikes should be licensed to pay for the paint to mark their lanes. Electric cars should pay a fee to make up for the lack of gasolines taxes for road repair.
- 341 97140 That not all transit riders have access to an automobile for any part of their journey so transit must be made accessible for those without alternatives; it needs to reach all of the metro area, all events, and run with frequency at all times of day, night and weekends so that all members of the community can participate in the community.
- 342 97140 Our road systems are broken. Before we invest in more mass transit solutions that are under-utilized, we need to make our roads wider and enable people who work to get there! Also, reducing the amount of stopped traffic on freeways is the ONLY way to reduce emissions. We waste thousands of gallons of fuel and create tons of emissions because our roads don't work.
- 343 97140 Look for ways to combine forms of transportation, like walking or biking with transit, easier to do. Doing this well can solve the "last mile" problem that folks often run into when taking busses or trains.
- 344 97140 More bike lanes and bike paths connecting communities and cities.
- 345 97201 Cut back on light rail and trolly spending. Increase spending for buses.
- 346 97201 Frequency and reliability of service. Also, make the system economically sound so transit riders don't get shafted when the economy tanks.
- 347 97201 Consider all aspects of transit--commuting for work, visiting, shopping, recreation.
- 348 97201 Making it easy, convenient, frequent for people to use at all times do day, week, month!

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- 349 97201 Portland was never built for the numbers of people we'll be attracting over the next 20 years, and we have have a huge backlog of deferred maintenance infrastructure projects. Reducing wear and tear on roads by making driving less attractive seems like a great way to reduce wear and tear and eliminate the need for new roadway/highway projects or widening projects. Also, most people move here for the good air and quality of life. More cars means bad air, and DEQ's stats reflect that our downtown is in some areas many hundreds of times more polluted than benchmark levels for respiratory health. If I had my way, cars would be banned in the downtown core. They are more expense and trouble than they are worth and they waste a lot of space.
- 350 97201 Adequate bus service in areas not well served by light rail.
- 351 97201 Policies that reduce automobile tris.
- 352 97201 Cost to riders, replacement of schedules which have been critically reduced--take a look at the "commuter" lines first
- 353 97201 Equity.
- 354 97201 Getting people with limited incomes from underserved neighborhoods to where there are jobs.
- 355 97201 Channeling people east and west in Tigard. A lot of people live there, but the transit system is focused on north-south trips. Because houses are far from bus stops, people drive.
- 356 97201 How does it work for people who don't have many resources? (I'd love better bus service in my SW Hills neighborhood and I'd use it to work and shop if it went where I needed it to go when I needed it to go there--like weekends. But the fact is that I can afford a car and I can drive where I want to go and there are people in Portland who cannot so I'd make them the first priority for transport policy).
- 357 97201 Walking and biking lanes, expand buses.
- 358 97201 Value and return on investment. For instance, buses are more flexible and a better value than continuing to build trams, street cars, and MAX lines.
- 359 97201 Stimulating development, improved access to jobs, new community and regional transit connections.
- 360 97201 Bring back the fare-free square! Both locals and tourists loved it, and it was the first exposure that many Portlanders got to mass transit.
- 361 97201 Money.
- 362 97201 Determine how high the thresholds of these 4 qualities need to be to make community transit of all types overcome lone auto drivers, especially in suburbs.
- 363 97201 Use current tax dollars at the local and state level and leverage the private-nonprofit community for ideas in a collaborative manner.
- 364 97201 How fast it can be implemented. The sooner the better.
- 365 97201 Better public transit is an absolute must for outlying areas where the bulk of low-income people live. Cars are expensive, jobs pay low-wages, housing closer-in to the City is unaffordable. Public transit is really the only viable option for equity and livability in the region. This is my highest priority on this survey.

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- 366 97201 Providing a baseline service to all parts of the community AND providing additional service where there's demand. I.e. parallel to what we do for cars (basic street grid plus arterial/highways where needed).
- 367 97201 More people use cars, public transit, or walk than use bicycles so investment should be directed to those areas.
- 368 97201 Providing reliable and diverse transportation alternatives.
- 369 97201 How to maximize ridership. Should a second MAX rail be installed for express trains? -How to connect the less moneyed to the places they need to travel: home, work, grocery stores, libraries, schools -How to make it easier to get to our parks and recreation centers. -Staying available late night, to offer ridership as an alternative to driving under the influence.
- 370 97201 Affordability is what prevents me from taking buses most of the time. 2.50 to go 6 blocks is excessive in my opinion.
- 371 97201 The hotspots where more transport is lacking.
- 372 97201 Improve the bus system and do not waste anymore money on the rail system.
- 373 97201 Return the fareless square area to PDX and eliminate fares wherever possible. Fares are a waste of time, money and effort. Financing s/b via common progressive taxation as public transit benefits everyone in the region, even those who do not use it directly.
- 374 97201 Walkability of neighborhoods, especially currently underserved communities and communities where transit service has been scaled back or cut in the recent past.
- 375 97201 Transit funding should be stabilized and not subject to economic cycles. During down economic cycles is just the time when public transit is most needed.
- 376 97201 I think that reduced fares for low income people and students would be nice.
- 377 97201 Policy that makes walking in neighborhoods easier for people to walk to work, stores, community centers and to cross busy streets. Make mass transit simpler to use, cheaper, and transfer. Pedestrian and bike 'malls'. Fees on new cars, registration and gas.
- 378 97201 Increasing frequency of both buses and max trains every day of the week. Getting around on the weekends can be particularly challenging.
- 379 97202 by transit, i presume you mean mass transit not individual transit? 1. eliminate all cars from portland downtown & lloyd center 2. make completely separate bike routes. bikes & cars don't mix. 3. portland's a hilly city. plan the bike routes to stay as level as possible. 4. eliminate all bussing of children to school let them WALK. 5. Using a zoning system around the central area distribute bike valets & car parking lots & use shuttles or teach people how to walk. keep bikes out of central area. walking only.
- 380 97202 Improve public transportation options to cross the Sellwood bridge and travel to Lewis & Clark College.

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- 381 97202 Connect where people live, especially areas with many lower income families and/or older people, with where they need to go - work, community colleges, schools, health care centers. TriMet tickets should last for 3 hours.
- 382 97202 Serving low income communities.
- 383 97202 Increasing access for disadvantaged/low income communities (in terms of location and when transit is available), affordability, and safety. I am especially interested in seeing Metro invest in safe ped/bike infrastructure around transit/bus lines to support safely getting to transit services, and to support multi-modal transit around the region.
- 384 97202 Linking to biking/walking infrastructure and fare abatement should be highest priorities.
- 385 97202 Keeping the cost as affordable as possible for the benefit of low income users.
- 386 97202 Making more direct walking and bicycle facilities such as crosswalks, safety signs and signals, bike lanes and bicycle parking posts to lock bikes safely, to prevent bicycle theft.
- 387 97202 When investing in infrastructure understanding how those investments will affect affordability of transport for people who are low income and/or living in low income neighborhoods. Priority should be given to those communities in terms of accessibility and affordability and ensure affordable housing is not being affected.
- 388 97202 When people choose what sort of transit to use they look at the convenience to them (do they have the time to bicycle? Do they have rain gear and feel comfortable using it?, their familiarity and comfort with the mode (how much have they bicycled, are they in good shape or will they break a seat or mess up their hair) and whether it will accomplish their goal (can they carry their suit case and work clothes with them? Can they carry their groceries, including impulse buys, home with them?). The crucial part of helping more and more people bicycle, take the train and bus, and walk is to make sure it feels convenient and meets their goals. Of these, the hardest is the daily commute - more and more frequent busses are the solution. But when the bus and bicycle are used to grocery shop and take the kids to soccer practice, that is when you have accomplished your goal. Frequency matters the most, and for that you will have to fire the Trimet Board and hire some people who understand that bus service should feel like a luxury product; fast, frequent, clean, and pleasant on the senses.
- 389 97202 Impacts of vehicle congestion caused by conflicts with the bicycle mode slowing down transit headways.
- 390 97202 Cost benefit analysis of proposed projects. Moving bicycles off of heavily travelled boulevards (e.g. SE Hawthorne).
- 391 97202 Traffic patterns and peak times more connections so that it takes less time to reach destinations alternative bike routes that are safe and don't compete with cars/trucks - family friendly safe bicycle parking.
- 392 97202 All aspects listed above.
- 393 97202 Reducing greenhouse gas emissions.
- 394 97202 Frequency of service, speed, location, and cost.

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- 395 97202 I agree with this strategy and want a study done to ensure that changes make sense. For example, SE Holgate from 205 to 122nd was modified to allow for bike traffic. This was done by reducing the available car lanes from 4 to 2. I drive this stretch of road frequently and have yet to see the bike lane being utilized. I would like to see thoughtful changes made that are truly needed and WANTED by the community utilizing it. Neighborhood associations should be deployed to speak with citizens and identify real needs vs. What we think that community should do/have.
- 396 97202 Cost, population density, stop reducing auto traffic lanes.
- 397 97202 Cars are not as important and actually rob communities of their vitality.
- 398 97202 Safety at stops, increasing frequency in employment zones with limited parking, incentives to employers to provide transit benefits to employees
- 399 97202 The long-term price of oil will go up. We need to conserve it.
- 400 97202 I believe BRT is much better than streetcars that run on rails. Less expensive, less dangerous for bicyclists, more adaptable to changes.
- 401 97202 Actual ridership and determining which routes and frequencies - rush hour and other times need to be changed.
- 402 97202 Bus Rapid Transit! I understand that maybe developers like the certainty of street cars and light rail, but that costs way too much for too little service in return. Bus rapid transit with dedicated lanes is more efficient and much cheaper than an underfunded and undermanned rail system. Make the busses nicer and the stigma will go away - like bolt bus/touring bus style. Short of that, frequency is an under-estimated factor of overall accessibility. 1-hour between arrivals discourages system use and makes round-trips on single fares impossible. Safety is the biggest psychological factor keeping people from riding busses more. Dedicated facilities will help more riders. Stiffer penalties for drivers will help protect the more
- 403 97202 Populations with financial challenges.
- 404 97202 Cost efficiency. For example, don't build transit systems that are not used.
- 405 97202 Increasing the frequency is not enough, busses need to run early, they need to run late, they need to run on weekends. TriMet needs to provide service early mornings, EVEN ON WEEKENDS.
- 406 97202 Better integrating more forms of transportation: bike parking at main bus and rail hubs.
- 407 97202 Whatever you build needs to not interfere with vehicular use. Stop congesting the streets with bike lanes, lightrail signals, sidewalk and corner bumpouts. Car drivers pay the taxes for these roads and should have right of way. THAT would decrease congestion.
- 408 97202 combining it with walking options to get to the stops. More walking to fewer stops for faster trips.
- 409 97202 Don't remove bus routes when max/street car lines are added - more access from hood to hood & not just from a hood to downtown - increase the mass transit options & affordability for east of 82nd.
- 410 97202 More competition from innovative transportation options like Uber.
- 411 97202 clean energy, reliability, appearance/user experience.

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- 412 97202 More frequent buses. The more buses, the more people will use them Cheaper mass transit – how about reducing subsidies for cars and applying them to mass transit?
- 413 97202 Better biking and walking within urban areas. Getting across rivers via boat with connection sites to make peoples connection with water more intimate, therefore relevant to protect and clean up.
- 414 97202 I'm not a bicyclist commuter because it is too dangerous to ride on the street. I strongly favor the creation of bike-friendly streets with limited local access and heavy traffic calming techniques - I'm thinking similar to SE Clinton but even stronger measures. Half and full closures and roundabouts are working there but more are needed.
- 415 97202 Express routes are important. Express trains, express buses all help get commuters to their destination in a comparable amount of time to taking their own car. Even a "bus highway" lane or route would help make a change to the amount of traffic on I-5.
- 416 97202 Consider making transit free, or at least free to those of low income, and see how it impacts the results on ridership.
- 417 97202 Electric buses versus trains/street cars Strong socio-economic considerations-services to poorer communities.
- 418 97202 For Tri-Met to go back to zones as I think it is silly for close in people to pay as much as riders who live 20-30 miles out. To decide that the 'hub' for all light rail not be in downtown Portland and to make it easier for folks who work not in downtown to get there w/o transferring and having to wait for a bus.
- 419 97202 It's very important that working people have genuinely convenient and affordable options for using public transportation. Ideally public transportation would be free and paid for out of general tax revenues, so that EVERYONE would see it as an option they've already paid for.
- 420 97202 Target investments to neighborhoods with the greatest need for resources and support. Target low income communities and communities with a high percentage of people of color in order to support their ability to get to jobs and schools. They need it the most.
- 421 97202 Under served sections of our region.
- 422 97202 Safety and affordability.
- 423 97202 Safer bike routes. More frequent bus schedules.
- 424 97202 More frequent bus and train service is the main way to create more capacity and to make transit easier for people. Crowded, uncomfortable, unclean buses deter many people.
- 425 97202 Transit frequency is important to boost ridership. The region should look at providing free youth passes to middle and high school students as a way to boost ridership and create the next generation of transit riders.
- 426 97202 Don't lose sight of travel time in people's decision to use (or not use) transit.
- 427 97202 Bicycle ridership would be improved if there were safer biking options such as separate bike lanes.

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- 428 97202 Wealth disparity and the growing number of people who have difficulty with current transit costs. Implementation should also take into account the changing nature of the metro area's population and the fact it is not downtown-centric but rather more movement is north-south outside the central business district.
- 429 97202 It needs to be affordable for all, and it needs to be convenient for all. Transit needs to be frequent enough that it's a viable commuter option.
- 430 97202 Transit dependent populations - ensuring their access. transit experience - make it fabulous to attract riders.
- 431 97202 Personal safety seems to be the biggest concern of folks in my age group (seniors) that I try to talk into trying mass transit.
- 432 97202 Weekend & evening schedules should not be curtailed to areas of parking congestion. Because of permitting high density infill condos & apartments without parking many areas of our city are not accesible by car. Mass transit is a good solution but their schedules must coincide with business use such as restaurants & theatres.
- 433 97202 Cost and ease of access. Better job of selling Clackamas County, where i will be working in the near future.
- 434 97202 Low income communities should be priorities for bus service.
- 435 97202 Increasing frequency where ridership has increased. Some routes and times I am always standing. Where has possible ridership increased, such as developments with limited parking? As far as affordable, I think TriMet has to look at its own administrative costs and cut out waste and duplication. Also, businesses that don't provide Bus Passes must be taxed at a rate dependent on the number of employees.
- 436 97202 I think this is all great but more importantly I think we need to figure out how to encourage people to step out of their convenient luxury of their own vehicle to take public transit. No matter how cheap/easy/safe etc... it is people are so reliable on their cars :(
- 437 97202 We need more separate bike paths - friendly for families and hesitant bikers, and true recreational alternatives (i.e. separate path that leads from the city to a destination like a park to camp in or other lodging). I think street cars are not a good priority - tracks are a hazard and they are less practical than buses.
- 438 97202 Balancing cars, public transit and bicycles.
- 439 97202 Making sure all parts of the area have services.
- 440 97202 Equity. Invest in areas with lower incomes and less infrastructure FIRST.
- 441 97202 Safety and accessibility and cost to users.
- 442 97202 Portland and/or Oregon will need to pass a strict liability law for accidents between drivers and bicyclists to change the car centric culture. I lived for a year in Amsterdam and my children biked everywhere safely by themselves because Amsterdam has strict liability--in an accident between a car and a bike, the car is always at fault, driver pays. This means that ACCIDENTS DO NOT HAPPEN. Accidents between bikes and cars are extremely rare, because drivers are very careful and deferential. Everyone helps everyone else move through the city quickly and efficiently. So long as cars can be bullies, people will not use bikes in large numbers. I've even seen city buses behave in bullying. This must stop.

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- 443 97202 Global warming, pollution from too many vehicles, safety issues due to too many vehicles, the money it takes to maintain roads due to too many vehicles.
- 444 97202 Equity. All parts of the Metro area should be included in this build out, and taxes to pay for it should also come from all areas - possibly in the same way urban renewal works.
- 445 97202 Frequency of Transit is key to insuring that the public will use it.
- 446 97202 Safety.
- 447 97202 Future maintenance costs vs. higher capital costs in projects like light rail. They pay off in the end! Much more efficient.
- 448 97202 Equity. The people who use transit most (low-income, minority) should be receiving more frequent service - not just commuters.
- 449 97202 Need and accessibility.
- 450 97202 Preserve "walk ability" , pedestrian access.
- 451 97202 Establish funding.
- 452 97202 Policies that make driving more difficult or painful (a stick) should be evaluated alongside policies that make the alternatives like biking and public transit more palatable (a carrot). An example we've already seen in PDX is the designation of streets as bike thoroughfares, with signage supporting cycling and the addition of medians or other navigational obstacles for cars.
- 453 97202 Safety first! I loved how I was able, with effort, to get around with my daughter walking and biking, as she grew from 3-13. Now she's on her own a lot of the time, and I worry that our walking and biking investment is sorely underfunded, and that the money we have for this does not prioritize safety. Please show us that this region puts citizen's lives above the speed of car traffic. We also need more direct, frequent, and affordable transit. Greenways should be very inconvenient for motorists. Parking should cost money, and funds should be used for walking and biking. Cars take up way too much space, pollute too much, and kill and injure our friends too often.
- 454 97202 The areas experiencing the most growth (i.e. Division street) should be receiving better transit service, rather than trying to reach everyone regardless of density.
- 455 97202 The environmental impacts of every decision. All of this should have reducing emissions as a primary goal, not some secondary dimension of these actions.
- 456 97202 Walking routes and bike routes to and from max stations and bus stops. Reduced fares for loyal riders, more you ride the cheaper it gets.
- 457 97202 I would take public transportation even more if buses were able to get places more quickly and came more often. I would also leave my car behind and bike more if there were more direct routes that were protected from traffic.

- 458 97202 1. Improved safety for areas where injuries or deaths have occurred. 2. Protected bike lanes to encourage all levels and all ages of riders. 3. More frequent bus service.
- 459 97202 Making it easy and more affordable for more people to take public transport.
- 460 97202 Safety of vulnerable users (pedestrians and bikers).
- 461 97202 Frequent, low-cost service - this needs to serve the low-income population.
- 462 97202 Transit is a good option for commuters but only when it is more convenient than driving personal cars. Adding a deterrent to personal car commuting will help to encourage higher use of mass transit options. Examples of deterrents used in other cities are a bridge toll for entering Oregon across I5 or I205 during morning rush hour, a toll for entering the downtown area on weekdays with a personal vehicle, and increasing working hour parking rates with municipal taxes.
- 463 97202 For too many decades, the personal automobile has been made the priority. Many people would like to walk, bicycle or take public transit but there needs to be more priority given to those modes of transportation.
- 464 97202 Investing in under-served areas.
- 465 97202 cost of implementation. Increasing Bus frequency is most cost-effective than building new rail. Hard to serve locations (lower density suburbs) must receive certain matching investments from the local tax base to service more expensive to reach locations, and density should increase to ensure transit usage.
- 466 97202 Population density in areas should help determine what infrastructure is required. A lack of parking for all of the new construction apartment buildings should force more infrastructure to support walking and biking. Connecting densely populated areas separated by rural or less-developed spaces to allow for people to get between the densely populated areas easier.
- 467 97202 Expanded mass transit and bike/pedestrian infrastructure.
- 468 97202 More frequent public transit access. Better facilities for bikes in central areas (weather-protected secure parking). Any building that requires parking as part of it's development, should be required to include good bike parking and facilities.
- 469 97202 I think we need to consider the elderly and families with small children in making safe routes for biking and walking. Making sure that there are safe ways to travel between public transportation options both with bikes and walking.
- 470 97202 I think frequent and affordable transit is very pressing in our region. I think a focus on getting from point A to point B fast should be a priority - I favor transit having its own right of way. I also would like to see better transit options between metro areas - particularly PDX and Salem.
- 471 97202 Frequency, increase service to more neighborhoods, affordability for poor.
- 472 97202 Enhance transit options in areas currently underserved by convenient service. For example, TriMet does a great job of getting plenty of buses on routes where there are already a lot of riders. Emphasis should be placed on creating more riders in areas not traditionally known for transit ridership.

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- 473 97202 Keeping public transit ticket prices affordable.
- 474 97202 Equitable distribution of services.
- 475 97202 Frequency + Connectivity + Reliability = Real mobility by transit.
- 476 97203 We need better transit access outside of the central city.
- 477 97203 Equity; apply Multnomah County's equity & empowerment lens.
- 478 97203 Income and demographic information. Pedestrian safety.
- 479 97203 The easier it is to access the transit system the more people will use it. If you can only get a bus or train every 30 minutes it is often easier to drive.
- 480 97203 Most efficient methods of transporting people where they need to go such as expanding light rail/bus frequency and reach.
- 481 97203 It is critical that we find ways to encourage people to stop making more people.
- 482 97203 Riders with limited income.
- 483 97203 I would love to take public transit, but I live in St. Johns and work in Pearl. It takes 15 minutes to drive, but 45 minutes for the bus (or just to bike, but the bike routes are scary...). Convenience is my issue.
- 484 97203 Bike lanes are insufficient. Portland drivers pay too little attention to their driving and frequently ignore lane markings. Many drivers are ill informed about pedestrian right of way. Many drivers don't seem to be aware of the benefits to them of other people not driving. Better driver training needs to be available and mandatory.
- 485 97203 Availability of transit to low income or non-traditional workers. The current system focuses heavily on moving people into downtown for an 8-5 workday.
- 486 97203 Develop a plan to use smaller buses when the larger ones are no longer needed on a particular route. Trimet needs to put reader boards on its red line. Also, the red line needs to run 24 hours, to serve the airlines AND all the people who work in the airport area. There needs to be CLEAR instructions for how to purchase tickets, for the benefit of visitors to Portland.
- 487 97203 More transit to North Portland - St-Johns is hard to get to!
- 488 97203 Making transit equitable for people living in all parts of the metro area. Also, making transit more affordable. For example, it should be cheaper to buy a month bus pass than a daily pass.
- 489 97203 Would be nice to have better TriMet bus service from NW Portland to St Johns. Manage labor costs at TriMet so they don't have the best benefits in the entire nation. Need to contain those costs a bit more. Streetcar is wonderful!
- 490 97203 Ensuring affordable costs for everyone; regular and timely service.
- 491 97203 Ways to make the most of the budget and help the least affluent Oregonians with good transportation options.

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- 492 97203 Providing door-to-door transportation options for persons with disabilities and older persons. Plan to reduce potential conflicts between autos, bicyclists and pedestrians by modifying roadways (curbs separating cycle and pedestrian paths).
- 493 97203 Keep senior cost at \$1 per trip with ticket good for 4 hours. Frequency needs to be at least every 30 minutes until midnight. No reduction in existing routes. We bought our house because it is on a route.
- 494 97203 Stop treating downtown Portland as the center of everything.
- 495 97203 Reducing the amount of travel.
- 496 97203 With limited means, the strategies that dramatically increase ridership should be emphasized: frequency and performance/reliability are far more important at the metropolitan scale than providing subsidized fares.
- 497 97203 Existing transit options, frequency, overall walkability (especially in guiding development that prioritizes walkability and providing good, convenient options).
- 498 97203 Put more emphasis on hybrid modes of transportation: expand existing "park and ride" and add more of these; modify buses and light rail to increase use by bicyclists. Bet on these things that are clearly winners before gambling on other things that are not yet proven.
- 499 97203 The limited space on roads means that increased bus traffic makes pedestrian and bicycle traffic more dangerous. Buses are not the best choice when evaluating increased transit options.
- 500 97203 The region needs to do its part to raise the local money to fund the expansion, coverage, and operation of the system. Also, the state needs to contribute and barriers, such as the way the gas tax can be spent, need to be removed to provide more funding mechanisms to support this investment.
- 501 97203 Safety at transit stops and on the transit systems. I use public transportation often and the number one thing that makes me second guess using it is the amount of shady folks and homeless around the transit pick up spots.
- 502 97203 Focus on non-car alternative transportation.
- 503 97204 The system needs to be cost-effective and intentional instead of driven by how many federal dollars can be grabbed. The area's mass transit provider is among the most poorly managed and least cost/benefit-conscious agency in the area.
- 504 97204 Making sure that as jobs locations change the transit can change with it.
- 505 97204 Take everybody's interests into account. Don't over-emphasize the car, or the bike, or the walking legs of pedestrians. The current work on Barbur Blvd is a huge pain to navigate around, especially as so many other projects on roads coming off it or on those nearby are being done. Equally as important, try not to cut down so many mature trees every time you make transit "improvements" or changes!!! For a city that prides itself on being green, it is astounding how many mature trees get the literal ax. I'd veto most transit improvements/changes for the sole reason that the city/state/municipality/Metro cuts down trees as though they were blades of grass. I doubt I'm alone in thinking that.

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- 506 97204 Try not to cut down any trees as you do this and then I will be 100% supportive. Everywhere I look around Portland, trees are being cut down by the city/Metro in order to widen roads, install sidewalks, do whatever. And these are the older, larger trees that will take decades to replace. Please stop it.
- 507 97205 Working with businesses, especially with low wage jobs, to provide a transit pass or a reduce cost transit pass for their employees.
- 508 97205 Frequency is important, and if increasing frequency means fewer riders on any one bus... maybe it's time for smaller busses.
- 509 97205 Making sure there is transit service where people need to go. Don't cut back on service or frequency. Keep transit clean and safe.
- 510 97205 Expand Max to Lake Oswego, Tigard, etc. Bus service late at night is spotty - more buses - more frequently.
- 511 97205 A community's willingness to build sufficient density to support frequent transit.
- 512 97205 While I certainly appreciate the focus on eastern pdx in increasing transit frequency, the SW is still very underserved--both with respect to transit (my local bus comes 1x/hr!) and bike infra.
- 513 97205 Make sure that the transit options are targeted to currently underserved areas and populations. A major effort in the urbanizing areas where previous policies do not require the development of safe walking and biking routes. connect to existing trail/bike-way systems.
- 514 97205 Planning Depts in the region cannot continue to perpetrate zoning that is single use and separates uses by large distances. Example: big box development along HWY 217.
- 515 97205 Geography, demographics.
- 516 97205 Safety and comfort of bus stops (lighting, seating). Transit route hours (convenience for people working later at nights). Investment in sidewalks and street lighting. Safety of crosswalks. Ease of access for people with disabilities.
- 517 97205 Make certain that land use policies support transportation investments (e.g., authorize and facilitate high-density, mixed use development along transit lines).
- 518 97205 Investing in streetcars should be a high priority. They are clean and can carry more people than busses in a single trip.
- 519 97205 Increase frequency of buses and trains; expand light rail system; expand WES/commuter rail system.
- 520 97206 Making transit more frequent and expansive should be the top priority. The more useless the bus system gets, the fewer the people who will use it. What good is a transit system that takes 10 times longer to get anywhere than driving? Trimet is no longer an attractive option - only a last resort.
- 521 97206 I think we need to look at the current system and make some changes. Trimet is not run efficiently, staff are overpaid, benefits are platinum plated. There are too many stops along routes (decrease frequency). Before we make the monster bigger some major changes need to occur with how trimet is operated before the trust of the community is earned.

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- 522 97206 How to make it free for all. Also would like to see frequent smaller shuttle buses to transport people to MAX stations from neighborhoods that are further removed from them.
- 523 97206 Less rail/streetcar, more bus. Use articulated buses on busy routes. Express routes from downtown to 39th or 50th (e.g. no stops west end of bridge to 39th).
- 524 97206 I know that the city is very into making biking accessible, but the bus still takes a lot more people to work than bikes do. There are going to need to be quite a few more express bus routes from some of the more outlying areas that stop in SE and NE since no one who works in SE or NE can afford to live there anymore. It is really difficult to justify taking a two hour bus ride to get to work.
- 525 97206 If it actually serves the target population and not just some modeled population. Often projects are oriented to the ideal population and not to the underserved and actual population.
- 526 97206 Current and future needs of our people. You should add the word 'safe' to the question.
- 527 97206 Lightrail to outlying areas.
- 528 97206 Further loss of gas tax income to fund transportation improvement. Where will the funding for these projects come from? Reducing fares will also cause a temporary dip in resources unless ridership can be greatly increased.
- 529 97206 Work to increase the gas tax so that we can expand transit options at a rate commensurate with statewide population growth and keep transit affordable.
- 530 97206 Net cost per mile of maintenance.
- 531 97206 1. Lumping bicycle transportation with walking is very uninformed and it's unfair to the question asked. 2. SAFE WALKING should be the BIGGEST priority over all else. Not everyone rides a bike or drives a car but almost everyone walks. 3. Portland police do not adequately enforce pedestrian crossing laws, making a simple walk to the store a dangerous enterprise.
- 532 97206 Max trains are scary at times, I avoid the max when I can especially at night. It feels lawless and filled with criminals.
- 533 97206 We need to look long term and build systems that will be a part of the infrastructure fabric of our city for generations. People need to be able to count on transit. Schedules and availability have a huge impact (not always seen in ridership) on the community that they serve.
- 534 97206 Where is the money going to come from? Are my taxes going to go up? Will small business taxes go up?
- 535 97206 Environmental impact. Total cost. Cost/benefit ratio. Renewable energy sources.
- 536 97206 Keep cost of transit low - it may seem sensible to raise fares as costs increase, however this will discourage people from taking transit vs driving and increase costs in road maintenance.

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- 537 97206 Low income families and the populations who have been pushed to the edges of portland by gentrification should be considered and priority should be given to investments that would increase their access to transit options. i also think consideration should be given to bring portland back to the top of the crop and reinvigorate the progressive bike-able city we once were... ie more buffered bike lanes and other radical bike infrastructure that other cities have surpassed us on.
- 538 97206 Keeping transit centers safe -- many people avoid them due to fear of crime.
- 539 97206 Ensuring that high capacity transit lines are aligned with affordable housing.
- 540 97206 Regional equity: which areas have historically had lower public investment but deserve more?
- 541 97206 Safe routes for peds and bicyclists by reducing conflicts with auto traffic.
- 542 97206 Population centers, income, and need.
- 543 97206 Cost efficiency, equity, creation of alternative transit programs to support groups with special needs such as medical visitations, access to food, education and jobs; economic development potential.
- 544 97206 On multi lane streets, consider repurposing a pair of general travel lanes as bus-only lanes. This will do double duty of increasing reliability and speed of bus service and make it competitive with driving during the peak.
- 545 97206 1. Frequency of buses and trains. Trimet provides at best 15 minute service. A one hour shopping trip can require up to 29 minutes of waiting time in addition to bus riding time. Too many route have 20 minutes. 2.Bus routes with low ridership should have smaller buses operating on frequent schedules. 3.Trimet's goal should be a bus every five minutes. 4. The distance to a bus stop should be no more than a five minute walk at 2.5 miles per hour.
- 546 97206 Equity for East Portland and other areas outside the city core-- everyone needs frequent runs to make commuting by transit appealing! Also, expanding bikes on transit so no one has to guess if there will be room on the next bus or MAX. Safe and pleasant walking and cycling trumps speed.
- 547 97206 How to be equitable. It starts looking like social engineering when light rail is an investment in some areas and its less attractive and lower investment sibling Rapid Transit Bus is thrust upon other neighborhoods.
- 548 97206 Stop ridiculous costly light rail and streetcar and buy Eco-friendly BUSES that can go anywhere and help EVERONE (instead of suburban travelers/commuters).
- 549 97206 More frequent and convenient transit should be developed.
- 550 97206 In my opinion, reducing private vehicle use is essential to reducing carbon emissions and moving away from car culture. I think Portland -Vancouver should consider how they might make mass transit free. The benefits of reduced vehicle traffic and pollution could be quantified (if they must) by calculating the reduced medical costs derived from less pollution.
- 551 97206 Max lines all the way to oregon city and vancouver.

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- 552 97206 Easing access to downtown and other important employment centers for moderate to low-income citizens - particularly those in the underserved East Side.
- 553 97206 Reducing private automobile use.
- 554 97206 Convenience.
- 555 97206 Areas of greatest need.
- 556 97206 Equitable access and affordability. User-friendly and efficient
- 557 97206 I think it's very important to make the buses more reliable and service more frequent. The unreliable service makes the bus very difficult to depend on as a primary mode of transportation.
- 558 97206 Carpool lanes would encourage fewer cars and make reduce traffic jams. kids should be free on all public transit so they have better access to public transit and reduce the financial burden on parents.
- 559 97206 Better safety, easier for seniors to use.
- 560 97206 More light rail lines & connections for the future.
- 561 97206 Cost-effectiveness Re-purposing what is currently motor vehicle lanes to use as bus lanes or rail ROW. Our region is far too timid in doing this, which is the cheapest and most effective way to raise transit's share of travel in the area.
- 562 97206 Metro should focus on continuing to increase services within the existing growth boundary rather than expanding the boundary. Trimet should be looking very objectively at what transit mode would have the most impact for its cost. It should also provide multimodal connections to outdoor recreational opportunities.
- 563 97206 Bike share should be considered as public transit. Biking and walking access to reliable, frequent transit should be prioritized over park-n-rides and other auto-centric facilities.
- 564 97206 Wide access; frequency; interface between multiple modes of transportation (biking and buses, cars and trains, etc.).
- 565 97206 Focus on tying transit in with other transportation methods to maximize it's appeal to diverse groups. Park and ride infrastructure, secure bicycle parking, bike transportation on busses etc.
- 566 97206 Increasing bus performance efficiency for better on-time performance (the top factor for choice riders); a regional YouthPass program to create the next generation of transit riders; a low-income fare program to ensure equitable access to opportunity and increased community resiliency; a more accurate model for ridership growth and VMT reduction than is currently employed in air quality conformity assessment.
- 567 97206 The most "green way" possible.
- 568 97206 Access by low income communities who may rely more heavily on the transit system. Keeping bike lanes separate from Max and Street Car tracks. It is unsafe for the cyclists!
- 569 97206 Direct walking and bike routes, building new connections/more routes, keeping it affordable for low income.
- 570 97206 Equitable access to transit, followed by cost-effectiveness.

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- 571 97206 Efficiency of routes.
- 572 97206 I would like to see free public transit in the Portland Metro area. Ridership would skyrocket. Safety would increase, as drivers need only concentrate on driving and helping with customer needs.
- 573 97206 This could be an effective way to reduce congestion since it currently has the metro area's highest mode share other than single occupancy vehicle. In order for this to work effectively, I believe that infrastructure changes must be implemented, including removal of traffic lanes and parking in places in favor of bus rapid transit or commuter rail.
- 574 97207 Find the areas that are designed for transit and focus on them first. Places that are auto centric should be a low priority for bus service until such time as the cities decide to work on making them more friendly to transit use.
- 575 97209 Providing frequent and well connected service to reduce travel times to incentivize transit ridership. The most common reason I hear for people not taking transit is that it takes over an hour to get where they want to go (I work in Beaverton and live downtown).
- 576 97209 Best ways to encourage people to move out of their cars. Safety is one consideration.
- 577 97209 Use an external cost analysis to compute the real costs of various transportation modes, to verify that mass transit really is more economic than private transit, when environmental and social costs are included.
- 578 97209 Consider walking only streets, and protected corridors for walkers, and bikers, separate from cars.
- 579 97209 Continue to expand streetcar, bike, pedestrian access to the city. I am primarily a walker, and there are many areas of the city in which sidewalks are non-existent or in severe disrepair.
- 580 97209 Equity for underserved/disadvantaged neighborhoods, considering percentage of car owning households in an neighborhood. More frequent service for the most crowded routes.
- 581 97209 Helping the working poor easily get to work, childcare, etc. I would gladly pay more so someone working 2 jobs with kids could pay less.
- 582 97209 Put where transit is most needed. Keep tracks, equipment safe and repaired.
- 583 97209 Safety and convenience.
- 584 97209 Equity.
- 585 97209 Quality of experience is also important.

- 586 97209 While I love the concept of street car and light rail conceptually, they are a horrible choice for investment and don't work well for the following reasons: 1, they are not policed well enough that they do not feel safe as a rider - my wife grew up riding the Max and Portland buses and she absolutely refuses to use them anymore because of safety concerns (and I know she's not alone); and 2, because the streetcar is not below ground and thus is subject to traffic lights and fighting auto traffic, unless the trip is more than about 1.5 miles I can almost always walk to my destination faster than waiting for and riding the streetcar if I have to wait to board the streetcar for more than 2 minutes. However, I find buses very confusing - and unnecessarily so. Why can't more be done to make identifying the route that buses travel more intuitive? Why can't an electronic sign be mounted on the side of a bus that clearly and easily shows the stops the bus goes to, and where that bus is in real time? Why can't there be an electronic sign mounted on the front of the bus that lists the next two stops as well as the end of the line - so that when a bus is approaching people can more easily figure out whether it's the bus they should be taking?
- 587 97209 Promote public transit more.
- 588 97209 All options should be on the table - light rail, bus, rapid bus, street car, and even river transit.
- 589 97209 Adequate transit to employment areas.
- 590 97209 HOT lanes, privatizing the bus system, jitneys.
- 591 97209 I think public transportation should be close to free for everyone, publicly subsidized. At the very least it should be free for students and anyone receiving any kind of public assistance.
- 592 97209 Transit service should be improved where the right policies and existing conditions can best support ridership.
- 593 97209 More train and street car lines more frequent and later night service on bus 46.
- 594 97209 Cost to taxpayers, cost to transit users.
- 595 97209 Increasing access & usage throughout greater portland-- all quadrants.
- 596 97209 Giving priority to multi modes of transportation; we still give single occupancy vehicles priority.
- 597 97209 How to engage those in the suburbs to use transit instead of driving. Also, how to increase biking within the suburbs for short trips, to cut down on trips made for less than 2 miles.
- 598 97210 How to make transit more, or at least as, convenient as driving and parking.
- 599 97210 Providing a variety of modes of transportation. Increasing public transit frequency. Safety.
- 600 97210 The policy must go beyond transportation itself and include land use, residential and commercial development as well. The process should end with transportation rather than begin with it otherwise we will see the same old result, more of this and less of that without a program set in an environment.
- 601 97210 Convenience (how far is the stop from where I'm going? How easy is it to get to the stop?), reliability (can I rely on the bus to show up on time?).
- 602 97210 Comprehensive plan that covers the entire Metro area to reduce miles driven in cars with only 1 person in them.

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- 603 97210 Right now Portland has many young and active residents able to ride bikes, but as the population ages, reliance on public transportation will increase. It is important for that demographic to feel safe and have easy access to frequent public transportation.
- 604 97210 Keeping costs down so the transit is affordable; serving suburban areas at all hours and days.
- 605 97210 Studying traffic patterns, aiming to reduce congestion/pollution by making public transit an attractive alternative to driving.
- 606 97210 Ensure transit doesn't impede bicycling. Too often buses and bikes are trying to share same space.
- 607 97210 Better information systems.
- 608 97210 How to get the money from "defense spending" rather than from my pocketbook.
- 609 97210 Equity, youth needs, safe biking and walking to transit.
- 610 97210 Ease of use for riders. make transit tracker less prone to giving info for the wrong stop, giving arrival times which are inaccurate, and forcing callers to listen to unwanted information. more covered stops with seating for people with disabilities.
- 611 97210 As long as the priorities are correct - focus on street repairs, more buses, less streetcar or bike lanes.
- 612 97210 Connectivity is not easy or efficient for east west journeys. Streetcar should be expanded.
- 613 97210 Howeve don't just build more & more without maintaining what there already is. Also weigh cheaper options first such as walking & biking routes over light rail routes.
- 614 97210 Frequent service better customer service get rid of bad drivers and rude employees in general.
- 615 97210 Working with land-use planners so that growth is connected with transit corridors. Expand use of pre-tax transit passes through employers. Do a better job of calculating and publicizing monies saved versus existing subsidies to traditional car-based transportation.
- 616 97210 Transportation infrastructure investments (light rail, dedicated bus lanes) that spur local investment in development. Infrastructure insures that making investments in higher density will pay off; simply extending a bus line to an area does not because bus lines can always be changed. More permanent infrastructure helps investment.
- 617 97210 Better light rail connections, better bike routes, make driving more expensive.
- 618 97211 Getting the most bang for the buck. Many of these are hooked into reducing healthcare costs in the short and long run, so I say start there.
- 619 97211 People tend to consider public transportation for the poor. It should be something good and useful for everyone -- supporting a cleaner city, a more friendly and community oriented city.
- 620 97211 Shorter wait times for the bus, high speed light rail along the entire west coast with connections in cities and towns, parking tax to fund the transit system and make it free.
- 621 97211 Ease and affordability.
- 622 97211 Access to Hayden Island & cost/benefit of light rail/street car vs dedicated bus routes / expanded bus service.

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- 623 97211 Cost, communication with the people impacted (especially where the transit runs through neighborhoods).
- 624 97211 Frequency and connectivity for transit, limiting private auto access.
- 625 97211 Not raising prices. Trimet is more expensive than parking in many places.
- 626 97211 Improving transit service to communities that will use it and need affordable transportation options.
- 627 97211 Prioritize bus rapid-transit (as in Seattle), more frequent bus service, extending bus lines, extending light rail, and making MAX service much faster, especially through downtown. The last item will require biting the bullet and putting MAX into a tunnel under downtown Portland, to dramatically speed up travel times...that way it will actually be an attractive alternative to cars. I strongly believe we also need *express* buses, as in Seattle's Metro Transit. I strongly argue for *dramatically* increasing funding for transit, allowing needed system expansion.
- 628 97211 Improve mass transit speed. Do not fund multi-modal systems like street cars. Build regional transit. Build subway through down town Portland.
- 629 97211 The only way to get people to use mass transit over their cars is to make it cheaper, fast and more convenient.
- 630 97211 Willingness of business community to support trimet and subsidize employee passes.
- 631 97211 People should be encouraged to ride buses and MAX and making them more convenient, frequent, accessible and affordable. would help. Having more 'express' buses would lead to more commuters riding. It's probably way too complicated but I wish transit rides could be less costly for low-income folks.
- 632 97211 Cost of course. Buses are much cheaper than rails. Speed. How can transit be faster?
- 633 97211 Automobile traffic should be de-prioritized so that people want to walk/bike/take public transportation because it's faster and more cost effective.
- 634 97211 Provide deeper discounts on bulk transit ticket purchases. Incentivize people to purchase monthly passes, or books of tickets that can be used in the future... you'll sell more tickets than seats, and people will be encouraged to consider and pre-plan their trip to include public transit, since they have tickets that need to be used.
- 635 97211 Population density and employment density. Moving people from where they live to where they work.
- 636 97211 In addition to typical locational analysis (jobs, housing, community attractors), look carefully at public high schools, especially in Portland, and try and coordinate with / influence (via regional policies) school districts as they make boundary decisions. Many PPS high school students ride TriMet, bike, or would like to walk to school (or need to due to lack of car in their family, etc), but PPS rarely if ever looks at student travel when it changes school attendance boundaries, resulting in some students having to travel far to attend a "neighborhood" high school when there is actually a closer high school.
- 637 97211 Access and safety for all communities.
- 638 97211 Frequency of transit routes to make them reliable for everyday trips. Ideally, transit will arrive every 10 minutes or less.

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- 639 97211 We need policies that will do more than just build infrastructure for good bicycling and active transportation modes. We need to help people make lifestyle changes with encouragement programming with measurable outcome which focuses on reaching non-traditional bike riders including women, middle and high school students.
- 640 97211 We should effectively incentivize modes that produce public benefit, and de-incentivize ones that come with substantial environmental and health costs.
- 641 97211 Transit should have priority lanes over single passenger vehicles or freight.
- 642 97211 Frequency of the transit network should be improved and acces to public transit stops via active modes are very important.
- 643 97211 Making it easier to commute rather than to drive.
- 644 97211 The impact on neighborhoods.
- 645 97211 Frequent service is the key. Consider Vancouver Canada - the #99 is an articulated express bus that runs so often there is no schedule needed. And reduce the fares if you can - \$5 roundtrip is expensive. Use loadable cards that can be tapped on the driver's meter (like in Washington DC) or inserted into a card reader. Paper tickets are old-fashioned.
- 646 97211 Prioritize convenience & frequency in transit options. An infrequent busline is almost worse than no busline at all.
- 647 97211 Flexibility and currently under-served areas. For example, how many buses could we have bought with the money spent on the tram? We seem to throw billions of dollars at the people who least need it. Meanwhile streets in east Portland are not paved.
- 648 97211 Making investments where they'll be productively used rather than spreading them everywhere to satisfy politics.
- 649 97211 For each additional investment in transit, how much additional ridership might be gained, how much might intensification of surrounding land uses be supported, and how much GHG might be reduced?
- 650 97211 Make transit more readily accessible to those who live east of the I-205 corridor (not just along Burnside), and those in outer Clackamas county.
- 651 97211 Tram & dedicated bus routes, along with bike lanes.
- 652 97211 Fairness in coverage to all areas.
- 653 97211 Areas of coverage and overall transit time from one area to another.
- 654 97211 Frequency, Visibility, consider a region wide \$1 a day pass that everyone would pay as part of taxes, with exemptions available.
- 655 97211 Neighborhoods that rely more on local transit, usually lower income, are often the furthest away from transit. time frames for travelers... for example, living in NE, i find i often have to go downtown to get a bus somewhere else.... perhaps more choices?

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- 656 97211 Transit is currently WAY too expensive. folks who own cars state they can't afford/are unwilling to pay for transit to go to special events, etc., even if they would prefer not to drive. those who do not have their own vehicles generally fall into lower income brackets - the cost of transit has far outpaced these incomes!
- 657 97211 Don't know.
- 658 97211 Issues of equity.
- 659 97211 Equity, low income populations, progressive strategies to make sure that increased transportation costs do not unfairly burden low income people.
- 660 97211 Transit already costs too much in our region. If we're going to improve the transit system, it should be done via taxes on local corporations and the wealthiest citizens, not the riders who already can't afford it in fare or taxes.
- 661 97211 Environmental sustainability.
- 662 97211 Lower income families, affordability.
- 663 97211 Where does the majority of the population live that uses transit, that's where it needs to be beefed up! Those that don't travel very far, within one zone, pay too much.
- 664 97211 Reducing fares on public transportation, and reinstating fareless zones (in zones where they are actually needed - not in the Pearl).
- 665 97211 Better options for taking bikes on Max. Better bike parking at Max stations. Bike share as a last mile solution.
- 666 97211 Cost, sure, but more important is our impact on our future.
- 667 97211 Accessibility to major areas of the city by any means (biking, public transit, etc.).
- 668 97211 Safety should be a priority. Riding the MAX, without a driver or security person onboard, is scary, particularly for elderly or vulnerable people. These are the people who need safe transit the most.
- 669 97211 Prioritize urban planning options that improve transit opportunities and health by increasing pedestrian and bike paths and placing housing and retail in close proximity.
- 670 97211 Express service from outlying areas to city centers, commuter service between city centers.
- 671 97211 Pricing carbon or gasoline to help fund more transit and transition to cleaner fuels.
- 672 97211 Make minimum walking time to a transit stop uniform through the service region.
- 673 97211 Increase frequencies More express routes (rail+bus+brt) All night/late night service Bike sharing system similar to OVFiets in The Netherlands should be part of regional transit system.
- 674 97211 Make it possible to take bikes of all sizes on Max.
- 675 97211 The political will to tax residents so that Tri-Met can lower prices and increase frequency so as to actually encourage its use.
- 676 97211 Livability, cost, frequency.

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- 677 97211 Truly equitable distribution of more convenient, frequent, accessible and affordable transit. Safe walkways to public transit (doesn't always have to be pavement - but something to keep people from walking in the street). Public transit that uses little energy resources and doesn't pollute. And QUIET. Squeaking brakes and bus engines are awful!
- 678 97211 Expand transit, safe biking and walking routes, cheaper public transit.
- 679 97211 Maintain and enhance existing infrastructure and assets (bus lines, max) before building more new projects (street cars).
- 680 97211 Find a way to actually make transit faster than driving private cars.
- 681 97212 Understanding where the greatest need for transportation exists and work to improve the quality, frequency and accessibility to transit.
- 682 97212 Let's set some goals, create a vision of X percent of people in the region having access to transit within x distance of their home, x % of the time. Give us something to hope & strive for.
- 683 97212 Making physical activity easy and safe for everyone.
- 684 97212 1) maintenance of existing infrastructure & enhancements to areas that have been lacking (unimproved roads etc), 2) development consistent with local neighborhoods, 3) separation of bike/peds from cars (the current mixing is increasingly unsafe for all.
- 685 97212 Increased service frequency and density should be focused on low-income communities and communities of color who have been displaced by gentrification. Reducing fares for everyone, but especially low-income individuals, should be a major priority.
- 686 97212 The minimization of under-served areas should be of the highest priority. Those who have had chronic disinvestment should be advanced for more investment first.
- 687 97212 Providing the best connectivity for the given \$. Shaking the money tree to get more money for operations might be better than simply building more capital intensive projects.
- 688 97212 Prioritize service to neighborhoods with the best opportunities for residents to avoid or minimize automobile ownership. Add service frequency in proportion to the payoff in % and number of non auto trips.
- 689 97212 Put most effort on regular bus systems; they are the most flexible. Buses can go around disruptions, unlike light rail and trains. Routes can also be changed when appropriate. Get out of the development business and get back to transit.
- 690 97212 Holistic view of the entire system, reduce redundancies and expand service.
- 691 97212 Reduced fares.
- 692 97212 More Public Transit.
- 693 97212 Need to have ways to get people to areas other than downtown in a convenient manner.
- 694 97212 Let's make sure we serve poorer communities with reliable transportation, too.

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- 695 97212 As a "senior approaching valued citizen age", pedestrian safety has to be a top priority. Simply put, you cannot use public transit if you can't walk safely to and from it, and too often in Portland, bus stops are not placed strategically close to visible crosswalks (ie., places where cars will actually pay attention to someone trying to cross the street).
- 696 97212 Reducing fares would be the least of my concerns. If buses/Max come often and reliably, and if there is parking available at hubs, more people will ride
- 697 97212 The long term opportunity cost of transit investment mitigates the short term capital expense (not sure if I've invoked these terms correctly... I just mean to say that not building transit, in the long run, is more expensive than building it).
- 698 97212 Find a way to get drivers out of their cars and onto public transit, bicycles and/or walking. Especially single occupants in huge gas guzzling, emission belching vehicles.
- 699 97212 People need buses and trains to run, regularly and frequently, all day long, every day - not just at "peak" times five days a week. + If fares were collected from all MAX/streetcar passengers, there would be more cash to use - this city has got to get real about folks paying to ride (maybe that would even get the fares down).
- 700 97212 Reinstating former bus routes like the 33 (which used to run along NE Fremont) and have them run daily and on the weekends for longer hours. Currently, for example, the 24 only runs limited hours and only weekdays.
- 701 97212 Return fareless square concept in high congestion areas like downtown PDX.
- 702 97212 Be pragmatic. It is tough to change human behavior. Much of what is being done is ideologically desirable but doesn't make much sense from a cost/utilization perspective. An example is the street cars on Wiedler and the inner east side. They aren't very occupied, they cost a ton and had overrides and delays and...practically speaking they CAUSE traffic slowdown. They are ideologically cool but are a bad idea. The money could have been spent better in other ways.
- 703 97212 This is a tough problem when we live in a spread out community. I often think we are in the habit of driving because transit is not frequent enough. So if buses were more frequent, there would be a lag time during which they would be almost empty, till people caught on... and then they would be packed!
- 704 97212 Access by low-income and working residents and the need to get to jobs and address basic needs.
- 705 97212 I wish safety was also mentioned in this initiative. As a female, I am too frightened to wait for most transit spots by myself, especially the Eastside Max Trains. I also miss fareless square, but do not miss riding with the homeless people. I'd love to ride the Max more often with my kids to get around, but the other people on the train make us uncomfortable with their inappropriate conversations. Still too many unsavory characters associated with the Max for me.
- 706 97212 Providing adequate service to people in hard to reach neighborhoods of the city, and ensure that transit services are frequent enough to meet people's needs.

- 707 97212 Bus frequency and transit equity.
- 708 97212 Housing! We need more housing in close proximity to transit infrastructure whether it's a max station or a bike path. Transit investments won't payoff without increasing density.
- 709 97212 Investment should be focused in the places where communities are growing or lacking in sufficient service now.
- 710 97212 Use the most cost effective and least polluting option. Focus on neighborhoods that have the fewest transit choices. Determine where people need to go. Find ways to get regular feedback from riders, a la Uber.
- 711 97212 Reliable, frequent service.
- 712 97212 Less emphasis on trolleys, more bus service to farther-out areas. Consider smaller buses for lines which have little ridership.
- 713 97212 Decrease funding to MAX and Street Car as they are very expensive to build and extremely inflexible (can't change routes, can't go around construction/collisions, can't provide express lines). Buses are much cheaper, more flexible and primarily use existing infrastructure.
- 714 97212 Population More direct routes between work/home Skip downtown hub.
- 715 97212 A bust that runs down NE Fremont directly downtown, for me! :) Trimet reduced the convenience of this and many other routes, requiring more transfers, That's inconvenient.
- 716 97212 Relieving congestion, by a multitude of means, on several of the major Portland arteries: I-5 corridor; I-84 corridor; I-405; I-205; Hwy 26; MLK/99E; Williams/Vancouver; Burnside; NE 33rd Consider how low income people, who work within a 5-6 mile radius of downtown, will be able to commute at a reasonable cost in a quick manner. Make public transit more appealing than driving yourself. That can mean a lot of things, e.g., easy access, reasonable fares, as quick as a car. Create more bike only routes. This would be safer, less irritating to both bikers and drivers.
- 717 97212 People will have to use cars less in Portland. There are too many people for everyone to have a car. The infrastructure cannot handle it plus the pollution will make the quality of life bad. I personally get around in a power wheelchair and would like to see better sidewalks and curb ramps. The side walks here are in terrible condition. Sometimes I have to ride in the street which is dangerous for an old woman in a wheelchair. I am glad people are bicycling more but I think money should be spent on making walking and getting around in a wheelchair safer.
- 718 97212 Location of new multi family projects (apartments). We have a new building at NE 46th & Fremont, with very limited parking, and no Fremont bus service on weekends.
- 719 97212 Connectivity and safe bike routes. Pedestrian access to parks and grocery stores.
- 720 97212 Consider *free* public transit, and the political movement necessary to get it funded, so that movement within the region is not an obstacle to accomplishing basic life tasks, so that people are more free to pursue their livelihoods, attend to their health, and enjoy their communities.

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- 721 97212 Flexible micro transit service within residential areas; improved transfer coordination, especially between Max & bus system.
- 722 97212 Of course, cost must be balanced off against utility. More should be spent serving poorer communities, where driving is not typically an option. I hate to see the 10 come by with 4 passengers when a mile and a half away the 4 or the 6 are packed.
- 723 97212 Yes, but, improved transit does not mean eliminating access for cars. More and more streets are being put on a "diet" which translates to eliminating lanes and adding more bike lanes. This should not be done unless there is clear understanding of impact to traffic. Traffic has become more congested and more difficult to navigate because of these policies. Cyclists are a very small minority of commuters. I support anyone who wants to travel by other means than a car (I am an avid walker) however, recent changes to the inner Portland core have only created more problems, heavier traffic, more dangerous conditions.
- 724 97212 Too much emphasis on fixed rail (MAX and especially trolleys). Regular bus transit needs to be expanded - It is flexible, can be adjusted due to changed needs, and can go around obstructions. Rail is intended to favor developers, not riders. Forget about spending for bikeways to rail - I never had trouble figuring out how to ride down available existing street when I biked to work years ago.
- 725 97212 Improve access to certain neighborhoods, consider "express" trains/buses that skip some stops to get from point A to B quicker (e.g. a MAX train that skips over most of the downtown stops).
- 726 97212 It's important to pursue a transit strategy that maximizes safety, health, and equity while being cost effective. To me and the folks I hear from on a daily basis, that means investing in active transportation, from safe bike routes to work and school, to affordable mass transit options, and safe walkable streets.
- 727 97212 More bike options and better bus options.
- 728 97212 The input you receive from citizens about places where there needs to be more frequent public transit services, safer bike and walking routes, etc.
- 729 97212 Consideration of low income neighborhoods - transit and active transportation development spread equitably across the region; tie with safe neighborhoods.
- 730 97212 Opportunity cost of building parking lots instead of productive living, working, and playing space. Cost savings of less frequent street repairs with decreased traffic. Productivity gains of reducing traffic congestion. Reduced health care costs of cleaner air.
- 731 97212 Greatest good for the greatest number. Safety to the users and the public. Affordability get the most for our buck.
- 732 97212 Transit expenses remain a burden for those with low or no income. This is particularly true for college students, who are generally spending on school whatever income they generate. Youth fares should be changed to student fares, and extended to include college students and those attending trade schools.
- 733 97212 Activity (bicycling, walking, etc.) friendly transit options and planned fund for maintenance.

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- 734 97212 expanding the bike safety lanes and educating non-bikers as to their importance, use and necessity.
- 735 97212 The prime motivator should be rigorous prioritization of mobility in this order: 1. the disabled, 2. walkers, 3. cyclists, 4. public transport users, and way down the list...car users.
- 736 97212 Portland is screwed for the future. All these narrow roads and people moving here likes its ShangraLa.
- 737 97212 New buses should be quieter -- current ones have noisy motors and exhaust. ok inside, but harsh when they pass you, especially while walking and on a bike. Keep prices reasonable. Buses are very good at on-time arrivals. Keep it up.
- 738 97212 Proximity of schools, food (groceries) and services such as libraries to reliable mass transit.
- 739 97212 Ability to be within walking distance to transit lines.... today i ride my car to the max despite living within an easy walking distance to the tracks.
- 740 97212 Please include safe biking and walking options for east county too. In addition, it would be great if PPS looks at safe routes when looking at district boundary changes.
- 741 97212 Safety and accessibility with a shift away from catering to automobiles.
- 742 97212 Implement TOD on major transit corridors.
- 743 97212 When you reduce frequency and how late transit runs people with choices choose something else (like a car).
- 744 97213 1. Provide more frequent service over longer span of time including weekends. 2. Rationalize the route network (grid system). 3. Increase the number of frequent service route connections. 4. Provide signal prioritization for faster service where needed. 5. Use bigger (articulated) buses on heavily used routes. 6. Reestablish some 24 hour (owl) service including service to the airport. 7. Extend the MAX system to the Southwest from South Waterfront to Tualatin and serve OHSU/VA, Hillsdale, Barbur TC and PCC Sylvania with deep tunnel stations 8. Extend MAX to Hayden Island regardless of future decisions on the CRC. 9. Consider an east side light rail connection between the Rose Quarter and OMSI. This connection would allow for the operation of fast north-south rapid transit service between Vancouver WA and Tualatin via the Tillicum Bridge and the SW Corridor. It will be needed in the future as a viable alternative to widening I-5 through the Metro Area. 10. Initiate a strategic plan for an E-W light rail tunnel between the Lloyd District and Goose Hollow to safeguard the future route and portal locations from development. The Steel Bridge will soon be incapable of handling the demand and a much faster east-west regional transit connection will be needed in order to relieve
- 745 97213 Where possible there should be more bus "pullouts" so that traffic can flow better. Since it is the law that vehicles need to yield to buses that signal to "reenter" traffic this should not be an traffic issue, rather an infrastructure issue. Where "pull outs" are not available bus drivers need better training as to WHEN to signal, and several need to do a better job of pulling even with curbs so as not to unnecessarily impede traffic because of a lack of driving ability or because of laziness. Since we have many technological capabilities these days some sort of signal sent to bus and other transit stops that shows significant delays would be helpful.

- 746 97213 Use transit infrastructure to encourage surrounding urban development that is pedestrian and bicycle friendly.
- 747 97213 The most cost-effective strategies in terms of costs and benefits, while ignoring expensive politically-driven projects to the extent possible.
- 748 97213 Go all in on this policy. Strongly promote housing and job development (and childcare and shopping) along transit corridors.
- 749 97213 Creating, expanding and improving paved paths with no motorized vehicles (like Springwater and 205) should be the top priority.
- 750 97213 Offer free service as in some European communities. Make Trimet free.
- 751 97213 Making and keeping mass transit affordable.
- 752 97213 Actual live/work patterns, focus on accessibility for those with lower incomes.
- 753 97213 Making transit affordable to low income families
- 754 97213 Taking cars off the road/ I -205 and I-84 ARE PARKING LOTS in the afternoon.
- 755 97213 Simple safe foot traffic routes to mass transit and bike corridors.
- 756 97213 Neighborhood needs, density and neighborhood support.
- 757 97213 Bus frequency makes a huge difference. If a car trip takes 15 minutes and a bus trip takes 45 to 60 minutes because of waiting for buses to arrive and transfers, then it is really hard to convince myself to take the bus. Also, anything that can be done to reduce bus smells / increase ventilation would be great. As a non-smoker, it stinks, literally, to be sitting in a bus reeking of cigarette smoke (or worse) and sometimes I get off the bus needing to wash my clothes.
- 758 97213 And "connected" should be included .
- 759 97213 In addition to expanding high-capacity transit along major corridors, explore less costly improvements across the entire system, such as signal priority for buses and strategic investment in bus lanes to bypass choke-points and speed service.
- 760 97213 Current and trending use patterns, not just historical data. Build for the future, not the past.
- 761 97213 Cost to Communities.
- 762 97213 A clear numerical tradeoff, Jarrett Walker style, between the share of resources devoted to coverage and those devoted to frequency. Local political control for TriMet, since it serves only people in the metro area. Return on investment for transit vs. biking infrastructure.
- 763 97213 Make sure vulnerable populations get served first; make sure transit is linked to other active modes.
- 764 97213 Comprehensive coverage of the entire region.
- 765 97213 More rapid bus transit with dedicated lanes. Express light rail options leading out of town that don't stop as frequently down town would be great.

- 766 97213 Consider making mass transit free as in some European communities. Operating costs are lowered and ridership is increased.
- 767 97213 Make transit faster and more reliable by converting auto lanes to transit only lanes, particularly during peak periods.
- 768 97213 Street safety at night. Lighting is poor.
- 769 97213 This should be the number one focus of investments in transportation. Public transportation (TriMet mostly) needs to be expanded and made less costly so that people are not discouraged from using it due to poor schedules or lack of access. More bus shelters and safe places to wait for buses.
- 770 97213 Convenient access, meaning easy walking distance, and good schedules of no less than three times an hour (and preferably four).
- 771 97213 Underserved Communities, Resident needs over tourist needs, express bus routes, frequency to specific destinations.
- 772 97213 Current and projected use patterns vs. historical patterns. Making transit safe as well (lighting, location, security, etc). Making a priority of helping people get to work and back from all areas of the city over casual or tourist use.
- 773 97213 Currently Portland rests on the laurels of having one of, if not the, most advanced and forward looking transportation systems in the nation, leading the way. However, the idea that public transportation needs to be profitable has slowed and stunted us badly, and without a correction of course, will soon leave us behind the pack. Strong public transportation systems are essential to a growing city, especially if that city wants to pride itself on equity and inclusiveness. We desperately need to avoid what I see as a coming death spin for Trimet. Reductions in state, federal and local funding of public transportation has forced Trimet to find alternative methods of funding, predominantly fare hikes and service reductions, to bridge the gap. Not only do these measures hurt the most impoverished and vulnerable segments of our society, they also act as a deterrent to people who are on the fence about trying out or continuing to use public transit. Lack of willingness and ability to ride means lower ridership than forecast, which turns into more deficits, which then demands further hikes and reductions, so on and so forth. We need to change the way we think about public transportation entirely. This is not a service or a commodity, to be measured in value solely by the bottom line. It is instead an essential public good, one of the
- 774 97213 I generally think that investments should focus on getting the most service out of each dollar--effectively, more bus rapid transit over rail. With what's currently on paper, I wonder how clear priorities would be for service.
- 775 97213 Safety--I generally hear people complain about "crime" (gasp) on Tri-Met. I know some of that is sensationalized by the media, but it does happen, and people do want to feel safe. Giving them the evidence (cameras, security presence, etc.) as well as advertising that fact, to give them the warm fuzzy feeling they are looking for.

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- 776 97213 Cycling is by far the most effective way to move through the city. We need to continue to work on the cycling infrastructure - more dedicated bike lanes, safer intersections, etc.
- 777 97213 Increasing number of buses on crowded routes; improving and creating designated bike streets.
- 778 97213 -Understanding why people currently do not use transit in order to know how to make it an attractive option. -Knowing where most ridership is to bump up frequency and accessibility. -Accuracy of schedules and visibility of drivers to other buses and people trying to make connections. My connections have been foiled many times by late buses and other drivers not waiting for people to unload.
- 779 97213 Land-use, development, demographics
- 780 97213 Walking and biking paths are the best if at all possible, it makes it a safer place for kids to start young and get used to walking and biking to places they need to go, also miss the fareless square.
- 781 97213 Making certain that undeserved communities also benefit from these infrastructure improvements.
- 782 97213 We should consider how much we are planning on spending and what type of projects will be money be used for.
- 783 97213 Infrastructure investments in transit, particularly streetcars that operate in the roadway, should include (or at least not preclude) investments in bikeways on the same streets.
- 784 97214 Integration of public transit systems.
- 785 97214 Focus on low cost transit improvements (frequent bus, BRT - not LRT)) and improvements to pedestrian access to transit.
- 786 97214 Actually making bus system work on time and with enough capacity on busy lines.
- 787 97214 No new taxes or fees for consumers / businesses --> better use of current funds.
- 788 97214 Covered bus shelters and protected bike lanes. Street safe sidewalks and paths everywhere in the city.
- 789 97214 Courtesy and Behavior on bus and trains, stations and platforms.
- 790 97214 Besides providing better choices for highly used corridors, look for underserved areas and make improvements there!
- 791 97214 Accessible, affordable, and convenient transit is too key to present and future livability to stint planning and investing now. frequency is important; expanding service is important. build capacity!
- 792 97214 Reduce fares increase bus service use taxes or fees from auto usage to pay for transit.
- 793 97214 All traffic flows better when everyone follows the rules and contributes to development and maintenance. Bicyclists need to be licensed, pay fees, utilize safety equipment, and follow the rules of the road.
- 794 97214 Making it more convenient to take transit than to drive . . . make driving *more* difficult / annoying in areas well-served by transit.
- 795 97214 Social equity, increased frequency on more routes, finding ways to subsidize the costs, as it's a public good.
- 796 97214 More rides at low cost- light rail may not need to expand much more.
- 797 97214 Emphasize increasing frequencies, especially at off-peak hours.

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- 798 97214 Frequency of service, making sure people who depend on transit have it, connecting housing to destinations, flexible routes, operating transit.
- 799 97214 As we increase density and decrease parking we need frequent transit more than ever.
- 800 97214 More bus routes between popular destinations.
- 801 97214 Be aggressive. I feel like I'm strapped to a bomb, with the threat of climate change destroying our planet and no governments doing anything to save us.
- 802 97214 Reliability is a key ingredient, transit has to be consistently reliable, service delays whether bus or rail are killers when it comes to getting people to use the system. We should not over invest in system improvements that we can't afford to maintain, or which we don't bother to operate at a consistently excellent level.
- 803 97214 I'd like to see communities served that aren't now convenient or easy to get to via transit. I'd like more light rail as it's faster and easier than bus. I'd like to see bus lanes and car pool lanes rather than any freeway expansions.
- 804 97214 Transit should not only follow dense land use, but should be used to catalyze better places.
- 805 97214 Investments should be paid for by all users, not just higher income taxpayers. Fuel taxes and bicycle licensing fees should be implemented.
- 806 97214 Safety at bus stops increasing frequency of buses.
- 807 97214 I agree with the aim but the policy is so broad: covering service levels, frequency, access, and cost that it maybe impossible to implement in an effective way. Anyone of these would make a laudable policy but all four at once seems to be a reach. I would want to see a focused plan breaking these down.
- 808 97214 Equitable access for all incomes levels. Focus on serving low income areas and linking them to areas of employment and services. Identify and address the level of need for disabled users. Link transportation to regional ANALYSIS OF IMPEDIMENTS.
- 809 97214 Reduce spending on auto use make transit more affordable increased use will make it more convenient reduce the price on shorter trips.
- 810 97214 Since about 7% of the city use bike transportation I feel only 7% of the funds should be used for this. The balance should be used for decent sidewalks, to fix roads, have good street lighting, enough traffic lights and provide cheap parking for those who must use an auto.
- 811 97214 Service expansion should consider flexible, non-traditional services in areas that are hard to serve by fixed-route transit. Regional policies should also ensure transit providers have incentive to coordinate and region should encourage private sector transit services to enhance or provide intercity services.
- 812 97214 Driverless trains and busses, or Trimet will inevitably become a pension plan without any rolling stock! Driverless transit will be safer and more reliable than vehicles with drivers, and will leave more money for other public priorities.

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- 813 97214 Between the three systems (TriMet Bus, Lightrail, and Streetcar/WES) there seem to be redundancies and gaps. Even if these systems are managed and designed by completely different entities, can't a cooperative work together to maximize the returns? I can't help but be annoyed at weird bottlenecks of systems in West Portland (for example).
- 814 97214 I feel the primary difficulty, in a sense, is addressing the problem of cars. Cars so much diminish our quality of life in both qualitative and quantifiable ways. Statistically, cars cause great damage to public health through air pollution, injury and death by accidents, and through encouraging a sedentary lifestyle. Then there is less unquantifiable: the ways cars diminish our quality of life through noise, stress, and threat (making our streets always a place of fear -- a place where we have to be always alert and on guard).
- 815 97214 Serving communities currently under served. Providing reliable, frequent, affordable transportation to lower income areas.
- 816 97214 Safety.
- 817 97214 Please please please add more safe biking options on north/south streets on the east side. Please get rid of parking on 28th and make a big, safe bike lane. We live in the neighborhood and don't think it'll change parking that much. My husband was hit on his bike on NE 28th and Couch just this July.
- 818 97214 Ease of connectivity, frequency and affordability.
- 819 97214 More bus lines. More frequent buses. Not only a stop, but a turn around from the cutting of bus service over the past few years. Increasing fares while cutting bus service is a terrible way to encourage public transit.
- 820 97214 Invest in more buses. Stop dumping money on boondoggles like light rail and trolleys, trams, etc.
- 821 97214 The voices of those most disenfranchised and unable to use transit because it's too expensive.
- 822 97214 Reliable and frequent north-south routes need to be implemented in SE Portland. Line 70 is a joke.
- 823 97214 The cheapest is not necessarily the best, if you want to get people out of their cars.
- 824 97214 Transit should be more frequent, accessible for all people and most importantly, affordable for everyone.
- 825 97214 In addition to making infrastructure available for biking and walking, provide safety education to actually encourage cycling.
- 826 97214 Transit in the core urban areas is already pretty good (especially to and from downtown). Focus on East Portland and other under-invested areas first.
- 827 97214 By exploring ways to invest the government in public transit, we would show that our community values it. It needs to be affordable and reliable for many people to chose the bus over a car.
- 828 97214 Population density, employment centers.
- 829 97214 Convert outdated street design to pedestrian / bike friendly streets with landscaping. The street design of the peripheral areas of Portland is all car oriented and ugly.
- 830 97214 Connections between various forms of transit - including easy ability to combine forms like walk, bike, ride.
- 831 97214 Safety of bike/walk comuters - so they are actually safe and they feel that way.

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- 832 97214 Cross town mobility, servicing low income areas, ability to carry bikes.
- 833 97214 I think expanding the transit system is more important than more bike routes.
- 834 97214 Affordability and frequent service, including evening and night service, are critical to building ridership.
- 835 97214 Active transportation incentives, complete neighborhoods.
- 836 97214 Consider mixing modes of transportation: biking to light rail, biking to bus rapid transit, walking to transit, carpooling to transit.
- 837 97214 Car/bike/pedestrian traffic does not co-exist. Cars hit bikes & pedestrians, bikes hit pedestrians. Make transit for EACH of these transportation systems safe. Lines painted on the streets do NOT protect cyclists. Bikes do not stop for pedestrians. The dominant bicycle attitude in the US is a racing cyclist mindset. That mindset needs to be adjusted.
- 838 97214 Educating people and encouraging new riders to use the public transit system.
- 839 97214 The current bike lane system is broken and terribly planned. There needs to be an active push to educate, and enforce intelligent biking. Cyclists choosing to ride up busy, narrow streets like lower SE Hawthorne, and NE 15th Avenue, endanger everyone. The same is generally true of downtown.
- 840 97214 Make sure that biking and transit can work together to form a complete solution.
- 841 97214 We need public investment. Lack of public investment is keeping the economy depressed. There is nothing wrong with government spending!
- 842 97214 When considering new investments be sure to take the whole transit system into account. Also keep in mind that not all improvements need to come at the cost of auto traffic and roads.
- 843 97214 Creating a transit system that is appealing for people who traditionally rely on cars.
- 844 97214 Transit is a great connector - and equalizer - I come from NYC where the subway provides an extraordinarily quick and economical way to get places fast. I'd like to see us continue to invest in rail and in buses that are quieter and pollute less. frequency is important so is investing in buses that are more appealing - more buses, slightly smaller (so they don't hog other lanes) quieter and less polluting. Yes, that's a lot to ask. So what. We've been visionary and smart before, let's keep it up.
- 845 97214 Make transit competitive with vehicle travel by making it faster - people will use it if it's faster than driving. This can be done by making transit faster or making driving slower.
- 846 97214 Reducing conflicts between bikes and buses. In general, bus drivers are very accommodating, but when they share the right side of the road, it can get unsafe, particularly during peak commute hours.

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- 847 97215 Priority should be placed on service that can maximize ridership and serve neighborhoods with large populations of lower income people (who could benefit most from transit service). We should make investments that help buses run more efficiently: more queue jump lanes, dedicated lanes, some stop consolidation where they are more closely spaced than the international standard, more efficient fare payment systems that reduce dwell times, etc. We also just need more funding going to operations to run more buses to increase service frequency.
- 848 97215 For transit service, frequency matters most. If a service isn't frequent, then it isn't convenient. I don't want to have to plan every minute of my day around transit service. Prefer to know it is there when I need it, even if I don't know when that may be. For bike infrastructure, the more visible the better. LOVE green bicycle lanes and bike boxes. This gives a clear signal to motorists that bicycles have priority.
- 849 97215 Ideally the cost of now vs deciding to do it 20 years from now when it will be too late. I like fast tracking buses, as less infrastructure needs to happen, particularly for communities who continue to oppose light rail. But if traffic isn't moving, buses aren't going to moving either. Partnering with smaller bus systems is probably wise to get underway. Move commuters swiftly to larger transportation hubs.
- 850 97215 Public transit is a community good; it should serve the parts of the community that can least afford alternatives to public transit. Plan routes to serve low socio-economic class neighborhoods and areas with employment, and provide 24-hour coverage to employees and employers who have shift work.
- 851 97215 Wait times of 10-12 minutes at most.
- 852 97215 Improve connections between outlying communities as opposed to bringing people from outlying areas to downtown.
- 853 97215 Transit frequency.
- 854 97215 We need 24 hour transit, with lots of options, especially around the 1am to 3am closing times.
- 855 97215 Trimet is a for profit company and is in the business of making money. Any bus driver I've talked to says this with bitterness, that the welfare of the drivers and the community come last before the bottom line. Can transit become a public company? Can it be subsidized? Can it be free? I hate to see the battles with unions and the public that have taken place in the last years when public transit is so important to the health and welfare of our area.
- 856 97215 I feel that the key to transit expansion is to make transit appealing to everyone. Including those who have easy access to cars. Transit needs to be part of a lifestyle that is appealing and that people will want to identify with.
- 857 97215 Input from potential users, good research on usage patterns.
- 858 97215 Transit should have priority over private motor vehicle use.
- 859 97215 Costs to property owners, people who pay taxes.

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- 860 97215 Flexibility, affordability for low-income citizens, and resiliency to natural disasters (i.e., earthquakes and snowstorms). In other words, no more light rail, which is very expensive, inflexible, and not resistant to natural disasters.
- 861 97215 Add sidewalks and trees to outer southeast Portland to make walking easier. Add more pedestrian crosswalks in southeast where growth has happened and where farmer's markets are now routinely held.
- 862 97215 Housing density and putting jobs closer to neighborhoods, making village/neighborhoods that people want to live and work in.
- 863 97215 Corporations like Nike and Intel and other corporations with more than 50 employees need to pay more in taxes. Every time the question of money comes up, the burden is shifted to homeowners and/or small businesses. Enough is enough!
- 864 97215 Our number 1 priority needs to be SAFETY. That means more than it may appear on its surface... . For instance, it is NOT safe on buses that travel over 15 mph to allow congestion to cause frequent standing in the aisles that would lead to serious injury in the case of an accident or sudden stop (see: <http://emj.bmj.com/content/22/2/108.full>). This also, however, extends to safety of reaching and standing at a transit stop, boarding and deboarding and safety of passengers and drivers en route. Finally, this includes safety of those outside buses and trains (for instance, why we do not have protective railings at train stops is beyond my conception).
- 865 97215 Getting routes to east Portland more frequently. Having several 24 hour lines. It's silly that Portland's public transportation shuts down before many restaurant workers head home.
- 866 97215 The indisputable fact that the majority of people in the region still want to use their cars for most trips.
- 867 97215 Broader funding than currently exists for municipal transit systems.
- 868 97215 Building neighborhood hubs with jobs, shopping, residential, etc. easy to access without a car.
- 869 97215 Much more public transit. If you only add people and density and leave transit off the table what a mess. do not decrease buses just because there is max. Max is frequently not running or late or something.
- 870 97215 It's a top priority as we increase density and discourage personal vehicles. More frequency, all-hours service (for ALL workers, including the janitors and bakers and health care workers that need to start work at 4am!), and affordability are HUGE.
- 871 97215 Under served communities.
- 872 97215 Transit should run 24/7. Right now it is often not available after bars close which creates dangerous situations. Those workers need transit too, and they often get off work well after closing time.
- 873 97215 Regular commuters' fare should be a bit cheaper as honored or student fares are quite cheap. I hope weekly pass can be cheaper even if daily fare can't be changed.
- 874 97215 More protected bike routes.
- 875 97215 Linking to efforts to create work, shopping, entertainment and housing in continuous spaces.

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- 876 97215 Connecting further out places, as alternative transit use declines the further from the center of city one goes. Emphasis on rail and cycling infrastructures, as bus relies on motor vehicle and roadway use and walking not viable for much commute and errand running etc due to far flung layout of suburbs.
- 877 97215 Without frequency and predictability, transit is a last resort transportation option. You use it when you can't get there another way. Also, our fares are outrageously out of sync with the level and frequency of service. We are as expensive as New York City and you can go just about anywhere in NY for \$2.50.
- 878 97215 Likely growth patterns, social equity, the best revenue source.
- 879 97215 Improve biking routes in downtown Portland. The current infrastructure is a disincentive to prospective bike commuters due to limited bike lanes, bike lanes which disappear as you approach downtown from the Hawthorne bridge, buckled pavement, and clogged streets during rush hour.
- 880 97215 In addition to all of the above, equity for all residents.
- 881 97215 Safety for bikers and pedestrians and long term capacity.
- 882 97215 It should be determined where and how increasing convenience, frequency, accessibility, and affordability would be most likely to lead to improvements, and prioritize those first.
- 883 97215 Costs should be considered.
- 884 97215 Low carbon transit, end the automotive emphasis and balance priorities among all transportation modes.
- 885 97215 Talking to family and friends, many have reported that they don't take transit because it is more expensive than driving. Can transit actually be more affordable than driving? How, what will be done to make this happen. Consider people living in the suburbs— Hillsboro, Beaverton, SW, etc.
- 886 97215 Equity. Better integration of bicycle and transit. Express service during peak hours.
- 887 97215 Active transportation like biking and walking and skating should be a top priority.
- 888 97215 Cost benefit analysis. Flexibility for changing transit needs. Resiliency in the face of natural disasters (e.g. earth quakes; snow storms).
- 889 97215 Fiscal oversight is an absolute necessity. Too often public monies are spent on inefficient, overpriced niceties that do nothing do improve services to the public.
- 890 97215 More money on bike infrastructure and bus services, as opposed to very costly light rail and street car projects. I can bike, and sometimes walk, faster than the streetcar.
- 891 97215 Consider subsidized fares for low income individuals.
- 892 97215 Making transit options more convenient for people with lower income. Making biking routes safer, to encourage more people to bike.
- 893 97216 Frequency, accessibility and affordability. Although fares have increased over the years, frequency and accessibility of public transit has decreased.
- 894 97216 That funds are not taken from street maintenance - no new "street fees."

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- 895 97216 Aim for service every 10 min! This will encourage those reluctant to use public transit due to not being convenient. Add more train routes!!!!
- 896 97216 Ensuring that there is no net loss of ridership - if you build it and people are not using it, this means there is some gap re: the criteria you have listed here. For example, if the population climbs and there is not a net change of ridership taking the population gains into account - what does this mean?
- 897 97216 Fare reduction; avoid the trap of thinking light rail is a cure all - it isn't. More expensive, less bang for buck than regular bus options.
- 898 97216 POVERTY data, look at where low income people live and put transit there first. DISTANCE. where in our region are the greatest distances to the urban core and transit hubs to access jobs, healthcare, and education - how can we build networks?
- 899 97216 North-South transportation, more rapid express lines, longer transfer periods.
- 900 97216 Current areas of coverage (expand access), systems maintenance, frequency of service (the more convenient it is, the more attractive it is to use).
- 901 97216 Can everyone - including low income - access work and shopping without being forced to drive?
- 902 97217 Investments now will reap dividends in the future. We have to be thinking about the future.
- 903 97217 Parking lanes could be bus only rapid transit lanes. Fewer stops with more options for transfer.
- 904 97217 The future of transportation - how it should look to improve flow to anywhere in the city, ease of use and comfort.
- 905 97217 Transit also needs to be safe--the transit centers and the bus and max lines.
- 906 97217 The costs of the overall transportation system need to be considered. For instance, since municipalities generally subsidize on-street parking for automobiles, it means that it is often more convenient to drive - and the money spent to subsidize the cost of free parking cannot be spent in other portions of the transportation system.
- 907 97217 Neighborhoods' input.
- 908 97217 Low income persons, especially seniors, should get greatly reduced fares.
- 909 97217 Safety and environmental impact are still to be considered major considerations.
- 910 97217 More frequency.
- 911 97217 Consider smaller buses to provide service to more areas.
- 912 97217 Commute corridors that can be multi modal and used as recreation Safe pedestrian facilities, sidewalks and crossings.
- 913 97217 Access to those who need it mot. Specifically cost, frequency and where service is expanded/provided.
- 914 97217 How to make Portland as carfree as possible both for people's health and environmental cleanliness.
- 915 97217 Reduced fares should primarily serve young people in order to make them transit users of the future.

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- 916 97217 Supporting frequency is the most important component to making transit a competitive choice against single occupancy vehicles.
- 917 97217 Convenience and cost.
- 918 97217 Distance people need to travel.
- 919 97217 Cost of Transportation and safety.
- 920 97217 It will be a challenge to make transit more frequent and more affordable. But maybe there are people who would take transit now, but the frequency isn't convenient enough. I would also challenge the payment enforcement policy for the MAX and Streetcar. Instead of doing random stings, there should be a better way to just make sure everyone pays before they enter the train.
- 921 97217 Service to suburban areas.
- 922 97217 Usage.
- 923 97217 Service improvements to dense areas where ridership increases are most likely (e.g. disadvantaged and urban communities) as opposed to projects located in farther outlying areas that are less likely to attract a substantial amount of riders.
- 924 97217 More accessible - too many areas where if you don't have a car, it is too far to walk to a bus stop. Maybe vans or smaller buses could be used as feeders.
- 925 97217 We need high-frequency bus service and super short wait times for heavily-used corridors along Powell and other major connector streets.
- 926 97217 Aesthetics, convenience.
- 927 97217 How can we better connect more bike routes so that it's easier to safely get around more of the city. All it takes are a couple of difficult/impossible/unsafe intersections on my bike commute to dissuade me from using bike transportation. We need more consumer education--better maps--that would enable bikers to better plan routes. We need to encourage more telecommuting... and consumer education/promotion toward evolving corporate culture to actively encourage less driving.
- 928 97217 The time schedules of transit routes to accommodate commuter travel getting and coming from work. More buses and trains to take people working like Trimet does for special events downtown and at the Moda center.
- 929 97217 Making transit convenient and affordable for low-income folks and not just the middle class.
- 930 97217 Keep transit affordable and make it more convenient than driving.
- 931 97217 Reduce bus stops to decrease trip time. Create more transit opportunities into SW and St John's. Provide reduced fares for low income families.
- 932 97217 Flexibility of transit system - i.e. BRT rather than light rail, using technology to track ridership demands and routes. expand frequency and provide wifi on board.

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- 933 97217 Having a car is much more convenient right now and the savings you may get from taking the bus does not outweigh the inconvenience. You need to some how equalize those factors.
- 934 97217 Electric automobiles and the infrastructure to support them. Continuing to support bicycling.
- 935 97217 Safe, frequent, affordable service for low-income communities should be the priority.
- 936 97217 Looking at work shifts & capacities (both workplace & transit vehicles) to adequately accommodate both office workers & shift workers.
- 937 97217 That cars are the main mode of transportation in the metro area.
- 938 97217 Reliability.
- 939 97217 Long-term up-keep of transit stations and technology. The system should always be seen as clean and safe in order to appeal to as wide a section of the community as possible.
- 940 97217 Equity. Expanding transit options first for lower income neighborhoods.
- 941 97217 Making it easier for people to walk and bike. For example, I live near Willamette Blvd., which recently got improved bike lanes. But Willamette also appeals heavily to cars, who often exceed the speed limit. And it is very difficult to take a left onto or off of Willamette by bicycle, especially with children. We've made Willamette a great route for cars.
- 942 97217 How soon we can do it.
- 943 97217 electric problems going over bridges; updating app for cleaner way to access schedule status updates.
- 944 97217 The efficient fast flow of motor vehicles, abundant and free parking, as well as a mass culture that is pro-car and anti-bike are the biggest impediments to increasing alternative mode share in Portland. As long as those conditions exist throwing money at bike lanes, crosswalks, and other infrastructure only increases the already troubling trend of dividing folks by their travel modes. Drivers are getting more aggressive and bike lash is increasing in Portland (from my 2 wheeled street level experience) i know that we are Americans and we think that every problem is solved by throwing money at it, but in my opinion a bigger picture perspective and conversation would be the most productive action at this juncture.
- 945 97217 Biking infrastructure-world class, lead the way.
- 946 97217 Provide cards and expand apps that you can add funds to like a pre-paid card to use for public transit. Issue cards like a library card to increase the culture of people using public transit. Make it more affordable by increasing users to bring down the price point for riding. Replace the current Fare Inspectors or Transit Officers with Transit Ambassadors with higher emotional intelligence. The Transit Ambassador's can maintain safety and promote ridership. It's about establishing and nurturing a positive and friendly public transit culture through building a asset based relationship with the regions residents and businesses.
- 947 97217 Low income areas, access for populations of color, sustainable funding processes.
- 948 97217 Access to transit system for underserved communities.
- 949 97217 livability. I.e., make streets bike & pedestrian friendly. More public transit, etc.

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- 950 97217 Active transportation options, particularly involving children.
- 951 97217 Make it affordable for the people who need it the most. Come up with routes that cover the most ground. Run on time. Stop lining pockets at the top, which has happened in the past.
- 952 97217 Connectivity to places people need to go; frequent service; travel time that are as fast as cars.
- 953 97217 Social justice issues need more consideration. I understand that light rail projects are more often funded by federal dollars and therefore more likely to get traction, but the lowest-income neighborhoods are often not served by HCT. TriMet has cut bus service in many areas. Also, the cost of transit passes remains prohibitive for many I realize some of this is outside Metro's purview, but it definitely needs to be considered in any transit planning. Also, traffic signals near transit stops need to be timed not just for vehicle and bike travel, but also for pedestrians. For example, lights near light rail accommodate trains and traffic but at least one light that I know of (crossing Interstate at the intersection with Multnomah), even a fast walker like myself can barely cross the street in the amount of time given. A disabled individual would have to cross the street using two separate walk cycles.
- 954 97217 Transit has to be competitive with auto use for people to choose it. It should be frequent, reliable, and even fun. And it just has to serve the destinations people want to go to.
- 955 97218 Motor traffic is seriously clogged during rush hours. It would be an advantage to encourage mass transit and park-and-ride options. Buses need to be more frequent, reliably on-schedule, and less crammed, so more people can take advantage of them.
- 956 97218 Community cores should be built up so that we don't NEED to commute as much. Outer East Portland needs sidewalks and bike paths. Some TriMet stops are pointlessly close to other stops, which is obviously wasteful.
- 957 97218 Forget ridiculously pricey light rail, silly trolleys, etc. Buses (electric?!) go where people need to go, which can change. Buses don't have lines that freeze up in winter. Buses don't force people to go where it's not convenient. Put more buses on the road where people want to go. Shuttles should move people from one popular 'hood to another (Belmont to Mississippi Dist., for ex.). Also, have regular service from PDX to college towns, the coast, Bend, etc.
- 958 97218 Please make sure that outlying areas are considered, and not just busses to MAX stations, with runs that will take people to or from work before 6:00 am and after 9:00 pm.
- 959 97218 Bus routes through low income communities.
- 960 97218 Access to transportation for people who are earning below poverty wages.
- 961 97218 Speed, flexibility and efficiency.
- 962 97218 Make sure this is done equitably so that low-income residents have as much access to these amenities as everyone else.

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- 963 97218 Seems the max lines should be connected.keeping fares equitable. build in transit incentives, free fares downtown, employer payback for using transit. asking drivers to wait for customers while they are trying to cross a street or run to there connection, this is a sore spot for me i find many of the drivers inconsiderate of riders.
- 964 97218 Travel time. I live 6.5 miles from work (half surface/half freeway). It takes 55 minutes by Tri-Met and 17 minutes by car. The time and physical wear & tear are worth my parking fees. Cut the Tri-Met time to 30 minutes and we'll talk.
- 965 97218 Greater frequency to extended areas. More parking at satellite transit stops. easier physical transfer from bus to light rail. More light rail.
- 966 97218 Better options for frequent active/public transportation users and communities on the outer boundaries of Portland to use active/public transportation to reach other parts of the city without long wait times.
- 967 97218 The income levels and ages of people in the neighborhood, as well as their transportation patterns. For instance, some people may drive their kids to school because they are driving to work anyway. But in another neighborhood, people want to walk their kids to school, don't have a car, and don't have sidewalks or crosswalks.
- 968 97219 • Make operators State employees, pool existing pension obligations and contributions into PERS. • Smaller, more frequent electric or hybrid buses on lighter usage routes. • Transport on demand in areas not served (expansion of lift program). • Equalize pay and benefits for bus and lift operators. • Expand light rail and consider using a freeway lane in each direction where necessary and practical for light rail. • Make mass transit the priority over automobile traffic expenditures. • Disregard political considerations when evaluating best practices.
- 969 97219 Adaptability of the system - can we create a transit system that operates under a wide variety of conditions? If not, people may be less willing to give up a car (for example, if the system doesn't operate at night, or during winter storms).
- 970 97219 Safety, and a fossil-fuel-free future scenario. Can a transit system be good enough (reliable, flexible, clean, safe) to attract twice as many riders in the next 20 years? What will it need to do to accomplish that?
- 971 97219 Provide MUCH more frequent transit service--and space the bus stops MUCH farther apart! That way, people will wait half as long for buses AND get from A to B in half the time once on the bus! There is absolutely *zero* need to have a bus stop every 2-3 blocks when we have the nation's shortest blocks! If someone is truly severely disabled, they will know where to go or what options are available.
- 972 97219 Walkability, not destroying neighborhoods, green spaces (parks not parking strips), renewable power (solar). Current home owners investments.

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- 973 97219 Encourage or even require major employers to institute direct shuttles from suburban campuses to metro neighborhoods. I can't get from Multnomah Village to Nike in less than 90 mins each way. By car it takes 30 minutes. A direct shuttle for my SW coworkers and I could remove dozens of cars from the road for lower cost than expanding buses, MAX and streetcar service.
- 974 97219 Dedicated bus lanes I live in SW Portland and probably will never see light rail anywhere near where I live.
- 975 97219 Need more frequent bus service.
- 976 97219 Reduced fares and whatever it takes to reduce auto use.
- 977 97219 Buses are more flexible than debt ridden light rail. There are private bus companies that have filled gaps based on areas of public demand.
- 978 97219 There should be a strong focus on underserved areas, such as the West Hills. Public transportation is spotty there. Furthermore, the hub system (in which I have to go downtown before over to Beaverton) makes my trip almost 4 times as long as driving and twice as long as cycling.
- 979 97219 Reliability and frequency is very important in a transit system...TriMet has been lacking in this area.
- 980 97219 Improving access may require a variety of sources for funding the necessary infrastructure improvements plus, changing the culture of driving everywhere. The community, elected officials and businesses will need to be involved and on board.
- 981 97219 Stop building two-car light rail "train" lines and take people where they want/need to go in a timely manner using buses.
- 982 97219 Develop more off-street walking & biking paths.
- 983 97219 Most "bang for the buck" - - determine which options and improvements will cause people to take transit instead of drive cars.
- 984 97219 Where jobs are, and the shift times. Non radial service improvements.
- 985 97219 Traffic enforcement for cars. Even great walking/biking routes can be ruined by speeding drivers, not holding in place while crosswalks are used, etc.
- 986 97219 Should focus on making transfers across the river easier. division, etc has great restaurantsbut to have to go downtown from sw means that i will never take the bus there!
- 987 97219 The psychological aspects of why people won't get out of their cars & into public trans.
- 988 97219 Low income areas, senior populations, transit dependent folks.
- 989 97219 Realistic transit prices for working families. By making service more frequent, more people are apt to ride; at this time many people do not ride public transit because it is such an inconvenience. Also, creating a resources for carpooling/ride sharing.
- 990 97219 We need a stronger transit police presence on buses. Often, loud, disruptive, noxious, loaded, etc. people stress out the packed-in, well-behaved passengers on a bus and the driver can't do anything about it. Just having a transit officer present would help keep things civil.

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- 991 97219 Obviously, how to pay for it. Need more buy-in and support from business community. It's in their interest to improve transportation to the core area. Portland has done a great job with the SE/NE area in terms of transportation. Now it is time to focus on the SW area-transpiration in and around Beaverton, Tigard and Tualatin-especially where the voters have said no to light rail. If not light rail, then what is the solution to the traffic nightmare.
- 992 97219 Make bus service more frequent, less crowded, more affordable and in more places. Many people I work with just decide to drive and pay parking because it is about the same price as a monthly bus pass.
- 993 97219 Most cost effective means.
- 994 97219 Implementation should include new routes, increased frequency on some existing routes as well as new modes of transit like rapid bus service and more streetcars.
- 995 97219 How to keep costs affordable for the working poor and others that use mass transit as their only means of travel.
- 996 97219 How it will be funded. And making sure the less wealthy neighborhoods/areas are well-served.
- 997 97219 Neighborhood livability/viability, Never sacrifice neighborhoods to the god of the easy commute.
- 998 97219 Keep costs affordable-esp.for seniors,disabled,lo-income. continue passes for all high school youth (None of my 4 kids drove until they were in college) Bike and walking connectivity are critical--in SW using TriMet is a challenge--our closest bus access is 1 mile away, not so bad in dry weather and daylight, but in the evenings is an accident waiting to happen. Also, rethink the transfer/time length policy--again, in SW any trip involves wxtra time.
- 999 97219 Our population is getting older, more diverse, denser, and more stratified. More people than ever will *never* have need of a driver's license. The car may be king, but walking, biking, and busing are the only options for senior citizens, Millennials swimming in student loan debt, and immigrants.
- 1000 97219 Consider that we don't actually have what I would call transportation equity. That is, the central urban area (Portland) has a grid system and higher urban densities that support a more efficient transit system and that's where the majority of investments occur and therefore the most frequent transit service. The suburban areas have less of a grid system, lower densities and there is less investment in transit service and these areas pay more for less transit service.
- 1001 97219 Transit speed and frequency is key to encouraging people to use the available systems. It is unfortunate that TriMet has decreased services over the last couple of years. Bring back Fareless Square and increase all services.
- 1002 97219 Engaging city, county and state partners to prioritize improving transit trips. This may involve improvements to existing car-oriented infrastructure. The public needs to be educated that we have a large aging population who may not always be able to or who shouldn't get around by car.

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- 1003 97219 Artery expansion to the full population of Portland and surrounding cities (e.g. Max to SW and to Vancouver), as well as critical gaps in the existing network.
- 1004 97219 More frequent assessment of the needs of each neighborhood.
- 1005 97219 How to make public transit faster.
- 1006 97219 I would love to see some sort of discount for people who use public transit to commute, even if it's just by making the monthly pass less expensive than buying individual tickets.
- 1007 97219 Make sure to include all of portland not just the east side.
- 1008 97219 The input of all stakeholders should be invited and reduced to data points.
- 1009 97219 Reducing the number of transfers required to get from A to B. Use smaller vehicles on low demand routes and low demand times.
- 1010 97219 Include neighborhood short routes for connectivity to other bus and tram lines as well as to the Main Streets and business areas.
- 1011 97219 What Bus Lines are most used and those Lines should have the most Frequent Service available to commuters. Also Lines such as the 43 which our Saturday service was taken away in 2010, should be looked at seriously now to restore our Bus service, which may mean cutting a line less used on Saturday. I think Bus 43 needs to be treated as fairly as many of the other Frequent used lines on Saturday because it's a very used bus line and the people who primarily depend and live on the line have no way of getting anywhere on the weekend. I feel it's our turn to have our service looked at again now and restored so people can get around on Saturday.
- 1012 97219 Please acknowledge that most people use automobiles. Transit and bicycles are not the answer for the majority of the people. Consider alternatives to highways for freight not people.
- 1013 97219 Funding and equity, e.g. making sure all areas and neighborhoods are treated the same way.
- 1014 97219 The importance of bike/pedestrian lanes in SW Portland.
- 1015 97219 Relative easy of implementing policy with options such as electric buses and less costly technology than rail....very expensive and limited use.
- 1016 97219 Increasing frequency of buses.
- 1017 97219 Reducing traffic & pollution.
- 1018 97219 Increasing the desire to take public transit.
- 1019 97219 The needs of the poor, who are being pushed from the inner city, which has many transport options available, to the distant suburbs, which has few transport options available.
- 1020 97219 Don't assume that light rail is the best option - buses that enter neighborhoods make more sense for people who, for one reason or another, cannot easily walk to a main street (where light rail tends to be).
- 1021 97219 The answer is yes, but. The but is that we need to balance limited resources to ensure that all modes of transportation are safe and convenient.

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- 1022 97219 First, pedestrian and bike safety. Second, reducing reliance on burning carbon.
- 1023 97219 Fairness and equity. Ask the question Who is benefiting from this the most? If it continues to be those with decent transit options then taking alternative forms of transit will continue to merely be one option for those with many options. There are terribly unsafe streets in outer SW Portland with no shoulders on the roads, let alone sidewalks. Biking is extremely treacherous in SW - and I believe that we should start investing in bike paths OFF the sides of roads - entirely separate from the streets. Look to Boulder, CO or even the Corvallis/ Philomath area.
- 1024 97219 Providing the most frequent service to our communities - to jobs, to schools, to services, and to shopping areas (centers).
- 1025 97219 Access to key destinations, improved pedestrian access to transit stops especially in or to centers and corridors.
- 1026 97219 People who use multiple methods of transit during one trip, such as cycling and MAX or bus.
- 1027 97219 Cost of Bike/Walk versus Auto Lanes New Buildings provide for Bike/Walkers -- storage, showers.
- 1028 97219 Cost, efficiency and locations.
- 1029 97219 Safety for non-motorized commuters.
- 1030 97219 Alternatives to car traffic. Safety. Environmental impact.
- 1031 97219 Focus on underserved areas (such as outer SW Portland).
- 1032 97219 More direct walking and biking routes would be great.
- 1033 97219 As much as I like rail, I believe that bus expansion is so much more configurable that it should be ranked higher than rail.
- 1034 97219 Real-time updates at high-frequency transit stops to give riders greater confidence, expanding to SW, where there is huge demand for greater transit access.
- 1035 97219 Making cycling options more attractive to people by improving safe bike routes, away from vehicle traffic.
- 1036 97219 Safe and convenient (as much as possible) alternatives to single-occupancy cars.
- 1037 97219 Maximum diversity in transit options as well as finding options.
- 1038 97219 Pedestrian separation from Bike Lanes.
- 1039 97219 Business could offer incentives for public transportation and walking and biking to work.
- 1040 97219 Health impacts of air pollution should be the most important factor.
- 1041 97219 Do not charge for bus and metro trips. Pay for it with an increase in the gas tax (Salem will have to be involved).
- 1042 97219 Equity of access - seems to me the East side has many more public transportation options than west side. I live in an area which is only just getting sidewalks and Max is not an option because it doesn't come to the SW - Multnomah village area.
- 1043 97219 Adding more safe walkable routes in SW Portland.

- 1044 97219 More bicycle awareness of traffic rules. More bike lanes in SW portland.
- 1045 97219 Density.
- 1046 97219 Equity, the environment our kids and grandkids will inherit.
- 1047 97219 Bicycling safety, frequency of bus routes.
- 1048 97219 Proximity of transit stops to residential areas. Keep in mind that many senior citizens are both more transit dependent than average and unable to walk more than a few blocks.
- 1049 97219 People are selfish and lazy, and they want services to be free.
- 1050 97220 Efficiency and speed of the transit options. Citizens living in the outer parts of the city can spend two hours each direction when taking public transit to work. This makes it an unreasonable alternative for many.
- 1051 97220 Building codes / future development for higher density (urban infill) needs to consider easy transportation access (bike lanes, mass transit access) into their plans on the front end.
- 1052 97220 Transit should be available to the working class who does not work 9-5 Monday through Friday.
- 1053 97220 I'd like to see more investment in safe pedestrian access to transit stops. In my neighborhood the bus service is pretty good but in places like Halsey, its very difficult to cross due to the width of the road and the traffic speed. There are aspects to transit beyond the actual bus/train, etc like safe access to the transit stops.
- 1054 97220 On-street parking should not be eliminated.
- 1055 97220 Build personal rapid transit. It's a pod system that uses separate guideways for stations, so you go non-stop from origin to destination.
- 1056 97220 Identify areas of traffic congestion, peak travel times, then plan transit lines accordingly. Create park-n-rides. Create designated "transit only" lanes.
- 1057 97220 Transporting people safely, conveniently and quickly from one place to another.
- 1058 97220 How far people actually travel on transit and where they go. The fact that you have to go downtown to get most places is silly. YOu should also look at the lack of decent sidewalks and safe places to walk and bike without removing all the streets and making the congestion worse. there needs to be a balance. Transit also needs to be safe as well.
- 1059 97220 Consumer fares must always been kept low and without yearly jumps in prices, buses need to run more often and access areas not currently in the system, tickets should last longer and prices for seniors must never, never go up.
- 1060 97220 Cost to individual in the form of increased taxes, especially increased property taxes. My family is very low-income and live in a tiny home in outer East County that we struggle to pay for every month, yet our property taxes are larger than those of larger houses in more economically affluent neighborhood in Portland. I also have concerns about renters who use a great deal of public transportation not being financially responsible for any improvements made to public transportation. Please address the uneven taxation issues if implementing improvements paid for by individual taxes of one sort of another. Thank you very much.

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- 1061 97220 Clean, safe bus stops. Possible neighborhood issues with traffic, need, price, frequency.
- 1062 97220 Where those that need it most live and need to go.
- 1063 97220 Many people in the community walk and many more would walk if we had sidewalks in our neighborhood. Especially on 111th between Halsey to the end of the neighborhood and in between 102nd and 122nd. Biking route over 205 on Halsey would also make biking safer. Bus service is sufficient to meet the needs of the residents. However, cost is still an issue. Reduced fares would be helpful. \$5 a day is very expensive for folks in poverty - and the majority of my neighborhood is living below the poverty level.
- 1064 97220 Transit should be free.
- 1065 97220 Where people travel to and from to make it easier to get from the outlieing areas without having to go downtown.
- 1066 97220 Accessibility and frequency of service to low income neighborhoods outside the core of city.
- 1067 97220 Humans and life not automitizing autos.
- 1068 97220 Demographics, determine frequency of use .
- 1069 97220 Infrastructural improvements that increase low-socioeconomic income safe-access to transit while doing so in an economically-accessible manner to this same population.
- 1070 97220 What should always be considered is that carbon fuel-based single-occupant vehicle transportation is not a sustainable method to move ourselves around with!
- 1071 97221 How increased density along transit corridors promotes the efficient use of transportation dollars.
- 1072 97221 Two main factors keep me from using transit: 1. It is too far to a stop and 2. It takes too long. More busses with more stops coupled with more trains (and lines) with fewer stops.
- 1073 97221 Create housing density to allow public transit to serve those areas more extensively. Recognize that public transit will never pay for itself from the users, so be willing to provide suffiicient public funding.
- 1074 97221 Safe walkways for access.
- 1075 97221 How to promote transit with supportive land use (e.g., higher densities within a short distance from transit stations/stops). Divert funding from roadway capacity projects that simply encourage more driving and low density development with segregated land uses.
- 1076 97221 all options should be considered to give people choices. To limit highway construction, rapid bus lanes, more bike lanes, and sidewalks for walkers should all take precedence.
- 1077 97221 Fully meeting residents' transit needs means making transit available -- at some level, at least -- 24/7 region-wide. Many graveyard- and swing-shift workers are transit-dependent, and transit-dependent residents can't take advantage of social, educational, and cultural opportunities if the bus or train has stopped running by the time an evening or weekend event concludes.
- 1078 97221 Be sure those who must rely on public transit have access as needed.

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- 1079 97221 Sidewalks, sidewalks, sidewalks. Portland lacks sidewalks for safe walking to school & work. Why is there no park and ride for the MAX for SW Portland? There is no place to park - long term as in for at least 4 hrs and catch the train into downtown.
- 1080 97221 providing more frequent service and service to SW Portland.
- 1081 97221 Need of local riders, not just ridership counts.
- 1082 97221 Poorer people and older people should have more access.
- 1083 97221 Parking structures near main transit centers must be sized to accommodate people who don't have walking/biking access - the Beaverton Transit center is useless for many people because no parking is available. Walk/bike is just fine for 40 percent of the population, but you don't solve problems by ignoring people who don't consider a 3-4 transfer, 2 plus hour commute to be reasonable. Those people WOULD drive the first segment to a transit center, if they could park-&-ride and be at work with 1 transfer and less than an hour commute, compared to a 30 minute direct drive to work. Quit imposing walk/bike as the only legitimate criteria to access bus/rail! You are unrealistic!
- 1084 97221 Sustain service in areas that already rely on transit, but also provide new options to neighborhoods that currently do not have reliable transit, such as those where service ends too early for many commuters or doesn't provide routes for shopping or other errands. In general, there is a lack of north-south routes on the west side that don't require changing downtown.
- 1085 97221 How to do implement it as quickly and efficiently as possible.
- 1086 97221 I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.
- 1087 97222 That certain regions like Clackamas County that have been swayed by the BS coming from the Tea Party and their puppet masters to avoid real, useful mass transit be taken with a grain of salt. They will be screaming for it in a few years.
- 1088 97222 Equity of access (affordability) Overall environmental impact of transportation system options Last mile transit that's convenient (supports car-free living) bike routes that are dedicated (safe) and possibly even rain sheltered.
- 1089 97222 Targeting low income areas for mass transit and making safe connections from mass transit to neighborhoods.
- 1090 97222 Focusing on areas of the region most likely to use the improvements.
- 1091 97222 Ticket prices/affordability.
- 1092 97222 Incentivize longer transit trips.
- 1093 97222 Cost to users and safety.
- 1094 97222 I have supported light rail but I think we need to look closer at high-capacity bus lines, increased bus service, and improved bike facilities and infrastructure.

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- 1095 97222 Equitable distribution of service improvements, especially in outer SE neighborhoods.
- 1096 97222 The entire spectrum of transit not just the public transit and bike transit that are mentioned here. This question is not properly worded.
- 1097 97222 Connect with businesses to offer incentives to their employees when they use alternative transportation...ie. biking, bus. Like OHSU does.
- 1098 97222 Expanding light rail and dedicated bus lanes and making sure the public transportation system in the Tri-county area is efficient, coordinated and responsive to residents transportation needs.
- 1099 97222 How it will affect vehicular traffic. Though I love alternative transportation, I still often drive.
- 1100 97222 Population density and demographics along transit routes, linkages to other routes and light rail, rate structure needed to support.
- 1101 97222 Bike accessibility, separate pedestrian / biking areas / lanes.
- 1102 97222 I think building safe and direct walking/biking routes should be focused on above the rest. Then work on expansion.
- 1103 97222 Cross city commuting without having to go through downtown Portland needs to be available. I currently live in Milwaukie and work in Beaverton, and being able to do this commute by public transit without going through downtown Portland would save much time on my commutes.
- 1104 97222 The first consideration should be serving those most in need, then figuring out how to pay for it, rather than first thinking of what will make the most money.
- 1105 97223 Metro needs to spend less time focusing on the "mode" of transit - we need to end our policy of "light rail, only light rail, and nothing but light rail" and focus on the NEED of transit - and then how to best address it. Buses are particularly effective for much of our region's transit needs, but Metro has been particularly biased against buses because there is no payback for developers who support the construction spending associated with massive light rail projects. Citizens and riders come first - not developers.
- 1106 97223 Commute needs, connection between housing and transportation costs, access to work is an equity issue.
- 1107 97223 Maximizing the investment. Investing tax dollars where they will do the serve the greatest number of people in a fiscally responsible manner.
- 1108 97223 Keep the cost of public transit down for short trips. Currently I would spend more on public transit than on gas for my vehicle for my work commute.
- 1109 97223 Consider elevated trains in areas where expansion of space is not possible.
- 1110 97223 Gaps in the bike lane, sidewalk, and multi-use path system should be filled in as quickly as possible.
- 1111 97223 Start designing a passenger only rapid transit system by tunneling below existing Max lines downtown and other places for transfer on the surface. Don't waste the time we lose bumping through downtown and all the way to Gresham on systems that are limited by our Portland short blocks, just to start at most short sighted.

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- 1112 97223 Portland to Salem MAX line, preferably down the I-5 corridor so that drivers can see the train go whizzing by while they are stuck in traffic.
- 1113 97223 Trimet should abandon the use rail for transit and focus on buses. The expense of rail is unsustainable.
- 1114 97223 Rail and bus systems are great if they go where you want to go and you're not in a hurry. Tri-met works best for those who commute regularly, and only once per day from the suburbs into Portland and back. My work takes me all over the city randomly. It would be impractical to use public transit because the travel time would exceed the actual hours on the various sites.
- 1115 97223 What level of frequency is required to make transit convenient. I know I live in an area where nearby transit happens mostly at 1 hr intervals, and stops after rush hour, so it isn't convenient.
- 1116 97223 Transit should be about people - NEVER about developers or construction companies. Metro needs to stop letting these special interests dictate what transit projects get completed, and put citizens first, foremost, last, and only, as the deciding factor. If a company like Siemens says they know what is best - they are trying to sell you a light rail train. That should be a red flag, not an invitation.
- 1117 97223 As much public opinion should be solicited (town hall-type meetings, online surveys, social media) to determine the priorities of the people who actually use public transit as opposed to people who may not be directly impacted by the decisions they make.
- 1118 97223 Growth regions.
- 1119 97223 In this order: cost of implementation/construction, cost of operation, needs of community.
- 1120 97223 Affordability: talk with businesses about helping employees pay for monthly or annual passes by encouraging employers to pay a portion of the amount. Convenient/Frequency: Expand frequency of buses that go into suburbs, such as Tigard and Tualatin. Consider expanding weekend evening schedule for Lines that serve Washington Square Mall later into the night. Accessible: Help accessibility by building lights at stops, covered areas for rain , and clear walking paths away from busy traffic.
- 1121 97223 Ensuring that ALL RESIDENTS are treated fairly and equitably; that transit investments are done to benefit citizens FIRST, FOREMOST and ONLY - that lobbyists by the light rail and construction and contractor lobbies are NOT allowed to influence or be a part of transportation decisions. Light rail should only be built IF it is the best mode, AND that bus service is under absolutely, positively NO negative impact. If buses are cut in one part of town to favor light rail elsewhere, that is a violation of making transit better for our region.
- 1122 97223 Flexibility and getting the most out of every dollar spent. Minimizing costly studies and wasteful contracts.
- 1123 97223 Effectiveness of new designs in expanding the user base which will provide the revenue stream for to increased frequency and lower fares.
- 1124 97223 Helping those in greatest need first. Be sure to have availability to low income and special needs people.
- 1125 97223 How to do it without screwing up the flow of normal traffic. In other words, DO NOT sacrifice traffic lanes to enhance transit capabilities.

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- 1126 97223 Serving the low-income, disabled, youth and senior communities - making sure they have nearby access and lower fares with convenient routes to the essential services that they need.
- 1127 97223 Cost, safety, environment, practicality.
- 1128 97223 Please put more focus on walking routes with sidewalks, safe crossing, etc.
- 1129 97223 Where the biggest population gains will be, so transit can be in place where the most newcomers will live.
- 1130 97223 We need to connect more dots with inter city routes that aren't TOTALLY centered around downtown Portland and put a CHEAPER rapid transit underground system to service downtown routes with trains that aren't limited by the city block size. Bigger trains and a CLOSED tunnel system could be made almost totally automated, and constructed without screwing up the streets!
- 1131 97223 24 x 7 transit system. With manufacturing companies large and small working 24x7, if you don't work a day shift, it makes it hard to get around on transit. Please increase parking at Sunset Transit Center and other major park and ride hubs, this is critical to ridership. I work and go to school so my time is precious. I have yet to find a parking spot at Sunset Transit Center at 11 am to ride into Portland for my afternoon classes and to take a bus extends my travel time by 30 minutes, which makes me late for class, so I have to drive downtown from Beaverton.
- 1132 97223 Daily commuting needs, especially locations not currently connected to public transit. Also special event needs (i.e. increase transit service for large events like Rose Festival).
- 1133 97223 Availability of bike paths/lanes, public transportation connections across the network (not just north-south or east-west).
- 1134 97223 Study the policies of Zurich, Switzerland.
- 1135 97224 Bring public transportation out into the suburbs.
- 1136 97224 Do not spend any money expanding light rail.
- 1137 97224 Over all transit time reductions per \$ spent. Increased safety pre \$ sprint.
- 1138 97224 Light rail beats buses. Extend the current system in the SW.
- 1139 97224 We need to be smarter about what alternatives work the best. For example, as the population ages, fewer people will ride bikes to work. I'm 68 years old and I'm not going to try to get 3 bags of groceries home on the bus. I am not going to carry my golf clubs onto mass transit even if it went to the golf course where I want to play. Put mass transit in the places where it can move large amounts of people on frequently traveled routes (primarily the daily commute) but don't forget roads serve needs too and they need to operate efficiently too ..something they surely don't do right now.
- 1140 97224 There should be elements of short-term gain to entice those who are resistant to the ideas, but ultimately, the long-term gains should be the guiding factor in policy creation.
- 1141 97224 A minimal impact on existing transportation systems and a minimal amount of tax payer dollars.
- 1142 97224 Make transit faster. Reduce the number of stops between Tigard and downtown.

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- 1143 97224 Making more affordable includes the cost of the projects. Do not force expensive light rail on communities.
- 1144 97224 Concentrate on developing a system to get one-person-per-vehicle off the roads.
- 1145 97224 Give extensive attention to the effect of driverless cars and what portion will be electric drive.
- 1146 97225 Where does light rail go? How can we have more frequent service in the most common commute routes? Affordable fares. \$5 a day might be cheaper than me car in the end, but it sure doesn't feel like it.
- 1147 97225 While I support this concept in general, it's misleading to ask without quantifying or explaining trade-offs. While we need more transit, we need to get away from the hub and spoke system (TriMet's service area plans get to this) and we also need investment in roads, an area this region has critically ignored.
- 1148 97225 Environmental factors, getting people where they need to go.
- 1149 97225 Aging population. We cannot all ride bikes.
- 1150 97225 I think one must consider the future at least as much as the present. It appears fewer and fewer young people want to live in the suburbs like I do. I have to take my care to get anywhere and to shop for anything. I do not like this. Strengthen transit in such a way as folks can live close by. Do not use the Beaverton Round as an example of what to do. It is not conducive to folks living there tho the property near by could be, if the owner would only move forward in a meaningful and community friendly way.
- 1151 97225 The more people on public transportation, the fewer cars on the road. Also, there are places where the nearest bus stop requires quite a walk. Having more extensive routes would be beneficial.
- 1152 97225 How on earth to get the outer (and even inner) suburbs to buy in. (i live in one.) listen closely to their concerns and objections to see if there is a way to satisfy them. maybe it's just a knee-jerk 'no.' somehow get them to feel like a part of the portland metro area and drop the us vs them attitude.
- 1153 97225 Environmental impact.
- 1154 97225 Making mass transit attractive by having attractive vehicles that move as or quickly than private cars.
- 1155 97225 Quick and easy movement around the metro area. Reduction in green house gasses. making more areas accessible to public transit.
- 1156 97225 The temptation in this day and age is to make things more complicated than they need to be just because we can. We don't always have to use the latest technology is we have a basic foundational system that works. Focus on that! Get the buses to where people actually need to ride ~ smaller and more frequent if that is how they are used. Only use MAX where there are corridors used by large numbers of people. Make it safe to use bikes and small cars. I live in a quiet residential neighborhood but it is between BH Hwy and Canyon Road. I have all shopping nearby. But I take my life in my hands riding my bike to the grocery store which is ten minutes ride. Get back to basics and people will get out of their cars.
- 1157 97225 Size of transit vehicle should be commensurate with number of riders. Need more capacity at park and ride. Need more park and ride (example would be Beaverton for MAX).
- 1158 97225 Walkability to transit options.

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- 1159 97225 Increase frequency in areas where it results in greater usage; reduce fares in areas of lower income.
- 1160 97225 Ridership in the areas. Most important, have a community meeting and truly listen to the people and the transportation needs. Here in Cedar Hills TriMet had 2 meetings and totally failed to listen or take serious one of the many great ideas we had.
- 1161 97225 The traffic congestion in the Portland Metro Area is getting worse every year, if public transit was more widespread and most of all affordable for all - not just for those listed in the policy information provided - more people would use it. I know I would.
- 1162 97225 Prioritize walking, bicyclists, and buses. Cars must pay a fare when entering the metro area, based on demand pricing.
- 1163 97225 1 population so the most are served 2 the future, meaning when you plan transit plan that the transit will bring more folks to it. This is an indirect way to get population to move and concentrate 3 consider East Portland, not West a model as we on the West are too spread out and can not reach transit without a considerable walk. We have built ourselves the perfect "I need a car world here on the West Side.
- 1164 97225 There's a chicken & egg aspect to making this work; the service needs to be available before people will give it a try, and it takes time to change people's habits. patience.
- 1165 97225 The bus stop near my home was made bad: Tri-Met took out the shelter and even the bench. Yet, if you ever take the bus on SE Powell Blvd, there's a shelter with benches about every 3-4 blocks. How fair is that?
- 1166 97225 This leaves out safety. As someone who has been a long time rider of public transit and who has free access to it I am now looking for a vehicle due to the lack of safety. It will never be convenient, accessible or affordable for riders as long as it remains unsafe.
- 1167 97225 Non fossil fuel vehicles and systems.
- 1168 97225 Improved convenience and frequency will increase ridership, therefore positively impacting the other goals.
- 1169 97225 Cost benefit of the product being funded.
- 1170 97225 How to incentivize people to use transit and how to deincest use of the automobile. Make transit very convenient and affordable.
- 1171 97225 Make transit comparatively more attractive than private cars.
- 1172 97225 That transit is not a money maker but an Important service to the whole community.
- 1173 97225 Better more frequent connections in suburban areas. reducing traffic on freeways and main arterials.
- 1174 97225 The Sunset Transit Center parking garage was full from day 1 of its opening. All the bus routes were canceled, even though their were promises not to cancel bus routes when the Max came to the area. The STC parking garage is full by 7:10 am every week day. As a result, I never use it, because I arrive at 7:15 am and can't park. So I drive all the way downtown.
- 1175 97225 Areas that need the most help and have been neglected due to earned income.

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- 1176 97225 Social equity analysis of impacts and benefits -Opportunities to increase share of active transportation compared to traditional motor vehicles -Connectivity of different modes and between active transportation and transit -Opportunities to integrate active transportation infrastructure into communities in a manner that make their use an attractive and convenient part of daily life -Opportunities to address climate and GHG reduction goals -Refocus funding incentives away from metrics such as the increasing number of miles traveled and toward more sustainable measures such as trip quality, enjoyment, and efficiency.
- 1177 97225 Improve neighborhood access [ie formalize informal/herd trails such as along the 95th right of way by St Vincents.
- 1178 97225 Maximize access, first to low-income suburbs, then to higher-income suburbs, then finally to higher-income urban dwellers.
- 1179 97225 Making sure that the existing intrastucture is being maintained - Orange Lines being built while Tri-Met has numerous mainenance issues at the Rose Quater with failing switches, etc.
- 1180 97227 Width of streets for transit options, providing trash receptacles at transit stops.
- 1181 97227 Please prioritize the people and areas that need transit the most, and rely on it--lower-income individuals and families and service industry/blue-collar workers. 1) Better, more accessible, frequent, reliable service to further-out communities that are underserved and of lower-income. 2) Why on earth does transit shut down before bars close? Public transit should run through 4am minimum. As it stands, there is no way for intoxicated people to safely take transit home when the bars close at 2:30 (encouraging drunk driving), AND the service workers who have to close the bars have no public transit option to get home, forcing them to drive, cab, or get stuck across town.
- 1182 97227 Increasing frequency, improving connectivity between modes (bike to train, bus to train, etc) and reducing fares. Simplifying fares would be good, too. For instance, buy a transit card that you can charge up, or pass that works like an automated toll-reader and just charges you when you get on. OR be able to buy a ticket on the train within 2 minutes of boarding or something.
- 1183 97227 Increasing frequency and access of transit, particularly bus lines is my top priority and will make the most significant difference for lower income Oregonians.
- 1184 97227 Implementation: Who gets benefits first. Where are they concentrated?
- 1185 97227 improve usability- make it easier to buy a fare, esp after boarding!
- 1186 97227 More auto congestion will encourage people to walk, bike and take max. The less bikes and max have to slow for cars the more inviting these alternative modes are to those stuck in traffic.
- 1187 97229 But at what cost.. some of these "good ideas" just don't pencil out.
- 1188 97229 Better, more efficient transit in the suburbs.
- 1189 97229 Safety, efficiency, organization, cost effectiveness, low fares, eliminate school buses and give children reduced on mass transit instead.

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- 1190 97229 What methods of transport move the greatest number of people in the shortest amount of time. Don't go with what is "cool" or "trendy." Buses generally provide the most efficient transportation. Bicycles on roadways slow everyone down and probably result in more carbon pollution than is reduced by taking one person out of a car.
- 1191 97229 Need more convenient alternatives to single occupancy vehicles -- for transportation management, and climate change response.
- 1192 97229 Swing/night shift workers have a difficult time using modes of transportation other than a car due to their odd hours.
- 1193 97229 Commuting patterns and metro travel routes.
- 1194 97229 Proximity of affordable housing to transit system stops.
- 1195 97229 Matching transit infrastructure (dedicated lanes, light rail/trolley tracks) to existing and projected development patterns.
- 1196 97229 Do not take away/reduce roadways to do this. Stop concentrating on MAX, which is a finite system which cannot grow with the population.
- 1197 97229 More park and ride facilities.
- 1198 97229 Long term operating cost Balance work, shopping, school and recreational destinations.
- 1199 97229 Convenience for people to not drive. One comment is that I see no value in a trolley since it is just a very expensive bus.
- 1200 97229 Flexibility. No fixed rail systems. Use bus lanes and articulated buses to achieve this goal.
- 1201 97229 More PUBLIC transport, i.e. mass transit; ensure that land use regulations put housing close to mass transit (MAX in particular).
- 1202 97229 Disruption during construction is huge- there needs to be a plan to at least maintain status quo while working toward improvements.
- 1203 97229 A realistic perspective on our energy future, and future population and funding.
- 1204 97229 Tax and government policies need to be more supportive of small businesses so services can be more locally obtainable. Large business tend to concentrate services because it is efficient for them but not necessary community friendly.
- 1205 97229 Fast trains -- MAX should not be encumbered by street traffic, particularly stop lights & signs. Plenty of parking adjacent to MAX stations -- no more fiascoes like the lack of parking by the Sunset Transit Center. Good bicycle routes and/or bus routes between suburbs and MAX stations.
- 1206 97229 I would consider convenience of transit system. The Max needs to have a fast route through town with larger transit centers. Local routes are cool but it is time to step up the game; bury that thing and provide express routes.

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- 1207 97229 Need more sidewalks within the Portland Metro area so families and children can walk safely to bus stops, schools, libraries etc.
- 1208 97229 Washington Co. has only feeder service. Is there an innovative and COST EFFECTIVE way to provide transit within the communities in the county?
- 1209 97229 Smart planning--not "cool" planning. Buses are efficient people movers; rail, less so.
- 1210 97229 Cost -- i've got concerns about how much Tri-met personnel make (the burden of cost for healthcare AND management's compensation); safety -- are bike routes safe enough for cars and bikes to share the road and is there adequate lighting (where possible/feasible).
- 1211 97229 Reducing single-occupant vehicular traffic and associated heavy traffic/gridlock and congestion; reducing environmental pollution; reducing health problems associated with traffic; reducing effects of climate change.
- 1212 97229 Motion activated lighting; smaller buses for light use times.
- 1213 97229 How to help people realize how they can use it.
- 1214 97229 How financing will negatively impact low wage earners.
- 1215 97229 The most economical way to provide the transit service.
- 1216 97229 Not sure.
- 1217 97229 The links between transit systems. For example, I take the Max to work but hate the lack of parking at the station. When it's pouring rain and dark, it's uncomfortable to walk the long distance from street parking on the other side of Hwy 26 to the Sunset Max station. If parking were adequate, I would LOVE riding the Max and would not look for personal justifications to drive instead.
- 1218 97229 Input from areas and populations that are currently underserved or not served at all. For example, I would use the bus if it came more reliably, more often during the day (not just during the commuting hours in the morning and evening), and was not a one-direction circular route. I live off NW 119th Ave (97229), and can easily walk to a stop on 119th, but returning home I have to spend way more time and go completely out of my way because the bus only travels one way on a loop route (#50). My kids travel more on the bus than me, and say that sometimes they either don't come, are really late or really early. Can be hard to work out a trip if connections are not reliable, esp. getting to a job on time without having to be an hour or more early, just to make sure. Talk about a time waster!
- 1219 97229 Restoring service that has already been cut then adding more service to areas that are growing and are not currently being serviced or are underserved.
- 1220 97229 Phased implementation with locked-in completion that minimizes "back-sliding."
- 1221 97229 Don't make paying for it regressive or on retirement property values. It should be something that all do pay for, but don't penalize the poor, out of work or fixed income types.
- 1222 97229 People will only use transit if it is convenient.

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- 1223 97229 Bicycle parking as well as adding safe access for walking and biking to MAX and bus stops.
- 1224 97229 Keep service quality standards and reliability high as first priority. Improve greatly accessibility to max for park & ride.
- 1225 97229 West side transit is poor (Washington County). Makes it very difficult to choose transit as an alternative to driving.
- 1226 97229 New solutions for far-flung neighborhoods that are now un or under-served by TriMet. Take over TriMet!!
- 1227 97229 This is a poorly written question, so much so that I almost voted "no". Public transit is not the same thing as bike paths at all. Public transit is lightly used because it is much slower than private cars (2-3 times as long to commute from, say, Bethany to Portland by public transit as by car) and expensive (e.g., no family/multi-person rates, making it cheaper to drive if you have as few as two people in a car). Further, there is grossly insufficient parking at transit centers, making even reaching public transit so difficult that it tips the balance to private commuting. Finally, public transit does not equal more light rail, despite what Portland and Metro government seem to think. Summary, I would support certain types of investment in public transit. Secondly, bicycles do not equal public transit. A bicycle is a non-mission-critical piece of transportation equipment that is unsafe in inclement weather, and not usable by young people, old people, and infirm/disabled people. Any investment aimed at forcing people to use it for mission-critical transportation is a waste of public money and I totally oppose it.
- 1228 97230 Expanding buses and increasing frequency of bus service; adding bikeways; adding pavement and sidewalks where there are none.
- 1229 97230 overall cost to expand system and cost to maintain. make sure transit covers all areas of the city.
- 1230 97230 Does what you are doing actually meet these goals? Not just technically or semantically, but in spirit and concept also.
- 1231 97230 The specific number of users.
- 1232 97230 focus investment and infrastructure in communities with the highest transit-dependent populations.
- 1233 97230 Security/more driver awareness of what is going on behind the driver's section on the Max. At least some service to areas where frequent service is not required.
- 1234 97230 Age of riders. Walking distance required to access transportation. Condition of access points - i.e. are sidewalks present, mud, standing water, etc. We need more resources spent on sidewalks and walking access.
- 1235 97230 Equalizing the distance to mass transportation options.
- 1236 97230 Wise use of financial resources. Not waste money. Let people walk too.
- 1237 97230 Air pollution, population, congestion, jobs and cost.
- 1238 97230 Change out traffic signals with smart ones so you do not sit a an intersection waiting for the signal to change and no one else is around; more flashing yellow left turn signals.

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- 1239 97230 In more rural suburban areas, make sure bus stops are designed for durability rather than esthetics. The hooligans always want to deface anything pretty.
- 1240 97230 Find the areas that need convenient bus service and add bus routes to cover them.
- 1241 97231 The majority of lower income people who rely on public transportation and good bicycle and pedestrian infrastructure are now living outside of the city center. Frequent, accessible transit should be expanded particularly in these outer regions.
- 1242 97231 Family fare structures so that it's not so prohibitive (compared to the marginal cost of driving) for several people in a family to travel together. Express bus routes on major arterials to make it easier for new riders to identify route access and times (instead of so many routes squirreling around hither and thither through neighborhoods.) Motor vehicle use fees devoted to transit subsidies.
- 1243 97231 Transit needs to be convenient for everyone. It needs to be reliable and accessible at many hours of the day.
- 1244 97231 The future- anticipate limits on use of oil, gas.
- 1245 97232 I support this but don't support allowing development like infill on SE Division where traffic is now so bad that the fire department won't drive down Division when they need to respond to a fire.
- 1246 97232 The people for whom cycling is not an option!
- 1247 97232 Priority should be placed on areas/routes/travel purposes that are likely to produce the greatest shift from car to transit.
- 1248 97232 That walking is equal to all other forms and therefore, regardless of the recorded frequency of pedestrian trips, pedestrian routes should be as direct as possible and require the fewest possible crossings of the vehicle portion of the roadway. In other words, both sides of the street, continuous and direct.
- 1249 97232 Seniors. Frankly sometimes they just need a car.
- 1250 97232 Are buses more usable than MAX before making anymore rail lines.
- 1251 97232 While undoubtedly more expensive, trolley vs bus gas trolley winning every time. It's simply more psychologically inviting. I also believe they're 'healthier' & the driverless/auto tech is at our doorstep. Definitely more for tracks/rail.
- 1252 97232 Quit cutting bus service to subsidize rail. Get additional \$\$\$. Quit doing projects cheap and resulting in embarrassingly slow transit. Light rail is slow; streetcar is a crawl. I like rail, I just want it to be better! Slow track is so ridiculous because cost cutting on construction.
- 1253 97232 Do better job to engage communities resisting transit and have a larger dialogue on transportation options-- including autos; the impact of auto-dependent development should be thoroughly discussed with a goal to steer conversation toward more community-wide solutions, that would favor transit.
- 1254 97232 Reduce the number of stops to make transit a faster mode of transportation. Create BRT lanes so that buses are not stuck in the same traffic as cars making it much slower to ride. Currently, if your time is worth anything, there is little reason to use transit except being a good person.

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- 1255 97232 What communities will be served, and how dollars spent will have the best impact (more frequent bus service vs better bike infrastructure).
- 1256 97232 Who and how many use each type of transport before spending the dollars.
- 1257 97232 Cost to the consumer.
- 1258 97232 No more tracks but electric is good.
- 1259 97232 Public transportation is used by lots of people but especially by elderly, those with lower incomes, disabled and students. Expand the routes where possible – part of having a really good network is having population density. So encourage people to live in the center rather than on the margins. That means affordable housing in the center. Don't make parking easier or cheaper.
- 1260 97232 Having to transfer buses less when traveling from one part of town to another.
- 1261 97232 What are the thresholds for transit service that make it convenient enough that lots of people will use it? Is there a point at which transit comes every X minutes until Y am so it becomes the reflexive default rather than the last choice. For example, the longer waits in the evening mean I don't consider riding the bus/MAX home from most evening events.
- 1262 97232 I think the price of monthly tickets can not be considered affordable, as there is no incentive to buy it as there are no savings, except when traveling at the weekend in addition to everyday both ways to work. Meaning that I'd pay the same for a monthly pass as if single tickets for each way 5 days a week. Where I come from (Germany) public transportation is incentivized by making the monthly ticket much less, so that it is worth for me to switch to public transport instead of using my car.
- 1263 97232 We need to get fast, reliable transit to the suburbs. Gresham complained like hell when the Max went it, and now they love it. We need light rail lines to all of the suburbs, including Vancouver.
- 1264 97232 Safety and affordability. increased access and incentives to use transit rather than cars. This may come more from workplaces than transit.
- 1265 97232 Transit needs to be frequent and dependable for people to want to use it for their needs.
- 1266 97233 Future projected household and job growth. What should not be considered is cost.
- 1267 97233 Passenger and pedestrian safety. energy efficiency. positive neighborhood impacts.
- 1268 97233 I have a good working knowledge of the Tri-met transit system and have ridden many lines all over the city. The buses available on the East Side are great and I feel confident that I can get where I'm going. Recently I was trying to find a bus that would take me from W. Burnside over to Skyline and Westgate Blvd. There is no bus that goes that way with any regularity. The West Side has always had some bus service but not enough to make it efficient. I walked on Skyline Blvd. to reach my destination which was not very safe. I would have love to be able to catch a bus.
- 1269 97233 Where people actually live and where they actually need to go.

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- 1270 97233 Link transit income to something other than payroll taxes, because when unemployment is high is when people need public transportation the most -- not for commuting to work, but for getting to the grocery store and the doctor, to church and civic society meetings, etc.
- 1271 97233 Keep on going as Mayor Hales has done. But, we think making people aware of the pedestrian rules and driving rules is extremely important as well. We see j-walkers all the time, even police stopping for them!!!! And then there's bicycles driving on the wrong side, against traffic, and of course, cars making left turns on red lights! These things too slow the normal flow of traffic and are illegal.
- 1272 97233 More park and rides; greater transit police presence.
- 1273 97233 Cost, if there is no money to spend millions on expanding the max lines to the farthest reaches of Portland metro and incurring more debt to do so will only increase the cost for everyone to utilize public transit in any form, then it shouldn't be considered feasible. Projects within the scope of existing budgetary constraints are great.
- 1274 97236 Our transit system is so expensive. I would think twice before taking the bus. Often cheaper to drive.
- 1275 97236 Priority should be given to projects that improve safe transportation options in communities with a high percentage of families who live in poverty. East county should be raised to the standard of transportation that the rest of the community affords.
- 1276 97236 More sidewalks in east Portland - safety for those who have no choice but to walk.
- 1277 97236 Keeping within the urban boundary and building up and not out with AFFORDABLE housing!
- 1278 97236 Expanding the transit system to include furthest reaches of east Multnomah county and the surrounding communities; expect developers of new housing communities to plan, if not pay for, public transit on the major arteries that buyers will use to get to their new homes.
- 1279 97239 Land use planning, transportation, and finance are inextricably intertwined-Unless Metro gets serious about tying the three together, frequent, affordable transportation will be a pipe dream.
- 1280 97239 Transit is about more than just transportation - invest in places where the transit will spur more development and attract riders of choice.
- 1281 97239 Evaluating commuting vs. building business opportunities within a walkable community and then investing accordingly.
- 1282 97239 Biking and walking routes are always coupled in your questions. They are two different modes and not used by congruent populations. The very young and the old walk and those in between walk. Also, the bike routes are out among vehicular traffic and not accessible to walkers. The walking routes on on paths and sidewalks not accessible, for most urban purposes, to bikes.
- 1283 97239 Affordability is a key consideration for public transit and next is frequency on key routes at key times of day.

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- 1284 97239 Creating at least one frequent transit option everywhere rather than multiple options in higher use areas. In Portland, for instance, there are places that are close in that have limited or no transit options while much farther out areas have many.
- 1285 97239 It is easy to get into the city and out of the city, but not cross town. Also evening and weekend transit is poor. A subsidy to keep the cost down is needed.
- 1286 97239 Inconvenience in the suburbs; otherwise, folks outside city center will never develop the habit of using transit. Also don't assume everyone is as fit as the image Portland likes to project; some of us can't walk quickly or more than 1/4 mile, even though we don't qualify to use the Lift service. Getting around downtown, transferring buses, and walking up hills is very difficult for some.
- 1287 97239 Transit (bus, rail, streetcar) should be frequent and available to midnight, and after mid-night on weekends. Shifting to more light rail from buses throughout the region will bring more people to use transit.
- 1288 97239 More attention should be paid to families and how transit can be made an attractive alternative to driving (not true for most families due to cost).
- 1289 97239 Right now it is far, far easier to drive a car than to ride a bus, bike, or even walk from one place to another. There is plenty of talk about prioritizing active transportation, but until budgets actually prioritize it, and until the needs of people using other modes of transportation actually take priority over those using private automobiles, it's not actually going to happen. One easy change (although difficult politically) would be to charge the market rate for automobile parking. Right now we are giving away this extremely valuable resource for free all over the place. If it was priced according to its value we might immediately be able to solve the woeful underfunding of transit.
- 1290 97239 Serving all parts of the community, with highest priority to those most dependent on public transit.
- 1291 97239 Increase streetcar options throughout the area. Decrease reliance on polluting buses. Reduce wait times on streetcars, buses, and Max to 10 minutes or LESS. Provide safety monitors on all busses and Max lines. Allow payment on Max, like is done on the streetcar. Make bus routes more straight forward and comprehensible. Look at traffic patterns and adjust bus routes accordingly. Consider having Metro take over all buses, Max, and streetcar operations -- it might be cheaper and more efficient if TriMet was eliminated and regional transit was consolidated.
- 1292 97239 Emphasis should be placed on developing self sufficient neighborhoods which have grocery stores etc. within walking distance. Hopefully, this would result in less short distance travel by car and a car would only be required for longer distance travel.
- 1293 97239 Individual communities should have input. Budget needs to be considered.
- 1294 97239 Make it part of a transportation solution. Transit should be part of the plan, not the only option.
- 1295 97239 Long-term benefits.

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- 1296 97239 More/more frequent north-south connections. More/more frequent connections during the middle of the day and early evening when seniors without other options want to do their errands and socialize. Low income areas.
- 1297 97239 make travel by low-energy means (biking, walking) simple and enjoyable.
- 1298 97239 Take a look @ San Francisco, California's muni transfer system! It works!
- 1299 97239 How to get semi-riders and non-riders on board.
- 1300 97239 Add transit routes to under served neighborhoods. Increase security on buses and trains and at stations.
- 1301 97239 Transit stops must not be too frequent or determined by commercial interest. Buses are subject to traffic conditions and are therefore inferior to trains. Trains should run underground in the downtown area so that they can be physically longer than a city block. Bikes and pedestrians must be kept as separate as possible and both should be kept separate from automobiles. Share the road is at best a stop-gap policy.
- 1302 97239 Filling critical gaps in existing routes. Budget limitations - make something that works, rather than spending much more time planning and (eventually, perhaps) money building something that's "ideal."
- 1303 97239 The most value for the money, I think, is to improve connections and access for biking and walking - connections between neighborhoods, connections between natural areas, connections between business area and residential areas. There is an incredible local interest in scaling communities to human modes of transportation, giving enormous aid to health and economy. For mass transit, I think frequency is the key. If you know the system is frequent, reliable, clean and safe, then you use it and are proud to support it with ridership and funding. Reducing frequency may seem like reducing expenditures, but it is short sighted and just diminishes the entire system.
- 1304 97239 Include specific reference to, and consideration of, greenhouse gas emissions; provide incentives for true zero-emissions vehicles recognize that the older population that may have difficulty walking to conventional bus stops will be increasing emphasize flexibility.
- 1305 97239 Consider those who are low income and keep transit affordable. Develop land use and transit in tandem. Develop affordable housing near transit. Prioritize transit investments over highway expansions.
- 1306 97266 One thing that is important is how can people get to the transit stations.. We live up on a hill which would require climbing on roads without sidewalks..and so we do not use the nearby transit station (MAX) unless we can be dropped off ..by car. There is no parking there so we do not go when both of us want to go ... We love the Max and I love to use it when I have had a long bike ride...taking my bike on the max.. but again, I cant use it to go home..w/ or w/out a bike because of the hill (Mt. Scott).. I wish there were a short transit run to the Max station.
- 1307 97266 Consistent sidewalks in outlying areas, maintenance/debris clearing of existing & planned bike lanes.
- 1308 97266 The folks that use it the most . . . elderly, low income, ethnic groups. The cost should be reduced to make it more accessible to these groups.

- 1309 97266 Sustainable funding sources.
- 1310 97266 Ensuring that access to facilities is equal across the city; eye for equity a/c neighborhoods. Maintain bus service where most needed. Pedestrian safety, always. Options for bus service access for the poor.
- 1311 97266 Ageing of population, funding from available sources, and citizen input.
- 1312 97266 The safety of walker/bicyclists and drivers of cars.
- 1313 97266 Focusing campaigns for this on the segments of the population under 25. Getting people to recognize the value and use it at a younger age will lay the groundwork for them to continue using it as they age, even when they could afford personal transportation.
- 1314 97266 Safety walking to/from transit locations.
- 1315 97266 How people need to travel.
- 1316 97266 While having transit anywhere is probably better than not having it, it is most helpful when it is both frequent and daily (and of course safe to access, ie: sidewalks to all stops, crosswalks at stops on busy streets or where there are no intersections). Transit routes that only serve a "9am-5pm" work day 5 days a week may reduce certain kinds of car trips at certain hours, but they will not allow people who *only* use transit to live along those routes. Routes that run seven days a week, "frequently," and as close to 24-hours as possible are most effective if you're trying to get people to actually stop having cars.
- 1317 97266 Cost vs benefit.
- 1318 97266 Cost to benefit ratio. Meaning what specifics things will we be spending money on, and if that money is spent, who will benefit, what will those benefits be specifically, and how widespread will they be.
- 1319 97267 Link infrastructure improvements to areas that connect jobs, homes, schools, and retail.
- 1320 97267 Not everyone works in downtown Portland. Perhaps cross-town transportation could be made more direct, and therefore quicker. And even more important, increase security non all public transportation so that the public feels safe on all Tri-met transportation.
- 1321 97267 More express services. Buses and MAX are both SLOW.
- 1322 97267 The cost to consumers of the services.
- 1323 97267 Where are multiple housing units, schools, groceries and the like.
- 1324 97267 I ride transit and I think it works well. Ridership is good into downtown but other routes receive much less use. There are some obvious reasons for this. How can ridership in areas of low use be increased without having the parking and congestion levels increase to those of central districts?
- 1325 97267 Don't focus just on downtown.
- 1326 97267 Connecting housing to employment.
- 1327 97267 Provide parking so taking mass transit is convenient. Parking in downtown Milwaukie would make it easier for more people to use light rail or bus. Make it harder for people to cheat the system by not paying for light rail. Make people feel safe traveling at night. Increase bus service to low-income communities.

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- 1328 97267 Aging community, suburbs, need to unclutter highways, more frequent and comfortable service.
- 1329 97267 Not just the methods people currently use, but also whether they would switch methods if they were made more accessible. Perhaps consider looking at where people live and work and setting goals for what percentage SHOULD be biking, walking, using mass transit and then build to that.
- 1330 97267 Realistic ways of financing the costs of such investments. Develop ways to build public support for the necessary public investments.
- 1331 97267 We're doing a good job on everything EXCEPT improving and expanding the METRO freeway system and the N Portland and I 5 bridge system.
- 1332 97267 It needs to be affordable. Government wastes money on lots of things. Maybe government subsidized mass transit (so everyone can use it) might be worth "wasting money on"?
- 1333 97267 Cost to benefit ratio.
- 1334 97267 Create more dedicated rights of way for buses on major streets and frequent lines. Develop a grid approach that expands the successful east portland grid across the region. Many of the lines servicing the suburbs still point only to the downtown hub. Hub and spoke systems don't maximize the number of reachable destinations as well in some cases.
- 1335 97267 EQUITY!!! The actual needs of the community the increase in transport investment will be benefiting.
- 1336 97267 Population density of area served and demographics of area.
- 1337 97267 For those who don't have personal transportation to get to the public transportation, walking distance should be only 2 or 3 blocks.
- 1338 97267 Consider that all people do not want to go all the way downtown to get a transfer-- consider using other town center areas instead!
- 1339 97267 Covering the whole area, not just the trendy parts of Portland.
- 1340 97267 Connecting suburban areas.
- 1341 97267 All possible financial resources.
- 1342 97271 Access for people that need it most. Affordability or subsidies so people with need can access cost effectively. Folks more on getting folks around and to neighborhoods, not just big centers.
- 1343 97280 Ease of use for elders and disabled.
- 1344 97286 Re-implement Fareless Square. Designate parking for people to use the train with it.
- 1345 97289 If it will provide frequent service. Spend more money to provide this.
- 1346 97301 The lowest income brackets. A key to helping people stay reliably employed is to make public transit very frequent, very dispersed into all neighborhoods & very affordable.
- 1347 97302 How to serve traditionally undeserved populations.

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- 1348 97305 A key to this is the way that we are structuring our communities, we should try to put places to work close to people's homes instead of creating long commutes. Workplaces should be encouraged to allow workers flexibility in hours to reduce commute congestion and also give workers the option to work from home perhaps a day or two weekly.
- 1349 97305 Several roads in my neighborhood lack sidewalks. Several roads in my town lack bike lanes, forcing me to take longer routes to work or ride on the sidewalk. My wife, who is visually impaired enough to not be able to drive, has to use the bus to get around and sometimes has to wait in the rain for more than 30 minutes for a bus to come by. When new roads are built, drivers use them because they're available. I am convinced that, if more sidewalks and bike lanes are built, people WILL use them. (It's researched and proven; see "Traffic" by Tom Vanderbilt.) Getting some cars off the road reduces traffic congestion, reduces carbon emission, reduces stress... we can't lose!
- 1350 97323 Serving poor neighborhoods. Frequent service.
- 1351 97330 Keeping cars out of the core city so providing parking near transit centers. Make it easy for people visiting from outside the area to use. Learn from systems in other metro area.
- 1352 97330 Reducing our dependance on automobiles, and making other forms (walking, bicycling, mass transit, skateboarding, etc) more viable. This can mean closing roads to automobiles, and converting car parking to be used for other forms of transportation.
- 1353 97333 Transit must be dependable and not substantially increase the time to get somewhere without an intimate knowledge of the schedule - I must be able to decide to go somewhere, go to the transit stop, not have to wait a long time for the ride, and then get to the destination in a reasonable amount of time. Otherwise I'll take my car so my trip is relatively predictable and not a waste of my time.
- 1354 97355 Per person-mile cost below current private expense. Partnering with workplaces to determine business-friendly schedules (ie. both workers and patrons/customers) and rates, including discounts so employees can get lower rates. Must reduce current greenhouse gases by x% (ie. 10%/year in 3 of 5 years, with no increase in any one year).
- 1355 97401 Community resilience. Diversity and redundancy is a key principle of community resilience. A diverse (multiple modes) and redundant (multiple routes) set of transportation options is critical to ensuring mobility before and after disaster events.
- 1356 97401 Providing equal access in all neighborhoods, without gentrifying the area. A real balancing act.
- 1357 97402 Making alternative transportation affordable and convenient for low-income communities and communities of color.
- 1358 97477 Always consider light rail as base and bus as support.
- 1359 98642 Cost to lower middle and lower income families.

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- 1360 98661 Special focus should be given to ease of interconnectivity of different modes of transportation such park and ride lots and bike storage near mass transit hubs. As well of ease of connectivity across the county and to neighboring transit systems (TriMet). For example, does a driver need to drive 5 miles to a park and ride, walk 3 miles to a bus to connect to a transit mall and transfer to another bus, possibly another bus later and then to TriMet max?
- 1361 98663 Expand transit to Clark County. Consider rapid bus rather than more rail. When the rail system breaks down there are often no other options for people. STOP building the streetcar!
- 1362 98664 Incentives for electric vehicles; disincentives for ICE's; work at national level to address mass transit and Vancouver as second-largest city in Greater Portland Metro area, given Vancouver's mass transit planning limitations.
- 1363 98665 Future population growth areas that would include transit connections to existing connections.
- 1364 98674 Subsidies for transit should approximate non-direct payments for auto-oriented infrastructure. The belief that gas taxes (what many perceive to be a road use fee) pay for all road construction and maintenance needs to be aggressively refuted.
- 1365 98683 I support improving sidewalks and walking routes but we also need to improve access for vehicles.
- 1366 98684 Needs and trends.
- 1367 98684 Safety of those using biking routes.
- 1368 Cost and how much a difference it will really make.
- 1369 Cost and how much a difference it will really make.
- 1370 We have good radial connection but lack suburban to suburban connections.
- 1371 We have good radial connection but lack suburban to suburban connections.
- 1372 Public transit is perceived poorly in the U.S., unlike other places such as Europe where it is greatly valued. Breaking that negative perception is key to the success of public transit. Show more examples of other successful public transit oriented communities. Highlight the benefits, the convenience, and the cost savings. Public safety on transit is also a barrier, a lot of people perceive the MAX and buses to be dangerous and full of crime. More security and public awareness is key.
- 1373 Include all areas, not just those with the highest property values.
- 1374 Include all areas, not just those with the highest property values.
- 1375 Areas that are served by transit and the frequency at which they run.
- 1376 Which modes serve the widest subsection of people, especially people who do not use the traditional car-to-work mode.
- 1377 Which modes serve the widest subsection of people, especially people who do not use the traditional car-to-work mode.
- 1378 Creating neighborhood commercial villages to eliminate food deserts and a gallon of gas for a quart of milk.

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- 1379 Money that has already been collected should be spent on the improvements and repairs to the roadways and sidewalks, not spent on unlimited studies and/or management personnel.
- 1380 Equity first and foremost. I think frequency is a part of accessibility. If buses only run every hour, that system has very limited accessibility. Frequency of service should be just as high a priority as the diversity of routes. I would be willing to sacrifice lesser used routes (or cut back service) for more frequent (and dedicated) service for larger and longer popular routes.
- 1381 Look for cost-effective solutions, improve transit reliability & speed.
- 1382 Look for cost-effective solutions, improve transit reliability & speed.
- 1383 Many of us live in areas that have no public transportation available within a walkable distance.
- 1384 Many of us live in areas that have no public transportation available within a walkable distance.
- 1385 The only role of government and transportation should be to keep our road and bridges in good condition.
- 1386 The only role of government and transportation should be to keep our road and bridges in good condition.
- 1387 Loss of gas tax dollars that have been funding transportation, public transit already runs at a deficit, so reducing fares will further require other means of funding to be robust.
- 1388 Loss of gas tax dollars that have been funding transportation, public transit already runs at a deficit, so reducing fares will further require other means of funding to be robust.
- 1389 Definitely affordable meaning stick to the practical not the irresponsible like insanely expensive bridges.
- 1390 Definitely affordable meaning stick to the practical not the irresponsible like insanely expensive bridges.
- 1391 Mainly safety when walking to transit and riding on MAX.
- 1392 Mainly safety when walking to transit and riding on MAX.
- 1393 Prioritize streetcar/max, then pedestrians, then bikes then cars.
- 1394 Prioritize streetcar/max, then pedestrians, then bikes then cars.
- 1395 Si.
- 1396 Si.
- 1397 Implementing a carbon tax and using that revenue for mass, public transit.
- 1398 Historic under-investment, safety, housing affordability (as in, do the latter, too).
- 1399 Historic under-investment, safety, housing affordability (as in, do the latter, too).
- 1400 Faster service! Fewer stops.
- 1401 Faster service! Fewer stops.
- 1402 Our feet and where they walk or find it difficult maybe the best place to start.
- 1403 Security and poverty. Right now there is very little service in areas where low income residents live. And there is no security on the MAX.
- 1404 Stabilize the funding of Metro transit so that funds are available in periods of recession when more transit is needed.

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- 1405 Comparable access across regions efficient use of limited funds fairness among all modes of transit.
- 1406 Ccomparable access across regions efficient use of limited funds fairness among all modes of transit.
- 1407 End the foolishly expensive and graft-ridden 'Light' Rail expansion, and replace it with flexible Express Bus Transit. Curitiba Brazil built their EBT system for 7/10 of one per cent of the estimated light rail cost, and LA and Eugene have found it useful. It can be made environmentally superior by the use of Natural Gas Hybrids or electric propulsion with recharging at stops, without the use of catenaries.
- 1408 End the foolishly expensive and graft-ridden 'Light' Rail expansion, and replace it with flexible Express Bus Transit. Curitiba Brazil built their EBT system for 7/10 of one per cent of the estimated light rail cost, and LA and Eugene have found it useful. It can be made environmentally superior by the use of Natural Gas Hybrids or electric propulsion with recharging at stops, without the use of catenaries.
- 1409 Cost, convenience, feasibility, environment.
- 1410 Cost, convenience, feasibility, environment.
- 1411 Equity of transportation options in every neighborhood.
- 1412 Job and school locations, families, cost.
- 1413 Job and school locations, families, cost.
- 1414 More funds in areas where residents have demonstrated consistent public transport use.
- 1415 More funds in areas where residents have demonstrated consistent public transport use.
- 1416 Buses need a method of picking up people without placing the most inconvenience upon cyclists in restricted lanes. Often cars are able to pass by safely and without hindrance, but cyclists are forced to wait. Much of cycling as an efficient transportation mode relies upon inertia and remaining in motion. I ask that bus stops be designed so as to treat cycles near the buses in an equal fashion as cars and trucks near it.
- 1417 Real versus theoretical usability of transit mode - e.g. I live within one mile of a MAX Blue line stop, but must drive more than two miles in the wrong direction in order to use Park and Ride to get downtown.
- 1418 Real versus theoretical usability of transit mode - e.g. I live within one mile of a MAX Blue line stop, but must drive more than two miles in the wrong direction in order to use Park and Ride to get downtown.
- 1419 Public transportation should affordable to most.
- 1420 public transportation should affordable to most.
- 1421 Support employers who provide good jobs.
- 1422 Public preferences and wisely budgeting funds.
- 1423 Public preferences and wisely budgeting funds.
- 1424 The true feasibility that the transit system can support travel needs.
- 1425 Frequent service is key to encouraging more drivers to switch to transit.
- 1426 Getting the most bang for our buck to keep fares affordable. Cutting wasteful stops that are ridiculously close to the next stop. Connecting outlying areas. Keeping the community involved.

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- 1427 Getting the most bang for our buck to keep fares affordable. Cutting wasteful stops that are ridiculously close to the next stop. Connecting outlying areas. Keeping the community involved.
- 1428 The design of bus stations should take into consideration older people who need to sit while waiting. New station do not have enough covered seating.
- 1429 Money.
- 1430 Money.
- 1431 Transit must be planned to direct people to mini-town centers. People need to find all or most of their needs when using transit. Otherwise no one uses it.
- 1432 Growing population of elderly.
- 1433 Growing population of elderly.
- 1434 Tri-Met does not do its job. The recent State of Oregon audit of Tri-Met was too broad and brief. Yet it found severe management lapses and incompetence. Tri-Met's existing bus system/routes do provide adequate service to Metro area residents. e.g. on the west side (Washington County) there are no dedicated city/unincorporated urban area transit routes dedicated to serve that community. It appears that every route is connected to serving routes to downtown Portland via MAX or direct/indirect bus routes. Its time for Tri-Met to have a top down revamping of who and what it is. Its time to split up Tri-Met: -they can have the MAX system (it is under engineered; systems are failing and have to be rebuilt; it cannot operate in all weathers). -Let the individual counties (Multnomah, Clackamas, Washington) run the bus systems.
- 1435 The fact that most people drive and will continue to drive. Transit should be busses. Light rail and the street car have hurt our financial situation as a city.
- 1436 More buses, less rail.
- 1437 Equity. Invest in the most undeserved ares of the region, outer east Portland and make your engagement culturally responsive, you're not doing it this way.
- 1438 Make transit affordable and frequent the those who are dependent on it and who are low-income.
- 1439 Exclusive physically separated right-of-way is needed for many transit lines, especially in the most densely populated areas, otherwise transit becomes mired in single-occupancy private motor vehicle traffic - in essence, providing no incentive to ride transit when congestion is highest.
- 1440 Bikeways that feel safe enough for women, children and the elderly.
- 1441 Making our community pedestrian friendly.
- 1442 For those who currently *drive cars*: Make it more convenient, accessible, and ATTRACTIVE (appealing). I believe this is of paramount importance, as density and population (and traffic congestion) in our region continue to grow.

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- 1443 Urge Neil McFarlane, 503 962-4831, TriMet Gen Mngr to apply the Smith System in bus operator training. Today operators drive like everyone else who don't think about moving the bus so passengers get the most comfortable ride. Experience operators DRIVING to red traffic signals in downtown trans mall. Look. Bus shelters are every four-blocks. They travel faster than the speed of light and thus STOP OR SLOW at every light. What an enormous waste of taxpayer \$\$\$\$. Importantly overdriving the light costs oxygen-fuel-tires-brakes-pavement. Consuming all this creates toxic gasses and guck going down storm drain. Salmon silently sip dinosaur soup as operators mindlessly drive 40,000 pound bus like a sports car. I've commented to TMet for years about this and other wasteful behaviors and action. No change. 1. Observe that many bus license plates have GILLIG rectangles. I phoned Tmet asked "Who is GILLIG?" Receptionist gleefully stated "They make our busses." Then I phed TMet records. "How long has bus #1609 been in service and how many miles has it travelled?" Ten years. 448,000 miles. I had maintenance remove the metal rectangles so weathered that paint had faded. THE ADVERTISING WEIGHED A POUND!!!!!! Over ten-years it had traveled to the moon and back with a POUND OF BUS MANUFACTURER
- 1444 More routes available to more people. Keep the rates low enough for everyone and keep it SAFE! Cameras and Security!!!
- 1445 Integrating bus and train services.
- 1446 Keeping fares as low as possible.
- 1447 Convenient should top the list. If transit is wildly more time-consuming than driving, it won't be considered.
- 1448 Where are the largest number of transit users?
- 1449 Wheelchair accessibility.
- 1450 Impact on traffic. Don't duplicate routes between rapid transit and buses, in terms of stops. Current MAX makes too many stops downtown.
- 1451 Focus on areas of hugest volume usage and heaviest traffic. Solutions must be made to be more apllealing(time wise) than using a car.
- 1452 It's site dependent. Some places need higher frequency. Others need convenience.
- 1453 In addition to connectivity to walking and biking routes (very important) include connectivity to parking (park & ride) and other transit systems.
- 1454 Less max and light rail focus on Bus Rapid Transit.
- 1455 The size and make-up of the community, existing transportation options.
- 1456 Frequency of service.
- 1457 Anything to reduce cars etc on the road.
- 1458 Lower rates, frequent service.
- 1459 Making it physically and financially accessible.
- 1460 Safe lighting, no smoking under kiosks, lighting.

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- 1461 The details: inclusive, community-based planning process (demographically, and geographically), overall timeframe and time frame for each project, balanced budget for each project, active participation and buy off from cities and towns within the Trimet service area and from supporters and doubters of various transportation modalities, especially transportation and infrastructure needed for bicycle transportation.
- 1462 You would have to do a survey of riders income status how often they ride. How many ride for work,school or other reasons.
- 1463 Currently there is not enough parking at our local max station (sunset). My husband is able to take a bus and then the max downtown to work, but if we want to use the max as a family, we don't want to take our young son on the bus. On more than one occasion the sunset parking garage has been full. If my husband tries to drive to Sunset instead of taking the bus, unless he arrives prior to 7 am, the parking garage is full and he has to waste time coming home and finding alternative transportation to the max station.
- 1464 Also, require TriMet to provide garbage collection at bus stops so they're not so discouraging to potential riders. (Disclosure: there's a bunch of litter on my property thanks to the bus stop ;)
- 1465 Equity of access to transportation to all areas of Portland. Use of funds wisely to choose long lasting solutions that can grow as Portland does as a city. Reduced fares are great and important.
- 1466 Equity, r.o.l.
- 1467 Long term goals.
- 1468 The ability to easily get to any place in the network without needing to spend time looking up timetables and routes and scheduling your trip around them.
- 1469 Safety/cleanliness of walking routes, more frequent service on certain routes during off-peak commuter hours.
- 1470 Cost to lower middle and low income families.
- 1471 Instead of digging up the streets to add rails and install messy overhead wires; keep Portland moving forward by scrapping the 19th century streetcar plan, then replace it with a less costly, new technology, environmentally friendly 21st century electric bus plan. Include bus pullouts at transit stops so other traffic is not obstructed when boarding passengers. Traffic congestion associated with buses stopping in motor vehicle travel lanes is counter productive to reducing fuel consumption and emissions. Transportation policy must also include a financially self-sustainable goal for transit.
- 1472 Intergration of all transportation sources in a rational and not expensive way to property owners alone.
- 1473 How to drastically reduce CO2 emissions: how to get people out of their cars; how do we get to a fossil free way of living; and help those amongst us who are least able to get arond.
- 1474 Environmental impact and flexibility.
- 1475 This will benefit the most people; including those that may not have the opportunity to take advantage of the other policies.

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- 1476 Safety! Major stops need to be patrolled by police to make sure people are safe when using the Max. I do not use the Max because it is not safe and trying to buy a ticket is difficult. Sometimes the machines are not working.
- 1477 Equity.
- 1478 Emphasize bus, with low capital expenditures vs. light rail, with high capital expenditures.
- 1479 Increased service to areas of lower economic prosperity; increased service concentrated during commuter hours; increased convenience from NE PDX to airport.
- 1480 Raise fares, not taxes or fees.
- 1481 It will make sense to consider the following:public transportation more accessible, affordable and make it a priority for people to start thinking about driving less. After all we got this one planet and we might as well take better care of it.
- 1482 Weekend and evening transit. I live in Tualatin and there is not much on weekends or evenings. I am always driving to events in Portland.
- 1483 One of the problems I see with the current policy of increasing the number of bike lanes in Portland is that it is more and more difficult for automobiles and public transit vehicles to maneuver. I live in SE Portland, and my neighborhood has become less safe for pedestrians and drivers. Clinton Street is a dedicated bicycle street, with center plantings every few blocks to slow traffic, plus new bioswales under construction. Two blocks away SE Division Street is becoming virtually unmaneuverable because of construction/development, so many cars are opting to travel on Clinton Street between SE 17th & Cesar Chavez. Bicycles continue to use Division as well. Plus there has been the addition of many new residents in the neighborhood without any provision for parking their cars so Division, Clinton and side streets are glutted with parked vehicles turning nearly every side street into a one-lane road. Because of the parking problems, bicycles and traffic glut, Tri Met buses often travel in the middle of both streets, effectively tying up traffic going in both directions. This particularly true on SE Clinton between SE 20th and SE 26th. We need this bus!! But it's a tricky driving situation. My husband and I are senior citizens with infirmities that come with age. Bicycles were once a part of our lives, but a spinal surgery prevents me
- 1484 Existing population centers (like suburbs) and helping them work by accomodating materials/product transit and flexible commuter travel modes. Serve the majority not small but outspoken special interest groups. Consider also social costs in displacement and use of financial resources.
- 1485 Not only students and low income people ride transit. Improve the image to get diversified ridership. Also, make transit safe and rider-friendly by having safety patrols (v. power hungry fare inspectors and drug patrolling german shepherds...), reminding people to keep noise down or clear the aisles. I have previously suggested quiet zones or quiet cars.
- 1486 Safety and convience.
- 1487 Park and Ride and more bike lockers.

- 1488 Focus more on getting people within a 1 mile radius of MAX to the station (transit connects, bike lockers, safe walking access).
- 1489 Anything that makes cycling and walking safer is a win. I ride with my boys to their school in North Portland on some days and there aren't any great bike routes so we have to ride on the sidewalk for some stretches. I would love to see more bike-friendly options!
- 1490 Costs associated with externalities not currently quantified (climate change)--- what happens if we do not make these changes? Cost-benefit relationship changes drastically if these are appropriately quantified.
- 1491 Incorporating all modes of transportation in the model, and taking into account that some people who might be potential cyclists need more safety incorporated in areas where cyclists intermix with cars and pedestrians.
- 1492 Ridiculous question--what are the tradeoff's????? Obviously politicians don't have a bottomless pot of money to work with. Might as well ask if I like chocolate.
- 1493 Users should pay for support of facilities; bikers pay a tax on bikes/ biking clothes; walkers pay a tax on walking shoes, etc. Drivers pay a tax on cars, trucks.
- 1494 Safe bike/walk ways where traffic is visible for people coming both ways.
- 1495 Increasing public transit is an equity issue. Public Transit is the most environmental and socially just transportation option for our families and communities. Making public transit affordable or free and increasing frequency and accessibility is the best possible transit investment in our city. There is no reason why we can't make public transit a more affordable more efficient means of transportation than individual vehicles.
- 1496 More light on the road with bike path.
- 1497 Getting people out of their cars, either to commute or to recreate.
- 1498 Yes I support more investment for these improvements but don't do it through increased property taxes.
- 1499 Engage with those who have the fewest options for alternative transportation.
- 1500 Increased bike paths that can get you off the road. Include outreach and education about bike safety and rules. Programs to reduce bike theft. This is a huge problem our family alone has had six bicycles stolen in the last four years. If you don't have a bike you have to get in a car or other mode of transportation.
- 1501 Covered bus shelters with seating; lights for riders to activate when their bus approaches for non-downtown stops. Open up dead ends, at least for bikes and pedestrians, so they can get through suburban neighborhoods. Educate drivers to stop for pedestrians at intersections, including T-shaped intersections w/o crosswalks. Create more protected bike lanes, especially in Washington Cty, Beaverton, and Tigard.
- 1502 SAFETY - esp. concerning bicycles. The city should not be negligent just because they are immune from lawsuits for poor design (ie streetcar tracks and bicycle lanes).

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- 1503 If we want to reduce car trips for families we need to lift the rules against cargo bikes on the Max and possibly facilitate cargo bike on the bus.
- 1504 Restoring fairless square, as well as making service more frequent.
- 1505 Frequency and reliability of existing lines. North-South coverage in East Portland. Bus stop accessibility and comfort.
- 1506 There should be focus on easier access for people to reach places of employment and education.
- 1507 Expanding service to the suburbs of Portland, particularly the east side. East-west routes & north-south routes east of 82nd Ave. More sidewalks are needed in east Portland. Sidewalks need to be built in the Central Eastside Industrial District, too. Put bike routes on quieter residential streets & not neighborhood collectors or main arterial streets where they conflict with vehicles more. It's a bad policy to place bike routes on streets traveled heavily by motorized vehicles. It's crowding too many transportation modes in one place otherwise. Yes, I would like to see transit fares reduced at least 1/2 (\$50/month for AZ pass) from the current price (\$100/month for AZ pass).
- 1508 Priority should go to under served, marginalized communities, e.g., East Portland.
- 1509 Reducing bus/MAX fares.
- 1510 Need to consider that buses are cheaper and more versatile.
- 1511 Users, accessibility, human-powered transport.
- 1512 Make TriMet more accountable the community. Buses are crowded (why can't PPS bus its students) and dirty, and these conditions alienate riders. Stopping the construction of apartments and condos that lack condos. Identify all areas in the city where traffic bottlenecks.
- 1513 Neighborhood input on a case by case basis required.
- 1514 How to best be of service to the person who does not have a vehicle. How to best serve people who must commute to a job in a location where there is no parking available, or where it is price prohibitive. How to keep mass transit affordable.
- 1515 Bus rapid transit. Currently, our bus system works great. I can get to downtown faster by bus that any other way. However, some problems include over crowding, and not enough service at peak times.
- 1516 Implement high capacity, high quality transit like bus rapid transit or light rail, and encourage development around transit stations so that people can get their shopping, entertainment, living, and employment done conveniently without the need for a car.

Respondents who answered 'NO' said to consider the following when implementing Policy 1:

- 1 9730 The primary mode of transportation is automobile, this needs to be the priority. Maintenance and improvement of the roads should be at the top of the list.
- 2 97002 ROI - never occurs with MAX compared to buses. Even buses are too heavily subsidized.
- 3 97003 Get rid of light rail and use busses.

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- 4 97005 Build roads so the cars do not idle so long in traffic.
- 5 97005 Build more roads.
- 6 97005 Bicycle riders often do not follow the rules of the road, and are not required to pay anything for the right to use streets. Automobile drivers must buy licenses, registrations, insurance, and pay tax of gasoline. Let bike riders pay for their own place to ride.
- 7 97006 Alternatives to make auto traffic flow faster thus reduce emissions, cost to consumers.
- 8 97006 TriMet spends too much on expensive MAX trains, often pushing them into communities that don't want them. Buses are much cheaper, more flexible, and easier on the local environment.
- 9 97006 Fewer trains, better roads.
- 10 97006 the cost to tax payers and the bad economy.
- 11 97006 Use the money you all ready have wisely, no big retirements and salaries and benefits. Show us it's about transit and not about increasing the employees take.
- 12 97007 type of transit, investment of initial capital and then infrastructure maintenance, where would it go.
- 13 97007 FIRST! Fix the roads that we have. That means NO NEW CONSTRUCTION with current road funds. New construction ONLY with a VOTE FROM LOCAL RESIDENTS for NEW FUNDS!
- 14 97007 How hard it is driving around metro. Need to be able to get to and from downtown and across town faster.
- 15 97007 Transportation should be self-supporting, not subsidized from the general fund. This applies to roads as well.
- 16 97007 We have already invested heavily in Transit projects. We need to invest in our surface system capacity.
- 17 97007 Current policy is adequate.
- 18 97007 Need to consider HOW people need to move. Mass transit should not take precedence over auto.
- 19 97007 I am amazed how many decisions and actions that state this intent actually do the reverse in implementation.
- 20 97007 Money prioritization, and liberty.
- 21 97007 The huge debt will drown future generations. One only has to look at TRI-MET to see the incompetence and waste this organization has brought us.
- 22 97007 Do not force it on the people as it presently is.
- 23 97008 Tri-met miss manages their \$\$\$. Their investment in Light Rail continues to reduce the operating capital available for the bus network which could go every instead of point A to B only. Metro talks about increased Transit Service while Trimet reduces it.
- 24 97008 Cost.
- 25 97008 Whether the cost savings are worth the financial investment.
- 26 97008 If the voters say no to light rail do not screw us and build it anyway. milwaukie said no clackamas said no yet tri met said screw you. 150 million dollars a mile a waste of money.
- 27 97009 Local areas should vote.
- 28 97009 Will greenhouse gases really be reduced or will we just hope ?

- 29 97009 Spending.
- 30 97009 Whether rural areas even want transit. Don't build it in rural areas if it's not wholeheartedly requested.
- 31 97009 Amount of use. When a bus route picks up 2 or 3 people in a day, it's not fair to have the community as a whole support the costs. How about a small van? Have service 2 or 3 times a day from Sandy area to Gresham and back.
- 32 97009 This policy should not be implemented.
- 33 97009 Public transit does not operate in my local community. I do not want to pay for that which does not benefit my local community.
- 34 97015 It will never happen. Transit fees go up and up and up, discouraging most people from using it regularly. If it were cheaper, we would ride much more often. And bus routes keep getting cut, keeping even more people from being able to use it.
- 35 97024 Stop taking the highway away from our cars by eliminating lanes dedicated to bikes. Many of us must travel by car and the congestion created by having to sit in line because of a created shortage of highway lanes only adds to pollution.
- 36 97027 Bike owners should have to register their bikes, which should include a fee.
- 37 97027 The real costs and how our small communities are not able to cover their portion. These transit projects are pushed on these communities without thought of what they need, want or can afford. I've seen the deterioration of neighborhoods directly impacted by new transit.
- 38 97027 I am for better mass transit but I don't agree that we will see all the benefits you have listed. In fact, I think you overlook some basic needs of those of us who actually work and pay the taxes.
- 39 97030 What will it cost the tax payer?
- 40 97034 The long history of incompetent management at Tri-Met.
- 41 97034 Buses are fine because they can go where the riders are. Relatively speaking they are cost-efficient and flexible to meet changing needs. Light rail is a bad idea because riders must figure out how to get where it is. It is clear that light rail can never come close to supporting even its operating costs. If we must have mass transit, let it be buses.
- 42 97034 We do not need additional public investment. Instead, we need reduced government rules that prohibit private enterprise from addressing this need. For example, services like Uber should be welcomed into communities to enhance transportation options. Instead, governments seem intent to regulate these services so much that they cannot operate.
- 43 97034 Overall, transit is already convenient, frequent and accessible. Projects like those proposed make living here more and more unaffordable.

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- 44 97034 I'm all for a robust transit system so long as we don't squander more money on rail. Buses can go where the people who want to ride them are. Rail requires that riders come to it. This is a fool's proposition given the alternative of buses. Regional "experts" just don't seem to get it.
- 45 97034 Under 3% of our community ride their bikes and it is mostly for recreation. Ours is a rainy community and we like our cars. Bus service has been trimmed back so expanded bus routes and frequency would help.
- 46 97034 Do not increase investment, the current level is acceptable.
- 47 97034 More lanes for cars and higher speed limits.
- 48 97034 If the goal is reduced fossil fuel use, mass transit won't have much effect since relatively few trips a household makes can be done with fixed route mass transit.
- 49 97035 Use, costs, diverting funding that could be better used for over crowded roads.
- 50 97035 Need to include autos as well.
- 51 97035 Transit use versus Cars. Cars are most convenient, accessible and affordable Trains are extremely expensive, especially to taxpayers Buses are less convenient and frequent Bikes are all three but not everyone can ride them. Safety is also a factor.
- 52 97038 Portland has already over-invested in public transit. It's time to focus on other priorities for a while.
- 53 97038 I Live in Clackamas county and the residents and voters of our county NEVER wanted Tri MET to expand it's light rail into Oak Grove/Milwaukie area and force incurred costs of that light rail onto the shoulders of our citizens here! The fact that back room deals were made and Cost's incurred and the project still going forward is Unacceptable and deplorable to me especially as someone who lives out in Rural Colton where DEQ and Tri MET expenses should not apply!
- 54 97045 For some of us who live on the outter areas of Metro, getting to and taking public transportation is a 3 hr ordeal (ONE_WAY!), unless you miss a scheduled connection and then it's even MORE! Driving my own vehicle is 45 minute by comparison! This plan is primarily directed to manage the current transit efforts when many of us need better parking downtown. Parking structures are not evenly located around town, a 6-block (longways) in the heat of summer and cold/wet of winter isn't fun. To reduce impact of large pickups and other gas guzzlers, you might consider a parking premium for these vehicles or a price break for electrics, hybrids, and other future fuel efficient vehicles.
- 55 97045 The people that provide jobs drive to work and run small businesses. We are the ones paying for mass transit.
- 56 97045 Taxpayers should be asked if they WANT and would USE the system. too often it seems like MAX is being installed in communities for Portland's sake, even though residents of other cities where they are being installed do not want nor would use this. Stupid waste of money.
- 57 97045 You can use smaller buses and stop all this light rail. The amount of money blown on light rail would have accomplished all of your ideas above.
- 58 97045 If transit systems are a must then transit riders should pay the entire cost of the system.

- 59 97045 Shouldn't this question be, should we implement this policy? It seems biased towards a support position. How about you expand roads instead of mass transit and help the poor get a car? That would empower them far more than \$1 billion more on mass transit.
- 60 97045 Have to first ensure that adequate investment is made on our roads and highways, to ensure congestion does not strangle; investment, job creation, and economic expansion. We are at the place where the engine that also creates taxes and revenues will stop, thru the failure to invest with adequate roads and highways. You are killing the chicken that lays the golden egg, by not understanding what comes first.
- 61 97045 Listen to voters. We said no to trimet and they did whatever... Stupid.
- 62 97045 Expand transit when there is demand, when the existing system is approaching capacity.
- 63 97045 Cost effectiveness and if it is self sustainable!
- 64 97045 No more light rail; too expensive. Increased bus service is fine. No reduced fares; riders don't pay a fair share already, and/or Metro spends money frivolously.
- 65 97045 This is a money and power grab, based on lies and bogus science. CO2 rises after temperature, not before. There is a saturation point where CO2 no longer affects temperature. The controlling green house gas is water vapor.
- 66 97055 Funds should come from user fees and bikers should be fined for riding on the road when a bike path is available to ride on.
- 67 97055 I think it's wishful thinking that the priority for active transportation should be the norm rather than the exception.
- 68 97055 MAKE IT SAFE IF THAT IS POSSIBLE. YOU TAKE YOUR LIFE IN YOUR HANDS TO GET ON MAX, ESPECIALLY AT NIGHT. AT THIS POINT, NEVER WOULD I LET MY WIFE TAKE IT ALONE.
- 69 97060 The people's choice and SAFETY not only for when on transit, but for communities. MAX has increased crime and decreased property values.
- 70 97060 Taxes!
- 71 97062 Give priority to increase road capacity to match the population increase.
- 72 97062 Cost to make transit actually convenient, frequent and affordable are outrageous. Currently tri-met only serves Portland well. The remaining cities in the region are mostly left out. We need roads to drive on. This is cheaper. Cars are more fuel efficient now and have much lower emissions.
- 73 97062 Light rail has ghastly cost/benefit. STOP all light rail and HRT plans. More buses might be added, but improving roadway capacity should be first priority -- pavement 'works' 24/7, and most cars & trucks move without 'us' (the public) having to pay a driver plus their ridiculous pension & benefits.

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- 74 97062 The communities of King City, Tigard and Tualatin all voted against having light rail in our communities. I think it is arrogant that Metro and some of the mayors are still going ahead as if the citizens vote didn't happen. We don't want it, we do not aspire to be like Portland. Lastly, I suggest you do a study of the crime light rail brings to the communities. The Tualatin mayor will not get my vote this election because he still advocates light rail even though the light rail initiative was overwhelmingly rejected 75%-25%.
- 75 97068 Make the roads better and safer.
- 76 97068 It seems like we throw money at these transit projects and we don't improve much participation.
- 77 97068 Make it easier for cars and light trucks to get around town before spending any more on transit. Too much time sitting in traffic jams causes a lot more pollution.
- 78 97068 The amount of subsidy required by tax payers.
- 79 97068 Public transit doesn't go where I want to go - or takes hours to get there. I definitely will not use public transit at night when the thugs and gang member look a-likes are present.
- 80 97068 Reduce congestion on roads and freeways by investing specifically by adding lanes and planning the southern crescent connectors.
- 81 97068 By far, most in our area travel by car. Need to make roads more accessible to car and light truck traffic. Current policy seems to be focused on making our primary mode of travel more difficult and time consuming, thereby increasing pollution and energy consumption.
- 82 97068 Where is money currently being spent. Make sure you are spending money correctly before you come and ask for more. How much money was wasted studying the CRC before nothing happened? How man millions of dollars?
- 83 97068 It seems that adding to the transit system doesn't get people off the roads, Traffic just gets worse.
- 84 97070 Tri Met has a bloated budget & spiraling toward bankruptcy; fix the pensions and payscales before expanding & using more transportation dollars with mass transit.
- 85 97070 Improve the highway system first before dealing with transit system.
- 86 97070 Need. Not just want.
- 87 97070 I support the access, creation, retention of jobs. I don't support alternative transporation options.
- 88 97078 We need a west side (I-605) freeway built, this should be at the top of the list for transportation.
- 89 97080 Current ridership fare collection.
- 90 97080 Better bus service in outer areas. Less Portland-centric. Spend more on neighborhood streets and less on major streets. We need to get people out of cars.

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- 91 97080 Provide alternatives for freight. Heavy freight is responsible for a large portion of road maintenance, congestion and pollution. Increase taxes on these types of transportation to encourage a smaller carbon off set. Pursue and invest in “Locally Sourced” that will encourage jobs, stimulates development provide consumers with noncongested roads, reduce air pollution and reduce the risk of accidents. Provide safe, efficient and affordable alternatives as well as bike and pedestrian trails.
- 92 97080 We have no money for this. Taxpayers and Businesses are over-taxed already. Have you really looked at how there is no real economic recovery to the middle-class?
- 93 97080 If mass transit were safer, I would support spending money for it. We don't need more or bigger roads. Encourage telecommuting instead.
- 94 97086 Our transit system is not convenient because it takes too long to get from place to place, In suburban areas the schedules are too infrequent.
- 95 97086 The majority of people use vehicles. Roads and easing traffic congestion should be the first priority.
- 96 97086 Our government has lost its mind. Portland has never been out of the 10 worst cities for traffic in the last decade. Yet our morons in charge remove half of the lanes on major through ways.
- 97 97086 Stop taking away roads. Portland consistently ranks as one of the worst cities to drive in the US.
- 98 97086 Stop wasting our money on things that the vast majority of us do not use. Look at road use by cars vs bikes. Look at road use by cars vs mass transportation. Its clear that most people would rather drive. Wasting money on a mass transportation system is silly and only continues to lose money.
- 99 97086 The impact for people who have no desire to use mass transit and the disruption of everyday activities during the construction mess. Be realistic, put yourselves in the impacted people seat and quit trying to shove it down everyone's throat.
- 100 97089 How to make it easier for motorized vehicles to get around. If biking and walking can be done in a way that will not inhibit vehicular traffic then I'm all for it.
- 101 97089 It work in the city where people see the congestion, but when you expnd out to the suberbs, people are more used to autonomy, and very few use mass transit. Why waste the dollars?
- 102 97089 We need to spend our transportation dollars to improve and add ROADS. In the last few years it seems most of the dollars have been spent on light rail and bike lanes. We need more and better maintained roads - for cars and trucks.
- 103 97089 The Light rail ridership is so low, I don't know how you can justify more.
- 104 97106 Stop using the gas taxes for bikes etc. gas taxes should pay for roads only!!!!
- 105 97106 Cost and public participation levels.
- 106 97106 Don't.
- 107 97116 The cost to the taxpayer of your "investments".
- 108 97116 Cars should take precedence. Build more roads.

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- 109 97116 Existing public transit system is sufficient. Continue current funding. Do not add any more light rail.
- 110 97116 Efficiency for routes so as to minimize gas consumption by stopping too often.
- 111 97123 Transit doesn't pay for itself. It's expensive to build and expensive to operate. The fares collected don't cover anything.
- 112 97124 Transit should be able to support itself, it used to when private companies ran it.
- 113 97124 You need to be careful deciding areas to invest more in mass transit. Light rail very expensive and permanently tied to location of tracks. Buses much more flexible with changing communities. Be extremely mindful of increasing crime in some areas through mass transit & bike paths. Be extremely mindful of private property rights. Stop trying to reach out & implement mass transit in rural areas.
- 114 97124 I do not want to be on a bus or train with people that might harm me, so I will drive! It is no longer safe!
- 115 97124 "Transit service" in the Metro area almost exclusively refers to the current "chic" topic - light rail. Light rail is too expensive and way too inflexible. Buses, on the other hand, can change routes easily as communities and needs change. Develop bus options, avoid additional, extremely expensive light rail. Mass transit must be self-sustaining and paid for by users.
- 116 97124 I guess my experiences with the transit system don't seem much need for improvement in this area compared to other areas. I can see how more transit connection locations could be useful here or there or reduced fares for those who need it. As far as bike/walking routes that connect stops I don't understand exactly how those will be implemented or what the purpose is...doesn't the transit service connect the stops for you with the transportation?
- 117 97132 Before expanding or increasing frequency of transit, we need to first reduce the fares to get more users.
- 118 97132 The mass transit agency has shown itself to be a poor manager of the public's money. Reliance on and spending for the grossly expensive light rail system has gutted more effective bus transit options. Light rail is nothing more than a glorified photo op for Tri-Met leaders and their willing government partners. Until this leadership is radically changed in both Tri-Met and local/state governments additional funding would only reward irresponsible behavior.
- 119 97139 First, make sure that the existing infrastructure can be maintained before building anything new.
- 120 97140 More buses and bus routes. No more light rail.
- 121 97140 I would support this if we had good strategic planning in place that assured the transit system would be used to its fullest. Right now, it is not convenient and the population distribution does not support mass transit affordability.
- 122 97140 Too many resources have been wasted on Transit as it is.
- 123 97140 Not spending taxpayer dollars on it. Let the transit system be covered by the fares of those who use it.
- 124 97201 Our region focuses too much attention on capital construction costs for expanding public transit service without understanding (caring about?) how to operate and maintain the system.

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- 125 97201 Better allocation of existing funds; no more WES boondoggles.
- 126 97201 We need to invest in the 205 beltway (west side bypass) and third bridge for our economic sustainable future before we pay for any more bike lanes, walkways, or mass transit. See Port of Portland study.
- 127 97202 It does seem that we are doing pretty good in havng enough areas covered by bus or train service. I do think there should be more work done on to make sure that the bus service is on time ! especially in the evenings as workers just want to get home instead of waiting and then spending time on a bus or train when one knows that a private car would get them there faster.
- 128 97202 No more money from the community. Less expensive less " first world" options need to be implemented.
- 129 97202 Walking, and biking and public transit are really separate issues.
- 130 97204 We have spent too much as a community on mass transit, street cars that move at a snail's pace, and bike lanes on congested roads.
- 131 97204 If you reduce fares someone will pay for it, please do not increase taxes. Fill the pot holes. Use the taxes already collected to maintain roads. Do not pass the street tax. Add buses, stop spending on streetcars and MAX.
- 132 97204 Reduce investment in bike lanes, trollies, trains and increase/improve roads for cars.
- 133 97206 We need to catch up our other transportation infrastructure first, like consider the deferred maintenance on roads and bridges.
- 134 97206 That most people don't use transit so there's no benefit to the majority if the population.
- 135 97206 Frequently on narrow streets like Hawthorne and Division, the bus takes both driving lanes and causes long lines of cars to build up behind. Sometimes, impatient drivers make dangerous moves and cut across the double yellow line into head on traffic to get around the bus. In addition, buses cause major damage to our roads. MAX allows criminals to move around town and increases crime rates in every new neighborhood it moves into. I'm not in favor of making further investments in tri-met. cycling and walking are the future of travel.
- 136 97206 I do not see it being addressed that there is no service late at night, and safety involved with that as well.
- 137 97206 No more investment. I support cutting benefits for trimet employees and reducing the number of stops on existing lines.
- 138 97209 I had trouble answering the last question because I am, in fact, in favor of making transit convenient, frequent, accessible, and affordable, but I answered "no" because I do not believe in the expansion of the max and streetcar system due to the extremely high cost of such (we should be focusing solely on less expensive and more adaptable buses), and I strongly disagree with some of the expansion of bike lanes. I love the idea of more off-street bike paths, or bike paths separated by a set of car park spaces (like near PSU), but I think it's absolutely nutty to have the city take busy city streets and remove a full lane of vehicular traffic to install a bike lane as was done on NW Everett. This is absolutely stupid!

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- 139 97210 Steps should be taken to decrease our reliance on private vehicles, and to discourage people from driving, especially for short, neighborhood trips. However, the cost of transit is high, and the return on investment (that is, increase in ridership) is low. I believe transit investments are better spent increasing accessibility to existing facilities, and working on the "last mile" issue.
- 140 97210 WHY are all these questions so damned slanted? Why not have 2 radios that both say "Yes?" This is ridiculous. You have HORRIBLE poll makers, or ones that are so biased they can't see past their own beliefs.
- 141 97210 This should not be considered.
- 142 97210 Cost without a love affair with trains.
- 143 97210 The reason I didn't answer "yes" is because I didn't want my answer to be an endorsement for lihjtrail, bike paths, etc. I do support investing in roads for automobiles and trucks.
- 144 97211 Economic sense by government.
- 145 97211 Not using taxes to pay for this.
- 146 97211 Repair current infrastructure and quit spending money not allocated.
- 147 97211 Remember we do have a large number of younger seniors that drive and walking to transportation while ill is not realistic or is the lack of parking.
- 148 97211 We have for far too long now placed all emphasis on transportation improvements in Portland on Transit. Notably light rail and streetcar. It is time to build and maintain roads instead.
- 149 97212 Transit DOES NOT save energy, thus DOES NOT reduce CO2 Transit costs 2-10 times the cost of driving Transit takes, on average, about twice as long to get to work. What is the reason for getting people out of cars top transit? - It costs more, is slower and does not save energy references: <http://www.debunkingportland.com/top10bus.html>
http://www.debunkingportland.com/lrt_cost_w_localmatch.html <http://www.debunkingportland.com/commutetime.html>
- 150 97212 Transit uses more energy than small cars Transit costs 3-5 times the cost of cars Transit wastes people's time with an average commute to work time of about double that of car users.
- 151 97213 Transit needs to be more financially self-sustainable with users paying a greater share of the costs both for infrastructure and operations.
- 152 97213 Since transit fares cover only 25% of the operating costs, the taxpayer funded subsidies for transit ridership are way too high, much less than for cars where drivers pay their way with fuel taxes and license fees. Investments in transit need to be paid by those who ride transit. Changes do however need to be made such as to removing bubble curbs and constructing bus turnouts to reduce the traffic congestion buses create at transit stops.

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- 153 97213 How to do a better job with the existing funds (or, better yet, do a better job with less (subsidizing by taxpayers)). From what I've seen, it seems like more money is being spent on administration/bureaucracy than the actually running of the buses and trains.
- 154 97214 Transit should be all modes of transportation including autos and trucks. We are so keen on bikes we often forget safe routes for all.
- 155 97214 I don't support more of what is being done. You need to keep the roads also not replace lanes for cars with bike lanes. You should consider fire truck turning needs getting ambulances places to save lives. I have already noticed what is happening to that... They can't get through. And we haven't yet tripled in population.
- 156 97214 Bus max and bike lanes are among the best in the nation. significant additional expense has little value added. effort should be towards more bang for the buck.
- 157 97215 We have got to stop adding bike lanes to main arterial(s) such as Burnside, Glisan, Powell, etc. They should be limited to vehicular traffic only. In fact, bikes should be prohibited on certain arterials within the city to ensure cars are backed-up spewing more pollutants than is necessary into the air.
- 158 97215 This is not a yes or no answer...oversimplified!!! It is hard to support "more investment" when I have concerns that the current system isn't working as well as it should WITH THE EXISTING RESOURCES.
- 159 97216 Discontinue Tunnel vision.
- 160 97216 Billions of \$ have been spent on light rail in the metro area. A very small % of people use it, it attracts crime on it and around it. Unless the service provided can vastly improve I don't see sinking billions more into the system.
- 161 97217 No one seems to be consider the adverse conditions that are being created by doing what we have done thus far to the infrastructure to do these things. Just so you know I used to bike a lot more than I do now. I did it when there were no bike paths and you could get a ticket for jay walking. It was fine then. Bikers these days do things I would never do on a bike. They need to have biking classes sort of like drivers do. I have almost been hit multiple times by bikes as a pedestrian!!!! They need to be forced to learn the rules of the road. I find it outrageous that "they" are seen as green "saints" and they endanger people's lives. Drivers learn the rules of the road by getting licensed. Bikers and I am one need to be licensed also. The adverse conditions that are being created thus far are things like: fire trucks emergency vehicles are being slowed down endangering peoples lives, Because there are so many roads now that used to be two lanes cars are actually sitting in traffic for longer and guess what that means? We are polluting our environment by policy! The other ridiculous thing is the no left turn. I have actually driven over a mile to get to one block. This needs to be balanced with the idea that we will still have cars. The other thing I think needs to be considered is how much money we are spending for bike lanes and roads
- 162 97217 Only add more public transit when there is the demand and not before there is demand.
- 163 97217 Fixing Roads for CARS TRUCKS and COMMERCE.
- 164 97217 Only invest in better bus service. No more light rail.

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- 165 97217 Over reliance on light rail; when light rail goes in, time and again, outer-lying bus service is cut, using a hub-based transportation model. This results in longer, and less efficient, commutes.
- 166 97217 Remember that most people use their cars.
- 167 97217 It should not be implemented.
- 168 97217 The minuscule % of the population that uses transit relative to the % that drive cars. Our gas tax money is best spent to help the most people: those who commute by car.
- 169 97219 I've said 'no' but really want to say 'maybe'. Depends on the goals. We can't use public transport to the airport since we cannot connect to taxis for the last leg of our journey to home. These problems need addressing to enlarge use of the light rail system. Journey times is real impediment to bus public transport. Too often travel time is long. This policy should emphasize private ownership of mass transit to improve efficiency. With private ownership, if the enterprise falls short of performance, then switch to another service provider.
- 170 97219 The fact that I live in SW and we have been trying to get a sidewalk to serve Maplewood district to 45th and Vermont to no avail. Maplewood bus schedules have been cut so much that they no longer serve the community.
- 171 97219 Expanding the transit system - to you - is to expand MAX again, and again and again. I have had enough of MAX, the high price, low ridership and how much they destroy the natural beauty around them when they build. We have enough bike lanes. People still bike on the sidewalk and makes it difficult for pedestrians anyway. But, you don't care and this is all for naught anyway - isn't it?
- 172 97219 Actually, I do support it, but only after all streets are adequately paved and there are sidewalks throughout Portland.
- 173 97219 Real-world solutions, vis a vis targeting best value per mile propositions (hint: It isn't rail).
- 174 97219 Give the public info on the trade-off that occurs when limited funds are spent on transit, biking, etc. compared to street maintenance.
- 175 97219 Transit is too slow, not always too infrequent or uncomfortable, just plain slow. Fix that which you don't address at all.
- 176 97219 We spend too much on rail.
- 177 97219 It's already convenient, frequent, accessible and affordable. I would add that building unneeded/unwanted "ghost trains" to nowhere is not the answer. Per mile cost, rail is the most expensive form of transport we have, in the long term and short term, and not a sustainable solution.
- 178 97219 Not until all streets are paved!
- 179 97219 Need better sidewalks, roads and bike lanes. Getting more folks out and about will help community policing by osmosis.
- 180 97220 Forget the inking routes. Serves too few people.

- 181 97220 Demonstration that TRIMET can actually manage the resources they currently have. There is considerable doubt at this time!
- 182 97220 I think that Portland has done a good job in making transit convenient, frequent, accessible if anything is done it might be making it more affordable for people on fixed incomes such as seniors like myself!
- 183 97220 I would only support this if I can be assured that my property taxes aren't going to go up to finance it. It seems like home owners always are the ones having to finance everything... users should pay their fare share, be they renters or home owners.
- 184 97220 I am disabled. I will not use public transportation because I do not feel that it is safe.
- 185 97221 Cost, economic impacts, jobs.
- 186 97221 There should be a button that says maybe. I don't support all the positions mentioned which is why I could not say a definitive yes.
- 187 97221 We're already spending too much on ridiculous programs here, like huge bridges for only peds / bikes. need to focus on basic sidewalks on main streets before we get so stupid.
- 188 97221 We seem to have this.
- 189 97221 Prioritization of community needs, including the aging population, and costs.
- 190 97222 Spend the least amount of money.
- 191 97222 Bus fares are too high and buses have to share the road with cars, so widen the roads already!
- 192 97222 We need to consider commute times and transit related to business and industry first. Walking and bicycles do not move the products and goods that our economy demand. We are blowing billions on poorly thought out mass transit that is too costly to build / maintain and operate not to mention inefficient to ride. Flexibility? Not the trains.
- 193 97222 Focus on buses for the max. flexibility. More bus express lanes. Local bus control by cities not Metro. Bike fees to cover bike lanes by those who use them.
- 194 97222 Neighbors such as Vancouver who travel to Portland to work daily. This is not addressed.
- 195 97222 Not unless we stop building such ineffective transit like light rail and buses. There are many better options available that cost less and have much better performance. Too bad you don't seem to know about any of them.
- 196 97222 Stop wasting money on economically unsustainable projects.
- 197 97222 How to lower taxes for the residents of Portland. Many people in Portland are having a hard time making ends meet. The city/county taxes are way too high.
- 198 97223 Privatize as much of the transportation services as possible. Introduce competition, and we will see improvements in services. The Federal and State governments have never spent more money than they have the last 5 years, and they used to build more roads, dams and bridges.

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- 199 97223 Eliminate all light rail projects. Instead, spend a fraction of the amounts that have been wasted on inflexible, brittle rail on better bus service. There is no need for anything else.
- 200 97223 Most tax payers do not use it....not convenient, safe etc.
- 201 97223 Expanding the transit system does not pencil out. rapid transit should stand on its own and not burden the community and taxpayers with its shortfalls. better to invest in better roads for the vast majority of people use autos.
- 202 97223 Cost.
- 203 97224 The needs of people to get where they need to be, when they need to be there.
- 204 97224 Monopoly government transit is a failure. End Tri-Met's monopoly and let competitors, both public and private, compete with buses and other vehicles.
- 205 97224 Actual cost per rider mile to provide the service or availability of service, including the underlying infrastructure.
- 206 97224 Too general could be interpreted to make more freeways not public transportation.
- 207 97224 Loot rail is a complete waste and a boondoggle and should be abandoned.
- 208 97224 No more loot rail, road diets, bike boulevards, bridges without cars or more room for bikes and walkers than cars, bus rapid transit, etc...we need roads.
- 209 97224 We need roads not more toy trains and buses with dedicated lanes.
- 210 97224 While I support transit, we also need other ways to travel that are affordable and do not cause us to waste time sitting on freeways.
- 211 97224 Current funding level is about right.
- 212 97224 We need more and better roads, not empty toy trains, road diets, vertical density housing, housing without parking or micro apartments.
- 213 97224 People are individuals and don't necessarily like being group together in mass transit. Focus on clean, efficient individual transportation.
- 214 97224 The impact of transit on roads and business.
- 215 97224 Return on investment. Ability for people to go where they want when they want on their own schedule efficiently. A north-south westside bypass freeway is needed to sweep outside Hillsboro and down past Wilsonville to provide two bridges across the Willamette River.

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- 216 97225 While I'm sure those who are promoting "convenient, frequent, accessible and affordable transit" have good intentions, it is not sound judgment to continue spending even more money on public transit in Portland. It sure sounds good when you read it, but our lifestyles and ridership do not support further expansion of the mass transit system. Why? First, the public transit system is utilized by a very small percentage of the population. Most of us drive cars. Spending more money on mass transit will not change the fact that approximately 90% of the population in the entire Portland metropolitan area drive cars to and from work, to visit friends, to recreate, and shop. Instead, we should invest in expanding our thoroughfares, highways, and freeways to reduce traffic congestion rather than invest in even more mass transit. We should invest in electric and hybrid vehicles to reduce CO2 emissions. Second, bikes and cars do not mix. Bike accident fatalities and injuries are far above the national average. We should invest in separating cars from bike paths rather than promoting cars and bikes to share the road. Third, MAX trains are currently subsidized by the public approximately \$10 per passenger. With the new light rail, this subsidized transportation will increase. I would prefer to cut back on light rail funding and focus on expanding
- 217 97225 Are you building more roads and paving/improving existing streets. Are you using traffic signals to keep vehicles moving? Are you educating drivers, bikers, pedestrians how to navigate together - i.e. bike like a car would drive, drivers look all around you for all transit options, pedestrians pick up the pace when crossing streets and look up from your cellphones.
- 218 97225 We should consider the current situation before investing any more money. In my neighborhood public transportation is already very convenient. It's hard to imagine how it could be made more so.
- 219 97225 Do so, if at all, within existing resources.
- 220 97225 In Finland, bikes lanes are clearly marked on the sidewalk with bikes taking the lane closest to the road. Pedestrians have their own clearly marked lane on the sidewalk, and bikers are not endangering their lives in the street. Most importantly, there are no bikes passing cars on the right in the street. Bikes are licensed and bikers contribute to the cost of creating and maintaining bike lanes. There is none of the antipathy towards bikers by drivers and animosity of bikers towards cars. Our current system is nuts.
- 221 97227 I bike to work often but know the average person does not want to spend the extra time like half hour to an hour and a half to take public transit. Many people enjoy a good bike ride to relax after a day of work.. while most prefer to be alone and and listen to the radio or listen to an e book ... buy spending more and more money on something the majority do not use seems an unfitting way to take care of a building congestion and transit problem.
- 222 97229 Monetary Cost.
- 223 97229 Cost.
- 224 97229 Change this policy until you can operate mass transportation without the heavy subsidies. This is a fee based proposition that should not be allowed to continue to operate in the red. Make that your first priority, then implement these other feel good ideas.
- 225 97229 Improve private vehicle movement.

- 226 97229 How much more taxes will have to be paid?
- 227 97229 Costs and usage
- 228 97229 Focus on encouraging economic growth. A growing economy grows incomes, which would lead more people to replace older vehicles with newer, more efficient and cleaner ones.
- 229 97229 Use the existing funds more effectively, make difficult choices! Parents and business have to all the time.
- 230 97229 User fees.
- 231 97229 Ask the voters if they would like you to spend money on this activity then LISTEN TO THEM WHEN THEY SAY NO! Don't assume we want you to find another way to fund the program.
- 232 97229 Add travel lanes to streets and highways. Quit wasting money on flower gardens in the center of arterial streets. Put bike lanes on secondary streets. Bikes do not belong on heavily traveled streets. It is unhealthy to inhale the air on streets while on a bike.
- 233 97230 That the riders/users of the transit system pay for more of it.
- 234 97230 The fact that TriMet has pushed through the light rail to Milwaukie, despite the communities very strong objections. TriMet's less than sparkling driving record and crime that seems to be commonplace on public transit now, should not be over looked either.
- 235 97230 Only if voted upon.
- 236 97230 There is not enough money available to make this pipe dream come true. Consider the population distribution with single family residences so predominant. This is not New York City.
- 237 97230 We have already invested SO MUCH in public transit and have passed the point of diminishing returns. We should get back to taking care of the basics for now.
- 238 97230 More lanes for passenger vehicles should be the first priority. Mass transit users should bare a larger burden of the costs, when you spend your own money you are likely to spend it wiser than when you spend other peoples money.
- 239 97231 Streets that need paving or need repaving
- 240 97231 Study rural situations as they are different than urban areas!
- 241 97233 I live in East County.. I am less than one block from the 162nd Max station.... with the exception to when I wish to go to maybe Downtown Portland.. or the Zoo.. I do not ride it. But METRO seems to have the idea that all citizens are wanting to throw away cars and just ride transit.. This is not the case. My car allows me to go to places that Transit does not.. or if it does.. it so infrequent that it does me no good.
- 242 97236 It does not make sense, you need cars on the road instead creating more ineffiecent public transportation. increase road(s) sizes to reduce congestion.
- 243 97236 Cars and trucks are vital to our economy to thrive. More money and gas tax dollars need to be spent on improving traffic flow in the metro area.

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- 244 97239 Current transit policy has caused under-investment in streets and roads. Maintenance of existing infrastructure should take precedence over new construction.
- 245 97266 Your placing bikes and mass transit in the same question. Bikes lanes are not safe with drunk drivers hitting cyclists and ppl walking. You will see more accidents if you base everything on bikes. We have an aging population that is not going to ride a bike in the rain or to a doc appt. Its not realistic. Cyclists don't pay for the damage to motorists that they do, this is NOT fair. They do not adhere to the rules of the road. I do not want to pay for a street car. We are all being taxed to death.
- 246 97267 Cost vs benefit for those who pay the majority of the expense.
- 247 97267 Make it pay for itself.
- 248 97267 Most of the ideas considered benefit a very, very narrow special interest group. The cost, which is generally an immense amount, is assessed to everyone.
- 249 97267 No - because no matter what -- TriMet will just continue to raise fares and eliminate fare free zones - the very things that drive people back into their cars!
- 250 97268 More busses.
- 251 97292 The ridiculousness of reducing the streets to one lane each way to make accommodations for a bunch of bicycles. The inherent foolishness of all these extended curbs at intersections, all you are doing is making it more difficult for trucks to navigate. Remember: The reason streets were platted in the first place was to expedite the movement of freight, how much freight can any of you put on a damn bicycle?
- 252 97302 Your labor cost per trimet worker exceeds \$103,000. Reduce it to a realistic amount.
- 253 98675 This is not a panacea. Low population density areas are not suitable to light rail and other such mass transit activities. That being said, making existing mass transit more practical with convenient, accessible, and affordable measures is important.
- 254 98682 CRIME!!!
- 255 98685 People AND bikers not yielding to cars is an extremely bad mix.
- 256 98686 Does the use of the route/method actually defray the cost of the route?
- 257 98686 Priority should be given to routes with the most ridership and allow that to dictate schedule/investment.
- 258 Transit services that are supported by local business are being dramatically cut back and rider costs are rising. Clearly transit is not working.
- 259 Transit services that are supported by local business are being dramatically cut back and rider costs are rising. Clearly transit is not working.

- 260 1. Provide more frequent service over longer span of time including weekends. 2. Rationalize the route network (grid system). 3. Increase the number of frequent service route connections. 4. Provide signal prioritization for faster service where needed. 5. Use bigger (articulated) buses on heavily used routes. 6. Reestablish some 24 hour (owl) service including service to the airport. 7. Extend the MAX system to the Southwest from South Waterfront to Tualatin and serve OHSU/VA, Hillsdale, Barbur TC and PCC Sylvania with deep tunnel stations 8. Extend MAX to Hayden Island regardless of future decisions on the CRC. 9. Consider an east side light rail connection between the Rose Quarter and OMSI. This connection would allow for the operation of fast north-south rapid transit service between Vancouver WA and Tualatin via the Tillicum Bridge and the SW Corridor. It will be needed in the future as a viable alternative to widening I-5 through the Metro Area. 10. Initiate a strategic plan for an E-W light rail tunnel between the Lloyd District and Goose Hollow to safeguard the future route and portal locations from development. The Steel Bridge will soon be incapable of handling the demand and a much faster east-west regional transit connection will be needed in order to relieve
- 261 1. Provide more frequent service over longer span of time including weekends. 2. Rationalize the route network (grid system). 3. Increase the number of frequent service route connections. 4. Provide signal prioritization for faster service where needed. 5. Use bigger (articulated) buses on heavily used routes. 6. Reestablish some 24 hour (owl) service including service to the airport. 7. Extend the MAX system to the Southwest from South Waterfront to Tualatin and serve OHSU/VA, Hillsdale, Barbur TC and PCC Sylvania with deep tunnel stations 8. Extend MAX to Hayden Island regardless of future decisions on the CRC. 9. Consider an east side light rail connection between the Rose Quarter and OMSI. This connection would allow for the operation of fast north-south rapid transit service between Vancouver WA and Tualatin via the Tillicum Bridge and the SW Corridor. It will be needed in the future as a viable alternative to widening I-5 through the Metro Area. 10. Initiate a strategic plan for an E-W light rail tunnel between the Lloyd District and Goose Hollow to safeguard the future route and portal locations from development. The Steel Bridge will soon be incapable of handling the demand and a much faster east-west regional transit connection will be needed in order to relieve
- 262 We need and improved Road infrastructure that will support personal vehicle choices in the future. Autonomously guided electric vehicles will completely change our transportation landscape.
- 263 We already have limited access for cars and trucks that has increased cogestion making a on going hardship on works and companies.
- 264 Road improvements and repair for Autos.
- 265 How many people use transit compared with tax cost per household.
- 266 How many people use transit compared with tax cost per household.
- 267 Areas and accessibility.
- 268 Areas and accessibility.

- 269 This City has spent monies only on their pet projects, disregarding the rest of the city.They have squandered fund on Bike convenients and the west side. Now you want a person to support the options the way you want. Expand Transit system: The existing system does not support its self; They cannot take care of what they now have! Bike Routes and walking: Where do you think you are? NY?
- 270 This City has spent monies only on their pet projects, disregarding the rest of the city.They have squandered fund on Bike convenients and the west side. Now you want a person to support the options the way you want. Expand Transit system: The existing system does not support its self; They cannot take care of what they now have! Bike Routes and walking: Where do you think you are? NY?
- 271 First! Fix the roads we have! NO more new construction, unless LOCAL voters approve NEW funds!
- 272 Who gets the kickback. Who's job could be cut if we got rid of these "Projects". What if we used the money for new roads and road repairs. Abolish Metro and these "Planning" committees.
- 273 I think that Tri-met has wasted a lot of money on building the Trillium Crossing bridge and the Max line to Milwaukee.
- 274 I thought Max was great, but think the Street Cars ruin our streets, provide little benefit and lose money. Metro needs to be watched over to not waste money. Population is getting older. We get NO benefit out of walking and biking routes to transit. Provide better bus routes. Less time between trains and buses.
- 275 The high level goals are fine, building additional bike and walking routes are fine. But we all know that "providing new community and regional transit connections" is code for expanding the Max, which does not make economic or any other sense.
- 276 The high level goals are fine, building additional bike and walking routes are fine. But we all know that "providing new community and regional transit connections" is code for expanding the Max, which does not make economic or any other sense.
- 277 Mixed use of roads and create alternate routes. Buses/rail lines are great but not fun to bike/walk next to.
- 278 I would like to see our city opt out of Tri Met and create our own transit that serves our needs.
- 279 I would like to see our city opt out of Tri Met and create our own transit that serves our needs.
- 280 No more money should be spent on light rail. It doesn't pay for itself.
- 281 Automobiles.
- 282 Automobiles.
- 283 Loaded question when you don't specify what mode of transportation you mean. I could answer yes to regular buses but no to other HCT systems. I assume you will use the favorable results to further your agenda for HCT. Typical of government. Give us choices, THEN ask the question - are you afraid what the answer will be?
- 284 Consider needs & burdens of taxpayers and cost per mile of bus vs light rail and usage of each, i.e. actual numbers. Has licensing of bikes been considered?

- 285 Not cost effective to expand, make what currently exists cheaper.
 286 Over 90% of the public moves by car and those are the folks that need to be accomodated. Better roads and easier access for autos. I know that isn't what you want to hear but if you want less congestion, cleaner air, etc. take care of auto traffic first.
- 287 Cost cost cost. transit is not safe anymore.that's why we don't use it.
 288 I'm answering "no" because the question is too broad general and open ended.
 289 No more light rail.. it is a waste of money. It cost more to run and is slower than the bus. It also bring more crime to the area.
- 290 Make sure individual motorized travelers get first priority in planning. Public Transit should be self-funded.
 291 Abolish Metro. Metro was established to consolidate overlapping/duplicates in the three county governments. From there it went to the garbage debacle, Thanks Rena, and on to the zoo and whatever it could find to make sure it wasn't dismantled. Metro need to be abolished!
- 292 Maintenance and expansion of existing highway and road infrastructure. They are going to hell because the money collected for this purpose is being stolen by our elected officials and diverted to bicycle and mass transit systems. These people should be recalled.
- 293 I don't like the options in this question. I want more buses, more bike lanes, but can we STOP wasting money on light rail for a while? We could make a world class bus system, and scores of more miles of bike lanes if we laid off light rail for a while. And that would be awesome. So no, I don't want more money if it'll be wasted in light rail, but I would love it if it went into buses.
- 294 I took the MAX once from Hillsboro to the Airport and back. It took 2+ hours and we were late for the last bus to get us home so we had a friend pick us up. It takes less time to fly to Southern California and by car we are at the airport in under 40 minutes. My time is important and spending 4+ hours on a MAX train is not worth saving a few bucks.
- 295 The size and type of community and what those residents want by means of a public vote.
- Yes or no not declared or zip code not provided**
- 1 97006 Learn from other local light rail experiences, taking away local buses, getting rid of direct routes, taking away options and making people transfer at least once when earlier one didn't have to change.
- 2 97124 Bikepaths and walkways, yes. Well used. Lightrail is VERY expensive to build. And it is far slower than driving in almost all circumstances I have encountered. The only way I would support this is to build express rails with fewer stops. More parking spaces at Sunset Transit!
- 3 97202 That we need to get away from the one-person-per-car lifestyle as soon as possible.
- 4 97211 Make an effort to contain the cost of providing transit. The huge expensive buses are not always necessary on every route. Look at the schools: Not every bus is an 84 passenger transit.
- 5 97215 Roads need to be capable of capacity reqmts.

- 6 97219 Protecting the environment, particularly no more loss of sensitive habitat; safety of humans and non-human species; alternative transportation methods.
- 7 97238 Somewhat, but it shouldn't be on the back of businesses.
- 8 We are spending way to much in these areas and as a result letting our highways and streets decay. We need to make big investments in our highway system to move more traffic faster.
- 9 More frequent bus service and expanded route system. Forget light rail and BRT. You have decimated our once great bus system that served more people at a cheaper price and we want it back. Until this is done, there will be a huge push-back against all your extravagant plans for us. Even when communities such as .tigard, Tualatin and Milwaukie say they don't want LRT or BRT, Metro and Trimet plow ahead as if the public doesn't exist, mor at least as if their opinions don't matter. The only way the public has value in Metro's kingdom is as serfs to be pushed around and told how to live - whether we like it or not. How did you guys get so much power and how did Metro's mission creep occur?
- 10 It's fascinating to read the first question. The wording makes sure that only an "ogre" or a "scrooge" could answer negatively. Objectivity?
- 11 One of the problems I see with the current policy to increase the number of bike lanes in Portland is that it is increasingly difficult for automobiles and public transit vehicles to maneuver. I live in SE Portland, and my neighborhood has become less safe to maneuver. Clinton Street is a dedicated bicycle street, with center plantings every few blocks to slow traffic, and bioswales. Two blocks away, SE Division Street is becoming virtually unmaneuverable because of unchecked construction/development that is adding residents to the neighborhood without any provision for parking their cars and because bicycles continue to use Division as well. Because of the parking problems, bicycles and traffic glut, Tri Met buses often travel in the middle of both streets effectively tying up traffic going in both directions. This particularly true on SE Clinton between SE 20th and SE 26th. We need this bus!! But it's a tricky driving situation. My husband and I are senior citizens. Bicycles were once a part of our lives, but a spinal surgery prevents me from using a bike anymore; and my husband's knee surgeries prevent him from biking for transportation. What are senior citizens to do in a town that is gung-ho on bike transportation, where the weather is often so rainy or cold that even avid bikers resort to their cars, and a policy on

2. Do you support more investment by your community and our region to make biking and walking safe and convenient?

Respondents who answered 'YES' said to consider the following when implementing Policy 2:

Zip Code

- 1 666 Convience is the key word.
- 2 7089 Speed limit enforcement and sidewalks.
- 3 7236 Fixing and putting in sidewalks on busy streets in outer southeast portland as we are neglected and completely forgotten when considering these policies.
- 4 9722 Sidewalks/walking paths in SW Portland.
- 5 97003 Do not destroy existing infrastructure to support the needs of the few, when those few consistently break the laws put in place to help protect them. i,e bicycle safety, bike lanes, crosswalk behavior.
- 6 97003 Keeping pedestrians off the roads.
- 7 97003 Making the connection between mass transit and walking to "town centers" easier, i.e. less walking distance. Case in point is getting from Millikan Way to Cedar Hills Crossing.
- 8 97003 Stop putting down black asphalt pavement as a driving/biking/wlking surfacel, furthering the heat island problem in Oregon. Clear pavement binders are readily available and only need serve as the top lift.
- 9 97004 At least shoulders on all major roads e.g. Warner Milne in OC and BEavercreek Rd. in the rural portion.
- 10 97004 There should be bike paths or shoulders on all roads especially heavy used roads. There should be sidewalks or a safe place for pedestrians to walk on all roads. Pedestrians should be able to safely cross all roads with the crossing places close together as pedestrians need.
- 11 97005 Bike and walking paths that are not on the side of roads seem safer from cars and exhaust. However, they often don't feel as safe from other people if they are isolated. I'm not sure what the solution is, but it is a concern.
- 12 97005 Biking and walking are good outlets in helping to make us better fit and alternate ways to the car for ourselves in taking care of everyday business.
- 13 97005 Connecting paths away from traffic.
- 14 97005 Density of surrounding area.
- 15 97005 Fill gaps in major east-west, north-south connections. Look for opportunities to also leverage connections within regional trails. Then begin to consider more proactive actions - separating bike and walking paths from traffic, look for ways to reduce number of driveways along major routes.
- 16 97005 Focus on areas around parks and schools so that children and families can access these places safely.
- 17 97005 I support more dedicated bicycle routes. Share the road should remain a right, BUT I still think riding along secondary routes (Routes 8 & 10) on rainy dark evenings during rush hour is dangerous. Drivers are distracted and uncomfortable and more likely to not see a cyclist (even a lighted cyclist).

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- 18 97005 In Washington County, East-West bike routes are limited because Beav-Hills-Hwy is unsafe west of the county line near Scholls Ferry, especially from there to Western Avenue, where an alternative is available on SE 5th.
- 19 97005 Keeping bikes in a separate area so that they are not subject to so many hits by distracted drivers. In Europe, they even have their own lanes.
- 20 97005 Paths to schools should take top priority.
- 21 97005 See writing in 1. To ride a bicycle or walk oxygen is required. Oxygen is consumed by the items written in 1. Oxygen is conserved using AMSOIL. Many bicyclists also use motor vehicle. Vehicles demand oil. Money to pay for bicycle and walking paths can come from AMSOIL.COM fundraising account. See fundraising written at end of 1. Consider asking the business supplying oil for your vehicle to donate profit and commission from your purchases to construct and maintain paths for walking and bicycling.
- 22 97005 The #1 thing that will make biking and walking safer and more convenient is taking cars off the road -- please concentrate on that -- and much of the rest will follow.
- 23 97005 This should be the #1 priority. Implementing contiguous walking and cycling routes throughout the region will make huge strides in improving our community. These routes must be safe, clearly marked for users and drivers, and well-connected to encourage people of all ages and abilities to ride/walk more.
- 24 97006 Better ways to keep bike lanes clean so bikers are more likely to use them. Well-lit walking areas to improve safety at night or in evening during winter months.
- 25 97006 Biking & walking to shop; biking & walking for recreation. Note the safety aspects for both.
- 26 97006 Children walking and biking to school. Connections to natural areas and to shopping.
- 27 97006 Get more frequent and more extensive street cleaning in place to get more debris removed from bike paths. That debris can be very nasty to our bicycle tires and makes the roads more dangerous/slippery. Also get a better separation between cars and bike paths and sidewalks. Increase the price for gasoline and use that extra income to subsidize road cleaning. Do not increase property taxes since that will also put pressure on the people who are already car-less and use alternative transportation.
- 28 97006 Grab the low-hanging fruit first. any re-pave of a street without bike lanes should, where physically possible, have them added, either by narrowing lanes a bit or by paving a shoulder. walker road has some good bike lanes, but in some areas, they suddenly disappear. scary! walking and biking reduce traffic congestion and air pollution. they also cost little to implement and are good for general health. we should be looking for ways to promote this. we have good bike maps--those showing safer routes, but not enough people are aware of them.
- 29 97006 I don't think active transit reflects what is intended here. i think self-propelled or human-powered transport is closer to the mark. while bike paths are dandy, they are costly and can have some drawbacks. much less expensive are decent bike lanes. i do love the completed part of the local bikeway that goes from rock creek to orchard park in hillsboro and crosses major streets, like cornell, with a biker operated crossing light.

- 30 97006 I lost a granddaughter to a thoughtless driver of a 350-hp pickup that was jacked up too far to see her over the hoodline, even though she was in a marked crosswalk. We need alternatives that protect pedestrians and cyclists. We also need to regulate monster trucks on our roads.
- 31 97006 It's imperative that we develop everything we can to get us out of our cars.
- 32 97006 Making clear safe passage for pedestrians not having them near traffic.
- 33 97006 Making communities more friendly to walkers and bikers. Grouping stores and restaurants, putting living and shopping closer together.
- 34 97006 More paths that cross over freeways and major roads. Cars don't pay attention to pedestrians and cyclists.
- 35 97006 More sidewalks and bike paths, better signaling for active transportation, noise reduction along busy roads.
- 36 97006 Please make it a priority to add sidewalks near MAX stations and bus routes. I am still haunted by the news story several years ago of a young woman who was walking home from a bus stop in the dark and the rain when she was hit by a car and knocked into a ditch. Her body was not noticed until the next morning. Using public transportation shouldn't be hazardous. Also, please consider using bike lanes that are physically separated from vehicular lanes. I particularly like the configuration of sidewalk, then bike lane, then parking lane, then vehicular lane. It's much safer than putting cyclists right next to moving vehicles.
- 37 97006 Provide a connected set of trails that provide more direct access to Intel campuses from Bethany neighborhoods.
- 38 97006 Reasonable expenditures with checks and balances so they are reviewed by an independent panel to make sure money is being spent correctly and wisely.
- 39 97006 Safety of people-powered travelers. protection from cars at intersections, from muggers on lonely pathways, etc.
- 40 97006 The fact that those with disabilities usually cannot use such resources much, if at all. As such, an over-reliance on such strategies isn't practical for thousands of Oregonians and visitors.
- 41 97007 Availability to the greatest number of end users, cost, and environmental impact.
- 42 97007 Don't kill or maim people.
- 43 97007 How to build a safe infrastructure for bikers and walkers so that have minimal contact with motor traffic.
- 44 97007 I live in Beaverton and it is appalling how many streets do not have curbs and sidewalks. The City wants to do all this other stuff (their visioning plan) to make the city more beautiful when they should use the money to build sidewalks and curbs to increase safety.
- 45 97007 If there were more sidewalks next to busy streets, more people would walk and bike for trips to local grocery/strip mall or public transit. Also more streetlights and lighted crosswalks/signals to alert drivers of bike/pedestrian traffic, especially at dusk/dark. More bike corrals at more MAX stations.
- 46 97007 Institute policies to make our communities more connected with multi-use paths. Make protecting bicycle riders a priority. Connect bike lanes and make bike paths away from roads wherever possible.

- 47 97007 Keeps cars off the road, reduces emissions, encourages healthy life style.
- 48 97007 Kinnaman rd is very busy now and side walk from thriftway parking lot to 185th would be for mainly safety.
- 49 97007 More bike commuting routes separated from traffic is the best policy both transportation and health-wise.
- 50 97007 More dedicated spaces for bikes. Trails, roads, paths. More people ride when they feel safe and away from traffic.
- 51 97007 Our weather is the biggest impediment.
- 52 97007 Out here in Aloha, not only do the bike lanes appear and disappear, there often are not sidewalks to escape to when a bike lane suddenly vanishes, leaving you inches from quarry trucks and oblivious car commuters; I'd bike to work more often if it weren't so fraught a journey.
- 53 97007 Painting lines alongside roads does not keep cyclists separated from traffic. Consider putting in curbing, at least in high vehicle traffic areas, as is done in Denmark.
- 54 97007 Path ways must be visible to feel safe. Going through wooded areas between neighborhoods doesn't feel safe even with street lights on the path.
- 55 97007 Priority should be on ensuring safety of pedestrians and cyclists.
- 56 97007 Restricting current uses by auto is NOT the way to implement more bike access.
- 57 97007 Safety of the people walking and biking on the streets.
- 58 97007 Sidewalks and lighting, again even in outlying residential areas. I know of streets where there have been multiple car/pedestrian collisions over the past few years that are in populous residential areas - with frequent bus stops - and still totally lack sidewalks and have inadequate street lighting at night.
- 59 97007 The easiest thing is to jump in the car--that HAS to change. When I see a young mom trying to navigate around Beaverton with s stroller my heart breaks for how completely we have shut our pedestrians out of the system.
- 60 97007 Think connectivity and as well look to Dutch quality with respect to biking infrastructure.
- 61 97008 Better bike lanes and pedestrian bridges.
- 62 97008 Bring sidewalks to outer eastside of Portland, and to SW Portland.
- 63 97008 How it fits with transit...like peds friendly bus stops.
- 64 97008 Informing public of rights of bikes and pedestrians. Bikes have just has much right to use roads but frequently get pushed to the side by unsafe passers, etc. Pedestrians should be given priority.
- 65 97008 License and insure bikes to offset the cost of these projects instead of raising fees and taxes on cars.
- 66 97008 Local investment is needed, not more regional bike paths. We can get more done if people can feel safe walking in their own neighborhoods.
- 67 97008 Safety, aesthetics, shortest distance route planning, marketing of the options focussing on specific real-world situations, solutions for shoppers (how to carry purchases), showers at places of employment (and employer support for alternate commuting), secure bike parking, FULLY connected regional and local trails.

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- 68 97008 Segregate bike lanes from motor vehicle by moving sidewalks further off the road way. Do not eliminate or shrink motor vehicle lanes.
- 69 97008 We as a region should be doing everything we can to promote active transportation.
- 70 97009 • Separate biking/walking for work purposes from biking/walking for pleasure as much as possible, and give priority to work related purposes. Don't ignore the recreation aspects certainly, but fund them as revenues become available. • Consider ways to generate revenue from bikers; as users of the roads bikers need to pay a fair amount for maintenance and new bikeways. I pay a tax on each piece of fishing equipment I buy through a federal law of decades past, and the same could be done on a local level on bike related products. • Keep the needs of bikers and walkers separate unless there is adequate space available for both. When bikers and walkers collide, walkers lose, just as bikers lose when colliding with cars.
- 71 97009 Connecting all communities.
- 72 97009 Costs to taxpayers.
- 73 97009 Higher priority should be placed upon investing in safe pathways for those who use the pathways for commuting, with a slightly lesser priority being place upon recreation.
- 74 97009 Is it for just recreation or will Real increase in bike use for commuting happen?
- 75 97013 I am not a bicyclist but have had scary encounters with bicyclists in the roadway at night and on blind corners. Bicyclist vs car = disaster - the car is going to win every time. I don't want to be that kind of winner.
- 76 97013 Should be funded with emphasis on safety.
- 77 97015 Safety. I love that there will soon be a trail connecting Tualatin to other parts of the city so we can bike or walk further. (We used to do that in Anchorage, Alaska 25 years ago!)
- 78 97015 This is a great investment because it not only moves people around the city without any carbon footprint, but it also helps them stay healthy
- 79 97023 Keeping cyclists and pedestrians safe at all times.
- 80 97023 More lighting, less bushes close to the walk, more security.
- 81 97023 Not penalizing home owners and neighborhoods by having them cover the cost of the infrastructure installations. Doing so reduces their house value and creates a barrier to retirement and the selling of the houses affected. Also, don't reduce traffic lanes on major thoroughfares to add bike lanes or so down traffic. (ie SE Division and Foster) Keep bike lanes on parallel roads and add more marked crosswalks instead. (Woodstock and Foster)
- 82 97023 This is already pretty well covered. It is important, but doesn't need as much improvement.
- 83 97024 Again, balance is the key perspective. Bicycle contributions to the system must be identified and increased.
- 84 97024 Biking & Walking are already SAFE !
- 85 97024 Unsure.
- 86 97030 Bike/walk only roads in some areas.

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- 87 97030 More bike lanes, less car lanes, more bike trails separate from car roads, more bike room on mass transit.
- 88 97030 Pedestrians should never have to utilize traffic lanes.
- 89 97030 Public trans connecting walking, biking corridors around freeways & major 4# lane arterials promoting much safer, designated walking & biking arterials. Vehicle drivers on large arterials, in my experience, are mostly not aware of walkers & bikers!
- 90 97030 Put in paved shoulders or sidewalks and bikeways as part of all road paving or repaving project.
- 91 97030 Safety.
- 92 97030 Smat placement of bike lanes and bike registration fee to help cover costs
- 93 97034 Analyze which streets have high volume or backups during commutes and establish nearby, bike-friendly alternatives. Evaluate frequency of bike/car or ped/car accidents and make improvements to reduce risk. Where possible, separate bike/car travel lanes. Consider making some streets bike only (except for local traffic).
- 94 97034 Bicyclist and pedestrian safety (particularly physically separate bike lanes), bicyclist convenience (i.e. turning stop signs).
- 95 97034 Bike paths are great, but I won't ride a bike to work and have to do battle with cars on the road.
- 96 97034 Bike safety in rainy weather.
- 97 97034 Biking is wonderful and I enjoy it myself. However, bikes are not cars and must be separated from motorized traffic for the safety of their often foolish and arrogant riders and the efficient movement of traffic.
- 98 97034 Biking, walking and transit should be our top priorities for transportation dollars, in that order. Decrease priorities of freeways and new roads. Decrease funding to road widening unless it is for adding pedestrian and bike facilities.
- 99 97034 Definitely need more sidewalks and "walkers' signals" with good lighting to make crossing busy streets safe.
- 100 97034 Directing foot and bike traffic away from cars, identifying and targeting most dangerous intersections as priority areas.
- 101 97034 Have some common sense. No walker or bicyclist is going to go two blocks out of their way just to bypass a congested area no matter how much safer the out-of-the-way route is. Example, Hwy 43 through north Lake Oswego. I don't even think the pavement is marked.
- 102 97034 More sidewalks and any chance for bike paths separated by something from traffic on busier streets?
- 103 97034 Only if the bicyclist are separated from the automobile traffic.
- 104 97034 Oregon is about quality of life, and the ability to walk/bicycle safely will add to this. But we must be able to walk/bicycle SAFELY or people will not use this method of transportation/exercise.
- 105 97034 Safety has to be the primary goal with accessibility also important.
- 106 97034 We have a chance to improve bicycling outside the Portland and it should be done.
- 107 97034 We have to raise taxes on cars & gasoline.

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- 108 97034 Whenever possible, bike and walking routes should be developed that serve to take users off roads that are and should be used by motor vehicles. If this fundamental truth finally sinks in (I have my doubts), walking and particularly biking can become a real transportation alternative.
- 109 97035 Again, competing interests.
- 110 97035 Do not make it a one-size-fits-all. There needs to be a variety of implementation options to achieve bike/ped connectivity.
- 111 97035 Ensuring all new-including, redeveloped-parcels and properties provide standardized sidewalks.
- 112 97035 High number of bike and pedestrian accidents recently...need to increase safety in high traffic areas.
- 113 97035 Highest priority.
- 114 97035 Making certain that major arteries are bikable so that using a bike for transportation is a very real possibility for more people.
- 115 97035 Move the bikes off the streets; keep them separate from vehicles and pedestrians.
- 116 97035 Suburban retrofits to allow for this.
- 117 97035 To an extent. People don't do this sort of activity getting to work. Remember it rains in the Portland Metro area: walking, biking, pushing strollers, using wheelchairs or other mobility devices, skateboarding, and rollerblading just isn't feasible for most folks as a method of commuting. It all sounds like something some idealistic young hire pulled out their rectum.
- 118 97035 We should encourage people to bike and walk by making it as easy, safe, and pleasant as possible. This means taking away road space from cars, which will be politically unpopular, but it is a necessary step. Architect Jan Gehl in Copenhagen has helped several communities around the world implement similar measures, and we should learn from his example.
- 119 97038 Especially making sure that sidewalks connect. Often there are some sidewalks and then they run out and pedestrians must walk on the road. Also walkers should be taken into consideration during roadwork.
- 120 97038 People need safe access to groceries.
- 121 97042 Rural areas should have consideration in bike planning. There are not enough safe streets to bike on in rural areas!!!!
- 122 97045 CAN you make it safe. Just putting in a bike lane on a busy road is NOT making it safe - it is more giving the ILLUSION that it is safe which is horrible and will end up creating more of a danger than it currently might have. Make it safe by slowing down or restricting traffic in these places.
- 123 97045 Consider safe routes to schools and major bikeways.
- 124 97045 Cost.
- 125 97045 Cost.
- 126 97045 Could we use urban renewal funds to connect parks, businesses, etc.
- 127 97045 Don't add bike lanes at the expense of reduced road capacity for automobiles and busses.

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- 128 97045 Don't raise taxes to do it.
- 129 97045 Expand connections between communities. Sacrifice scenic expansions to commuter connections. Tourism is wonderful, but most rural roads are not safe areas for bicycle lanes, and getting to work, schools, and stores should pre-empt tourism as goals.
- 130 97045 I believe we would need cooperation from private property owners to allow bike and walking paths to proceed through their property if needed. In Europe you see this managed very well.
- 131 97045 I would like more bike trails.
- 132 97045 Improving in high risk areas both safety and traffic flow.
- 133 97045 It is important to give walkers and bikes separated paths for safety and keep bikes off busy streets.
- 134 97045 Make more bike lanes in areas outside of cities in Clackamas County. Many would bike to work and activities but there are few bike lanes. Example is Beaver creek Riad past Henrici.
- 135 97045 Make sure you realize we need roads as well not take away roads to make bike routes ONLY.
- 136 97045 Making certain that getting to schools, healthcare facilities, and groceries/pharmacies is safe and convenient.
- 137 97045 Making spearate bkie lanes and/or sidewalks to keep cyclists and pedestrians out of traffic lanes for their safety.
- 138 97045 More bike and ped connectivity. More services along bike and ped routes just like we try to do with transit corridors. Engage in Safe Route to Schools programs to ensure a new generation of bike and ped commuters.
- 139 97045 Providing to users pay their fair share...i.e. Bikers need to be paying for their bike lanes.
- 140 97045 Safe places to bike/walk that don't compete with traffic. In high traffic areas (ie. 213 and Beaver creek Rd), it'd be nice to have pedestrian bridges so we don't need to compete.
- 141 97045 Safety and usability by students, workers, and shoppers, not just recreational paths for leisure activities.
- 142 97045 Separate bicycle traffic from auto traffic.
- 143 97045 The share of the investment that is carried by those using these improvements, how do we fund such that the burden is properly placed.
- 144 97045 This is good for health and the environment.
- 145 97045 We've asked automobile operators to support the roadway infrastructure. It is time to ask bike riders to help support upgrades supporting their safety and travel.
- 146 97045 Where it is logical to make bike routes and walking routes. You can hardly say spring water trail would get anyone to work.
- 147 97046 Bike paths and routed that do not share space on heavy car and truck traveled streets.
- 148 97051 Improve the trails and bike walk lanes..don't need new ones.
- 149 97053 Bike lanes are not enough. "Bike only" roads are safer, pleasant, and will attract more users.
- 150 97055 Again, make sure the lower income areas, especially in East county are served.

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- 151 97055 I support more biking and walking trails, but not at the expense of removing dollars from increasing roadway capacity, etc.
- 152 97055 Improvements should not reduce traffic flow and should be paid for by users.
- 153 97055 THE BIKERS OUGHT TO BE CONTRIBUTING FINANCIALLY AS MUCH AS THE DRIVERS DO. THEY GET IT ALL AND HAVE NO OBLIGATION FOR IT.
- 154 97058 Focus on locations that will allow people to reach transit more easily.
- 155 97058 Portland is a destination--tourists, shopping, your own people visiting. The safer and more available the more it will get used. You are setting a national standard that exceeds the rest of the country and green is important.
- 156 97060 Cost.
- 157 97060 Don't know.
- 158 97060 Other items of importance.
- 159 97060 Prioritize areas based on neighborhoods. This will be a long-term plan and it will take some time to implement. But have a plan that prioritizes this effort based on neighborhoods so that all are involved.
- 160 97060 Quit paving sidewalks with posts and signs stuck in the middle.
- 161 97060 Recognize that complete streets is considered a roadway investment, and that is where the emphasis should be placed.
- 162 97060 Stop reducing corporate taxes, fair share taxing policies.
- 163 97060 We all need to walk more for our health. Healthy people means less medical expenses = more more for infrastructure. I know there are many steps in-between. Pun intended :-)
- 164 97062 Also public service messages and bike safety. I had an intern that wanted to bike to work but she had trouble with the rules on bike riding and how drivers of cars didn't know the rules.
- 165 97062 Being able to get to and from GOOD transportation options by walking short and safe distances!
- 166 97062 Bike paths away from streets.

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- 167 97062 First, I want more bike routes. Bike lanes on arterial roads aren't enough; Those plus off-street paths along streams or railroads are better yet still not enough. The Portland approach of designating and reconfiguring streets paralleling major streets as bike boulevards gets the region closer to true bikeability. Second, fix a "last mile" problem. It remains hit or miss in the region about whether there will be bike parking at destinations and whether it's sheltered from the elements and secure. Also, for apartment living, it's hit or miss whether developers provide meaningful bike parking so a tenant doesn't have to drag a bike out of a balcony to the front door, if a lease even permits outdoor storage. A communal bike parking garage or canopy area for apartment buildings and/or by-unit bike closets or racks near front doors are what I envision. I know too well the conflict of securing bikes outdoors under stairs with the need to keep areas under stairs clear for fire and life safety reasons (supposedly). I want development regulations to these effects. Basically, if bikes get parking and transport treatment akin to cars, that would go a long way to getting more riders and fewer car trips.
- 168 97062 Safety. I love that there will soon be a trail connecting Tualatin to other parts of the city so we can bike or walk further. (We used to do that in Anchorage, Alaska 25 years ago!).
- 169 97062 School children and creating safe routes to school and downtown Tualatin.
- 170 97062 The connectivity of trails is so important. In Anchorage, Alaska, we used to bike from our house in Muldoon all the way to almost downtown to watch the baseball games in the summer. It was awesome. To be able to get from Point A to Point B without encountering traffic lights would be awesome. In Anchorage, there were underpasses that wildlife also used to avoid crossing major roads.
- 171 97062 This is my #1 thing. I would love to see a walking and bike path all the way along Boones Ferry Road (upper and lower) so one could conceivably bike from Wilsonville to downtown.
- 172 97062 While striking a balance between biking and walking, in any decision walking should take priority over biking, especially in funding. Most of us walk only some of us ride, we are born with feet not wheels.
- 173 97062 You cannot take traffic lanes from roads and expect a good overall outcome.
- 174 97068 Bike and walking paths that connect to shopping areas and parks.
- 175 97068 Bike right turn lanes should be shared with autos.
- 176 97068 Bike routes that cyclists know are designated and planned for safety, bike lanes and barriers for those lanes, sidewalks or walking paths.
- 177 97068 Cement blocks to designate bike lanes- shift curbside parking one lane over on main bike thoroughfares.
- 178 97068 Connectivity - identify gaps.
- 179 97068 Equitable amongst all neighborhoods and income levels.
- 180 97068 I want the region to invest more in making biking and walking safer and more convenient. Biking and walking projects are less expensive than road/highway projects. Biking and walking projects create jobs, reduce greenhouse gas emission and provide many other benefits to our health, safety, livability and to our economy.

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- 181 97068 Major areas where biking is consistently used. Have bike paths along any road that is traveled heavily.
- 182 97068 Natural routes, rather than trying to force people's behavior, tying shorter local routes in with larger scale trails, requiring developers to include trails, safety.
- 183 97068 This approach works great for folks that want to live in a dense, highly urban environment. Will all new neighborhoods become highly urbanized centers?
- 184 97068 We need to make it safe to walk. While I appreciate our emphasize on biking--we are NOT the Netherlands which is flat, most people are not going to bike to work and back, however, I do believe that more people would walk their neighborhoods to the stores, to schools etc if there were sidewalks.
- 185 97068 Would be great to have dedicted bike lanes f that would keep the bikes off of the regular roads, otherwise no point.
- 186 97070 Adequate funding so biking to work is safer. Dedicated paths separated from vehicles will encourage more people to bike. People don't ride if they think they'll get hit.
- 187 97070 Bridges of all sizes should be made safe for bike/ped crossings.
- 188 97070 Consider the 8/80 approach. If it is safe and walkable for an 8 year old and an 80 year old, then it will be safe and convenient for the majority of the population.
- 189 97070 Few sidewalks are located in the Mount Sylvania area near Portland Community College.
- 190 97070 Focus on safety improvements. Many people who want to bike are worried about conflicts with vehicles or too timid to bike on busy streets. Provide good alternatives.
- 191 97070 Give tickets to bikers who break the law! Many of them think they own the road/sidewalks. Make bicycle lanes safer/wider/more connected to where they need to go, so they don't have to ride out in traffic with motorized vehicles. Have free bicycle safety/vehicle law events so they know the rules. For walkers, make walking paths for walkers only, wide and well-lit, many with handrails, through safe areas, with more connectivity to businesses. More people would walk if it was easier and safer. This would increase their quality of life.
- 192 97070 I am an outdoors nut so I can defintely say yes to this.
- 193 97070 More local control of implementation. Local decision makers understand the specific issues of a community better.
- 194 97070 More metered crossings and enforce the rules for all bike riders. Only children should be allowed to ride on sidewalks.
- 195 97070 More sidewalks in the Mount Sylvania area.
- 196 97070 Secondly to vehicle traffic concerns many more people drive than bike and shall, even if you increased bike lanes 100x.
- 197 97070 To the greatest extent possible, bike paths should be physically separated from vehicle travel lanes and street, particularly for out of local area travel (arterials and major collectors).

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- 198 97070 Where it is needed more, not just where the "vote" is, but where the need is...looking at demographics and lifting a few communities with better access. For example, I see more need in Oregon City than in Wilsonville where I live and there is free service.
- 199 97078 Fill in sidewalks in unincorporated areas. Many sidewalks start and stop without a road shoulder to move onto. I do not care so much about the biking aspect. Bikes are vehicles and they can use the existing road ways.
- 200 97078 Make the biking and walking improvements close to schools first.
- 201 97078 More sidewalks.
- 202 97078 Perhaps regular press relief events with print and electronic media tauting benefits of biking and the expansion of infrastructure as it happens.
- 203 97078 See previous comment - lack of sidewalks and bike lanes make it risky to do either in Beaverton/Aloha. I want to bike however, I've considered jumping into a blackberry filled culvert as an alternative to being hit by a dump truck.
- 204 97078 Walking should be encouraged just as much as biking.
- 205 97080 Access to natural areas.
- 206 97080 Before bikes ,cars and buses we were walking. I think this should always be on the top of the list when things are planned.
- 207 97080 Better east-west traffic FLOW east of 205. Morning and evening commuters should NOT have to stop at every stop light heading east and west. Time the lights, and make pullouts for the busses. Don't have a bus stop every block, or if you do, only stop there half the time. DON'T LET WALKERS SET THE PACE OF TRAFFIC SIGNALS.
- 208 97080 Bikes before cars.
- 209 97080 Biking as a means of transport needs more support in this country. To me, the most important aspect of biking as a commuter is safety. And to me, safety means separation of bikes and cars.
- 210 97080 Connectivity.
- 211 97080 Cost. Many neighborhoods throughout Metro should be included, not just trendy. Remember, Gresham is a larger city than all other Metro cities except Portland.
- 212 97080 I think there is not enough out of the box decision making in this regard, we've made ourselves to rigid.I know its expensive to put in sidewalks for pedestrians,wouldn't it be great to just throw down bark chips or an asphalt trail(like park asphalt trails) in areas along roads where it is possible to do it rather than waiting for the sidewalk fairy to arrive.
- 213 97080 Maintain existing and include that cost in what's added.

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- 214 97080 More sidewalks, safer sidewalks. If you have a crosswalk, make sure it has lights. DO NOT PUT A SIDEWALK IN THE MIDDLE OF A BLOCK JUST SO HIGH SCHOOL KIDS CAN STOP TRAFFIC WHILE SEEKING AN OFF CAMPUS SNACK (IE GRESHAM HIGH).
- 215 97080 No additional money. Use road taxes instead.
- 216 97080 Pedestrians are getting short shrift. we need more enforcement of traffic laws so that pedestrians can safely use the means already provided, as well as increasing safe crossings.
- 217 97080 Sidewalks were there are none.
- 218 97080 Target limited efficient investments only in existing problem areas (eg high current foot traffic with high danger).
- 219 97080 There absolutely MUST be a way to tax bicyclists for the cost of creating these bikeways. I am not against bicycles having specially marked lanes, etc. but it is wrong that I am required to pay for them but the people who use them do not. I do not wish to continue to subsidize something which benefits a minority.
- 220 97080 Walking paths should be well-lit and in the open, not tucked behind buidings.
- 221 97086 Areas with no sidewalks and improvements to existing walkways in some places walking is not an option not safe or pleasant.
- 222 97086 Bikes, pedestrians & cars should be comingled, which will slow down the cars.
- 223 97086 For this to be effective, it would be ideal if some local awareness about unsafe driving with crosswalks and bicycles on the road were facilitated. Also, the limited access to bicycles or cold weather clothing for bikers and pedestrians should be considered when encouraging safe walking and biking.
- 224 97086 Making sure walking paths are well lit at night.
- 225 97086 N/A
- 226 97086 Priority should be given to arterials and minor arterials to bring these streets up to safe biking and walking standards first. Consider reducing speed limits to 25 on unimproved minor arterials to protect pedestrians and bicyclists- until improvements are made. State law may need to be changed to do this.
- 227 97086 Sidewalks in areas that don't have them. Downtown signals that allow walk all ways while all traffic stops. That would move folks faster than the current way of right turners waiting for pedestrians. Overpasses for pedestrians and bicycles over freeways.
- 228 97089 Better lighting. Teaching people to be safe. I see people walking at night in dark clothing in unlit areas and it is a wonder more of them are not hit.
- 229 97089 How to connect various areas safely.
- 230 97089 I see so many young people walking at night in dark clothing. How about pushing some more information in schools on safety, like wearing white or reflective clothing, using flashlights, or other ways to make themselves more visible.
- 231 97089 If street people laws are enforced it should immediately be safer, ie... springwater corridor.

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- 232 97089 Local usage - prioritize sidewalks and bike lanes where they will be most used.
- 233 97089 Making it clear to individuals the proper behavior between bicycles and automobiles on the road.
- 234 97089 Rural communities are so lacking this regard that careful establishment of criteria and setting of priorities needed. Further this policy should be mandated for all new residential developments as well as schools and to connect parks etc.
- 235 97102 Minimize mixing cars and motor vehicles when possible; all decision-makers should be required to bus to work at least once a week to get a sense of the tyranny of motorists. Main bike routes should not be through streets for motors--barriers every six blocks on these route Physically preventing motor access. Rumble-strip border for bike lanes. Educate drivers as to the definition of crosswalk and enforce violations Start getting sidewalks on all residential streets, then all streets. Work- based incentives for getting there without a car. Explore and heal the animosity among cyclists, cops, motorists.
- 236 97106 Separating bike and pedestrian paths, and separating those both from vehicle traffic. Sidewalks should be required for all new constructions and a comprehensive plan to add sidewalks to existing neighborhoods without them should be developed and implemented, either by narrowing roadways, taking easements from property owners, or both.
- 237 97106 TV Highway/Canyon Road needs better safety for pedestrians and cyclist. Better connection between western Washington County and the rest of the County (Hillsboro, Forest Grove).
- 238 97106 We need safe, convenient alternatives to cars. Short distance should encourage walking and biking.
- 239 97106 We need to get as many bicycles off public streets and highways by moving them to separated paths dedicated for their use.
- 240 97113 Implementing this policy should not be at the expense of existing infrastructure.
- 241 97113 Pervious surfaces, lighting powered by solar.
- 242 97113 Protected bike lanes-- separate them from automobile traffic. Enforce traffic laws for bicycles, who frequently run stop lights and sail through stop signs without slowing down.
- 243 97116 Bike lanes are essential. Right now in many areas bikes are "sharing the road" with cars and this makes for a very dangerous situation. The same for walking and sidewalks.
- 244 97116 Bike lanes between the curb and the parked cars. Allowing small grocery/drug stores inside large residential zoned areas.
- 245 97116 I would support this, hands down, before support any expansion of roads.
- 246 97116 Keeping bicycles visible to cars or to have dedicated bike lanes or paths.
- 247 97116 More funding for such projects.
- 248 97116 Review which areas have the most walking and bicycle traffic and then make sure that there are safe places for both pedestrians and bicyclists to use that is out of traffic and there are no gaps in the links.
- 249 97116 Sidewalks are the highest priority as more people walk than ride bicycles for exercise.

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- 250 97116 Walking and biking cannot be considered on the same level of priority as motorized transportation. For example, families with small children or persons carrying packages will prefer motorized transport for speed and safety. Weather considerations will also keep walking and biking as a secondary transportation method in the region.
- 251 97116 While relatively few people use walking and biking to commute, they are certainly the most vulnerable. Keeping them safe is very important.
- 252 97123 Additional investment should be limited, I do support some more investment but our biking and walking system seems quite good at present and does not need too much more support.
- 253 97123 Biking and/or walking pathways separated from traffic, not just painted lines on pavement.
- 254 97123 Can you even get from one side of most Malls to the other by walking? Look at Washington Square with the Malls on either side of freeway without a crossing.
- 255 97123 Funds should not be taken out of roads. Bikes need their own funding scheme.
- 256 97123 Important, but maintaining existing transportation infrastructure should be the top priority. Do not take resources away from road maintenance to make NEW investments in bike/ped facilities. Find new resources for bike/ped. Consider user-funded bike/ped improvements through bicycle registration and/or licensing. (Yes, most bicyclists also own a registered vehicle, but bicycle registration would go a long way toward responding to criticism that a disproportionate amount of funding goes toward bike infrastructure at the expense of a much larger majority of roadway users).
- 257 97123 More bike lanes. More education for drivers and bikers.
- 258 97123 Not as key as transit because it is weather-dependent and not an option for most to reach his/her workplace due to distance.
- 259 97123 Primary roads have lanes. Add lanes to all secondary roads before expanding networks.
- 260 97123 Roadways for bicycles only. steep fines for people who intimidate or hit bicyclists.
- 261 97123 The ages and income levels of the neighborhoods, i.e., children, teens, people with small children and infants, seniors, the disabled. Paths should be separated so bikes and pedestrians don't have to compete for the same space, should be smooth and well maintained and either lighted for night use or closed so there is no danger in the dark. Paths should connect with homes, work and recreation.
- 262 97123 The ages and lifestyles of the people in the region. I'm a senior citizen and enjoy walking to and from different places but the light signals are sometimes not long enough for me to get across streets safely. Also, there are children of all ages in my neighborhood and bike riders who must compete with cars.

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- 263 97123 We need parity - right now our systems are paying lots of lip service to 'active transport' but 95% of resources still go to cars. We have had a big construction project in Hillsboro with lots of information about how cars can get around the construction project but ALMOST NOTHING to help pedestrians. Signs announce "business open" but there was no way a pedestrian could get there without walking in TV Hwy. How safe is that?!? The only bus stops and signalized crosswalks around Tuality Hospital and many doctors offices were closed - but of course cars could always get to them. It's really been frustrating! "A few blocks" detour adds a mile to walk - your try that loaded down with groceries or using a walker!
- 264 97124 All new developments and new roads on open land need to have both sidewalks and bike lanes. A development includes remodeling an existing structure.
- 265 97124 Being goal oriented in sidewalk connectivity - school walk routes first then transit, etc. bicycle buffer lanes over cycle tracks (don't like the feeling of darting in and out of traffic for these and uncomfortable to ride).
- 266 97124 Bike and walk paths should have no breaks from home to work or to trains or buses.
- 267 97124 Biking is pretty well supported in the city. Biking from other areas is inconvenient and often dangerous.
- 268 97124 Change infrastructure and work to change attitudes. Look to Denmark and the Netherlands for models. Make safe so that all will engage (not just fear-immune young males).
- 269 97124 Connecting safe bike routes. Separating bicycles from cars as much as possible. Develop more 'rails to trails'. Make sure there is safe, secure, dry bicycle parking available for people at transit stops.
- 270 97124 Consider land uses and relative demands when prioritizing enhancements for peds and bikes. Avoid sidewalks or bike lanes to nowhere. Bike lanes should be buffered or separated when speeds exceed 30 mph.
- 271 97124 Cost and whether or not the community does indeed want improved bike lanes. I seriously feel that walking safety should first be considered prior to biking needs.
- 272 97124 Equity!
- 273 97124 However, traffic laws must be obeyed by bicyclists. Obeying stop signs, for instance. Proper front and rear lighting. Many bicyclists are a danger to themselves and to other traffic. Some have a 'chip on their shoulder' and think they are above the law. Enforce the laws. They are there for good reasons.
- 274 97124 I hate the way WA Co has "now you see it, now you don't" bike lanes. We need continuous bike lanes or at least a shoulder to ride on, and I DON'T mean gravel on the side of the road which is what the City of Hillsboro sees as a bike lane. We need SAFE places to ride our bikes or people will put their bikes in their cars to drive to where it is rural enough to ride more safely.
- 275 97124 I support sidewalks for walking. However, we have invested enough in biking. There is a very small population of people who bike but everyone uses the sidewalks. There should be more investment in getting people to walk places.
- 276 97124 Identify locations with highest safety concerns, set priorities.
- 277 97124 More bike paths that are separate from the street.

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- 278 97124 Multi-use paths separated from traffic are the safest, most enjoyable and inspiring places to travel using active transportation. When considering bike lanes on busy roads, also consider reducing speeds and including other safety features if it is not possible to create a completely separate path for non-motorized vehicles.
- 279 97124 Need to manage skateboarding and rollerblading for their participants can't injure the walkers.... Again, I won't feel safe walking with our kids if there are very many skateboarders or people rollerblading. I just won't use the routes & get upset that I'm paying for them.
- 280 97124 People who insist on a rural environment (e.g. Old Orenco) should not have power to block sidewalks on all streets in their area, unless they are also willing to give up driving cars on those streets.
- 281 97124 Please do more in Washington County. one of the main hindrances for employees to bike commuting is feeling safe.
- 282 97124 Priority to sidewalks in neighborhoods and within urban growth boundaries.
- 283 97124 This would be hugely beneficial! I hope that this becomes a high priority.
- 284 97124 Use i.e. transportation to/from work or recreation. Connections to Max, bus, etc.
- 285 97124 We need to make sure there are adequate sidewalks and crossings before we worry about bike paths.
- 286 97124 Yes, Hillsboro is lacking in proper sidewalk access. However, I feel it is best to get bikes off of the roads and maybe make a bike path that is away from cars. I am scared to ride my bike on the road, even in the bike lane, in fear that someone will hit me. I prefer to ride my bike along scenic trails that cars are not allowed on!
- 287 97132 The problem with this good sounding policy is that money is taken from the means of transportation that most of the are residents and businesses use, cars and trucks. A reality that our 'planners' seem to consistently miss is that the overwhelming majority transportation is done through cars and trucks. Eliminating lanes of transport of this favored means will only result in more gridlock and increased costs.
- 288 97133 More bike paths (obviously). Place buffers between streets and sidewalks to make pedestrians (and cyclists) feel safer.
- 289 97140 More protection from inattentive drivers for walkers and bikers. As a frequent walker, there is not a week that goes by that I would not have been hit by a driver trying to make a right turn on a red light without watching for pedestrians, had I not been watching for them.
- 290 97140 Once again, it needs a long range strategic that we can build toward. Something like assuring utility right-of-ways have paths and bike lanes, instead of congesting traffic areas with bikes.
- 291 97140 Pedestrians. When combining biking and pedestrian areas, bikers tend to disrupt and render unpleasant the pedestrian experience. We all want to experience our beautiful areas, some of us prefer the pace of walking without having to constantly move out of the way of impatient bicyclists.

- 292 97140 Require safe sidewalks in all residential and commercial areas. Developers and owners should be required to provide a safe place to walk along their property frontages. Provide a no-mans' land between bike lanes and vehicle traffic.
- 293 97140 Safety of pedestrians. Perfect example: The Tualatin Wildlife Refuge is accessible by pedestrians/transit riders in one direction only. There is no crossing on highway 99 to the refuge. It therefore requires an extra hour of bus rides/bus waits, to go to the refuge from the south side (riders must ride to the first "safe" crossing on highway 99 - Durham Rd.) and wait for the bus to Sherwood to access the refuge, or they must walk unsafely from Sherwood along the north side bike lane (no sidewalks) against rapid and erratic traffic along highway 99 to the refuge. Just one of at least hundreds of difficult accessibility issues connecting our community with our treasures. Unfortunately, there are even more entirely inaccessible metro areas; including a surprising number of Portland Parks and Recreation activities that are inaccessible to transit riders.
- 294 97140 Separate bikeways should be considered for commuting trunk ways where feasible.
- 295 97140 Separate biking areas safely along roads.
- 296 97140 The availability of street sweeping services. Currently many of the biking facilities in SW Metro are almost useless during the fall; bike lanes filled with small tree limbs, pine needles, and leaves make using the bike lanes almost impossible. Separation of transit modes. I love many of the current mixed use paths that are in place across Metro, however do to the fact many run through parks there are frequently pedestrians using the system are there for recreation as opposed to transportation. It seems that in planning a MUP can be seen as an alternative to bike lanes in many areas in SW Metro, in many places this should not be the case. You wouldn't route highway traffic through a neighborhood do to the differences in the needs of the user and the infrastructure, I feel that in many cases the MUP system has a similar failing. People using the park systems to recreate, which in my opinion is a fantastic use of both the Metro's time and funding, and cyclists using the MUP systems as transit which does not seem to be conducive to the design of much of the system. I would love for there to be a bicycle greenway system across the SW Metro, similar to the system in SE Portland. I know that both do the size of the SW Metro and the many different stakeholders involved this is a highly unlikely request, but I thought I would mention it.
- 297 97140 This definitely needs to be a top priority because it has the most direct impact on traffic and pollution reduction. Separating walking and cycling from cars will entice more people to do these activities.
- 298 97201 Animal habitats (natural and preserves).
- 299 97201 Better sidewalks in the SW part of Portland would be a start.
- 300 97201 Bicycles, skateboards, rollerblades and segways need to be removed from pedestrian zones and their usage on sidewalks need to be fined. This needs to be enforced as they make sidewalks and other pedestrian areas unsafe, which leads to antipathy towards their usage by those who want to walk safely, e.g. oldsters or families especially.

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- 301 97201 Bike lanes are great but not always safe, especially when they cut through lanes of traffic or merge into lanes of traffic. More byways specifically for pedestrian and cyclist use would be nice.
- 302 97201 Certain areas of the city exemplify incredibly good urban design for pedestrians. For example, portions of the Pearl District demonstrates an excellent balance of green landscaping (with native plants), ample sidewalks, curb cuts-outs to slow automobiles, ample stop signs and pedestrian crossings, and pedestrian pathways disrupting the street pattern (ex, portions of NW Kearny). These are design components that have been tested and verified to encourage pedestrian uses. They should become standard practice. I have visited many land-use and neighborhood meetings, and I know that the wealthier areas are able to advocate good design for themselves. But income shouldn't dictate this good design. The city of Portland would reap great rewards by using low-cost, proven pedestrian design to encourage healthy lifestyles, improved economic conditions via more shops capitalizing on foot traffic, better neighborhood safety, and higher tax revenue through housing values.
- 303 97201 Connecting walkways and bikeways should be a priority. Not creating or maintaining current bikeways. It is frustrating to be on a path and have it randomly end.
- 304 97201 Dedicated routes that reduce potential collisions and conflicts between bicycles, other vehicles, and pedestrians.
- 305 97201 Driver and bike education to reduce conflict.
- 306 97201 Driver convenience.
- 307 97201 Enforcement of traffic laws needs to be considered alongside improving the infrastructure for alternative modes. Even in very walkable/bikeable parts of the city careless or malicious drivers are able to harass, injure, and kill cyclists and pedestrians with relative impunity. Running red lights and operating vehicles (bikes or cars) while distracted needs to be deterred much more severely and consistently.
- 308 97201 Focus more on sidewalks and less on bike paths. For the number of bikers vs cars, the city is skewing too much to bikers that result in cars not being able to park or drive safely.
- 309 97201 For safety purposes, there should be more walk/bikeways that are not used by cars/buses at all.
- 310 97201 How fast it can be implemented. The sooner the better.
- 311 97201 I live downtown and would ride a bike everywhere if there were more dedicated bike lanes like on Broadway by PSU. I just got back from a business trip to Amsterdam and the dedicated bike lanes there are great. Everyone bikes. Such an infrastructure in PDX is the dream!
- 312 97201 Increase opportunities for safe bike commuting.
- 313 97201 Investment should be for walking, not biking, as it affects more people.
- 314 97201 More sidewalks especially along heavily traveled auto routes.
- 315 97201 Neighborhoods and transit corridors without any public investment in sidewalks and areas where the speed of traffic exceeds the posted or desired limits.

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- 316 97201 Parity for these modes with private cars and public transit.
- 317 97201 Particularly interested in more sidewalks in more places. Not everyone does or will cycle, but all kinds of people use sidewalks--even people who don't walk (wheelchairs, strollers, etc.). Getting people out who seldom walk anywhere is key to increasing health and wellbeing in our community.
- 318 97201 Provide sidewalks as a matter of civic responsibility in every community. They should not depend on developers or homeowners. Keep a balance of options for bikes and pedestrians.
- 319 97201 Reduce and enforce Speed limit for cars and other mother vehicles! It's impossible to cross some streets because cars just wiz by!
- 320 97201 See previous comment.
- 321 97201 Separate bike lanes from traffic. don't forget lighting along sidewalks.
- 322 97201 Sidewalks AND PAVED STREETS.
- 323 97201 Sidewalks in outlying areas so people can safely walk to transit stations. This is another big must-have for our region.
- 324 97201 Sidewalks, especially to bus stops, matters. If people can't easily walk to a stop, then they are less likely to use public transit.
- 325 97201 Since lots of residents don't/can't bike at all, keep working on avoiding conflicts of bikes with peds and auto drivers.
- 326 97201 Start with schools. Where do the kids live? Can you provide safe paths for them to walk to their schools?
- 327 97201 This should be a very high priority.
- 328 97201 This should have a lower priority than public transportation.
- 329 97201 Walking and biking are worthwhile and necessary options to protect, but they will not get rid of automobile traffic. Do NOT, PLEASE, PLEASE, PLEASE DO NOT, take traffic lanes from well traveled streets for bikes only. Move them one block over and protect their travel there. Forcing a shared roadway on an already frequented throughway will only piss off everyone involved who has to travel on that street.
- 330 97202 Focus on sidewalks in high walk areas first. People should not be dying due to no safe place to walk. This should be higher priority than bike improvements close in to pdx - more cross walks with the flashing lights. These are great when driving at night & pedestrians are dressed in black.
- 331 97202 1. I would be in favor of a few protected bike lanes rather than many striped bicycle lanes, if I had to choose between the two. 2. Road diets for multilane roads that are not being fully used (i.e. reduce road from 3 lanes to 2 lanes, then add protected bicycle lane and/or wider sidewalk).
- 332 97202 Accessibility to showers for bike commuters.
- 333 97202 Add more curb bump outs.
- 334 97202 Adding some kind of license and tax on bikes
- 335 97202 Again, please put safety first. Remove parking, lower speed limits - it is in our best interest as a region.

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- 336 97202 Again, prioritize areas where the greatest number of people will benefit and areas that have the highest likelihood of people walking and biking.
- 337 97202 All other forms of urban transportation; pedestrian, cycling, mass transit should be given priority over resources into new automobile infrastructure.
- 338 97202 Alleviating dangerous connections/crossings, improving visibility at intersections.
- 339 97202 Also think about interactions between bicycles and pedestrians--how to avoid them!
- 340 97202 Better bike blvd signage that alerts intersecting traffic that they are crossing a bike blvd and to watch for bikes- very needed along SE Spokane.
- 341 97202 Better lighting and sight lines at crossings.
- 342 97202 Better manage (improve marking?) to prevent cars using bike and park lanes as right turn lanes; nearly crashed while making correct right turn by car zooming around to turn right in bike lane ignoring my right turn signal. License was Calif so perhaps did not understand bike lane usage. Signage would be helpful or warn of fines.
- 343 97202 Bike & walking lanes and trails, lighting, traffic patterns & safety.
- 344 97202 Bike paths, bike lanes or bike friendly sidestreets are common all around Portland. I think signage on major streets w/o bike lanes that directs people to the nearest bike route would be helpful. I would even be ok with some streets closed to bicycles for everyone's safety and other streets limited to bikes and local traffic. Continue to upgrade bike lanes and yellow zones at stop lights.
- 345 97202 Bike routes that avoid car and truck traffic safe bike parking easy structures on trains and busses to hold bikes ways to carry small child size bikes.
- 346 97202 Bikeways separated from cars. Idaho roll. Affordable bike sharing. Ped. Safety improvements at high crash locations. Investment equity for underserved communities.
- 347 97202 Biking and walking are safe, healthy, and convenient ways to commute for many residents but there are many areas of the city which are not friendly to bikes and pedestrians. Expanding bike ways to new regions, and creating "bike boulevards" (bike only streets) will help to promote a higher rate of bicycle transportation. Improving the safety of pedestrian crossings throughout the city by adding flashing light signage, stop lights, and or speed bumps will improve walk-ability for commuters and especially students.
- 348 97202 Building walking and bicycling infrastructure is way, way cheaper than building motorized vehicle infrastructure. Encouraging people to walk and bicycle saves everyone money. Other benefits include: - Cleaner air, water and soil. - Healthier people. - Fewer wars over fossil-based, combustible energy. - Friendlier neighborhoods.
- 349 97202 Cars are not almighty. People need to walk for health and they should be able to do it safely.

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- 350 97202 Cost coupled with equity. Do the projects that offer the biggest bang for the buck AND the greatest increased service to communities with lower incomes and less infrastructure. Avoid, for now, the fanciest, expensive things like bridges and tracks that require tons of changes to existing infrastructure.
- 351 97202 Cost/benefit analysis of proposed projects. Encouraging bicycles to use routes with less vehicular traffic.
- 352 97202 Designating quieter streets (when possible) as biking streets with special road markings is a great idea and should be expanded.
- 353 97202 Emphasizing and enforcing current crosswalk laws so people know that when I'm in an unmarked crosswalk – it's still a crosswalk! Having walking paths that have priority over car traffic (like a few places on the Springwater Trail) would be great. More public restrooms so if you walking several miles you have places to go instead of trying to sneak into McDonalds.
- 354 97202 Encouraging more biking/waking has both direct and indirect benefits to climate health and health care.
- 355 97202 Enforce cars stopping for pedestrians. Make it financially painful for vehicle traffic that doesn't do so.Higher penalties for hit-and-run.
- 356 97202 Environmental air quality and the health benefits related to cleaner air. Mental health benefits due to a more active lifestyle. Connecting people to businesses in areas they may not otherwise regularly visit.
- 357 97202 Equity. All of the Metro area should get these investments - you should feel comfortable biking on 90% of the city's streets. Obviously not Powell, or 82nd.
- 358 97202 Even though I will ride nearly anywhere, 365 days a year, most people won't unless we improve our infrastructure and make it as easy as possible to access all parts of the city via bicycle.
- 359 97202 Extending bike and pedestrian amenities to underserved neighborhoods. Also safe routes to schools.
- 360 97202 Find the places where sidewalk or pathway improvements are going to connect the most people to important places such as schools or grocery stores. Prioritize keeping our kids safe and our locally-owned stores/economy thriving.
- 361 97202 First easy step - increase awareness of Oregon's crosswalk law (every intersection, not just the striped ones, are crosswalks).
- 362 97202 Focus bicycling investments on separated bikeways that access downtowns, neighborhood centers, all levels of schools, regional attractions (e.g., Thorns, Timbers, and Blazer games, OMSI, etc...), etc... Invest in sidewalks that connect neighborhoods to stores, bus stops, schools.
- 363 97202 Focus investment in places with the greatest density and ability to encourage and support short trips of less than three miles one-way.
- 364 97202 For bike projects, a priority should be given to completely separating bikes from cars. Shared facilities are bad for both modes. Bikes should not be allowed on car facilities and vice versa. Too many cyclists make up there own rules on the road and want to blame the car driver when something goes wrong.

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- 365 97202 Funding for off-road trails to ensure access to those who are uncomfortable using the street system. This will bring the broadest group to biking.
- 366 97202 Give bikes and walkers priority.
- 367 97202 Got to be separated from auto/bus/truck traffic. Safety again.
- 368 97202 How these new policies and the construction that goes along with them will affect other forms of traffic-- will it slow things down?
- 369 97202 Huge, huge YES, I SUPPORT.
- 370 97202 I already wrote that.
- 371 97202 I do think folks should be able to bike and walk but I also think that City of PDX spends more \$ on this than they should. Some streets should not have designated bike lanes esp if a bike street is one street away. Educating Bike riders would help re traffic laws plus a fee on bike registration for commuters on bikes.
- 372 97202 I live in Brooklyn, my son attends Grout ES and is bussed to Boys and Girls Club in the afternoon. My biggest challenge as a driver in this area is not killing bikers....and the reverse is the same for when I'm biking. Streets are narrow and sidewalks are heavily utilized. Bikers are left to ride on a narrow street (Milwaukie Ave) that is packed with parked cars and heavy traffic. I don't know what the solution is for such a highly used area, but I know it's an issue. Ideas?
- 373 97202 I support this and I don't think it would take a lot of money to make improvements targeting the least walkable/bikeable parts of the city.
- 374 97202 I think a priority should be placed on bringing the outer areas of our region up to the level of inner Portland. I think safety and making improvements in the highest risk areas should be a priority. Where there is room I would like to see innovative and agenda pushing changes - like the recent 3rd Ave public space. Lets be a national leader again.
- 375 97202 I would definitely pay a tax if I knew it would build sidewalks and bike lanes. Equity is the biggest emphasis, and east county is sorely needing of safer walking & cycling infrastructure.
- 376 97202 I would like to see more barriers put up on the so-called bike boulevards such as Clinton Street. Make it safer for bikes by limiting car access on the bike boulevards. Cars should not be able to drive more than a couple of consecutive blocks on the bike blvds.
- 377 97202 I'd like to see bike-only streets in Portland.
- 378 97202 Identify problem areas without sidewalks or areas that are high use that need repairs. Adaptive low light, low energy lighting for these pathways. Remove them from roadsides and roadways.
- 379 97202 Improve bike lane safety/separation.
- 380 97202 Increasing the number of completely separate bike routes, as in routes not adjacent to roads.

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- 381 97202 Increasing the number of people who bike and walk in our region can have outstanding public health benefits by: 1) increasing physical activity, thereby decreasing chronic diseases like diabetes and heart disease 2) Increasing the safety for bikers and walkers because of the safety in numbers mechanism, and also, of course, by prioritizing safety for bikers and walkers in the design and construction of ALL road projects 3) reducing air pollution emissions by getting people out of cars and on their feet.
- 382 97202 It excites me to think of the amount of short trips that could easily be replaced by walking or biking if our active transportation network was highly connected. This is important for me and the health of our city.
- 383 97202 Keep bikes on the street and off the sidewalks. Streamline the traffic laws to make bikes more like cars. No passing on the right or on the lane line between stopped traffic.
- 384 97202 Make sidewalk infill in deficient areas (E Portland, SW Portland, Aloha, Oak Grove, etc.) the #1 active transportation priority.
- 385 97202 Make sure this happens in all parts of the region.
- 386 97202 Making bike and walking corridors places that community members are empowered to care for and take ownership over within their own neighborhoods.
- 387 97202 Making more bike-accessible routes is a great thing! I started bicycling as my main form of transportation and in the inner southeast area, this police is pretty well implemented. There are some awesome things like green boxes on the road, and green boxes to enable left turns, bike-accessible crosswalk buttons (plus I learned how to trigger stoplight signals with my bike), there's the bike route arrows which help you stay on bike-safe roads. It's great. I love the ideas of both this and the 'make transportation more accessible and affordable' policy, but I feel like these are already being implemented. The lightrail to Milwaukie is way in the works, the bike roads around the eastside are great. Both of these could use more improvements, I'm sure, but they're great little babes right now.
- 388 97202 More cleaning of bike trails and sidewalks to make them pleasant/safe to ride on. More bike/ride options to combine transit options.
- 389 97202 More main corridors north south and east and west and complete existing projects.
- 390 97202 More ped, less bike investment.
- 391 97202 More public bike racks would be welcome. Also, more enforcement of having bicyclists use a head light and tail light. As a driver, it can be very difficult to see a rider in poor weather conditions, and in the dark.
- 392 97202 Most new bicycling investment should be on separated bikeways that people can use everyday for commuting and getting to places they need to go , not just for recreation. Sidewalks should be a priority everywhere.
- 393 97202 Mostly waking. I think bikes have receive there fair share of funds.
- 394 97202 Must begin by building communities where biking and walking are feasible (not like typical low-density suburban communities).

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- 395 97202 Need to increase density of urban development to make it more convenient to walk and bike places.
- 396 97202 No one wants to bike across town. Creating local hubs that people actually want to sit in and be in (piazzas, parks, calm & car free plazas etc) with calm, safe bike connections for the full 8-80 crowd will do more for cycling than green paint and bike lanes. Neighborhood greenways are a great start. For busy routes you will need protected bike lanes (barriers between cars and bikes).
- 397 97202 Off street bike paths. Pedestrian safety.
- 398 97202 Pedestrians need to be able to cross major thoroughfares at reasonable intervals, even roads like 82nd and McLoughlin, which are designated as highways. Best as I can tell, this means not just investment, but the will to take on ODOT.
- 399 97202 Preserving existing neighborhood greenways by making ones that are overused by cars more inaccessible to cars, i.e. installing diverters and other traffic calming measures.
- 400 97202 Prioritizing efforts in poorer parts of the region.
- 401 97202 Provide more spaces to carry bikes on buses and Max trains during peak commuter times. Make it easy to bike from Sellwood to Lewis & Clark College, and create connected bike lanes on roads around Reed College and Lewis & Clark College.
- 402 97202 Safe paths to schools.
- 403 97202 Safe, protected, continuous bikeways will encourage more riders. Complete streets needed!
- 404 97202 Safety and how to share scarce infrastructure dollars with the dominant transportation, automobiles. Cars are here and not going away.
- 405 97202 Safety. Carefully separate bike lanes from vehicular traffic.
- 406 97202 See last comment.
- 407 97202 Separated bikeways should be pursued more. Part of making biking safer and easier is to make it easier for drivers to avoid bikes.
- 408 97202 Serving lower income areas with lower vehicle ownership rates first. East Portland and east county should take precedent over higher income areas. Neighborhood greenways should take precedent over expensive to build trails.
- 409 97202 Sidewalks are lacking in lots of places. Look at East Portland.
- 410 97202 Sidewalks should be prioritized in areas with lots of traffic and a lot of children and areas with a lot of poverty.
- 411 97202 Site lines. Make it so that drivers can see the folks on bikes and walking, especially bikes, as they travel much faster. Some of the site lines are so short that you don't have time to stop. Especially the Spring Water Trail.
- 412 97202 Stop reducing auto traffic lanes.
- 413 97202 Street lighting. sidewalk amenities.

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- 414 97202 Strict Liability laws that protect bicyclists and pedestrians. More bike paths that are completely separated from roads. More infrastructure for bikes such as colored bike lanes, traffic signals for bikes, secure bike parking, more ability to combine bikes and transit--bike parking garages as in Amsterdam would be helpful.
- 415 97202 Striking a difficult balance, making decision that make sense and aren't (overly) political.
- 416 97202 The region should prioritize and completely build our connected walking and bicycling networks before investing in roadways. We still can't get everywhere we want to go by walking or biking, and that impacts our choices as well as our health. We should invest in our active transportation system first, especially for those who rely upon it, such as kids, those using mobility devices, and our ageing population.
- 417 97202 There are some great bikeways, but still in order to get from most point "As" to point "Bs" in town, you have to go through difficult intersections with lots of traffic; we should use a rule of thumb of something like "would my parents feel safe riding this route, including at night?" litmus for making true bikeways. When you look at Denmark or cities like Gothenberg, Sweden, it is clear we have a long way to go to improving bike-ability here.
- 418 97202 This has to be easy and safe for people, both riders and drivers.
- 419 97202 Walking being given same consideration as biking to ensure adequate pedestrian-only routes are available.
- 420 97202 We need to figure out ways to make biking efficient and safe. North-south travel across the city is quite difficult because there are no good routes; your choice is slow, on back roads, or dangerous, with cars. Those aren't good choices.
- 421 97202 We need to retain our bike city/region position and have lanes separated from the street like New York and others now have. A white line is only for the fearless.
- 422 97202 What are the main avenues of bike traffic - N Williams/Vancouver is one I see occasionally along with traffic off the bridges, and I'm sure there are other areas. Focus on separation in these areas (of bikes from motor vehicles). Enforce existing laws with more sting operations at pedestrian crossings (I would recommend NE MLK Jr Blvd & Graham), and enforcement of laws banning hand-held cellphones.
- 423 97202 Wherever possible to separate people, either on foot or bikes, from cars.
- 424 97202 Yes, I love this idea. I am a bike commuter. I encourage people to bike all the time, but they make excuses like, they're afraid, or that it takes too long, or that they don't like getting to work all sweaty.
- 425 97203 Both sides of the Willamette need to be developed with WIDE paths - wide enough to permit bikes, roller skates, pedestrians etc. Ten feet would be better than six. Use the experience of Seattle, and the unfortunately undersized path around Greenlake. Require bicyclists to pay a small license fee.
- 426 97203 Build out the bike and pedestrian network first and then work on maintenance.
- 427 97203 Existing bike routes are minimal that is workable. Need to keep bike routes clean that is a problem. Need sidewalks for all with wheelchair cuts. Cannot currently transport a friend 4 blocks in his wheelchair without being forced into the street because of lack of corner cuts.

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- 428 97203 Fessenden/Stlouis needs more pedestrian crossing areas! Especially to the Bus stops!
- 429 97203 First: provide sidewalks in flat residential areas that do not have them. This is critical. The state of SE Portland is disgraceful. A distant second: long distance bikeways like the Willamette and Sullivan Gulch. A very distant third: improve active transit in difficult terrain like the SW hills, etc. Not very much benefit for the great cost in those areas.
- 430 97203 Gentrification and politics.
- 431 97203 Income, demographic, safety and health data.
- 432 97203 It would be nice to have more options to bike off the street on bike paths. But first, making all bike paths and sidewalks connect seems like a priority. And making sure all areas have access to these things.
- 433 97203 Keeping bicycles off major streets is helpful to cars & bikes.
- 434 97203 Local governments have been terrified of making bold choices to improve active transportation options since Sam Adams administration began declining. It's time to start making big bold changes again and realizing short term complaining from local businesses is almost inevitably replaced by enthusiasm in the long run.
- 435 97203 Make biking and walking as safe as possible with routes that aren't necessarily on major roads.
- 436 97203 Making stronger boundaries between car traffic and bike traffic, and especially incorporating the "cycle track" concept.
- 437 97203 No amount of investment will be effective with an evergrowing population.
- 438 97203 Not as high a priority as mass transit but still important.
- 439 97203 Not as high a priority as others.
- 440 97203 Priority should be given to creating safe, convenient access on all important regional transportation corridors so that biking and walking has the same freedom of available routes & access as motoring. Biking and walking infrastructure should be designed by competent technicians to world-class standards; the region should be a design leader at the national level. Major investments need to be made to improving the shamefully disconnected and poorly designed bike system. Rights-of-way in general should be slowed and redesigned to prioritize safety (with the side benefit of reduced noise pollution).
- 441 97203 Route choices; needs to go to useful places.
- 442 97203 See previous question.
- 443 97203 Separate pedestrians and bicyclists. Increasing the infrastructure for both populations needs to consider that bicyclists are using vehicles that can and have seriously injured pedestrians at worst and frightened them at best.
- 444 97203 Sidewalk accessibility and protected bike lanes.
- 445 97203 St. Helens Highway is a scary road to ride a bike, having wider bike lanes would be so awesome, it's such an easy ride to town. Otherwise I take the Greeley gauntlet, super scary.
- 446 97203 The homeless camps around the walking paths, crime and drug use.

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- 447 97203 The large numbers of users demands expensive infrastructure. It is time to pay for it.
- 448 97203 There should always be sidewalks and clearly marked crossings for both bicycles and pedestrians. Often these are dark and it is hard to see people in the crossings either due to dark clothing or dark bushy environs.
- 449 97203 Ways to connect biking with other public transit, ie - being able to take your bike on the MAX and bus (which can be done now but often rack slots on buses are filled or there's an abundance of people on the MAX making it hard to hang the bike). Increase frequency of transit service to remedy.
- 450 97203 We need more bike infrastructure and better connections between existing infrastructure.
- 451 97204 Again, leave the trees alone.
- 452 97204 Ensuring that the biking infrastructure connects. We have lots of pieces of a bike network that just end or have gaps which are barriers to all but the most courageous users. Biking safety should be a priority over car parking.
- 453 97204 Make our sidewalks safe for pedestrians, particularly those of age or handicaps #1 get the bikes & skateboards etc off the sidewalks #2 repair the sidewalks
- 454 97204 Provided you don't cut down trees and other long-standing greenery as you connect X to Y.
- 455 97204 Put in where economical and close the holes in the existing system before spending money on projects in the far edges of the Metro area.
- 456 97204 Understanding the limitations of biking as an alternative mode of transportation. It is a lesser form of work or essential errand transportation and pays virtually nothing for use of public right of ways.
- 457 97205 Add fully-separated cycle tracks though business districts, not just along side streets where it's politically easier.
- 458 97205 Aim bicycle investments at the segment of the possible cycling public that needs to feel more secure and comfortable when riding.
- 459 97205 Connectivity of course. Independence from large auto roads.
- 460 97205 Create pathways that connect people with community resources that they may need including shopping, recreation, and work.
- 461 97205 High crossing and biking areas, streets with large gaps of bike infrastructure.
- 462 97205 I am visually impaired and walk a great deal. Our sidewalks in many places are horrible. In many places they do not exist. Curb cuts are not uniform and often do not provide safe access for disabled people. I think we should spend more money on creating good safe sidewalks before we create more bike paths.
- 463 97205 Implementing these types of policy will take a huge investment in education. Currently when funding for these types of projects move forward the backlash is loud and vocal. More public education is needed as to why they benefit EVERYONE.
- 464 97205 Land use, geography.

- 465 97205 Make safer streets for bicycles and motorists... but put a priority on safe pedestrian facilities where there's more than occasional traffic.
- 466 97205 More education about where lanes are now - and information on where they will soon be.
- 467 97205 Priority to funding walking over bicycles.
- 468 97205 Safety of crosswalks, sidewalks. Street lighting for safe walking at night.
- 469 97205 Start with the core and work out. Some people have actually chosen intentionally to live in places that are not safe for walking and biking. I would rather spend thousands retrofitting downtown and core area streets than millions on roads in the burbs that take more than a good urban designer's touch to retrofit.
- 470 97205 Stop worrying about politics and people panicking about losing parking spaces. Just do something in all sections of the city to improve bike access. Again--don't forget us in the SW. Talk about an underserved area.
- 471 97206 1. Create bike-only streets that permit through passage of bikes but allow limit access to automobiles and trucks. Barriers at the end of bike streets would allow bikes to continue while impeding trucks and cars. 2. Ban bikes from main car-bus-truck roads. Bikes should be walked on the sidewalks of these streets. Examples include SE 39th Ave, SE Hawthorne, SE Sandy, NW 21st Ave, SW Broadway. 2. Commercial streets need to have wider sidewalks so that walking is both safe and pleasant.
- 472 97206 1. Do not lump bicycle transportation with walking. You're being disenguous by doing so. Not everyone rides a bike nor drives a car but almost everyone walks!! 2. Portland police do not adequately enforce pedestrian safety laws. 3. Portland declares itself high on the bike commute list of cities but does NOTHING to increase pedestrian safety. The city merely pours more money into light rail and bicycle lanes. Guess what? I've had bicyclists nearly hit me because THEY don't obey traffic laws or heed pedestrian rights-of-way, either!
- 473 97206 Access to services/amenities. It doesn't make sense to sacrifice car lanes if biking and walking are not feasible ways to get groceries.
- 474 97206 Accommodation for slow cyclists on city bikes will make everyone happier.
- 475 97206 Additional biking needs to be balanced with automobiles though. Taking away vehicle travel lanes and converting them to bike lanes (downtown) and justifying it by thinking it will allow more people to bike and less to drive is not the answer. Improved bike and ped facilities are good but not at the expense of degrading vehicle service.
- 476 97206 Again, certain parts of town obviously need this more than others.
- 477 97206 Already more than enough investments are being being made in the bike realm - it's time to focus more efforts and dollars in other areas.
- 478 97206 Better marking and enforcement of pedestrian crosswalks. Prohibition of bikes on busy thoroughfares where good bike routes are immediately parallel (Hawthorne, for example). More aggressive paving and sidewalk installation on streets that lack them now.

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- 479 97206 Bicycle and pedestrian infrastructure is a key amenity that differentiates Portland from other communities. We need to continue to make these investments to keep up with growth and combat the huge tolls that traffic congestion has on quality of life. Investment in car infrastructure is ultimately a losing proposition as it only attracts more congestion; investing in bicycle and pedestrian infrastructure lead to paradigm shifts that can make the city more sustainable and improve quality of life for people across the socioeconomic spectrum.
- 480 97206 Bike lanes are not good enough on busy streets (anything with more than 1 lane in each direction). Protected bike lanes must be the tool of choice here, or your progress will be limited.
- 481 97206 Bike lanes on busy roads is not bike infrastructure. We need separated bike paths to get normal folks riding all the time. Like the Netherlands. I moved here for the bike life. Also the Springwater is filled homeless and no cops around. Don't build something you can't support.
- 482 97206 Bikeways that are completely removed from traffic; i.e., on Foster Blvd., widening sidewalk to incorporate a bikeway that is off street would be better than having a bike lane that is next to car lanes. At least some protective barrier between cars and bikes will give more people confidence to get out there. Collaborate with employers and universities to come up with incentives for commuters to bike, to provide showers on site, and otherwise help remove people's mental blocks.
- 483 97206 Biking and walking will be more popular when the public believes that they will be both safe and convenient. Do not forget to also focus on health benefits.
- 484 97206 Cost benefit analysis and serving underserved populations Making crosswalks safe but continue main thoroughfares to be car oriented.
- 485 97206 Do not force sidewalks on a neighborhood.
- 486 97206 Doing this in more areas of Portland, not just frequently traveled.
- 487 97206 Enforce existing laws that keep drivers from using bike lanes as turning lanes or passing lanes. Prevent buses from pulling into bike lanes. Allow bikes to treat stop signs as yield signs. Prevent privately owned vehicles from driving in the core downtown area. Require trucks to have safety equipment in order to prevent cyclists from falling under the trucks. Require delivery vehicles used in town to be smaller. Reduce speed limits to 15 or 20mph on all streets designated as bike routes. Build more dedicated Multi Use Paths. Make getting a driver's license much more difficult. Include more questions on bicycle safety. Also, include reaction tests along with vision tests. Educate the population on the benefits of cycling. Also, educate them on how to drive cars while sharing the roads with cyclists. Add additional traffic calming devices on designated bike routes.

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- 488 97206 Expansion of bicycle paths and neighborhood 'greenways' to connect more areas of the city through low, volume streets. More traffic diverters! Speed bumps do very little to discourage cars from using neighborhood greenways as their cut through routes. Drivers have learned that these streets provide fewer stops signs and they completely ignore the reduced speed limits on them. Prevent the cars from using these streets! Local neighbors will still be able to navigate in on adjacent streets, it will take them a few seconds more; however, it will discourage the 'cut through' traffic.
- 489 97206 Finding funding and balancing the needs of automobile and freight movement while accommodating bikes. Consider bike routes OFF main arterials.
- 490 97206 Have a grid of continuous bikeways (paths and bike boulevards) that cover the whole city that are well signed. Orient business development to the paths.
- 491 97206 I believe that active transportation is the most cost effective way to reduce congestion and climate damage. The metro area needs bike infrastructure that runs through vibrant commercial districts, rather than being hidden away on side streets for auto drivers' convenience. This will make bikes more appealing because the infrastructure actually leads to useful places. Infrastructure gaps should be filled. As a flip side to making walking and biking more convenient, driving should also be made less convenient -- this will result in the largest gains in bike/walk mode share.
- 492 97206 I use the Clinton St bike corridor which has become steadily more congested with car traffic over the years. I would say that designated bike routes should actively discourage car traffic by building in impediments like speed bumps every 20 feet. residents would at most have to deal with 1/2 block of these traffic barriers. Bikes would flow freely and safely.
- 493 97206 Make it easier to take bikes on public transit. I like the painted green bike lanes at busy intersections. Tree lined streets to slow auto traffic. Lighted crosswalks (critical for the dark season).
- 494 97206 Make safer for seniors to walk when sharing with bikes.
- 495 97206 Make short neighborhood trips easier and more accessible through education, mentorship, signage, sharrows, designated neighborhood street bikeways, etc.
- 496 97206 Making neighborhoods safer to get around by reducing reliance on private automobile use.
- 497 97206 Making sure low-income neighborhoods have sidewalks in high traffic areas.
- 498 97206 More bike paths and bike routes, more well marked cross walks at busy intersections to help bikes and pedestrians cross.
- 499 97206 More stop signs in SE pdx! some intersections don't even have a four-way, it's just a free for all! super dangerous for everyone. chirping walk signals help disabled persons.
- 500 97206 Oftentimes, the policies of other agencies responsible for roadway infrastructure (i.e., PDOT, ODOT) are not aligned. Coordination is needed to ensure Metro's policies can be implemented effectively.
- 501 97206 Phase-out auto-centric facilities. Favor dedicated bike/ped facilities.

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- 502 97206 Please include more areas outside of the central east and west sides. We need bikeways to connect from outer areas to the areas where people want to go. Also need more curb cutouts and sidewalks in neighborhoods.
- 503 97206 Portland has a significant problem with bicycle route connectivity, and also with family-friendly bike routes. Most neighborhood greenways I ride see far too much motor vehicle traffic, and I can count on one hand the places where my spouse and I can safely ride side-by-side and have a conversation.
- 504 97206 Portland needs more buffered bike lanes and to continue to push the envelope on being a bikable city... "sharrows" on residential streets just isnt cutting it. we need major thoroughfares to be accommodating cyclists as well. look at what NYC has done!!! also, educating the hoards of new portland car drivers to share the road well (not begrudgingly), and it would also be helpful if the street signage at crosswalks was clearer. some places there are conflicting signals (like at 64th and foster rd) and other places a sign with a bike and an arrow does not clearly tell drivers whether just to 'look out for cyclists' or to offer the the right of way (like 39th near lauralhurst park).
- 505 97206 Psychological factors in addition to purely logistical ones. Many people (rightly or wrongly) feel unsafe when biking in a small painted lane directly adjacent to fast-moving vehicles. More dedicated/separated paths that take people through large parts of the city/community would go a long way towards increasing ridership, which would help health goals as well in a virtuous cycle. As far as walking, I think we need to focus on density in most neighborhoods. Creating walkable communities, means that things need to be close enough to get to within a reasonable time. The region should prioritize the acquisition and development of properties that add walkable destinations to communities that currently lack them.
- 506 97206 Safe from bushy areas with homeless hiding.
- 507 97206 Safety.
- 508 97206 Safety and minimizing mixing of transportation modes.
- 509 97206 Stop shoving bikes and buses onto the edges of the road where they're in direct conflict, while there are still multiple lanes for the cars to whiz by unimpeded. Sometimes it's OKAY to slow the cars in order to put people first.
- 510 97206 STOP SPENDING ALL OUR \$\$ ON BIKE LANES!! MAKE OUR STREETS AND SIDEWALKS SAFE FOR PEDESTRIANS, the HIGHEST use of all transportation types! This helps far more people, all of whom can get exercise, take themselves to bus stops, and shop locally. So stop the nonsense of always assuming ONLY BIKES COUNT!!!
- 511 97206 Taxes.

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- 512 97206 That bikes and cars don't mix, especially on major roads. The major roads should be designated as motorized vehicle only (e.g. Powell, Division, 82nd, Burnside, MLK, Grand, Broadway, Sandy, Fremont, etc.) and these roads should have complementary roads that are bike friendly. Major streets within neighborhoods that lead to schools and parks should have sidewalks and curb-cuts for pedestrians. Too many neighborhood streets have a patchwork of sidewalks and curb-cuts which puts pedestrians in the road.
- 513 97206 The Springwater corridor has become a homeless camp haven. Please consider how to maintain the integrity of these biking and walking paths.
- 514 97206 This is a far more cost-effective strategy than for example building out new rail lines on largely new ROW (to mention something good, but very expensive for the benefit it provides). Many more biking & walking projects should be moved to the "Financially prioritized" (not sure what the exact name is) list on the Transportation Plan. Also - bike-to-transit is a huge unused potential market in the Portland area. Please add lots of that - must include BOTH safe, comfortable infrastructure AND secure parking to get significant mode share. Beaverton TC has secure parking, but bad infrastructure. Portland has no/bad parking, but good infrastructure (at least except for SW and East Portland).
- 515 97206 Throw more money at bicycling. Seriously, make it rain! Over the last 20 years in Portland, investments in bicycling have outperformed investments in transit in terms of dollars spent per new commuter by a rate of 40:1. That means it cost 40 times more to get a person out of their car and onto transit that it did to get them out of their car and onto a bike. That isn't to say we shouldn't invest in transit - we should! But bicycling investments are SO INCREDIBLY EFFICIENT that we should be spending way, way more money on them than we currently do. There will be diminishing returns eventually, but there's no indication bike investments will be anything but the best transportation bang for the buck for a long time forward.
- 516 97206 Together with investing in existing road and bridge maintenance/replacement we should consider making biking and walking safer.
- 517 97206 Unhappy car centric drivers who would resent losing their priority status.
- 518 97206 We need to begin to look at bikeways that are separate from roads in order to entice more people who aren't cyclists to ride bikes.
- 519 97207 Put priority to ensure that bus routes have sidewalks and the areas around them work for people trying to reach transit.
- 520 97209 Accidents, crosswalks, foot traffic, bike lanes, speed limits and enforcement for all of the above. Possibly wider sidewalks with bike lanes marked on them (for timid riders).

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- 521 97209 Adding biking and walking paths and lanes should NOT be done by reducing lanes and routes for vehicular traffic - unless they are truly on extremely light traffic count streets in already fully developed areas. Perhaps it may also be worth considering sky bridge bike paths, where for example there would be an elevated bike path (30' above street level) that follows the middle of a street with elevators or off ramps about every six blocks, on a few strategic streets that don't currently have good bike or walking access. Maybe one along Burnside going from 28th East Burnside to 23rd West Burnside. Think of it sort of like New York's high-line park system. Perhaps another one could be on either SE Division or Hawthorne from I-205 connecting to the East Bank Esplanade.
- 522 97209 Better lighting for walking, more bike paths.
- 523 97209 Bike lane transitions & intersection safety for children walking or riding (visibility).
- 524 97209 Bike lanes, sidewalk connectivity, pedestrian timed traffic signals.
- 525 97209 Biking / walking is still high risk; we need to make this a priority in transportation; bike access in PDX is only a token & remains difficult.
- 526 97209 Clear signage is needed, clear right of way for bikes and pedestrians important.
- 527 97209 Consider tradeoffs between biking and mass transit, to verify whether the costs of bike lanes are worth the investment, considering environmental and social costs, when compared with mass transit.
- 528 97209 Continue and increase development of facilities that provide comfort and safety to bicycles.
- 529 97209 Don't bring traffic to a halt, build walking bridges tunnels etc.
- 530 97209 Equity.
- 531 97209 Except for freeways all routes should be walking and biking accessible via designated or separated bike lanes and side walks present and in good condition.
- 532 97209 I support more dedicated bike paths, but NOT by replacing lanes of vehicular traffic. For streets that have bike lanes, I'd like to see more of them switched to the way they have them near PSU where the bike lane is closest to the sidewalk, and then there's a car parking area that separates the bike lane from the vehicular lanes.
- 533 97209 Keep bicyclists off of sidewalks. We pay for bike lanes, make bicyclists use them. Pay more attention to needs of pedestrians for a change. Too much attention given to cars and bikes, not enough to people who walk.
- 534 97209 Return on investment and equity are both important. Investment in places that affect the most people should be a priority.
- 535 97209 Safety -- from traffic, good lighting, etc.
- 536 97209 Safety involves more than just avoiding traffic accidents. People need to feel that they can walk unaccosted.
- 537 97209 Safety, cost.

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- 538 97209 Sometimes on busy streets, crosswalks get closed so heavy turn traffic can occur by automobiles. This really discourages pedestrians and makes them go out of direction, adds more time, etc. Give pedestrians just as much right of way as cars, even on very busy streets.
- 539 97210 Bikes need to be licensed. Fees would go directly to safe bike lanes. Pedestrian safety should not be sacrificed because bikers choose to use sidewalks because biking on many streets is hazardous.
- 540 97210 Consider reducing automobile-based infrastructure (parking, travel lanes, wide intersections, etc.) in favor of increasing active transportation infrastructure (lit crossings, removing parking in favor of bike lanes, reducing car connectivity in neighborhoods while increasing walking/biking/transit connectivity, etc.).
- 541 97210 Creating bike and pedestrian corridors away from high traffic areas. Walking and bicycling on busy streets is really unpleasant and not safe. Portland is progressing quite well with this.
- 542 97210 Don't give biking too much priority on heavily driven routes, they can be routed to next streets over. Sidewalks for walking.
- 543 97210 Encouraging biking and walking should be the top transportation priority for the Climate Smart Communities project. These modes of transportation are zero-emission, they are good for the environment, public health, the economy, and livable communities. The return on investment is also very high. Additionally, the more people cycle, the safer the roads are for all users.
- 544 97210 Get serious about separate and/or elevated bikeways so almost anyone can get around by bike, rather than just young, fit bike nuts. As much as bikes are cool, you are NEVER going to get many people using bikes for everyday transportation if they have to ride mostly with cars.
- 545 97210 I don't commute by bike partly because I'm scared of riding with traffic. Several people I know who bike commute have been hit by a car at one point. Bike lanes that are separated from car lanes by parked cars or planters or some other solid object feel safer than painted lanes.
- 546 97210 I have reservations about the extension of biking without policies for making riders more responsible. As a walker, about 4 miles a day, I find that bikers are often more dangerous than cars. The need for rules and regulations and appropriate enforcement must be part of this. The same is true with cars. It is easy to talk a good game but not develop and enforce one. Streets need to be marked, drivers need to be informed and where necessary penalized, and walkers need to know their rule of the road.
- 547 97210 Keep bicycles and pedestrians separate so pedestrians have a safe way to get around.
- 548 97210 Look at communities such as New York City, where very innovative designs for things like protected bike lanes in conjunction with pocket lanes for turning cars are being done. Separate bikes from pedestrians in high-traffic areas, as is being done on the Hawthorne Bridge. And more, perhaps folding, bike hooks on the MAX trains!
- 549 97210 Making these modes of transportation a priority over driving and parking for the average citizen.

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- 550 97210 More attention to crossing arterials more attention to walkways on farm to market roads more attention to neighborhood cut-throughs.
- 551 97210 Move bike lanes from major traffic streets to adjacent streets when possible. For example, in Northwest Portland, use Savier instead of Thurman/Vaughn or Flanders instead of Everett. Putting bikes on major streets slows traffic and increases car/bicycle conflict.
- 552 97210 Need more dedicated bikeways in order for inexperienced cyclists to feel safe.
- 553 97210 Safety.
- 554 97210 Study accident reports involving pedestrians and cyclists and figure out how those accidents could have been avoided by making the areas where they occurred safer.
- 555 97210 This should be our top priority not just in this project but in all transportation decisions. 4+ lanes makes it really hard for a road to be safe/convenient for biking and walking. More protected crossings and bike lanes are needed- not just paint.
- 556 97210 Too often new things such as green lights for bikes only, bike lanes on left side of street. Bike boxes are simply concepts and when applied are dangerous. Too these seen to be done more for making Portland platinum rather than something safe and that works. A bike lane should never, never have any parking. I say this having been hit in a bike box and doored twice.
- 557 97210 Walker safety in crosswalks at intersections. walkers are invisible to car drivers, I do not like being in the middle of the crosswalk with a car blowing through the intersection and the crosswalk I am using.
- 558 97210 Work harder on overcoming high speed arterial road barriers to pedestrian and biking safety, such as w. Burnside at 23 rd, Everett/ Glisan coupling at 405, the mess at sw 6 th, Broadway, Terwilliger. Also change red light frequency on Burnside to be more pedestrian friendly.
- 559 97211 A larger safety zone between bikers and cars.
- 560 97211 A lot has already been done, but some corners have been cut. Having 1-2 blocks with a bike route does not a bike route make.
- 561 97211 Adding more major bike routes that aren't along very busy roads.
- 562 97211 Adopt a design standard policy that dictates the type of cycling facility that must be built given the volume and speed of the adjacent road. Painted bike lanes on the side of a major road with > 35mph speed limits do not serve the vast majority of citizens. Cycling is most competitive on trips of 2-3miles. Focus on making safety improvements/connections that make cycling safe and convenient for trips from employment, commercial and transit hubs to nearby neighborhoods.
- 563 97211 Affordable transit oriented development; affordable housing in places where residents can access quality, high frequency, convenient (covered) transit.

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- 564 97211 Again, the main reason that more Americans don't bike is not that they're lazy, it's that it's perceived as unsafe. More bike boulevards, and publicizing the ones we have, more separated bike lanes (with curb protection), more off-road bike and pedestrian paths, more bridges or ways to cross busy streets - all of these would make a difference.
- 565 97211 All safe walking does not have to be on sidewalks... More comfortable and attractive walking paths would be great - just keeping people out of the street.
- 566 97211 Assure that sidewalks are in all residential neighborhoods, particularly SE.
- 567 97211 Better lighting on sidewalks. Educating bikers on safer riding!! There are too many bikers that ride the street and sidewalk, both freely to suit their easier access. Makes it dangerous for pedestrians and cars alike, since you don't know where they will jet off to next. Maybe ticket unsafe bikers!
- 568 97211 better lighting, easy on the feet surfaces.
- 569 97211 Bike lanes, bike boulevards are so critical. Downtown Portland is pretty scary relative to the neighborhood greenways. We really need to get more north-south boulevards going across the highways and near downtown.
- 570 97211 Bike routes located on busy streets (e.g., Vancouver and Williams) no longer feel very safe. Massive real estate development along these already trafficky routes has now rendered them unusable for me. A better solution would be to start having bike-only streets. For example, make Vancouver bike only and reserve Williams for motorized traffic in both directions (or vice versa).
- 571 97211 Biking and transit are - by far - the most cost-effective tools for reducing transportation-related air and climate pollution.
- 572 97211 Biking and walking to transit is important.
- 573 97211 Biking is the cleanest, healthiest, and a very social way of transport, but is given no priority in right of way or policy. Please give us safe separated bike routes on arterials and trails. Bikes are just treated as a toy and walking is an afterthought, but these activities build the transport social fabric of our city.
- 574 97211 Consider that most bicyclists also own cars and thus pay a considerable amount in taxes towards transportation infrastructure.
- 575 97211 Consider vehicular cycling over recreational cycling when building infrastructure -- how can we make cycling fast & convenient between any 2 points in the city. How can we prioritize cycling traffic? Timing lights on major bike corridors like Williams / Vancouver, & Hawthorne or Broadway bridges to cycling speeds rather than auto speeds.
- 576 97211 Continue to give people nearby things to walk/ride to.
- 577 97211 Cyclist / pedestrian education. The onus for safe conduct should be on the side facing gravest incidence of injury / death.

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- 578 97211 Dedicated paths; wider and better marked paths when shared with other modes of transportation; better signage and lighting.
- 579 97211 Direct cars to main highways and make it difficult for them to consider other routes. Williams St is a good example of this - try to get folks to move over to MLK. New policies such as what's described in 10/16 Portland Tribune about fixing up 82nd is a good way to create nodes of commercial development.
- 580 97211 Encourage stronger enforcement against those who endanger vulnerable road users to therefore make potential walkers & riders feel more safe.
- 581 97211 Energy efficient street lighting, more separation of cars from biking and walking.
- 582 97211 Enhancing bikes/peds requires reducing cars. Not everyone can bike/walk to where they need to go, so must improve transit.
- 583 97211 Equity. I just drove down cully this evening, no sidewalks and there were people walking in the street. Really? Where r the sidewalks. A busy, urban ,connector street and no sidewalk.
- 584 97211 Expanding existing bicycle networks and building new ones that separate bicycles from cars as much as possible.
- 585 97211 Focus on under-served places in the region where bike and ped networks are sorely lacking. Also, in areas with decent or some bike and ped. infrastructure, require (yes, require) local governments to include and implement connectivity policies in Comp Plan/Transportation System Plan updates and clearly show how improvements to bike/ped. infrastructure will be funded in the next 5 to 10 years. Do not let local governments continue to defray these projects and show funding out 20+ years. More conservative suburbs will never create connected walk and bike access, unless mandated, due to lack of political support for anything beyond paving roads and loud NIMBYs who are scared of having walking paths or sidewalks near their houses or business owners who are worried that losing street parking means loss of business. People shop on foot, bike, and transit, too!
- 586 97211 How to make cycling/walking more accessible for more people in more circumstances. In particular, help people feel safe on the roads.
- 587 97211 How to maximize bike safety in travelling through the city. Bike avenues with fewer stop signs and bike lanes are great solutions.
- 588 97211 I am a daily bike commuter, but I find many of the "improvements" to be unnecessary, and sometimes downright confusing. I typically avoid any marked bike routes to avoid this. There's got to be a better way to spend money than this! (But, I don't know what it is)
- 589 97211 I appreciate the alternate roads approach to the busy streets. I live off MLK and our street recently got a few stop signs and a 'sharrow' which is great for slowing the traffic and making it safer for our kids, not just the cyclists.

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- 590 97211 I do believe we should continue to make walking more safe where sidewalks are still missing. I think biking has been addressed adequately already. How about paving side streets that still require such instead.
- 591 97211 Including redoing bike waiting areas at lights.
- 592 97211 Inducement and enticement to people to use biking and walking as transit as much as possible.
- 593 97211 Input from active cyclists very important. They know what is working and what isn't working.
- 594 97211 It would be so great to have bike (& walking) paths that are NOT on roadways. it would be safer not to associate with autos, it would be healthier to not breathe their exhaust & it would be a more beautiful, pleasing experience. and connecting them! i once followed bike paths & ended up in a totally different place than i thought i was going: something didn't match up.
- 595 97211 More protected bike paths, more visibility of bikers and walkers for cars.
- 596 97211 Need more Physical barriers to protect bicyclist.
- 597 97211 Neighborhood streets should be designed to induce 10-15mph 85% speeds, so that children can roam the neighborhood without danger to life and limb.
- 598 97211 Pedestrian & cyclist separate from vehicular traffic.
- 599 97211 Prioritize completing missing links in off-road bike paths (e.g., North Portland Greenway, 40-mile loop), building planned paths sooner (e.g. Sullivan's Gulch trail), adding vitally needed connectors (e.g., bike/ped bridge at NE 7th Ave. over I-84). Also, prioritize dramatically expanding *buffered* bike lanes--and don't use easily damaged plastic bollards for buffering, follow the lead of other cities and use hard infrastructure. Need to prioritize *increased funding* for bike/ped projects.
- 600 97211 Prioritize fixing up roads which are heavily used by bikes but not much by cars. (like ne holman). bikes are much more susceptible to gravel and potholes than cars.
- 601 97211 Protect greenways by adding more diverters. More protected bikeways. More road diets.
- 602 97211 Protected bike lanes would go a long way in encouraging biking.
- 603 97211 Protected bike lanes. Diverters on Greenways. Engineer good behavior from drivers.
- 604 97211 Require sidewalks be free of overgrowth. Pave bikeways so that they are smooth.
- 605 97211 SAFE access for biking and walking! Right now, there is not a bike network, just unconnected segments of infrastructure that are not safe for all riders. Walking is super dangerous too, no one pays any attention to marked or unmarked crosswalks, especially the police. Start with PPB respecting crosswalk laws and others may take it serious too.
- 606 97211 Safety, collaboration with systems like google maps to make route finding easy and reliable-- without something like that I would never bike on a day in which I had an out of office/neighborhood meeting.
- 607 97211 School area bike and pedestrian safety, via cross walks, lights, bike lanes, adequate bike parking at schools. More bike paths that are not shared with cars. More bike Boulevards. Discounted safety equipment for children: lights, helmets etc.

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- 608 97211 Separating bicycle traffic from automobile traffic as much as possible. Reducing the number of stops for traffic control devices that cyclists have to make. Using traffic signals instead of stop signs for bike traffic so that cyclists understand and follow traffic laws.
- 609 97211 Sidewalks and connectivity.
- 610 97211 Slow down traffic on green ways to 10mph.
- 611 97211 Some thought ought to be given to licensing cyclists. Cyclists without proper lights on bikes ought to be fined. Also, I often think it would be good to ban bikes from narrow streets that are much used by cars and trucks and have no bike lanes. Three such streets I am very familiar with are NE 33rd, NE Killingsworth and NE 15th. Perhaps along with banning bikes on some streets, other streets could be made for bikes only or could be improved so bikes and motorized vehicles could safely co-exist. Secondly, not all densely populated parts of the Metro area including Portland have sidewalks and that's a real safety issue for pedestrians. With property taxes being what they are, citizens should not have to pay for sidewalks in their neighborhoods.
- 612 97211 Spend money on this but don't waste money- like painting the bike lanes green with inferior paint, etc. Biking and walking is already generally safer here than in other communities so put more money into reducing transit fares or incentivizing people to not have or use cars.
- 613 97211 The facilities for walking and biking need to be adequately maintained, not built and forgotten.
- 614 97211 The health benefits of increasing walking and bicycling; the education benefits of children arriving at school ready to learn (i.e., with some exercise to start their day); the productivity benefits of employees arriving at work after physical activity; the economic benefits of reduced demand for vehicle parking.
- 615 97211 There needs to be designated cross city streets for bicycle commuting, like a bike highway to get across town, with limited stops, parking for residents only.
- 616 97211 Vulnerable road users should be protected and making these improvements to the areas with the most need, that have the furthest to go to get to healthy, connected communities.
- 617 97211 We need more separated facilities to keep people safe. more sidewalks, protected bikelanes, pedestrian refuge islands, etc.
- 618 97211 We need to more better utilize the facilities we have too. Our current network is under utilized.
- 619 97211 We should heavily invest our time and resources into immediately funding the 2030 bicycle master plan. We should find motor vehicle users guilty in every collision with a person walking or biking. We should build out an extensive separated bicycle infrastructure on all of our major commercial corridors. We should put as many roads on road diets as we can, limit lanes and limit free on street parking.
- 620 97211 Will the facilities that result from these investments be primarily dedicated to bicycles and/or pedestrians? If neighborhood greenways, are sufficient diverters proposed to keep the improvements from attracting additional autos to the facility? Does the facility in question contribute to building a more complete and/or safer and/or more comfortable regional bicycle/pedestrian network?

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- 621 97212 "Increases access to jobs and services" This is Metro-speak. Walking and biking does not increase access to jobs. It just means getting to a job by different means. People have been walking and biking to jobs for years. See previous comment. Not everyone has the luxury of time to rollerblade to work. Nor are they physically capable. Striking a balance between all forms of transportation is the key to good policy -- not building infrastructure based on the demands of a small minority. Portland is not Amsterdam and never will be.
- 622 97212 Adding people in wheelchairs to the list of making biking and waking safe and convenient. What percentage of people in Portland use wheelchairs? From looking around it seems like a lot yet they are never mentioned when alternative methods of transportation are discussed. There are a lot of Boomers coming down the pike who would like safe and convenient access too.
- 623 97212 Be sure to remember that cyclists and walkers frequently are also automobile drivers. Please do not sacrifice one mode of transportation for another. An example that does not seem to be working is the narrowing of Vancouver and Williams. I am a cyclist, walker and driver and those two roads are now miserable to all involved.
- 624 97212 Better safety near schools. I see cars block the crosswalks at NE 33rd and US Grant daily.
- 625 97212 Bicycling investments currently have the highest return on investment for any projects that we can make because of the historical lack of funding there.
- 626 97212 Bike safety- need to make it appealing to more people.
- 627 97212 Connecting low stress networks.
- 628 97212 Consider grade separation of bike lanes from cars (like in Europe), not just paving stripes. Public information program for all cyclists to wear helmets, lights, bright clothing (I'm a cyclist).
- 629 97212 Creating safe ways for more individuals and families to walk and bike but not forcing the issue by building big apartment buildings or stores with very limited or no parking. That just increases congestion and diminishes safety (I'm thinking of New Seasons stores and apartments on N. Williams and NE Broadway). How do we balance density with the ability of people to get around (cars, transit, walking, biking)?
- 630 97212 Cycle routes are fine, but after they are installed, maintain them - get the pavement up to standard and keep the routes clean.
- 631 97212 Emulating success of NE Klickitat bike route design.
- 632 97212 Existing bike lanes that can be expanded/connected to other existing one, or to new ones. Continue to make the heaviest used bike streets main bike thoroughfares with enough width for bikes to pass each other safely and cars to be far enough away.
- 633 97212 Focus on under served areas (East Portland, Gresham, etc.) Plan for easy, friendly, hybrid options (walking/biking combined with mass transit. Look for ways to come closer to car commute times with these options. Currently it often takes 2-3 times longer to commute to/from the suburbs using mass transit rather than car. Most people can't afford the time.

- 634 97212 Future demand, not current demand.
- 635 97212 I am a big fan of dedicated bike lanes and, for shared use spaces, demarcated bike and pedestrian lanes. In addition to improving safety and accessibility of bikeways and walkways for commuting, I think Oregon has the potential to make itself a major destination for bicycle touring if it invests in better infrastructure for this throughout the state. Look for win-win business partnerships.
- 636 97212 I like what you've done with biking and sidewalks, however, we need more community education and more practical investment. Four comments: 1. I am an avid biker, have been all my life. I am an aggressive, strong rider but am also aware and courteous of cars and pedestrians. Simple things like allowing the car behind me to make a right turn on a red light rather than blocking them. Giving space for cars to pass when possible, riding on bike streets etc... I find the cars much more courteous toward bikers than I do bikers toward cars. 2. Sidewalk "handicap" access. It's gone overboard. I don't know what we've spent on it but every sidewalk doesn't need a cut. 3. Development. It appears, though I don't have all the facts, that our urban density initiatives have gone way too far. The development on 33rd and NE Broadway is an example. It is hard to believe that the developer wasn't required to widen Broadway and provide for an eastbound turn lane onto 33rd South, that there isn't no landscape set back on Broadway, that some 33rd bridge enhancements weren't required. It's unfathomable what the city allowed there. There are many examples of such developments around town. 4. People are still going to drive cars and need to park them. It's gross what is happening to our streets in the name of density and increasing property tax
- 637 97212 I love walking and biking, but would not want these things added to the detriment of drivers. Not all of us can bike or walk all the time. We are a one car family with a four and two year old and do a lot of walking. But there are times with the young kids that only the car will do.
- 638 97212 In order to meet climate goals we need more people on bikes and on foot for more trips. Creating dense neighborhoods is part of it, but creating better and safer infrastructure is important as well. We need to allocate more money towards pedestrian and cycling facilities and as little as possible towards auto-centric projects (unless the net result is improved safety for active transportation).
- 639 97212 In the transition to a post-combustion engine economy, drivers will be unhappy (I know, I have to drive a lot). Rip the bandaid off...better to get this inevitable transitional pain over with sooner than later. The holistic costs of driving will only get worse so the sooner and more thoroughly we build alternatives, the better.
- 640 97212 Include public information to let drivers know they are to stop at all intersections for pedestrians.
- 641 97212 Increased property values as Portland's quality of life drives increased real estate demand.
- 642 97212 Invest according to each community - based on how the live and work within their community. Encouragement of safe neighborhoods, particularly in high traffic corridors/walking, biking to schools.
- 643 97212 Investments in low-income communities and regions of new, rapid growth (like East Portland/Multnomah County) should be prioritized.
- 644 97212 Lighting is an important component to making sidewalks and biking paths safe.

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- 645 97212 Longer timed crosswalks at intersections. More Crosswalks and put in a system that forces the drivers to see that the crosswalk is there and in use.
- 646 97212 Make it easier to get around without a car.
- 647 97212 Make sure sidewalks are accessible to transit locations. Bicycle routes should be safe and well delineated.
- 648 97212 Making getting around by whatever means (walking, biking, driving, public transit) safer and more efficient is a benefit to everyone, so do not consider special taxes, e.g., bike licenses. Portland is predicted to grow by 500,000 to 700,000 over the next 20 years, so include that in the planning. Where will they live, where will they work, etc. People will folks to those areas that have good public transit and options like bike and walkways for getting around. Building neighborhoods where people don't have to commute but a short distance would be great.
- 649 97212 Making physical activity easy and safe for everyone.
- 650 97212 More attention should be paid to other cities' successful methods - Portland officials & planners often care too much about being in the vanguard and not enough about actual efficacy.
- 651 97212 More marked crosswalks, with any kind of signal device that will alert drivers to the presence of pedestrians.
- 652 97212 Not until bikers are willing top pay for their own infrastructure, like autos do. (A popular delusion is that motorists don't pay their own way, but actually they pay OVER 100% of their actual costs.)
- 653 97212 One way streets, two-lane bike lanes that are wider to allow for safe passing.
- 654 97212 Opening up more dedicated bike boulevards that provide routes that connect all parts of the metropolitan area. In terms of walking, please consider adding sidewalks and lighting in those neighborhoods that have historically lacked them (like Cully and the areas east of 82nd Ave.).
- 655 97212 Pedestrian-only sidewalks in areas which do not have them is a must. Bicycle "bumps" in neighborhoods are a waste of money when posted speeds are already 20-25 mph.
- 656 97212 Please make it safe for me to ride my bike with my two kids. I drop them off at day care by bike but I don't always feel safe doing so. Please invest in better bike infastructure.
- 657 97212 Publicizing the law that pedestrians have the right of way at ALL corners whether marked or not.
- 658 97212 Remember that is not just young people who are willing to bike and walk rather than ride in a car.
- 659 97212 Resist the strong desire to reduce traffic congestion by expanding automobile roadways. Instead focus the transportation money on independent bikeways (a la Holland), pedestrian walkways and ways to safely cross traffic.
- 660 97212 Safe and easy to use sidewalks for elders and children.
- 661 97212 Safety is number one. Find ways to encourage kids to walk or bike to school. Watch out for spending money on bicycle amenities that mostly benefit the middle class.
- 662 97212 Safety Population. Lack of connectivity.
- 663 97212 See previous comment.

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- 664 97212 Separate by a curb many of the bike lanes from traffic - some places are very unsafe for all.
- 665 97212 Separated bikeways should be a priority to allow more people to feel safe about a great way to travel around. Good signage is key.
- 666 97212 Signaled and marked crossing on busy streets such as NE 15th ave. Mandatory helmets for all bicyclists. Also mandatory night lights. Also enforce bike riding laws. More public information to make cyclists obey laws and not buzz pedestrians. (I am a safe cyclist)
- 667 97212 Sometimes it takes very small amounts of money to make a noticeable impact on safety and convenience. Such as giving the bike ways right of way (instead of stopping every other block).
- 668 97212 Sparing no expense to make walking and cycling attractive and implementing these measures to ensure increased walking and cycling will be sustained.
- 669 97212 Spread out the investment to be sure historically under served areas get more projects.
- 670 97212 stop allowing cars to take over bicycle streets.
- 671 97212 Stop focusing on inner Portland, and help out the outer east side.
- 672 97212 The greatest obstacle to people biking is their fear about safety. We need more off-street bike paths and streets dedicated to bikes and pedestrians. Painting a line on the pavement is not good enough. The only way to meet carbon emission goals is to get more people on bikes and walking, safely. I bike on the streets a lot, but many people I know don't because of safety concerns.
- 673 97212 The most flexible approach should be taken here. Reduce the inflexible design specs and standards to get more for less. We do not have to build to the 'nuclear threat level' that was called for in the 50s.
- 674 97212 The overwhelming numbers of cars within the city. Drivers tend to focus solely on the other vehicles on the road and getting to their destination, not the pedestrians or cyclists.
- 675 97212 The primary consideration should be the safe and healthy movement of an ever-increasing number of people within a finite built physical environment. Toward that end, disinsenting unsustainable transport habits and incenting sustainable ones should be primary strategies.
- 676 97212 There should be a sidewalk on both sides of every street.
- 677 97212 This is a huge part of what i love about portland.
- 678 97212 This is a priority for me when considering the impact on the environment and the cost effectiveness of these investments. As a family and in my workplace, we walk and bike quite a bit each day.

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- 679 97212 This is a 'yes, but' for me - yes to increased connections that allow people choices in how they move around the city. But, done in a way that improves safety and works to get people to obey a common set of rules for transit - in just this past week I've observed four separate instances of bikers blowing through 4-way stops and it's only due to the hyper-vigilance of some drivers that there wasn't an accident. I've also seen a pedestrian so busy with texting that she walked into an intersection against the light. And I've seen drivers cut off bikers and pedestrians. As much as there is need for infrastructure, there is need for a new social contract on how we all interact with one another.
- 680 97212 To implement truly safe and convenient biking infrastructure, it may have to impact people choosing to drive. This should not be considered an impediment to introducing biking infrastructure.
- 681 97212 Track the effectiveness of investment in terms of increased % and number of bike and ped trips. Prioritize type and location of investments that produce the best response.
- 682 97212 Traffic volume should be considered, especially if considering a multi-use (bike and pedestrian) pathways. With the increase in bike traffic in the metro area, high-volume multi-use paths become overcrowded - and dangerous. A great example is Waterfront Park, which, during the summer, is almost impossible to navigate on a bike due to the number of pedestrians. But the next best option is Naito, which does not allow bikes to pass one another during peak traffic hours.
- 683 97212 View other successful cycling cities. How about putting a rumble strip in difficult areas, like when motorists encroach on the bike lane to make a right turn?
- 684 97212 Walking and biking is good and I bike to work, but it doesn't solve all problems. People have cars, they drive. More bikes paths aren't going to get someone from Hillsboro to bike into Portland for work.
- 685 97212 Walking and biking should be reliable modes of transit to schools first and foremost. Secondly both should be reasonable solutions for reaching basic services such as food sources.
- 686 97212 We need to encourage and support more biking and walking for reasons related to both climate change and physical activity to improve the health of the American public.
- 687 97212 We've rested too long on our laurels as bike-friendly in this region. Bike infrastructure is lacking - we need more protected bike lanes in direct routes, even if it means building additional infrastructure. Bikes riding next to cars isn't always the best or safest.

- 688 97212 When making changes to established transit modes and resources, THOROUGHLY think about the impact on ALL transit users. Ex: allowing auto traffic to return to, but only use a single lane of 5th & 6th ave downtown was a disaster. Should have just kept cars off. We were used to that! Now you still can't use those streets because you can't turn onto half the streets anyway! you end up circling numerous extra blocks just to get where you want to go. AND: change downtown intersections to two green-light cycles: one for vehicles, and a separate one for pedestrians & bikes. With all the one-ways downtown, an entire lane of cars gets locked at a green light while a pedestrian strolls leisurely across the crossing street and the lead car can't turn! Also: Allow pedestrians to cross diagonally since they are using their own light. Keeps all cars out of the intersection and visa versa when the car's turn, and eliminates one entire light cycle wait for peds needing to cross two streets. Works great in other cities!
- 689 97213 Active mode designs like crosswalks and bike striping should be a routine part of every road maintenance project.
- 690 97213 Adding bicycle facilities to the streets that serve people's destinations (i.e. commercial and retail corridors) is essential to achieving this goal. It is not sufficient to relegate people on bikes to using wandering side street routes to do not connect to the front door of where people want to go.
- 691 97213 Bike paths should be focused on side streets, not major thoroughfares. In fact, bikes should be discouraged from using major thoroughfares which have less than two traffic lanes in both directions. Sidewalks should be installed on all blocks to encourage walking.
- 692 97213 Biking and walking infrastructure should be the number one priority for investment.
- 693 97213 Biking seems to have had about the proper emphasis. Need more emphasis on walking options. Locate developments with walking safely and conveniently having a higher priority.
- 694 97213 Busy intersections, such as NE 47th and Sandy, are designed in such a way that it's easy for motorists to overlook pedestrians because they're looking for oncoming traffic. Better design for safety is a must.
- 695 97213 Childrens needs.
- 696 97213 Connectivity. There may be need to invest in expensive projects to provide safe connections between segments of bike or pedestrian routes. The benefits of an expensive but effective connection can benefit the entire network.
- 697 97213 Equity in selecting locations.
- 698 97213 Focus efforts on completing sidewalk networks. Consider ways to more cost effectively implement sidewalk projects. Construct separated bike facilities that are safe for all users.
- 699 97213 Focus on pedestrians over bicyclists.
- 700 97213 Getting to a 20% bicycle mode share, protected bike lanes on busier streets.
- 701 97213 Go for it! More affordable housing in areas that are already walkable and close-in.
- 702 97213 Goes right with improvements in the public transit system.

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- 703 97213 I think drivers would support this more if there was an educational campaign that encouraged more bikers to wear clothing other than all black and to not use cell phones while biking. Also in the same info campaign, while I don't expect bikers to come to a complete stop at traffic signals I do expect them to at least slow down and turn their heads toward vehicles, so that I as a driver know what they are going to do, and that they are willing to do their part to make a comprehensive traffic plan work for everyone.
- 704 97213 I think the city should consider managing and maintaining a fleet of "borrow it" bikes with similar to zip car, with card lock facilities in places around downtown and close in neighborhoods, to encourage short distance biking in Portland.
- 705 97213 It's time to follow the lead of other major cities like New-York, Chicago, and Seattle, and move beyond the 5-foot minimum standard bike lane, and invest in wider, protected facilities such as cycletracks and buffered lanes.
- 706 97213 Keep creating dense, mixed use areas. It is huge that I can bike to nearby groceries, libraries, medical, restaurants, parks, etc. The more we have these areas throughout the metro region, the more people everywhere can bike, not just those of us on the east side.
- 707 97213 Lighting and landscaping to improve safety.
- 708 97213 Lighting -Leaf removal in bike lanes -Education- recently a few of the bike lanes that I use have been moved to the left side of the street and I am unsure about turning in/out of the left side from the right.
- 709 97213 Make certain that undeserved communities also benefit from these infrastructure improvements.
- 710 97213 Make it a top priority. Encourage bike and pedestrian corridors in places with cleaner air. As an asthmatic (who is also car-free), I find it physically challenging to bike around a lot of cars--my lungs can't handle it. And we know that low-income neighborhoods have higher asthma rates. Plan for active asthmatics!
- 711 97213 Make some streets for walking or bikes only. Make more trailways to places - like the rail line idea.
- 712 97213 More crosswalks, protected islands and traffic calming measures. Parklets are great.
- 713 97213 Multi-use paths are desperately needed.
- 714 97213 Same input as question 1. As a bike commuter, I see places where existing bike lanes stop, and I have to move carefully to the next marked bike lane. We need to connect these into a more seamless system.
- 715 97213 Sidewalks and curbs everywhere in the city.
- 716 97213 The needs of all current and trending age groups (kids, seniors, commuters, etc.), not just the most vocal.
- 717 97213 This can't be accomplished without also making it less convenient to drive.
- 718 97213 This is very important. More sidewalks and bike paths in good repair are needed!
- 719 97213 Traffic light cameras like the ones in Fairview. Make bike owners share the burden in future improvements.
- 720 97213 Traffic patterns. Some intersections are not safe because the auto traffic is not focused on pedestrians.
- 721 97213 Twenty minute neighborhoods everywhere.

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- 722 97213 Undeserved communities, green spaces, an ethics of care for bikes over cars on shared roads, bike routes that efficiently get from a to b.
- 723 97213 We have a great bike infrastructure, but it could be vastly improved for a fraction of the cost of building new roads. I would love to see protected bike corridors and more bike boxes and mechanisms to deter drivers from using bike boulevards.
- 724 97213 We have invested a lot in bike access in the Metro area recently. Walking needs to be equally prioritized.
- 725 97213 Yes, and lower taxes too.
- 726 97214 Absolutely - biking and walking are the smartest investments we can make. period. Invest in bikes and you get multiple benefits - health, fitness, happiness, less congestion, less air pollution, fewer greenhouse gas emissions, better connections among neighbors, safety, and better use of our public dollars.
- 727 97214 Active transportation should be a top priority. It is essential for livable neighborhoods.
- 728 97214 Bicyclists should help pay for extra bike lanes.
- 729 97214 Bikers should be licensed and expected to follow the rules.
- 730 97214 Both bike and walking paths need to be away from traffic. i.e. there needs some sort of protective barrier (not just a line on the pavement) to protect bikers and walkers.
- 731 97214 Connecting walking/biking infrastructure networks in a way that makes sense and is safe!
- 732 97214 connectivity and continuity really matter, one short gap of no sidewalk, or on short stretch with dangerous bike passage can defeat use of a long stretch of trail , and once the stuff gets built it must be maintained not ignored.
- 733 97214 Consider side streets as better alternatives for bike lanes than on major streets, this way bikes compete less with traffic. Also, making ALL neighborhoods more walkable by adding sidewalks and crosswalks. Focus closer to schools first.
- 734 97214 Convert the peripheral areas of Portland to pedestrian / bike friendly urban design with landscaping, bike lanes, low traffic speeds (25 MPH max).
- 735 97214 Create a dense network for bicycling, complete sidewalks, providing protected separation from cars, make it easy for kids to walk and bike to school, make it easy for old people to walk, ride bikes and get to the bus.
- 736 97214 Cycling and walking routes should be created that are appealing to people who may be uncomfortable riding or walking near busy streets and intersections.
- 737 97214 Especially walking - everyone does it and it is healthy.
- 738 97214 Filling in gaps in existing trail network should be a priority.
- 739 97214 First focus on pedestrian crossing and other safety improvements on busy multi-lane arterial streets, including vehicle speed reduction and illumination, then on implementing the regional active transportation plan. Supplement roadway improvements with education and enforcement efforts. Prioritize based on presence of risk factors, not just past crash data.

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- 740 97214 Good connections on neighborhood bikeways and bike lanes on bigger roads. Sidewalks in all residential areas.
- 741 97214 I support the investment in walking safety. I don't use a bike so this isn't very important to me, but it is needed if this mode is to increase.
- 742 97214 I especially support more safe walking areas along busy streets and in outlying areas. Areas with children should be a priority for good sidewalks.
- 743 97214 I think a public education campaign to let drivers know that bikes have a place on the road too would help reduce confusion about how to share the road with cyclists. There are so many people relocating from other areas that have less bike activity and infrastructure. I also think cyclotracks or separated bikeways help reduce this confusion.
- 744 97214 Ignore the haters and stand up and do the right thing. Portland is no longer #1 bike city - bring it back!
- 745 97214 I'm carfree and a year-round bike commuter (though I did have a zipcar account too). It seems that neighborhoods further East are sorely lacking in both pedestrian and bicycle infrastructure. I'm almost certain I'd rather see all growing neighborhoods have sidewalks and maybe some bike lane in busy areas (esp.for legal protection as "vulnerable class of traffic") , than have more bioswales in the urban core.
- 746 97214 It seems that not all cross walks and bike paths increase overall safety. Increasing common sense would be beneficial in addition to new infrastructure. Don't over emphasize convenience. There are too many cross walks along Hawthorne and too many max stops within downtown.
- 747 97214 Keep it simple- not bike share, but bike lanes. Learn from some of the downtown Portland experiments. I don't see many riders on the dedicated lanes on Oak and Stark nor on the Morrison bridge lanes because the route access is lousy. Isolated pieces don't work.
- 748 97214 Keeping in mind that bikes share the road with vehicles but aren't the same as vehicles.
- 749 97214 Making connections between already existing routes where there are gaps. Re. walkers, considering natural human inclinations, ie., walking at angles, not having to cross the street and then back again to complete a route, etc.
- 750 97214 More grade-separated bike paths. Pedestrian priority should be to/from transit stops.
- 751 97214 more separated bike paths.
- 752 97214 Need to analyse residential housing patters on a regional level. Coordinate this policy with public investment. Strategy to increase affordable housing by protected class status and income.
- 753 97214 No new taxes or fees for consumers or businesses.
- 754 97214 Not only sidewalks and bike paths, but we should have walk- and bike-only streets and networks of high speed (20mph) bikeways. We need revolutionary investment in these modes, not more of the same.
- 755 97214 Of course I support but for what goals? Again the issue needs focus. Are you trying to increase active transportation to work, for daily errands, or for pleasure?

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- 756 97214 Oops, see my previous reply. Also, adding more left turn lights on the north/south streets where they intersect Burnside would make that street much safer (such as 28th and 20th).
- 757 97214 Prioritize improving existing bike/walking routes; expand on these where needed to create a better network. Ex: At the west end of the Hawthorne Bridge (which is wonderfully marked), bikes are suddenly dumped onto city streets with no bike lanes.
- 758 97214 Prioritizing safe walking and biking over car speeds and street parking.
- 759 97214 Protected bikeways (not just paint) -enforce speed limits on neighborhood greenways -add diverters to neighborhood greenways so cars don't use as mini arterials.
- 760 97214 Public investment and subsidy for ped and bike infrastructure should go to communities/neighborhoods of "modest means" first.
- 761 97214 Safe crossings for bike lanes across highways and major 4-6 lane roads.
- 762 97214 Safety.
- 763 97214 Safety education for drivers, walkers, and bikers. As active transportation becomes more popular everyone should be informed and follow the rules of the road.
- 764 97214 Safety in turning and crossing lanes. Keeping bike lanes well maintained, especially in winter when that's where the "muck" ends up. I would love more bike and pedestrian-only zones.
- 765 97214 Safety is the key. Separated bike & walk lanes are great, even if (especially if) they require removal of an automotive lane.
- 766 97214 Safety. Safety. Safety. Transportation priorities should be, in order of spending and priorities: walking, biking freight, transit, driving.
- 767 97214 See prior comment.
- 768 97214 Separated bike infrastructure most important. Enhance ease of getting from a to b, motorized traffic must vacate greenways.
- 769 97214 support for small shopping areas in the community that are easy to walk to.
- 770 97214 The bike boulevards aren't well lit enough: my son was struck again last night.
- 771 97214 The green bike boxes are great. I'd love to see the Hawthorne bridge bike/pedestrian sidewalks expanded -- maybe even separated so bikes can move faster without putting peds at risk.
- 772 97214 The top priority in my mind is making systems safer for bikers.
- 773 97214 There are too many neighborhoods without sidewalks and that is a problem. I do not think there needs to be more bike paths.
- 774 97214 There should be an education component for cyclists to encourage more people to ride, and how to ride safely.

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- 775 97214 This option needs to expand in tandem with the first option--public transit. When people have a long distance to cover, many will not bike or walk the entire way, but stye will do part of it. Bike/walk routes need to connect with transit hubs. Also, there should be space for bikes on public transit.
- 776 97214 Until biking and walking are truly safe, many transportation scholars have shown, then a critical mass of citizen will choose to drive instead. We need paths that are pleasant and removed from car traffic. Merely giving bikes and pedestrians marginal and marginalized access (like painted on-road bike lanes) to busy roads or roads shared with cars is not the answer.
- 777 97214 Walking and biking also pay health dividends.
- 778 97214 We need to not only provide the infrastructure, but also encourage its use through public service announcements/ads that raise awareness and discourage driving.
- 779 97214 We won't be able to increase walking and bike ridership without making it a lot more safe.
- 780 97215 Again, ways of making biking and walking safe and convenient that lead to the most improvements should be prioritized first, but this is definitely an area where more resources should be committed, as it's one of the modes where more use will lead to the biggest improvements overall.
- 781 97215 Bike and pedestrian infrastructure should be the highest priority in combatting climate change at the regional level.
- 782 97215 Biking and walking should have priority over private motor vehicle use. On street vehicle parking could be removed to allow the room to expand sidewalks and dedicated bicycle infrastructure.
- 783 97215 But again - limit the streets bikes are permitted to ensure vehicles can travel without the added danger and with adequate lanes to get to and from work in a timely fashion. East Burnside's recent relining is a cluster. I never was stopped in traffic for more than a few seconds. Now I can anticipate minutes - adding carbon to the air. Slowly traffic down does not eliminate carbon.
- 784 97215 Connectivity, safety, convenience.
- 785 97215 Consider restricting auto traffic to local access on bike boulevards such as Clinton, Lincoln, Salmon, Ankeny, AND restricting bikes on nearby main streets such as Burnside, Stark, Belmont, Hawthorne, Division. This would be safer for bikes and less frustrating for drivers.
- 786 97215 Create a complete pedestrian network and a complete bike network that is accessible by "interested but concerned" riders. This is includes safe crossing and protected bikeways, but we also need to consider how we design our road network. It's much more difficult to create an inviting pedestrian environment or bike facility on a 7-lane arterial. We need to make sure we are moving toward a connective network of smaller streets.
- 787 97215 Create more bike/pedestrian opportunities separated from autos to create a safer environment and increase the number of people using these routes.

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- 788 97215 Curb extensions, more education on "limit lines" and the "california roll" for stopping. Blinking lights, signaling, separate bikes from cars is essential for safety. Discourage cars from driving on bike routes like Salmon, Clinton, etc.
- 789 97215 East Portland needs better infrastructure, sidewalks, lighted crossings etc.
- 790 97215 Educating those who bike and walk about their role and responsibility in creating safe sidewalk, streets, walking and bicycle paths.
- 791 97215 Efforts should be made to catch up to more developed parts of the world (ie Northern Europe) where up to 40% of trips are done by bicycle. Highest priority for this as the cheapest and environmentally best way to move people in a dense area.
- 792 97215 Federal and state funds designated to adding sidewalks and pedestrian crosswalks. Repaint pedestrian crosswalks that are no longer visible. Enforce speed limits near schools, including side streets. Add more street enforcement to neighborhoods and fine drivers who do not park on the correct side of the street. Reduce obstruction on sidewalks by enforcing city dumping laws.
- 793 97215 Filling in the gaps where there aren't enough bike boulevards now, especially north/south on the east side. Going east of 82nd St, to encourage people there to bike more. Solving dicey areas like the transition between the eastside waterfront and lower Division. Clearing up broken glass east of 82nd more often.
- 794 97215 How ALL modes of transportation interacting together, cars, cyclist, pedestrians and tri-met– can they all interact simultaneously and still provide safe transit. For example, do bike lanes suddenly end, do cars or buses have sufficient space or too much?
- 795 97215 I gave up my car five years ago and was shocked to find how dangerous it is to walk in Portland. I have been nearly hit in crosswalks several times, as has every pedestrian I know. Bike riders also find it very unsafe on the road. Drivers are not looking and don't want to slow down or stop. We need an education program about sharing the road. I called the department responsible for this several years ago and was told that there is no money for such a program which is done in a very limited way now.
- 796 97215 I support and frequently participate in biking as a commute option and recreation. I think the general public would support biking investments more if there were restrictions about where bikes SHOULD NOT use roadways. Even as a frequent biker, I am frustrated by the slow riders using prime transit lanes that cause cars and buses to maneuver around bikes (examples: Hawthorne and Belmont).
- 797 97215 If you are going to make biking & walking safe in a neighborhood, make sure the streets are good (i.e. no potholes, etc.) first. Otherwise, the naysayers just have a field day.

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- 798 97215 I'm all for bike lanes and designated bike streets, but the reality is that for nine months out of the year, most bike commuters do not ride in the rain, on the other hand cars are on the road every single day. What about more one-way streets for traffic? More streets like Stark and Washington. In the past year, Division has become a nightmare. What once included multiple lanes for cars, became single lanes with bike lanes from SE 60th up to 82nd, and I rarely see bike riders on this stretch of road. The other consideration should be money and how this will be paid for. Again, tax corporations, not homeowners and small businesses.
- 799 97215 Improve existing routes to make them more appealing to all riders. Ex. Upper Lincoln st bicycle boulevard gets nearly 4,000 cars a day. Much too high for target audience.
- 800 97215 Improved crosswalks in high traffic areas.
- 801 97215 In new subdivisions, bike lanes and walking paths need to be part of the code/design. In existing areas, continue work to add bikeways, like in the inner core of Portland. Keep expanding those routes and discourage automobile traffic on those streets as much as possible. I also think it's high time to make helmets and lights on bikes a law in our region.
- 802 97215 Make it safe for 8 year olds to 80 year olds.
- 803 97215 Make sure all major vehicle arteries can be crossed every 1/4 mile safely by pedestrians and bicyclists.
- 804 97215 Make the difficult trade offs in favor of bicycle facility investment in constrained corridors. Invest in bike facilities that appeal to the most vulnerable users. children should be able to ride on facilities in the urban environment. Fully protected facilities that are buffered from motor vehicle traffic. Public education campaigns that improve bicycling's image "not just for the spandex crowd."
- 805 97215 Making pathways safe, accessible and built to keep maintenance of pathways low. Also keep consider how to minimize illegal camping opportunities along pathways.
- 806 97215 Marked crosswalks don't exist on Hawthorne east of 39th. There's one at New Seasons and that's it. Crossing the street by bike or by foot is perilous at almost any time of day.
- 807 97215 More buffered bike lanes on high traffic streets.
- 808 97215 More investment in downtown Portland. This should be one of the best places to ride with great densities, destinations and slow speeds. Without any good bike facilities, newbies and veterans alike don't like riding in downtown Portland. This is imperative if we are going to keep the downtown vibrant. And the other item is bike share. It would be a very, very good investment for the Metro region to invest money in this. We do it for transit - why not for a self-pedaled "transport" system?
- 809 97215 Policies to support making neighborhoods more self-sufficient (groceries and other services within walk/bike distance).
- 810 97215 policy makers should directly experience the problem locations.
- 811 97215 Prioritize fixing potholes on bike streets. Work on outer NE/SE walkability.

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- 812 97215 Prioritize safety over free street parking! (example, remove some parking on the 28th bike route to allow room for actually safe bike & pedestrian space).
- 813 97215 Prioritizing the pedestrian safety on high-speed streets like 136th, Powell, and other East-county areas is critical for kids going to school and for adults accessing transit, grocery stores, etc. Encouraging small-biz growth in outer areas -- grocery co-ops, bike shops, etc. -- will increase active transportation, leading to a cycle of improved safety and health.
- 814 97215 Protected bike lanes for major north/south, east/west linkages.
- 815 97215 Safety Safety Safety! In order to get more people using modes of active transportation we need to make safe facilities that take people where they want to go. More neighborhood bike ways, more separated bike paths and more cycletracks. These improvements have a proven track record of getting people out of their cars and using active modes of transportation. We also need to actively encourage other modes of active transportation such as skateboards, scooters and roller skates. In most places people are already using skateboards as active transportation. And in most places they are barely tolerated on the roads and sidewalks. How many more people would use these modes if they did not need to fear being stopped by the police for no reason other than their choice of mode?
- 816 97215 Same as last question, livable neighborhoods close to jobs.
- 817 97215 See previous comments.
- 818 97215 Separate biking from road traffic when possible.
- 819 97215 Sidewalks are missing in newer urban renewal projects especially on the west side (so it seems to me).
- 820 97215 Standardized sidewalk widths. So many neighborhood sidewalks are narrow to the point of allowing only one person at a time.
- 821 97215 Start with adding sidewalks and making property owners cut back ivy and other crap on their sidewalks or curb edges I nearly got hit on Se Veterans road last week.
- 822 97215 Streamline bike routes - eliminate/reduce stops for bikes, make biking easier (& safer) and more people will bike. I hate having to wait for a traffic light protection when it is really about keeping the intersection open for cars. Switch loops embedded in the st. often do not work for just a bike - great example by Benson HS. Peds have the right of way and shouldn't have to wait while the signal turn for them - faster response time.
- 823 97215 Take a look at Vancouver BC. We're getting there, but we've lost our nerve. Bike infra is essential to a civilized cityscape. W.r.t. Vancouver BC examine the streets downtown and westend, how they are interrupted for motor vehicles, but bikes go through. Bike boulevards are indicated with a little green bike tab on the street signs. Cycletracks such as on Burrard Bridge. Great stuff.

- 824 97215 The people of Oregon need to be re-educated regarding our own and most recent laws regarding marked and unmarked crosswalk laws and right-of-way. For instance, if I stand with one foot in the road or my whole body at Burnside & SE 70th waiting to cross and forming an unmarked crosswalk, generally, 0 to 1 in 20 cars will stop for me. When I or school children attempt to cross the marked crosswalk at Powell near 205, about 20-30% of the time, cars do not stop and, when one fails to stop, more always follow. One area of particular misunderstanding is that drivers do not realize that a mounted cyclist is allowed to cross with the same protections as a pedestrian. Instead, they treat cyclists crossing mounted like jaywalkers, sometimes getting rather angry while breaking the crosswalk. These call for better driver education (are our latest crosswalk laws even included in driver education and testing?) and, especially since we have many tourists, clear signage indicating that pedestrians, cyclists, skateboarders, etc... have the right of way.
- 825 97215 The sometimes indiscriminate designation of bike lanes that impede safe auto traffic.
- 826 97215 There is a clear role for regional planning for bicycle infrastructure. Like automobile thoroughfares, dedicated bicycle trails should be planned regionally. Please think of trails as more than a route between two points on a line. There is a need for a network of dedicated bicycle trails.
- 827 97215 Walking and biking are physically privileged, and every single human being is only temporarily able-bodied. Don't put more money into this area than is put into physical accessibility aids like ramps, elevators, wide corridors, easy to turn faucets, and braille or other aids for the visually impaired.
- 828 97215 Walking and cycling need to be integrated into the public transit system at as many points as possible because many of us use both on the same trip to get around.
- 829 97215 We need better traffic violation enforcement, for cyclists as well as vehicle drivers.
- 830 97215 We should have safer bike routes similar to Copenhagen.
- 831 97216 Building a real network to facilitate bicycle travel for all aspects of daily life - e.g., work, grocery shopping, school pickup. Building safer infrastructure (protected lanes, off-street paths). Current infrastructure was built on assumptions of low-traffic streets, which is not the current reality, and will be less so in the future as Portland population increases rapidly.
- 832 97216 In terms of the amount invested in biking, walking I'd like policy makers to remember that the majority of people do not bike and will never bike in their daily routines. So enough with the bike path funding and concentrate on walking.
- 833 97216 Most frequent areas of collisions/difficulties. I want us to a goal of zero fatalities...and I think we have to look at where these are happening and the circumstances to be able to develop solutions.
- 834 97216 Sure, but we already do this pretty well in general. Additional ADA accessibility and sidewalks in neighborhoods where there are none is still a needed improvement.
- 835 97216 Walking and biking places within 15-30 min makes sense. People need to get more exercise and we need to get cars off the roads.

- 836 97216 Where are the gaps? and take over 82nd from the state, put it on a diet, and make a permanent, transformative change.
- 837 97216 Where can we build non- auto transit ONLY. e.g. Sullivan's Gulch, where we can encase a bike transit corridor for a bike freeway. COMMUNICATION how to get information on biking safely to everyone. ENFORCEMENT of bikers who break the laws and ruin it for everyone.
- 838 97216 You cannot take away space for cars and give it to bikes. I've heard some scary ideas float about car free streets-in neighborhoods with drivers and cars that would have no where to go. Must be thoughtful.
- 839 97217 All modes considered and walk (sidewalks) and bike prioritized on all road construction/paving projects.
- 840 97217 Answered on the previous question. More bike/alt transportation route maps. Focus on improving unsafe intersections or helping route bikers around them. Riding on the shoulder of a road with 40-50mph traffic is scary; the draft from big trucks can knock you off-balance and rocks in the bike lane can trip you up, too. I live 6 bike miles from work and would say 90% of the route is ok. It's that other 10% (or even less) that makes me reluctant to do it.
- 841 97217 As a bike commuter, I would love to feel safer by having access to more protected bike lanes and cycle paths. Securing new, dedicated state funding for active transportation projects seems like a critical need.
- 842 97217 As is the case with transit, as long as automobiles are prioritized in the transportation system in terms of overall space and funding, other modes of transportation will tend to be less convenient and more poorly funded - driving needs to be made less convenient for short trips and daily activities.
- 843 97217 Balancing bikes and vehicles. Vehicles are not going to go away, so using common sense to make sure both are not vulnerable (looking at your turn lanes!).
- 844 97217 Bicycle infrastructure investments should be made on a large scale ASAP. Engineering for bicycle infrastructure should be given the same amount of care as for motor vehicle infrastructure. Connectivity in the bicycle transportation system should be a high priority.
- 845 97217 Bicycling in central Portland (between the Willamette River and 205) is poised for huge gains with a dedicated investments in protected bicycling facilities.
- 846 97217 Bike lane safety needs to be improved. Cars tend to swing over into the bike lane.
- 847 97217 Bike paths should be designated on streets that are not major car traffic corridors. Expand sidewalks and have bikes share walks with pedestrians instead of cars.
- 848 97217 Classes for bikers.
- 849 97217 Connecting neighbors to their neighborhood retail/commercial centers and their schools. Safe crossings for busy streets and safe ways to access businesses on arterials.
- 850 97217 Continuity of bikeways and paths throughout the region should be a top priority.
- 851 97217 Every 10 to 20 blocks there should be a safe North-South or East-West bikeway. It doesn't have to be exclusive to bikes, but it should have a marked, designated bike lane.

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- 852 97217 Focus on unsafe connections and gaps on existing routes. Create bikeways that families are comfortable using. Help outlying suburbs implement the innovative and creative solutions that Portland has pioneered. Places like Oregon City are 10-20 years behind Portland in infrastructure design and safety features. Consider adopting a level of service for bike and ped like we have for cars, rate the safety and comfort of pedestrian and bike transportation to make it more measurable.
- 853 97217 Funding.
- 854 97217 Getting started now vs later.
- 855 97217 How to make pedestrians and cyclists feel safe, how to make this type of travel efficient.
- 856 97217 I don't own a car, and it isn't even an inconvenience. If it becomes more convenient everyone will benefit.
- 857 97217 Infrastructure but also education. Separating bicycles and pedestrians from traffic. Routes and sidewalks in areas without any.
- 858 97217 Install separated facilities wherever possible. Sharrows on major roads and scary lane changes works for me but not most people. We need to make biking and walking super-safe to get the majority out of their cars.
- 859 97217 It seems that Portland focuses most of its investments on safe biking, when bicyclists are simply a very vocal minority. ALL of us must be pedestrians at some point or another, and those of us who take transit are well aware of a number of areas that are unsafe for pedestrians.
- 860 97217 Look at where you can feed two or three birds with one seed. For example; building a bike path along I-5 stretching from east waterfront to the Interstate Bridge along the shoulder of the I-5 freeway would make for a much faster and safer travel for commuters (much like the path along I-205). I-5 would get so much more use. Drivers on the freeway seeing bicyclist would be great promotion, especially while they sit in traffic. Posting signing and using a media campaign on the health benefits of bicycling during rush hour traffic would be a wise strategy. Having easy access points along the route into neighborhoods main streets would make it very appealing and accessible. LED solar lighting along the path and small amenities such as tire repair stations and covered paths would only entice more people to use this route.
- 861 97217 Making sure the homeless isn't hanging around the paths and making sure the paths are safe.
- 862 97217 More & better bike lane allocations, perhaps bike/walk bridges in hazardous areas.
- 863 97217 More bike infrastructure.
- 864 97217 Network continuity and connectivity. Non-motorized infrastructure that is separated from vehicular traffic (including parked cars and parking areas). A priority for projects to happen without being stymied by business concerns for auto parking.
- 865 97217 Off Road Connections where traffic (bike and people) can move Banfield/Greeley/RedElectric.
- 866 97217 People who bike and walk subsidize all the other transportation modes. How can we make it pay off financially for people to bike and walk?

- 867 97217 placement of resting features such as strategically sited benches and navigational signals for sight and hearing impaired.
- 868 97217 Please please please please please stop rolling over to automotive interests when deciding how to invest in active transportation projects. The last thing this city needs is more free parking. In fact, most streets with significant pedestrian and bicycle use would be much safer and more comfortable if car parking was removed entirely.
- 869 97217 Protected bike lines.
- 870 97217 Protecting bikes against motor vehicles and protecting pedestrians from bikers.
- 871 97217 Reducing car and pedestrian or car on bicycle accidents; creating divided lanes for cyclists, intersections that are safe without relying on car drivers to obey signs.
- 872 97217 Safe routes for school kids. I've read that about 1/3 of morning and afternoon traffic is due to parents driving kids to school. In our neighborhood, it is difficult for kids to ride to school, especially in the darker winter, due to a lack of safe bike and walking routes.
- 873 97217 Safe shared pedestrian and bike spaces (going over bridges).
- 874 97217 Safety.
- 875 97217 Setting up a system more like the Netherlands where there are bike lanes separated by a curb rather than a painted line, and setting up lights at intersections that let cars go, then bikes go, then pedestrians would help alleviate backups, which cause frustration and ultimately make travel by alternative means more dangerous.
- 876 97217 Start with the poorer areas of town first so that there are not pockets that no one can pass through safely.
- 877 97217 Take into account high traffic - both auto and bike - areas and reduce risk for bikers and walkers by creating reduced but more efficient paths for automotive traffic.
- 878 97217 Take more cars off the road to make room for cyclists and pedestrians.
- 879 97217 The efficient fast flow of motor vehicles, abundant and free parking, as well as a mass culture that is pro-car and anti-bike are the biggest impediments to increasing alternative mode share in Portland. As long as those conditions exist throwing money at bike lanes, crosswalks, and other infrastructure only increases the already troubling trend of dividing folks by their travel modes. Drivers are getting more aggressive and bike lash is increasing in Portland (from my 2 wheeled street level experience) i know that we are Americans and we think that every problem is solved by throwing money at it, but in my opinion a bigger picture perspective and conversation would be the most productive action at this juncture.
- 880 97217 The only way we will significantly raise the number of bike trips is to create more car-free bike paths and protected lanes.
- 881 97217 This is incredibly important if we are going to have any impact at all.
- 882 97217 This seemed to be wrapped into the description of the previous item. Bike, ped and transit need strong connections as people are multi modal.

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- 883 97217 This should be one of the highest priorities as bike paths are some of the cheapest investment and can have a high impact on personal and environmental health. Also, the more people you move out of cars and onto bikes will improve traffic for the remaining cars, trucks and buses.
- 884 97217 Walking is the more important factor. we have spent enough on bikes.
- 885 97217 We should make intersections smaller for pedestrian safety. Bump out corners prevent right hooks.
- 886 97217 When a bike lane disappears and then reappears, or does not cover the full stretch of a roadway it is very dangerous for bicyclists.
- 887 97217 When possible, separate truck, auto, biking and walking routes to provide safety for all.
- 888 97217 Where facilities and improvements have yet to be made, or are limited. ie eats of 82nd. The inner city has great infrastructure and yes some of it can be even better or more visionary, but how about some equity first? Make biking better and safer and more convenient in places where it is currently decidedly, not.
- 889 97218 82nd is supposedly a major North-South bike path? Outer Eastside provides plenty of industrial tax rev, so let's have some bike paths, sidewalks, and community-core development!
- 890 97218 Again ensure equity. Put more money into creating connectivity and sidewalks in outer eastside Portland.
- 891 97218 Again make sure areas of poverty have access to bike and walking paths.
- 892 97218 I'm too old to feel safe biking but I do walk when I can - to the post office (1.5 mi. rt), light shopping (2.2 mi. rt), the library (4 mi. rt). I don't have sidewalk down my side yard (120 x 4 feet) and I can't afford what it would cost to put one in. Lots of the streets in my area have no sidewalks but we also don't have heavy traffic. Bicycles on our streets are becoming downright dangerous. Tried to get off the Fremont Bridge past the new construction to turn right on Fremont lately? Scary, especially in the dark. Someone is gonna get killed on that stretch of road before it gets better. And no more turns on red because of bike boxes - wasting gas and time, especially when there are no bikes there.
- 893 97218 Many people are not able to bicycle, due to health or the need to present a formal appearance on the job. Because bicycles are less stable, they are dangerous to other vehicles. Driving carefully near bicycles slows traffic.
- 894 97218 Mixed on this. The \$\$ invested in bike lanes is silly, you just aren't going to get that many people willing to commute by bike. There's a finite number of them, and the investment exceeds them, IMO. Walking is great, more people should do it, but again, limited numbers will, even with encouragement. More sidewalks would be good.
- 895 97218 Mixing bicycle traffic with any other kind of traffic is not safe.

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- 896 97218 More education for bicycle riders how to coexist on streets with cars to counter act the current arrogance they seem to have about owning the right of way in all cases on city streets. Have the cities actively look for and take care of clearing problems along sidewalks that block line of sight and obstruct walking such as bushes, hedges, large grasses and low hanging trees. Better educate joggers about the dangers using the streets instead of sidewalks.
- 897 97218 MUP lanes are cool, but they need better lighting, preferably LEDs that are both wind and solar powered.
- 898 97218 Safer routes, more paths, more bike racks on buses. having some means of securing a bike when it has to be left at the stop because the bus rack is full. asking the driver to wait while the bike is locked up at the stop, i realize the drivers have schedules but i find the drivers unwilling to wait while i lock up the bike at the stop so i can still ride the bus.
- 899 97218 Working toward making Portland full of walkable communities. Let's try to keep our cars in the garage.
- 900 97219 • Ensure safe bike/other wheeled small transport lanes throughout the Portland Metro area. • Create a small transport citizens panel to provide evaluation and input when considering options. • Look at licensing cyclists. • Make bike route maps readily available online and in print. • Support a robust "yellow bike" share program. Create jobs for maintaining share bikes. Equip these bike with trackers to decrease theft. Incorporate bus routes with share bike terminals to encourage more bike usage in traffic-congested areas.
- 901 97219 1) Often bike paths just end leaving bikers suddenly in traffic on narrow roads In the city. 2) More sidewalks. Children in my neighborhood must walk quit far to and from school on a narrow and heavily used road. This very dangerous for all.
- 902 97219 Again, balance.
- 903 97219 Avoiding more impermeable surfaces (i.e., gravel or dirt paths rather than concrete sidewalks).
- 904 97219 Bike lanes on more major thoroughfares; make the lanes consistent (don't end a bike lane for 1 block, then continue it on the next block; better detection of bikes at traffic signals. I avoid cycling on thoroughfares with inconsistent bike lanes. They are not much better than no bike lane because frequently cars are forced to hit the brakes when a cyclist merges due to the bike lane ending.
- 905 97219 Bike lanes physically separated from the road.
- 906 97219 Bike riders crossing against lights. helmets, flashers. NO BLACK CLOTHES!
- 907 97219 Biker and pedestrian safety is important.
- 908 97219 Bikes and pedestrians need room. Senior walkers can be very intimidated by bikes, skateboards, etc. Leave enough comfortable space for all users!
- 909 97219 Bikes should be licensed, too, and help pay for the maintenance of the bike lanes.
- 910 97219 Biking and walking paths. Proper sidewalks.
- 911 97219 Consider developing paths/trails that can be used by both bikers and walkers so that 2 separate systems are not created. (Cost should be less for one system compared to two systems).

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- 912 97219 Consider that more families are biking and that there needs to be safer lanes for children to ride in. also, the SW area of Portland (Burlingame, Sunset, Gardenhome, Beaverton Hillsdale Highway) are all in need of improvement in the biking/walking safety.
- 913 97219 Continuous safe passage -- gaps without bike lanes, for instance, are dangerous. (I just got hit and run in one of those gaps.)
- 914 97219 Current and potential use, with the highest consideration given to safety concerns.
- 915 97219 Density.
- 916 97219 Develop biking corridors off of main arteries to allow safe biking routes and not interrupt vehicle flow.
- 917 97219 Develop more off-street walking & biking paths.
- 918 97219 Don't overspend on biking infrastructure. Use striping and signaling. We can't afford nor need separated bike facilities.
- 919 97219 Ensure that bike paths are contiguous.
- 920 97219 Existing regulations regarding liability discourage homeowners from supporting neighborhood sidewalks. In Multnomah Village all we have are muddy gravel shoulders to potholed roads, not good for walking *or* biking. Consider using regulations to incentivize creation of sidewalks, not to create more obstacles.
- 921 97219 Find diverse, reliable funding streams to support build out. Prioritize projects that reprioritize roadway. We already have a ton of pavement - let's just allocate it differently. Storing cars should be a low priority compared to moving people by bike or foot. In places with ample roadway (and parking) but without sidewalks, could we add a pedestrian lane? Much like a bike lane, but for peds? We've already paid for the pavement, let's not add more if there's roadway being underutilized.
- 922 97219 Focus on underserved areas; areas of high impact. For example, I would love to ride my bike to work, but feel unsafe riding Barbur Blvd.
- 923 97219 Focus on walking safety, bicycles create risk for walkers as does auto traffic.
- 924 97219 Focus primarily on critical gaps currently existing. The infrastructure today is quite extensive.
- 925 97219 For the longest time sidewalks were optional in the city of Portland, i.e. with new development, they were at the discretion of the Transportation Engineer....as a result we have lots of gaps in our sidewalks. I'd rather more money was spent on sidewalks which can be used by everyone.....bicycle facilities can only used by a small population.
- 926 97219 Germany-style slow speed limits and switch backs in residential areas. 100% sidewalks by 2020!
- 927 97219 I am particularly interested in increased safety along SW Taylor's Ferry Rd in SW Portland.
- 928 97219 I know a lot of thought has gone into this by BTA, Portland etc but it has to be done all the way to really work.
- 929 97219 I see the need for more bike lanes but not always at the expense of car traffic. I think we need dedicated and separated bike and vehicular routes. More bike rule enforcement would also be helpful.
- 930 97219 I would do more errands without my car if we had more safe sidewalks.

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- 931 97219 Impact of hard surface on stormwater in constrained areas requires real solutions.
- 932 97219 Including bike options that are completely separated from cars.
- 933 97219 It's still unbelievable to me how many miles of unbuilt sidewalks Portland has. And then City Hall wonders about how to prevent pedestrian deaths. We need more sidewalks, NOT bike lanes, by the way. There are already plenty of those, and they don't contribute to a roadway's overall safety either.
- 934 97219 Keeping bikes and autos safely separated from each other.
- 935 97219 Low cost shoulder widening instead of sidewalk creation.
- 936 97219 Make sure to include all of portland, not just the east side.
- 937 97219 Making the investments as equitable as possible throughout the region as the more dense communities tend to receive the most infrastructure investments. However, Portland residents should not be required to subsidize other areas as they do for many services.
- 938 97219 More concerned with safe walking options, not everyone can bike.
- 939 97219 More serious traffic enforcement by police.
- 940 97219 More sidewalks in SW Portland. I live in the Arnold Creek neighborhood and you can even walk between the middle school and the elementary school. Also, walking to transit center (Barbur) is unsafe because the sidewalks are not consistent. I would walk but it is too scary with narrow lanes and no sidewalks. We call it "the gauntlet" because if you walk it you take your life in your hands.
- 941 97219 More sidewalks mean EVERYWHERE - not just the Pearl District or SE/NE Portland.
- 942 97219 Most used walkways. Utilizing affordable and smart solutions.
- 943 97219 My priority is sidewalks -- people need to walk more for health and continued mobility into old age.
- 944 97219 Not practical in much of the west side for most casual or elderly bikers.
- 945 97219 Pedestrian separation from Bike Lanes.
- 946 97219 People won't do something unless it benefits them, doesn't cost money, and is instantly available.
- 947 97219 Perhaps with the increased biking population, peds and bikers should be segregated?
- 948 97219 Possibly making a few streets "bikes only."
- 949 97219 Provide as many sidewalks as possible, specifically in Southwest Portland.
- 950 97219 Public input and low cost alternatives to costly infrastructure.
- 951 97219 Public safety for one. There are few sidewalks in the SW area away from downtown Portland. Bike paths are getting better, but there is room for improvement. Here again, PR plays a big roll in changing the minds of those who are resistant to change and rather contribute to the traffic problems. Consideration should be given to how to invest without raising taxes for property owners which are already too high. Tax developers and those that contribute to the congestion.
- 952 97219 Recognition that it is still a small o proportion of transportation. Focus on maintaining what we've got. Paving,, etc.

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- 953 97219 Safe connections to transit. More widespread use of crosswalks with RFBs. More bus shelters.
- 954 97219 Safe routes to schools should be prioritized.
- 955 97219 Safety day and night for bikes and peds is challenging and key to getting the most out of these alternatives -- for people as well as for the climate goals.
- 956 97219 Safety. Road and sidewalk maintenance. Requiring and enforcing that neighborhood plantings along sidewalks do not impede pedestrians from walking two abreast.
- 957 97219 See my previous comment.
- 958 97219 Separate protected lanes for bicycles and for pedestrians like the layouts in the Netherlands and in Germany.
- 959 97219 Separated bikeways as in Europe.
- 960 97219 Side walks - Vermont finally is getting sidewalks and Multnomah blvd but they stopped at the SW community center - so I have to walk down a busy street with no side walks to get anywhere.
- 961 97219 Sidewalks. Safe crossing of major streets/highways when using TriMet. Increase bike lanes all the way in main arterials into town(Barbur, Hwy 43/Macadam, Bvrtn-Hillsdale.
- 962 97219 Some areas such as the SW that were developed only with the car in mind need a comprehensive approach including adding infrastructure but possibly zone changes to improve density near transit plus bikeable areas.
- 963 97219 Some parts of the region are very deficient in this infrastructure and it forces residents to drive. Invest in places where the investment is likely to lead to people walking and biking for transportation (not exercise or recreation) instead of driving. Near or to centers and corridors, better access to transit, better access to key destinations, separated bike paths on busy streets where there is little connectivity, build sidewalks on busy corridors.
- 964 97219 SW Portland needs more sidewalks in residential areas. If it were safer to bike down Barbur, I would bike to work.
- 965 97219 The bike priorities on small, quiet streets is nice, but what about barbur and capital hwy for being pedestrian friendly. it is too dangerous to even consider biking downtown.
- 966 97219 The biking encouraged in Portland is not the safest. Skinny tires with very small contact on the road surface and cyclists not obeying road rules are inherently unsafe.
- 967 97219 The safety of bikers and walkers. Bike lanes and sidewalks/trails should not be next to major roads where air pollution levels are high.
- 968 97219 The transportation budgets need to move away from the old model of adding car lanes and instead bring existing streets to a level that they are safe enough for riding a bike. The public needs education about the long-term cost of adding lanes and that they aren't a solution to reducing congestion. This education needs to be part of planning and community outreach. It's good to explain why something that may seem like a good idea isn't.

- 969 97219 There are really dangerous areas on the south side that people on bikes tend to frequent simply because there really are no nearby options. Barbur Blvd and the Ross Island Bridge and Powell especially.
- 970 97219 This should be priority #1.
- 971 97219 Walking should not be an afterthought in these policy discussions. Often the last thing to go into a neighborhood (espec in SW PDX) is a sidewalk.
- 972 97219 Walking yes, bikes no They already think they own the roads.
- 973 97219 We have GOT to stop designing Portland for CARS! This is totally 1950s thinking. Go to ANY city in Europe to see the beautiful *people*-friendly cities. They have ZERO surface parking lots--and very few cars visible anywhere in their downtown cores. Cities are about PEOPLE--not cars!! If you want to see failed experiments in which cars dominate, go to "downtown" Beaverton (if you can find it!) and the unbelievably awful south downtown couplet in Salem. It's 100% about the car in those places, and the results are catastrophically bad streets in which people just drive right *through* town without ever stopping. City officials haven't given people any reason TO stop, other than to look for parking--which accounts for 35% of traffic congestion downtown, by the way.
- 974 97219 Where sidewalks and bike lanes are more needed and most used by both parties.
- 975 97219 Whether or not presently built neighborhoods and communities have "Complete Streets" and if they do not then prioritize the implementation of this policy to invest there first before making investments within areas that already have a completed network of complete streets. A measurable baseline should be established by each jurisdiction such that we can begin to know if we are making progress in addressing the implementation of "Complete Streets", use of GIS tools could help greatly if keeping track of progress (e.g. linear miles of improvement made).
- 976 97219 While it is admirable to add sidewalks, particularly in places that had numerous hit and runs with pedestrians, feeling safe enough to walk using them is just as critical. Parks, less frequented trails need some kind of policing so people feel safe to to use them.
- 977 97220 1. Do not eliminated on-street parking. 2. Consider areas east of 82nd. 3. Look at the demographics prior to implementing. 4. Get community feedback prior to implementing/investment.
- 978 97220 Again, the outer areas of the city suffer greatly in this area. Many of our neighborhoods have no sidewalks or bike paths.
- 979 97220 Any new housing developments should be connected to bike paths and bike routes to most traveled areas. See Davis, CA for ideas on this. All neighborhoods need safe sidewalks and paths. Bike lanes or paths need to be wide enough with plenty of separation from traffic--same with walking paths--maybe even barriers.
- 980 97220 Bicycles should have larger, stronger lights, front an back. People need to wear lighter colored clotjhing in the dark and/or wear reflecting tapes on clothing.

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- 981 97220 Bike transport should be separated, not combined, with automobiles. Bicycles should make a significant financial contribution to the facilities dedicated to them.
- 982 97220 Bikers should be licensed like drivers ike routes should be separated from heavy car routes and protected by lights and stop signs, just like car routes.
- 983 97220 Commuter safety, what routes make the most sense (bikes for example) that provide the safest route (least amount of car traffic) to ensure highest possible safety. continued public education on driving near / next to bike lanes, promoting use, involving neighborhood associations, schools, etc.
- 984 97220 Demographics - will that neighborhood/area use. In other words, frequency of use - will be a good investment.
- 985 97220 Do NOT put bicycle lanes between parked cars and the sidewalk - as this only creates confusion for drivers. If you are serious about separating cars and bicycles, create designated "bicycle only" lanes. Enforce traffic laws and encourage good behavior by drivers, bicyclists, and pedestrians - i.e. ticket those who are not following the rules, provide education on "how to be a good commuter."
- 986 97220 I was on a walking tour of a portion of SW trails just today and its an amazing system that has cost very little to create. I'm interested in recreating it in East Portland and getting more outside the box thinking would really help. I'd like to see more consideration for non standard sidewalks because we would all be bankrupt of we paved every street and created every sidewalk so lets be more open minded.
- 987 97220 Making more sidewalks and bicycle paths is my topic priority. Not only is it the most cost efficient, it also promotes health, community, and has the least environmental impact. My neighborhood has some of the worst air quality in the city and also the worse walking and biking opportunities. Therefore people choose to use their cars for their own personal safety.
- 988 97220 More safety signals, lowered speed limits and updated infrastructure like curb cuts, dividers, rotaries and other traffic calming features. Bike lanes and sharrows can only help so much. Slowing traffic is the root. Solve the moat dangerous not the most vulnerable.
- 989 97220 Please consider the future increases in foot and bike traffic! Driving single-occupant vehicles will be unaffordable for many who currently transport themselves in this manner. The trains and buses are already overcrowded.
- 990 97220 Require developers to include food and other shopping within the new communities. Don't force people to drive everywhere.
- 991 97220 Shuting off to streats to traffic, better lighting, cracking down on drivers who ignore predestrians.
- 992 97220 Sidewalks are a necessity. I would like to see more streets with 'bike route' painted on the side streets, east of 82nd av.
- 993 97220 Sidewalks are important as well as making sure all the streets are paved. This provides a major impediment to walking and biking safely with all the unpaved and no sidewalk areas in the less affluent parts of town.

- 994 97220 The fact that cars kill us all and should be banned where ever humans are.
- 995 97220 The same issues as I previously addressed, mostly those of cost and even and fair taxation. I am VERY concerned about the rash of pedestrian and bicycle accidents in metro Portland and, as a resident of East County, am concerned about the lack of safe crosswalks and other safe pedestrian thoroughfares in East County.
- 996 97220 What part of town most people walk in and invest more heavily there. More sidewalks are definately needed in east portland as there are few and not all of the streets are paved either.
- 997 97220 When I go out in my power scooter, I use the bike path because the sidewalks slope from driveways and trees' roots make the sidewalks bumpy. However, I do not feel safe riding my scooter in the bike paths.
- 998 97221 Ask SW PDX residents where they want sidewalks.
- 999 97221 Correcting existing walking hazards.
- 1000 97221 First: connectivity. There are currently many places where relatively short unsafe segments discourage people from using bikes or walking. For example, the difficulty crossing Beaverton-Hillsdale Highway (particularly in Raleigh Hills) scares away many people who live within a mile of shopping, schools, parks and other destinations. Second: Consider the infrastructure savings of trips shifted from personal motor vehicles to biking or walking Third: Consider the health effects and health care costs of transportation modes; i.e. motor vehicle use increases rates of asthma and other respiratory ailments and is strongly associated with obesity.
- 1001 97221 Following routes that people will actually use. Safe routes to schools for kids should be essential, and separated bike lanes from traffic, as well. Cycling and trucking should be separated, as well.
- 1002 97221 How to implement it quickly and efficiently as possible.
- 1003 97221 If there were more safe sidewalks, especially in SW Portland, you would alleviate quite a bit of traffic since kids could walk to SW schools SAFELY. Dedicated bike paths are much better than sharing narrow, busy roads in SW Portland.
- 1004 97221 Investment in bicycling has proven to give the most bang for the buck. Much cheaper than transit and, of course, auto travel. For example, the Milwaukie LRT line will cost around \$1.5 billion plus operation cost for around 30,000 riders per day. For a fraction of this cost, the city of Portland has seen more trips accommodated by bike for a fraction of this investment.
- 1005 97221 Only if 100% information on costs to homeowners (ie taxes, special assessments) and impact to ALL the neighborhoods that would be affected. And allowing testimony by those parties. Lately it seems that about 15% is heard more and catered to than the 85% who oppose such plans.
- 1006 97221 There's been a great emphasis on biking connections, but it's time to focus on improving walking connections, especially along corridors like SW Barbur and SW Beaverton-Hillsdale.

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- 1007 97221 Use simple paved asphalt paths to create lots of walkways quickly. The concrete curb-n-gutter approach will be rejected by homeowners who view it as an unfair cost to them just to serve their neighbors, who seem to receive the benefit without the expense. Sidewalks, especially in southwest PtId, have typically been spot installs, that penalize a small group of nearby residents, but often don't connect to a continuous pathway for real use - so a few neighbors pay for unused, disconnected pieces of concrete and no one benefits. Don't regale us with your rhetoric about making the city better, and then fail to build a coordinated system. If you won't start at business centers and build complete sidewalks/paths/trails outwards in continuous, connected arteries, then do NOTHING!
- 1008 97222 Biking and walking areas can balance between recreation and transportation functions.
- 1009 97222 Completion of sidewalks and paths that will fill current gaps.
- 1010 97222 Connections between significant places; e.g. schools, jobs, shopping, parks, etc. and between transit routes.
- 1011 97222 Cost to individual households, targeting low income areas and increasing human powered traffic to grocery stores, parks..including thinking about the ' social determinants of health."
- 1012 97222 Emphasize walking first biking second.
- 1013 97222 Improve feeders from suburbs to multi-use bike paths and transit stops.
- 1014 97222 Only if bike paths are built that are separate from autos.
- 1015 97222 Pretty please put sidewalks along Oatfield Road! Wait, is this only for Multnomah County? Dang, pass the word along then, please.
- 1016 97222 Prioritizing walkable neighborhoods includes zoning changes for mixed-use, quality density. Make sure to provide the private market with tools to make this happen.
- 1017 97222 Providing light and security along bike and pedestrian paths at night.
- 1018 97222 Safety for cycling and walking needs to be much better, and traffic laws need to be enforced.
- 1019 97222 Should have a barrier for safety.
- 1020 97222 Sidewalks are a real issue in many unincorporated areas and areas in East Multnomah County. Cities and counties need to look at systematic ways to make sidewalk and road improvements that include bike lanes.
- 1021 97222 This is so important! There are lots of roads near where I live that I don't feel comfortable walking my dog or taking my kiddo for a walk because there is little to no shoulder, let a lone a path/sidewalk.
- 1022 97222 This needs to be a major priority, the costs of these investments are small compared to the payback in health and reduced carbon footprint. We've been fully funding hwys and streets for a century now, it's time to catch up on the infrastructure for active transportation.
- 1023 97222 Yes but only after suitable investment has been made to improve our roads.
- 1024 97223 Adding walking and bike paths where appropriate. Adding sidewalks to roads lacking sidewalks. Creating walking routes that aren't up against a busy highway.
- 1025 97223 Commuter routes should have priority. Build off main roads where possible.

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- 1026 97223 Cost and benefit!
- 1027 97223 Destinations that people are riding to, and filling gaps in the bike lane and multi-use path systems. connecting the "orphan bike lanes" and "bike lanes to nowhere" would be a good start.
- 1028 97223 How to do it without screwing up the flow of normal traffic. In other words, DO NOT sacrifice traffic lanes to enhance biking and walking.
- 1029 97223 I believe that biking and walking are LOCAL decisions made by CITIES - not regional priorities by Metro. Metro needs to focus on regional transport - highways and transit, not local needs.
- 1030 97223 I believe that biking and walking are local issues that need to be addressed by the cities individually, not by Metro as a whole. Why should one city, for example, Gresham, be able to take regional funding from, say, Hillsboro, for walking paths, that are clearly not regional modes of transport? Metro needs to focus on regional solutions, and cities focus on local solutions. So I do support the investment, but I support it where it's accountable to my locally elected city councils - not a disinterested Metro board that favors pet projects and special interests, not the needs of our communities.
- 1031 97223 If the density of a neighborhood increases with development, the safety of walking and biking needs to be invested in - preferably by the developers. Also, please look into using right of ways to connect walking paths (for example, creating a safe path from Metzger to Garden Home to Multnomah Village.
- 1032 97223 In this order: cost of implenting policy, needs of community.
- 1033 97223 Keep bike-ped routes off of major freight routes if possible. A parallel route that is not in the path of heavy traffic is going to be safer. Making sure the trail systems connect to employment, school and recreation destinations.
- 1034 97223 Lighting of walkways, safer means of pedestrian crossing, establish rules for bikes such as right-of-way and road-to-sidewalk transition rules.
- 1035 97223 Linking and extending current routes, so people can get farther away without having to resort to cars.
- 1036 97223 Look at the major housing areas and connect neighborhoods to major thoroughfares so we can bike and walk in bike lanes and sidewalks. There are so many cars that do not know how to share the road with bicyclist unless there is a marked bike lane or sidewalk for pedestrians.
- 1037 97223 More and safer bike lanes, better lighting, improve roadways/bike lanes.
- 1038 97223 My walking is limited by pain and I always need to call for a pick up somewhere along the way.
- 1039 97223 Need education campaign for drivers on how to share the road.
- 1040 97223 Not so much fun to bike in the rain. I support safe bike routes, but don't see it becoming much more popular.
- 1041 97223 Not wasting money. Safe biking and pedestrian facilities don't have to be expensive, they have to be useful and logical.
- 1042 97223 Prioritize safe routes to schools.

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- 1043 97223 Providing reasonable facilities for bicyclists and pedestrians that compliment motor transportation facilities, and that do not negatively impact maintenance funding for roads.
- 1044 97223 Safety, cost, environment, local need.
- 1045 97223 Safety: In Washington County, there are many areas with non- continuous sidewalks because it is suburbia. What will help significantly is more street lighting, especially on Hall Blvd and Greenburg Rd., areas served by buses. Biking: I have noticed, as a cyclist from inner Portland, is there are not a lot of safety materials for bikers. Cyclists in the area do not think about helmets, rear and headlights. There are many busy intersections (i.e. Durham and Upper Boones Ferry, and Hall and Oleson Rd.) where motorists do not yield to cyclists and pedestrians when turning right. Installing visible signs and getting buy-in by Tigard/Tualatin police, would increase safety for both cyclists AND pedestrians.
- 1046 97223 Sidewalks and streets wide enough to safely bike on are lacking in many parts of the metro area.
- 1047 97223 Study the policies of Zurich.
- 1048 97223 Suburban communities need more ped/bike worthy destinations higher road speeds (seen in suburban areas) require protected pathways.
- 1049 97223 The area that would benefit from this, close in to PDX.
- 1050 97223 The safety and accessibility of walking is essential. Biking somewhat less so. In either case both must be considered along with vehicle commuting - for good or ill it is the main form of transportation - for now. Critical - keep needs of seniors and disabled in mind. And some bike riders are very aggressive - that must be considered in planning.
- 1051 97223 This needs to be a city level process - NOT a regional process. How many of us walk or bike from one city to the next, on a routine basis? Very few. It is not a regional mode of transport. Metro needs to focus on the regional - things that affect multiple cities, that affect multiple counties. The cities are the right organization to plan for cycling and pedestrian needs - NOT Metro.
- 1052 97223 Too many of our neighborhoods here in Garden Home don't have sidewalks, so walking means walking in the street.
- 1053 97223 We need to create more walkable and bike-able communities. There are so many communities where people cannot walk or bike safely to their local store. We should promote this method of everyday travel to reduce vehicular traffic, promote social interaction and environment interaction.
- 1054 97223 We should emphasize developing our local stormwater courses and channels with bike/pedestrian paths and connect them to the existing facilities like Fanno Creek and others.
- 1055 97223 Where highest accident risks are currently AND linkage betweenbike/ped lanes/sidewalks.
- 1056 97224 Biking and walking are healthy ways to get around or to get exercise so I support making it safe and convenient to do so. But I am not going to bicycle home from a dinner out on a dark and rainy night (the norm in Portland for most of the year) so I still need safe and efficient roads.

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- 1057 97224 Build more sidewalks in the SW area. Too many suburban neighborhoods are unsafe for kids and older folk. And get rid of those open deep ditches on narrow two-lane roads. Many times there are no sidewalks so any walking must be done in the road with traffic.
- 1058 97224 Designating family friendly routes specifically tailored to keep kids off of busy roads.
- 1059 97224 Filling gaps in sidewalks and trails.
- 1060 97224 I would support a slight increase from current funding levels Small 'missing link' projects seem most efficient.
- 1061 97224 Incorporate green stormwater management into sidewalks and bicycle paths. Include offstreet bicycle routes for commuters.
- 1062 97224 Making safe connections between existing routes.
- 1063 97224 Provide overpasses and underpasses to provide convenient walking and biking.
- 1064 97224 Providing sidewalks where there are none currently.
- 1065 97224 Safety of children walking and biking to school should be the top priority. Do not reduce auto lanes.
- 1066 97224 The weather should be considered. Also frequency of use. Frequently used paths should be maintained much better. Paths to nowhere should be avoided.
- 1067 97224 There are areas where biking and walking are not safe options. All major roads should have an area where it is safe for bikes to travel. All major roads should have sidewalks for pedestrians.
- 1068 97224 We need more road improvement first.
- 1069 97225 Again start with the area most neglected due to income earned.
- 1070 97225 Again, the order of magnitude is the question. We need to be realistic about biking. Our weather is not conducive for biking (except for the few hard core riders - it's doubtful we'll ever have 20%+ year-round bike share commuters) and we have hills that are impediments (contrast the Netherlands, which is flat).
- 1071 97225 As sort of an add-on to the previous policy, people need safe access to public transit in order to use it. This will also help with mobility, keeping people working and healthy.
- 1072 97225 Bikers help move folks However they ignore traffic signs and expect cars to watch for them. So many bikers run red lights and stop signs that it is almost hard to sympathize with them. I would prefer that some effort be put to both these but transit, bus and light rail, need more resources than either of these.
- 1073 97225 Close the gaps in the walking/biking paths! for example, the hwy 26/cedar hills underpass is completely pedestrian-hostile! AND it was recently redesigned and built(!?!?) there are sidewalks and walk/wait signals on both sides, but no safe way to walk under that bridge.
- 1074 97225 Driver education regarding non-auto road usage will help improve safety. Bicyclers need similar education.
- 1075 97225 Environmental and health factors.

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- 1076 97225 Having a sidewalk or bike lane just end is not just annoying, it can be very unsafe. Sometimes, if no pedestrians, I will ride on the sidewalk. If walkers are there, then I get off and walk but it's slower going, obviously. Long distances between crosswalks encourage people to cross where it isn't safe, without lights, and very dangerous. Newly-built crosswalks now are so nice!
- 1077 97225 I am not a great fan of biking. They do not follow the rules, i.e. run stop lights and stop signs whenever they want as one example. Unless there is clear room for them, it is dangerous and drivers do not like them.
- 1078 97225 I love to walk on errands. but the rebuilt cedar hills/hwy 26 intersection is insanelly pedestrian hostile! make sure that significant areas are connected -- give concentrations of people someplace worth going to.
- 1079 97225 I moved to Portland precisely because I wouldn't need to use a car to get anywhere. Prioritize bike riders by building protected, separated bike lanes. Close streets like Mississippi Avenue to all car traffic - make it just for pedestrians. This would hugely improve the revenues of the businesses on that street and make Portland a world class city. We need to create more neighborhood greenways and car-free streets!!!
- 1080 97225 If biking and walking improvements are made, something should be done about the few bikers and walkers that don't obey traffic rules. I see this in NW Pearl area the most. East-side seems better.
- 1081 97225 Improve bike lanes and connections to bike paths Corner of 174th & Bronson is a current poblem.
- 1082 97225 Incorporate planting of trees, shrubs and flowers.
- 1083 97225 Increased safety for bikes.
- 1084 97225 It's often difficult for cars the share the road with walkers and bikers. At times, it is just plain dangerous for those not in cars.
- 1085 97225 Lights and crosswalks. Have law enforcement make it a priority to pull over drivers who violate ORS 811.005-811.065.
- 1086 97225 make walking a priority, not cars & driving.
- 1087 97225 Make walkways pleasant and safe for women.
- 1088 97225 More sidewalks would help.
- 1089 97225 Need to look at safety and convenience cases separately. A sidewalk to protect peds in an unsidewalked suburban area should be given higher priority than finding a bike lane for convenience.
- 1090 97225 Physical separation of bicycles and automobiles or don't make more bike "lanes".

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- 1091 97225 Please work to separate bike and pedestrian traffic from auto traffic, especially in downtown Portland. I am strictly a motorist, never a bicyclist, and I drive in fear of injuring someone on a bicycle. I can never tell if they are going to stop at a stop sign or traffic signal. Or weave between cars moving on the streets of downtown Portland. Or speed up beside me on my right side even after I have signaled a right hand turn well in advance and moved over to the right side of the lane to indicate my intention to turn. I have experienced all of these situations in the past three months while driving in downtown Portland. I don't want to be involved in an accident, but I honestly can't tell what the rules are. Give the bikes a separated lane, like on SW Broadway in front of PSU, on more streets in downtown.
- 1092 97225 Safe places to bike and walk; useful transit for biking and walking; away from car etc traffic as much as possible; incentivize; easy, affordable ways to combine with transit.
- 1093 97225 Safe walking is a huge issue where I live in Washington County. I'm in an unincorporated area and live on a main thoroughfare (Butner Road) that sees heavy traffic daily from diverted travelers from Murray and Cedar Hills. We were supposed to have sidewalks put in, but now they say there is no money. I would like to at least have calming bumps. It is not safe to walk down our street to Commonwealth Lake which many people do, even with strollers and kids! Scares me!
- 1094 97225 SAFETY FIRST. Need a lot more safe sidewalks and bike lanes.
- 1095 97225 Safety for everyone.
- 1096 97225 Safety, particularly in locations where active and automotive routes intersect.
- 1097 97225 See previous answer.
- 1098 97225 -Social equity analysis of impacts and benefits -Opportunities to increase share of active transportation compared to traditional motor vehicles -Connectivity of different modes and between active transportation and transit -Opportunities to integrate active transportation infrastructure into communities in a manner that make their use an attractive and convenient part of daily life -Opportunities to address climate and GHG reduction goals -Refocus funding incentives away from metrics such as the increasing number of miles traveled and toward more sustainable measures such as trip quality, enjoyment, and efficiency.
- 1099 97225 Take money away from fossil fuel driven vehicles and use this money for bike and pedestrian services.
- 1100 97225 The existence of sidewalks and bike paths needs to be considered. In my area, there are portions of streets that have no sidewalks. People would walk more if they didn't have to walk in the road.
- 1101 97225 The lack of continuous sidewalks in our communities is pitiful and ridiculous.
- 1102 97225 Walkways should be SAFE, so individuals [women, youths] feel free to use them, and somewhat shielded from high speed [over 30 mph] cars/trucks. Walking next to large, fast vehicles is loud and spooky, especially when there is no curb, and you know a car could just swerve and get you. And rocks get kicked up too. I think if lanes were made on wide paths, they could be shared by bikers and walkers.

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- 1103 97227 Again, please prioritize areas that serve lower-income and working class people, further away from the main city core. Safe walking and biking make a community more liveable and there are so many people who deserve that same benefit who have been pushed further out but still have unpaved roads/no sidewalks/lack of crosswalks and facilities, etc. I appreciate every improvement I see around the area but the distribution feels unequitable to the population.
- 1104 97227 Create simple, direct and CONNECTED bike routes that go where people want to go. Too many of our bike routes are convoluted and disconnected.
- 1105 97227 I would prioritize increasing access to bus lines and other public transit above this. It is important, but the people who spend the most to get to work as a percentage of their incomes are low income Oregonians often working multiple jobs. They need better access to buses and mass transit before bike lanes. Providing sidewalks in east Portland is also a priority.
- 1106 97227 Many of our bike routes lack connectivity, or have inadequate pieces that prevent safe travel. Focus simple, direct, well-connected bike routes. Include routes to and for recreation (to Forest Park, Sauvie Island, the Gorge, the Coast, etc).
- 1107 97227 Need this beyond just the urban core. View through an Environmental Justice lens.
- 1108 97227 Wide and flat sidewalks.
- 1109 97229 Bikes do NOT make it safe for walking because they tend to speed using expensive bikes for that purpose so walkers and bikes need to be SEPARATE (ditto for horses if you ever consider throwing them in the mix - example Stub Stewart State Park).
- 1110 97229 Biking should not be at the expense of motor vehicles. Don't steal lanes or parking to support what is a phantom population of bikers. See unused bike lane on SW Stark street as an example. Complete waste of money and creates auto congestion. We need safer sidewalks for pedestrians.
- 1111 97229 Build continuous paths and sidewalks.
- 1112 97229 Concentrate more on walking...add sidewalks. Don't reduce roads for bikes, especially highly traveled roads. Design/invest in an as flat as possible bike route from the west side downtown.
- 1113 97229 Connecting destinations with safe routes.

- 1114 97229 Continue to make sure drivers are aware of presence of bikers and walkers where paths cross streets, especially when it's not at a marked corner or intersection. Really like the new double red lights on Hall Blvd where the powerlines path crosses Hall between SW Greenway Rd and the railroad tracks. Also the new, low-mounted, rectangular, orange flashing lights on SW West Union Road near 185th, and along that section where NW Bethany Blvd changes name to NW Kaiser Rd. They make it easier for cars to be alert for bikes and walkers. Drivers need to learn to adjust their speed and attention to make both bikers and walkers safer. This is the one reason I won't ride my bike here -- drivers are either totally ignorant or wilfully rude where most pedestrians and bike riders need to share space. As a driver, I REALLY try to always pay attention to spots where someone else needs to use the pavement!!
- 1115 97229 Developing processes that minimize competition for space.
- 1116 97229 Don't even know where to start on this one. My experience is in Washington County and some in City of Portland. Many routes are narrow roads with very high traffic volumes making biking a difficult alternative. Often streets with bike lanes also carry the most traffic - prefer to have bike routes with much less traffic. Much work to do here in the region.
- 1117 97229 Encourage riding by middle-aged and older riders by providing incentives and/or special facilities when appropriate - consider Amsterdam as a model.
- 1118 97229 Enforcement of the rules of the road for bicyclists, walkers, and drivers. Drivers would be more friendly to cyclists and walkers if they were held to the same standards, had to know the rules and would receive consequences when they don't adhere to them.
- 1119 97229 Focus on sidewalks, not bike lanes. Especially connect neighborhoods surrounding schools to the schools with safe walking paths... and then make the poor dears walk 1/2 mile to 1 mile instead of expensive, polluting bus service.
- 1120 97229 Funding must not be regressive.
- 1121 97229 Getting people out of cars and being safe doing it should be a human right and will help fight obesity as a benefit.
- 1122 97229 Heck yeah more biking and / or smarter biking. There also needs to be a bike lane going over the hill. In CO they put a bike lane on climbs and let down hill bikes take the lane. This would make a lot on sense on Cornell.
- 1123 97229 Keep investment balanced with all transportation alternatives.
- 1124 97229 Make car and truck movement a priority.
- 1125 97229 Make safe bicycle routes that have physical barriers from traffic, not just painted lines. The kicker is that these bike-ways must also be in areas where people want to go/get to. Putting "scenic bikeways" that go way out of the way people are going makes little sense.

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- 1126 97229 Making these activities safer and more convenient does not require gold plated 12 foot wide walking paths and vehicle sized bike lanes. Bikes only need wider or separate lanes if the adjacent traffic travels greater than 45 mph.
- 1127 97229 Need more convenient alternatives to single occupancy vehicles. Need reduction in transportation volume, and need to reduce greenhouse gases, and need to make folks fitter.
- 1128 97229 No more bike paths on roads that are not suited for it. Focus on off-street bike paths, ped connections. Ensure that all new dev't takes access to transit into consideration.
- 1129 97229 Not always taking away from car routes (i.e., removing lanes on busy streets).
- 1130 97229 Not at the expense of better roads for cars.
- 1131 97229 Not making auto travel more difficult - use flashing cross lights instead of full stop lights, or give the person crossing two options (bike/walk or fast/slow) - it doesn't take cyclists, runners or most walkers more than 5-10 seconds to cross, but the lights stay on for 30 seconds or more - very frustrating.
- 1132 97229 Only once we have full access to mass transit and our roads are repaired.
- 1133 97229 Pathways and pedestrian signal flashers have helped in my neighborhood to access Bethany Village for the library, Walgreens, QFC, dentist and doctor via bike and walking.
- 1134 97229 Pathways between neighborhoods even if gated would be a start. Sidewalks, and trails to schools would also be helpful though I know this is taking place in some places.
- 1135 97229 Pay for the land taken from homeowners and businesses to make new trails and bike paths. DO NOT assume that the land will be donated or taken for below market cost.
- 1136 97229 Reducing car traffic; reducing environmental pollution; reducing car traffic congestion; addressing climate change.
- 1137 97229 Relatively low priority. I envision walking as primarily a recreational use. Biking is at least 50% recreational, a lower priority than transportation to work.
- 1138 97229 See previous response where some of this is covered in the comments section.
- 1139 97229 Separate bike and walking paths.
- 1140 97229 Sidewalks are a must on routes to schools and/or school buses.
- 1141 97229 Sidewalks first and foremost, everywhere!!! I can't walk my street for fear of getting hit by a car, and my son can't walk to his friend's neighborhood a 1/4 mile away!
- 1142 97229 Sidewalks should be mandatory for all new developments. Bicycle paths that are physically-separated from auto lanes is the only thing that will truly get people onto bikes for daily errands.
- 1143 97229 The town center concept has worked and needs to be continued. new construction should always be required to provide a walkable environment.

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- 1144 97229 There is a need to separate serious cyclist; commuters and fast movers from casual users and pedestrians. Pedestrian and cycle ways need to be isolated from autos. Continuity of such ways are important. They should not be fragmented.
- 1145 97229 Where are people trying to get to.
- 1146 97230 Greater emphasis on sidewalks in east pdx rather than bike lanes. Too many busy roads lacking sidewalks.
- 1147 97230 How much money would be spent and how would the funds be raised. WE ARE ALREADY HEAVILY TAXED.
- 1148 97230 I do not support making biking more convenient in the outer suburbs (e.g. east of 82nd). We have so many neighborhoods that still need basic street paving and sidewalks or additional lighting. Actually get around to building sidewalks that were planned more than 30 years ago but never funded.
- 1149 97230 In east county, we have a few more sidewalks but still not many. Most bus stops are well designed but getting to them over gravel, mud and debris can be difficult.
- 1150 97230 In rural suburban areas, sidewalks are not frequent and the shoulders of the roads are uneven and full of holes. We don't need all sidewalks but having a safe place to walk is important.
- 1151 97230 Instead of improving areas that already have some biking and walking infrastructure, focus on those areas with no sidewalks or bike paths.
- 1152 97230 Population, congestion, tourism and safety.
- 1153 97230 Putting in sidewalks will make it safer to walk; adding bikeways or bike paths will increase the number of bikers in my area - east county.
- 1154 97230 Safe storage for bikes.
- 1155 97230 Sidewalks should be a priority in all areas of Portland--at least on one side of the street.
- 1156 97230 Unless they are ACTUAL benefits, they should not be considered. Potential benefits are a blank check to do whatever you want with the simple explanation being, "well, we think it might do one of those things...."
- 1157 97230 Walking would be great, but we need to stop catering to the cyclists. That is one of the reasons that I am moving out of Multnomah county. I am tired of cyclists in the road all the time. If you would like to give them their own side walk lane that would be great, but stop messing up the streets for the rest of us. We have wasted way too much money on useless "improvements" for the cyclists.
- 1158 97230 Wise use of money and skills and abilities.
- 1159 97231 Good bicycle and pedestrian facilities create stronger communities. Many people who would prefer to bike and/or walk instead of drive are reluctant to do so due to the stress of being immersed in increasing automobile traffic. Lowering speed limits, diverting car traffic, and making it all around less convenient to drive than walk or bike on city streets would improve the health and happiness of our communities. Also, separated paths dedicated to pedestrians and bicyclists along major arterials would encourage more people to leave their cars behind on longer excursions.

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- 1160 97231 Usually there are one or a few "choke points" that are hazardous and unpleasant in a walk or bike route. Concentrate on changing those places so that a full journey can be consistently safe and desirable.
- 1161 97231 We need to make biking and walking a lot more safe and efficient. Connecting the existing bike lanes and sidewalks to transit and other facilities is a great way to start.
- 1162 97232 Add sidewalks on the East side areas without them.
- 1163 97232 All of the above. It is the right thing to do to reduce our oil dependency and to reduce GHG emissions.
- 1164 97232 Area roads have plenty of space that can be used for dedicated bike lanes. Bikes need separation from cars and cars need to be slowed in order to increase biking convenience and comfort. Remove parking or travel lanes from cars where necessary to accomplish this.
- 1165 97232 Beyond what I said before (e.g. both sides, continuous and direct) pedestrian right-of-way should be maintained to the same level that vehicle right-of-way is maintained, even during development of adjacent private property. In other words: both sides, continuous and direct should only be impacted while actual work is going on, never 24/7.
- 1166 97232 Build more sidewalks in outer southeast Portland. Build more grocery stores that people can walk to in that area.
- 1167 97232 Getting rid of gaps for safe travel, such as lack of sidewalks, crosswalks, bike lanes that suddenly end in busy locations. Attention to outer areas of the city.
- 1168 97232 Give walking more attention. overgrown, uneven and blocked (construction mostly) pedestrian rights of way are a real impediment.
- 1169 97232 How to separate cars and bikes as much as possible
- 1170 97232 I walk in my neighborhood a lot, and I know which zebra crosswalks are dangerous and which drivers pay attention to. Do you know why that is true? I don't, but certain crosswalks are certainly dangerous and drivers don't pay attention. I think education is crucial – I've had drivers lecture me for trying to cross with a walk signal when they are trying to make a right turn. Also bicycle drivers do not follow the rules. They almost never slow down for pedestrians. Perhaps a program at school and billboard warnings. The Trimet bus warning – don't let lol become doa – was really effective for my granddaughter who had a new cell phone. In my opinion bicycle riders go much too fast in bicycle paths. I like the narrow streets with parking on both sides. Cars and bikes have to go slow.
- 1171 97232 I'd focus on missing connections in key places in the city -- getting across Naito, walking connections that force pedestrians two blocks out of there way (NE 16th by Lloyd Center). When I'm walking, I'm like water, I try to find the shortest way and while I'm willing to go a bit further out of my bike, it's not a lot more.
- 1172 97232 Make bikes safely coexist with cars.
- 1173 97232 Safety for pedestrians and cyclists.

- 1174 97232 Safety is important, but convenience is the key to attracting new riders (at least from the perspective of someone who commutes by bike year-round).
- 1175 97232 Safety. is there a way to create separate paths for bikes/ peds that have minimal conflicts with cars.
- 1176 97232 Start with areas that have no sidewalks like Raleigh Hills.
- 1177 97232 Stop over engineering solutions for bike and peds. The south waterfront is a great example. The two way MUP is great until you get to the base of the Gibb St. Ped bridge and OHSU. At this point it becomes a huge mess of arrows and lights and no one follows it. Think peds/bikes are like water they will take the easiest path not the best path.
- 1178 97232 The safer it is to bike, the more people will do so.
- 1179 97232 There should be major routes for bikes that are protected bike lanes. Like having a lane on burnside solely dedicated to bikes with actual barriers to protect the lane.
- 1180 97232 Walking safely should be emphasized-- it is criminal that so many neighborhoods do not have sidewalks, good crosswalks. While I am an avid cyclist, the priority needs to be on pedestrian improvements and not more bike improvements-- until pedestrian improvements are made.
- 1181 97232 What percent of the total adult population actually bikes regularly.
- 1182 97233 Build safe sidewalks and safe bike lanes. Remember that a lot of pedestrians are trying to push strollers with their kids in them, and need level sidewalks.
- 1183 97233 Enact the Idaho law of not requiring a cyclist to stop completely at every stop sign when the road is clearly open both ways. Ticket cyclists that break the laws.
- 1184 97233 more bike capacity on light rail trains. smoother sidewalks. (As a wheelchair user I can't begin to tell you how difficult and downright PAINFUL it is to use some of the sidewalks in Portland, especially in areas with large tree roots pushing up blocks of concrete).
- 1185 97233 Projects that connect the most potential riders/walkers to the larger transportation system.
- 1186 97233 Pulling cyclist off of busy streets with inadequate space for bike lanes. Syncing cross street ped/cycle lights to keep traffic moving. Greater enforcement of traffic laws for cyclist.
- 1187 97233 The fact that we have high traffic streets without sidewalks is ridiculous.
- 1188 97236 Biking and walking cannot be about how many miles of bike paths we have. You need to pay attention when a bike path isn't safe--like Powell Blvd., for instance.
- 1189 97236 Expanding bike lanes and sidewalks to include furthest reaches of east Multnomah county and the surrounding communities; expect developers of new housing communities to plan, if not pay for, bike lanes and sidewalks on the major arteries that buyers will use to get to their new homes.

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- 1190 97236 I am all for Bikes, but we spend a lot of city money on bike lanes, etc. I feel that bicyclists should be registered and licensed just like motorists. They are using a lot of the road, why should they also not pay for it. I also feel that peace officers need to enforce bike laws and ticket law breakers. As a pedestrian who was injured by a bicyclist and a driver who has seen and experienced really bad choices made by bicyclists that have put me, others and themselves at great danger, it's time we considered this.
- 1191 97236 I live in outer SE Portland and work by Emmanuel. There should be more sidewalks/bikelanes connecting transportation routes on the eastside neighborhoods before more bike lanes go in in north/northeast. It further disenfranchizes the families displaced by the gentrification of the inner ne neighborhoods. They do not have safe access to get their families to the store. Speaking of which can we get a trader joes in outer se? If they pulled from ne because of gentrification concerns maybe they could improve the se selection of grocery store (food desert).
- 1192 97236 Sidewalks and walking paths definitely but no more bike lanes until the pedestrians are safely able to get wherever they need to. So walking would be number 1.
- 1193 97237 Focus on East Portland!
- 1194 97239 "Destinations" (shopping, schools, parks, libraries, etc.) that could have shorter, direct pedestrian connections. These don't need to be expensive, engineered sidewalks. The gravel paths that SWTrails has build in the SWNI area (Southwest Portland) for a few hundred dollars are still quite serviceable with essentially no maintenance after 15 years.
- 1195 97239 Bike infrastructure separate from traffic. Many intersections should have crossing signals that stop traffic in all directions when pedestrians are crossing.
- 1196 97239 Biking and walking routes are always coupled in your questions. They are two different modes and not used by congruent populations. The very young and the old walk and those in between walk. Also, the bike routes are out among vehicular traffic and not accessible to walkers. The walking routes on on paths and sidewalks not accessible, for most urban purposes, to bikes.
- 1197 97239 Biking and walking should be safe but cyclists should be required to take a safety course and there should be a small sales tax or fee on the sale of all bicycles to pay for trail/pathway construction and improvements.
- 1198 97239 Biking lanes need to be separate from traffic. Make biking and walking more accessible and safe for children, the elderly and low income communities. Develop land use so that biking and walking can be a regularly used form of transportation.
- 1199 97239 Connections of existing infrastructure (Gibbs Street Bridge), Hawthorne Bridge to downtown, etc.
- 1200 97239 Creating and maintaining separation between riders, walkers and vehicle traffic. Bike riders need to follow the rules of the road and those rules should be enforced.

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- 1201 97239 Currently the share the road policy has placed bike infrastructure (bike lanes) on the roads. Automobiles quickly degrade the paint requiring more maintenance than would be required if the bikes had their own paths. This calls into question the wisdom of implementing bike infrastructure. Instead, share the road should be considered a stop gap, and separate bike/pedestrian/car modes should be the focus for future development.
- 1202 97239 Educate drivers so they will stop thinking of bicyclists and walkers as the enemy. Put bike lanes everywhere. Stop the endless experiments with bike lanes, boxes, green spaces, etc -- all that accomplishes is confusion on everyone's part. Give tickets to drivers who endanger bicyclists and walkers. Create more sidewalks and traffic lights. Walkers and bicyclists need to be able to cross the street safely.
- 1203 97239 Everyone should be able to walk to local establishments safely and with a certain degree of ease.
- 1204 97239 Give pedestrians priority. We're ignored as we sit for minutes waiting for a light to change so we can cross the street!
- 1205 97239 However, the areas that need improvement are not getting it. Sidewalks are being added in areas that don't connect instead of focusing on areas that are needed. It seems like it is a waste of money painting chevrons on the road, especially every 50 ft when there are no streets intersections.
- 1206 97239 I want to move through my community on a human scale. If the infrastructure is there, I will use it - at the same time, reducing my dependence on the automobile. Active transportation is good for me, my health, the community's health and the overall economy.
- 1207 97239 In addition to great bike lanes and walking pathways, there needs to be much more education of safe use. As a daily bicyclist I'm frustrated and disappointed in the increasing dangerous behavior of my fellow cyclists. All cyclists need to be accountable for their safety, and how it affects others.
- 1208 97239 Invest first where the density of potential pedestrians and cyclists is greatest.
- 1209 97239 It's a sad reality that walking is inconvenient at best, and extremely dangerous at worst, for a large majority of trips in our city. So let's stop the car-centric juggernaut and give the streets back to people for the health of our bodies, our environment, and our souls.
- 1210 97239 Low-income neighborhoods.
- 1211 97239 Prioritize areas that don't yet have sidewalks, walking paths, etc. Lower priority to updating/maintaining existing sidewalks, walking paths. Also focus on areas with high density of families/kids.
- 1212 97239 Same comment as before. I lived in Eugene during my college years and it was amazing to be able to get anywhere in the area via bike or walking by using the bike/pedestrian loop that connects most of the city. That path also connects Eugene to Springfield--brilliant! Riding on roads was kept to a minimum and was actually an enjoyable, therapeutic thing instead of gladiator blood sport that it is here in PDX.
- 1213 97239 Sidewalks in sw pdx connecting 'trails.'
- 1214 97239 Sidewalks on Fairmount Blvd.

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- 1215 97239 Somehow there needs to be a way to get bikes off pedestrian walkways in areas where there are not bike lanes. I'm tired of bikers taking right-of-way on the sidewalk and nearly running over the walkers!
- 1216 97239 The safer it is to ride a bike, the more people will do it.
- 1217 97239 Ways to get both motorists and cyclists to respect the presence and rights of pedestrians. Too many motorists don't look for pedestrians, and too many cyclists run red lights even when there are pedestrians crossing with walk signs.
- 1218 97239 Ways to reduce car vs bicycle antagonism: more separation of the two modes; more enforcement of traffic laws by bicyclists; more education of motorists to safely share the road.
- 1219 97239 We need to be creative and bold! Let's build separate facilities in downtown. We need sidewalks in west portland.
- 1220 97239 We need to ensure pedestrian walk ways and cycling lanes are clearly marked and available. Areas with no sidewalk or shoulder on the roadway need to be amended while at the same time planting more road-side trees for shade and CO2 remediation.
- 1221 97239 While sharing the road is good in theory, the size and speed of vehicles dominates. Some roads/paths should be for non motorized use only. Further, when these are highly used, they should be marked with lanes for pedestrians vs bikes, skates, etc.
- 1222 97266 (see previous)
- 1223 97266 Ageing of community and region, funding, and citizen input (especially younger citizens).
- 1224 97266 Clear out transient campers on Springwater Corridor, more lighting along sidewalks and trails, more police presence in Lents.
- 1225 97266 Effects on all transportation modalities.
- 1226 97266 It's silly that the rules about skateboarding (etc.) on sidewalks are different in Downtown than they are everywhere else. Letting the Clean And Safe employees bike on the sidewalk but ticketing skateboard commuters for using the sidewalk sends a conflicting message, discourages skateboard commuting, and makes people wonder why uniformed folks get to break the rules.
- 1227 97266 Putting flashing lights for high traffic crosswalks. Safety of students who cross the street to either walk home or to get to their parents cars.
- 1228 97266 Safe, bike corridors.
- 1229 97266 Safety for the walkers and cyclists. Also, making crossings highly visible with caution signs for motorists. I've seen walkers and bicyclists enter the road without waiting to see if autos will stop, so the responsibility goes both ways.
- 1230 97266 The answer is NOT always more sidewalks. I favor walks/paths not next to the street that are suitable for both bikes and walking..

- 1231 97266 This is an easy, relatively cheap, and lower-maintenance option to increase the resiliency of our transportation network. This should be the highest priority.
- 1232 97267 60,000 people live in the unincorporated area between Gladstone and Milwaukie, but installation of sidewalks & curbs in this area is non-existent in many blocks. There should be a plan for correcting this. If it can't all be done in one year, the timeline priorities should be published, so political pressure doesn't determine who gets a sidewalk & curb next year. Also, any new sidewalk should be wide enough for two wheel chairs to pass each other.
- 1233 97267 Add sidewalks to established neighborhoods in unincorporated Clackamas County! If a bike lane disappears half way down a road, bike commuters won't use it because it's not safe. Use street sweepers at busy intersections when accidents happen, or bike riders get flat tires. This is expensive and time consuming and discourages people from bike commuting. Build bike paths someplace beautiful -- not through the industrial park or along loud and busy I-205, but along rivers and in quieter areas away from traffic.
- 1234 97267 Avoiding major arteials.
- 1235 97267 Bikers and pedestrians need to be more aware of the need to follow the laws, just as drivers must do.
- 1236 97267 Can part of this be providing incentives to employers to improve bike parking, lockers, and shower facilities for commuters? Increase the number of bikeways like Ankeny and Clinton. These efficient routes parallel busy streets, have few stop signs and have minimal auto traffic. In the best scenario there is a complete and parallel network of bikeways along major auto thoroughfares.
- 1237 97267 Consider this when builders want to put up storefronts--are the intended occupants of those stores businesses that people in those neighborhoods need. For example, if there is a grocery store, a bank, several restaurants, salons, etc. near each neighborhood in smaller shopping centers and there are good walking/biking routes there from the surrounding neighborhoods and good bike parking infrastructure there for parking, then more people will use those businesses. If you just build huge shopping malls on the outskirts of places where there are 5 of every kind of business, then you pretty much guarantee that folks will have to drive there.
- 1238 97267 Do not reinvent the wheel. Utilize the right tools for the right location ranging from shared use paths, bike lanes, and simple sidewalk connections to reduce difficult access.
- 1239 97267 Encourage walking and biking to schools.
- 1240 97267 Make such improvements first in the areas with the greatest payback potential (i.e., those largest segments of the public which would benefit).
- 1241 97267 Making walkways desirable.
- 1242 97267 Pave all the streets first! Put in sidewalks. This is basic stuff! Concentrate on doing this first.
- 1243 97267 Safety on sidewalks may also include street lights-- especially in areas where there are no sidewalks!

- 1244 97267 Separating pedestrians from other forms of travel. Trees or other barriers between sidewalk and street lanes.
- 1245 97267 Sidewalks and walking/bike paths are good, but not at the expense of mature trees. Mature trees should be saved at all costs.
- 1246 97267 This is HUGELY important in part because of all the health and quality of life benefits. We need to see a significant increase in creatively using existing rights of way for walking and biking, increase the feeling of protection and safety through separation, and also pursue off-street trails and selecting certain streets for lower speeds.
- 1247 97267 Walking needs more attention.
- 1248 97271 Everyone should have access to a sidewalk. If a car can travel on it, a sidewalk should also be on it (except highways). Lighting and crosswalks are musts.
- 1249 97280 Shift focus to walking first. Pedestrian safety will benefit cyclists also, along w/ transit users. Shift cyclists off of major auto arterials as much as possible.
- 1250 97289 Does it make biking safer for all groups? Does it make walking safer?
- 1251 97301 Safety for people using the biking & walking trails without becoming unnecessarily aggressive against poorer income brackets.
- 1252 97302 Bike paths along interstates and better sidewalks. More lighted crosswalks.
- 1253 97302 Making clear and open bike lanes that don't interfere with drivers.
- 1254 97305 Bike lanes are great! I use them all the time. I'm only frustrated when I find a road with a bike lane that ends after a few miles, forcing me to take a longer route to where I'm going or to use the sidewalks. Bike lanes should connect to other bike lanes as often as possible.
- 1255 97305 Getting people to be active and walk is key in the health of our people. It would be good to put grocery type stores close to people so that it is not always a get in the car and drive situation. Safe walking and biking paths or ways could help with this.
- 1256 97323 Make walking safer by making bicyclists more aware of pedestrians!
- 1257 97330 Real connections that allow people to travel into and through the area and then a good information dissemination system that makes it easy to understand and use. Remember that they can be used for a variety of purposes if done well ie getting to work, exercising, getting outdoors, establishing a car-free vision.

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- 1258 97330 State laws force bicyclists to ride "as far right as possible". Riding at the edge of the lane contributes to the #1 cause of collisions (failure of motorists to yield while turning) and the #1 cause of fatality (unsafe passing of motorists). As per data from traffic collision studies, the biggest increase to cycling safety can occur when the state law allows cyclists to take the center of the lane or to ride along the left tire track as motorcyclists are taught to do. This increases visibility from hooks, and forces motorists to change lanes if they want to pass (again, passing within the lane or lanesplitting to pass are the #1 cause of fatality). These studies and further info can be found at: <http://corvallisrightofway.com/causes-of-collisions/data/> and <http://corvallisrightofway.com/causes-of-collisions/1-cause-of-fatalities-3-cause-of-collisions>.
- 1259 97333 Bikes need to be separated from pedestrians and cars if the street is at all busy. There need to be dedicated bike paths that get bicyclists from neighborhood to neighborhood and even across town.
- 1260 97355 Business, education, and citizens' pleasure needs/desires.
- 1261 97401 Bikes should pay there share of hard surface costs. Keep paths separate from cars and urban sidewalk retail. Consider setbacks for commerce and some active lane. For example in waterfront, have a set of fast and slow lanes to avoid conflicts.
- 1262 97401 Serving the needs of populations with limited resources. Also, restricting or placing limits on opportunities to drive short distances where investments in walking and biking are made.
- 1263 97402 We need to invest in low-income communities and communities of color.
- 1264 98642 Cost to lower middle and lower income families.
- 1265 98660 Designated bike lanes, bike boxes at intersections, reduce width of vehicle travel lanes to ten feet, implement traffic calming measures, cross walks, lead pedestrian interval at signals, bike parking.
- 1266 98660 Planning to refocus communities on their neighborhood cores instead of a major metropolitan focus with bedroom communities as suburbs.
- 1267 98661 These options are great but focus should be given to high density dynamic route options. As for walking high focus on connecting sidewalks where no sidewalks exist should be a priority. Sidewalks are required around new construction and at school bus stops (clark county) but that often leaves disconnected walkways.
- 1268 98663 Please consider the fact that you are dramatically impacting people's commutes when you slow traffic down on the high crash corridors. Consider the fact that there are equity issues with bringing more bike lanes to poor areas where people do not bike much and that sometimes it's reflective of gentrification, not the needs of the residents that are getting pushed out.
- 1269 98664 Zoning to encourage dense developments near mass transit centers.
- 1270 98665 Safety of using walking and bike paths. For example, Hiway 99 in Hazel Dell is a very scary place to try and cross the street even with lights and crosswalks. I could walk to the food and drug stores from my home, but refuse to risk crossing Hiway 99. It only takes one bad driver to kill or maim an innocent person, and it happens on this road each year.

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- 1271 98674 The most basic forms of transportation should be completed before capacity expansion for automobiles is considered any further. Basic, safe transportation is a need. Added capacity and reduced delay for automobiles is a want. Needs should always come before wants.
- 1272 98675 Despite all the "awards" for being bike friendly, I find it extraordinarily intimidating to travel by bicycle through designated bike roads. Bike paths with under and over passes are much preferred. Something needs to be done to protect sidewalks for walking/running. Too many businesses have placed signs and facilities on the sidewalk making them a hazard to pedestrians of all speeds.
- 1273 98682 CRIME!!!
- 1274 98682 I think having consistent bike lanes and sidewalks is important.
- 1275 98683 Not reducing vehicle lanes to implement bike lanes. That causes more congestion.
- 1276 98684 Needs and trends.
- 1277 98684 Work with developers so more width is dedicated to biking or separate bike lanes (like Europe) so safety is considered for new developments. On existing consider safety above cost.
- 1278 98685 People should get out and walk or bike more. In some cases it takes about the same amount of time. But will people walk or bike? Most people don't even consider not getting in their car, but they should!
- 1279 98686 Sidewalks should be given the priority followed by walking and to a lesser extent bicycle paths
- 1280 1. Build a Cycle-track between The Rose Quarter and OMSI in conjunction with light rail (see transit proposals above). 2. Build the Sullivan's Gulch Trail 3. Build a Seventh Avenue bike bridge over I-84.
- 1281 85% walking 15% biking.
- 1282 A qualified yes - emphasis on safety.
- 1283 Access to community spaces. Neighborhoods.
- 1284 Again, open up dead end streets, at least with passageways for cyclists and pedestrians, so they don't have so far to go. More protected bike lanes and green boxes, especially in suburban areas like unincorporated Washington County, Beaverton and Tigard. (Now, the bike lanes stop as soon as one leaves Portland and enters Washington County. Ugh).
- 1285 Again, safety from crime.
- 1286 Bene
- 1287 Bikes have very limited access to the roadways and autos don't give room.
- 1288 Biking is the easiest way to reduce traffic congestion, however traffic planners constantly place bikers in physical harm with stupid intersection conflicts. Why do they allow cars to make right hand turns up to the instant the pedestrian signal turns white?
- 1289 But in balance with other modes of public transportation.
- 1290 Connectivity that is consistent across the area. Having partial completed efforts make the overall program non-functional.

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- 1291 Consider how to add safe biking with accomodating the majority of commuters and business/manufacturing related traffic. They should go together...not to the detriment of many for the interests of the few.
- 1292 Enforce rules for bike riders too. Use light @ night, obey traffic signals & stop signs etc. No riding on sidewalk.
- 1293 Focus bike trail investment where it's flat, to better encourage getting people into biking.
- 1294 For everybody. also consider housing affordability in parallel.
- 1295 Have bicyclist help pay their share by licensing or other methods. Set up a dedicated funds for this policies.
- 1296 However, I think walking should take precedent. We are all pedestrians, whereas biking is only going to serve a certain population.
- 1297 I am frequently dodging cars and cyclists at intersections. Make intersections safer. Pedestrians should be a priority. Everybody is a pedestrian at some point.
- 1298 I would build sidewalks for pedestrians before adding any bike routes. There are plenty of bike routes, & not enough sidewalks for pedestrians. Sidewalks are a higher priority.
- 1299 Increase bike paths not on the roads. Provide outreach for bicycle saftey and rules. The West side Willamette needs to go all the way through to the Sellwood Bridge.
- 1300 Increase the number of cyclists; make biking to work easier. Create a public awareness campaign about pedestrian safety.
- 1301 Keeping bikes off the highway.
- 1302 Make paths and connections wheelchair accessible.
- 1303 Make walking routes cleaner and safer - e.g., garbage, homeless encampments.
- 1304 Making our pedestrian safe and separated from auto traffic.
- 1305 More and better bike paths, separated from auto traffic where possible that make bicycling feel safe to more people.
- 1306 More emphasis on walking like where sidewalks are missing.
- 1307 Neighborhood streets should be for local traffic, bikes and pedestrians ONLY! Vancouver BC neighborhood streets are designed to deter "shortcutting" and speeding on residential streets AND IT WORKS! Set the ball in motion!
- 1308 No new taxes or fees.
- 1309 Our 1st priority is better roads for cars so would not want to take money away from that for instance for more bike lanes.
- 1310 Particularly in St. Johns, East Portland, and cully/parkrose. Investment must be equitable. The rich Portland of areas already have enough. Also, public transit first.
- 1311 Practicality, some streets were constructed with no thought of putting in sidewalks, just have ditches that can't be covered.

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- 1312 Prioritize bicycling and walking by building safe and convenient facilities for travelling - such as bike racks (and place them closest to building entrances), separated bike lanes and paths, wide sidewalks, easy crossings with enough signal time to actually cross the entire street, and bike sharing.
- 1313 Prioritize pedestrian over bikes.
- 1314 Push back from car drivers who will resent losing the priority status they have enjoyed until recently. Possibly more car congestion caused by loss of lanes or parking to create more walking/biking areas.
- 1315 Safe and convenient biking and walking requires safe roads and trails. We need more cooperation with the cities and road maintenance agencies to keep roads and trails clean, to keep them well marked/striped and lit at night, and well signed. There is also the climate we are in- most people are not willing to ride and walk in the dark, cold, wet, and tree debris littered streets. If sidewalks and bike lanes were regularly cleaned and if there were reflectors and more visible stop signs and cross walks this would be a good improvement. Also training drivers- so many drivers come to a stop sign and don't even look to the right when they turn right, they only look left. We need more cooperation with the police department and DMV to make driving rules more publicized and practiced.
- 1316 Safer alternatives to 99w.
- 1317 Safety.
- 1318 Safety.
- 1319 Safety equity across regions equity among modes of transit.
- 1320 Sidewalks. SW Portland needs sidewalks. Dedicated bike trails.
- 1321 Start with filling gaps.
- 1322 The idea of "cars as guests" on neighborhood streets would be nice. If routes aren't safe from start to finish we can't grow our cycling and walking rates. Writing laws to bring tougher penalties for striking cyclists and pedestrians - like 6 months license suspension.
- 1323 The vehicle codes need to change to take bike out of the mix with cars. They are not the same and should not be expected to follow the same rules of the road as cars. We don't really need more bike paths we need better laws to protect the cyclist.
- 1324 Those of us who are unable to use bicycles for transportation are forced to give up our areas for driving to give bicyclists the right o way which they abuse.

- 1325 Transportation routes should be developed that streamline long distance cycling to jobs similar to the interstate and state freeway systems in place for cars. Off road paths such as the Springwater Corridor give bicycles the lowest priority as evidenced by yield to pedestrian signs. On public roadways, bicycles are restricted to the margins (2-3 feet) and considered a lowest priority in the hierarchy of road users. It's a losing proposition for cyclists on either path or road system. Fortunately, cars have access to interstates that restrict all other modes of transportation. Similar systems could be developed for cyclists, skateboards, and other human powered transportation modes across the city via protected cycle tracks and/or along existing railways and light rail lines (i.e. the lightrail tracks through Sullivan's Gulch along I-84).
- 1326 We need more community information on the rules of the road. I had an employee that wanted to bike to work but we could not find the rules of the road and doubted drivers new what bikers supposed to do and consequently how to react to bikers.
- 1327 Who wouldn't support this.
- 1328 Work toward reducing the space that automobiles use in favor of sidewalks... slow cars down.
- 1329 Working with the neighborhood associations.
- 1330 Would also make our area more beautiful!
- 1331 Yes that is sound basis for all local travel.
- 1332 Yes, however, I note that money has been spent to reduce W. Everett to only one auto lane from two in order to add a dedicated bike lane. I think vehicular traffic density on W. Everett was high enough with two lanes to preclude such a reduction in traffic capacity. Also, I think that all bicycles should be licensed in order to generate revenue to help offset the high expenditures on bicycle-specific projects.
- 1333 1. Build a Cycle-track between The Rose Quarter and OMSI in conjunction with light rail (see transit proposals above). 2. Build the Sullivan's Gulch Trail 3. Build a Seventh Avenue bike bridge over I-84.
- 1334 Absolutely getting bikes onto safe alternatives. Example: NO bikes should be on Hawthorne Blvd.'s narrow lanes. It is so dangerous to bikers and drivers. Madison and Clay should be alternatives in this example with bikers only allowed to CROSS Hawthorne, not drive on it. BIKERS SHOULD BE LICENSED like all drivers. Then, the few driving at night w/o lights (so scary) or going thr stop signs could be ticketed like other flagrant violaters - and they would be contributine revenue to bike paths.
- 1335 Access to community spaces. Neighborhoods.
- 1336 Again, safety from crime.
- 1337 Any funding should not be on the back of motor vehicle users or property owners.
- 1338 As before.
- 1339 Bene.
- 1340 Better signage indicating recommended bike routes; encourage cyclists to wear reflective clothing and helmets and use lights.

- 1341 Climate change is going to drive millions of californians north.
- 1342 Consider ways that would make biking safer for families and children especially cycle tracks.
- 1343 Cost.
- 1344 Cully, Parkrose, etc. Painting a line down the side of 82nd does NOT a bike path make. Divert vehiclular traffic onto main arteries so that neighborhoods are safer.
- 1345 Dedicated lanes for bikes, preferably separated from motor traffic. Enforcement of existing laws governing bicyclists.
- 1346 Dollars to support more sidewalks or bike paths should come from a fund designated exclusively for that.
- 1347 Equity.
- 1348 Every urban road needs these improvements but I wouldn't focus first on the poorer areas and very unwalkable places.
- 1349 Focus bike trail investment where it's flat, to better encourage getting people into biking.
- 1350 Focus, focus, focus.
- 1351 For everybody. also consider housing affordability in parallel.
- 1352 Given that we can all do our parts in this very critical issues, cost of living kept getting higher almost everyday. We as people need to consider Oregon power centralized in Oregon not in Washington. Simply because we are Oregonians and it means a lot.
- 1353 Have bicyclist help pay their share by licensing or other methods. Set up a dedicated funds for this policies.
- 1354 However, I think walking should take precedent. We are all pedestrians, whereas biking is only going to serve a certain population.
- 1355 I am amazed at the lack of proper sidewalks in the Hillsboro area. Also, I am affraid that the price of adding new sidewalks will fall onto the homeowner. I have seen sidewalks put into a new church, but it's on a country road with NO sidewalks...this does not make sense. As for biking, I did it 6 times and thought I was going to get hit by cars. My outfit was bright yellow and coming to work sweaty and needing a shower is not appropriate for the office.
- 1356 I don't care about the bicycles, but we don't have paved sidewalks on either side of Halsey out where we live, so it is difficult for people to walk to services even if they want to hike the distance. Paved sidewalks should be standard on major streets!
- 1357 Keeping bikes off the highway.
- 1358 Making sure it doesn't come at the lessening of roads for cars. This is the North West, it's fricking wet and cold half the year. Bikes can't solve everything.
- 1359 Mode separation - establish principal bike facilities away from major arterial streets. Complete sidewalk network where redevelopment is unlikely to occur and along transit routes.

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- 1360 More "green boxes" for bikes in the bike lane, expand bike paths such as the srping water corridor, and safer bike lanes.
- 1361 More emphasis on walking like where sidewalks are missing.
- 1362 Neighborhood streets should be for local traffic, bikes and pedestrians ONLY! Vancouver BC neighborhood streets are designed to deter "shortcutting" and speeding on residential streets AND IT WORKS! Set the ball in motion!
- 1363 Night and poorly lighted pathways.
- 1364 Our 1st priority is better roads for cars so would not want to take money away from that for instance for more bike lanes.
- 1365 Physically separated bike facilities on main arterial routes are desperately needed. In many cases, this will necessitate the re-allocation of roadway from motor vehicle storage or throughput, but it must be done if we wish to achieve the benefits listed here. Planned bicycle facilities must also be as convenient or more convenient than motor vehicle facilities if we are to convince people to choose cycling over driving. Putting all bicycle facilities on side-streets (away from final destinations such as shopping, businesses, schools, ect.) must not continue. We must also stop planning and installing bicycle facilities which weave around and require pre-planning so as not to get lost or dumped onto a major street with no safe place to ride; this incentivizes driving a car, as motor vehicle routes are everywhere and require little to no forethought before heading to a destination.
- 1366 Prioritize pedestrian over bikes.
- 1367 Push back from car drivers who will resent losing the priority status they have enjoyed until recently. Possibly more car congestion caused by loss of lanes or parking to create more walking/biking areas.
- 1368 Reduce toxic gasses by urging vehicles to remove pound advertising from car dealer advertising rectangels covering license plates. Punting a pound with a car consumes everything: oxygen-fuel-tires-brakes-pavement-tax dollars. Consuming this stuff makes toxic gasses and guck down storm drain. Bicyclers need oxygen and pavement.
- 1369 Safer alternatives to 99w.
- 1370 Safety.
- 1371 Safety but don't go crazy with lightning.
- 1372 Safety equity across regions equity among modes of transit.
- 1373 See comment above.
- 1374 Separate bike paths from vehicle traffic to ensure safety and encourage more people to ride. Increase curb cuts - many corners still do not have them.
- 1375 Serving under-served areas and connectivity.

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- 1376 Sidewalks should be on both sides of every surface street and funded by property owners/developers. Bike paths should utilize non-roadway corridors and should be paid for solely by bike riders.
- 1377 Sidewalks. SW Portland needs sidewalks. Dedicated bike trails.
- 1378 Start with filling gaps.
- 1379 That there are huge differences between pedestrian needs and biking needs. This metro region is pretty bike friendly but it's not very walkable.
- 1380 The idea of "cars as guests" on neighborhood streets would be nice. If routes aren't safe from start to finish we can't grow our cycling and walking rates. Writing laws to bring tougher penalties for striking cyclists and pedestrians - like 6 months license suspension.
- 1381 The total transportation package which includes: -roads/freeways to allow trucks to deliver the just in time inventory to retail outlets and deliver the overnight package ordered by Metro area residents be it bike parts, walking shoes, Frisbees, foods stuffs etc. to their residence.
- 1382 The vehicle codes need to change to take bike out of the mix with cars. They are not the same and should not be expected to follow the same rules of the road as cars. We don't really need more bike paths we need better laws to protect the cyclist.
- 1383 There should be no areas within 1/2 mile of school that are not passable by sidewalks.
- 1384 Those of us who are unable to use bicycles for transportation are forced to give up our areas for driving to give bicyclists the right of way which they abuse.
- 1385 Try to build a better more cohesive biking community by engaging with safety amongst cars and cyclist but also cyclist to each other.
- 1386 Users should help support this effort; tax on bikes and shoes.
- 1387 Walking in particular, do an equity assessment on your investments, high income/educational areas are already over invested.
- 1388 Walking only.
- 1389 We always build big wide sidewalks on new streets. But leave bike lanes next to fast cars. Look at the new construction for the orange line. Why not put the bike lanes away from the car lanes? Why must bikes be sandwiched between cars going deadly speeds and the door zone? Why cannot bikes be separated like pedestrians. Just move them over.
- 1390 Who wouldn't support this.
- 1391 Working with the neighborhood associations.
- 1392 Yes with a big maybe.
- 1393 Yes, but not at the point of sacrificing cars.

1394 Yes, however, I note that money has been spent to reduce W. Everett to only one auto lane from two in order to add a dedicated bike lane. I think vehicular traffic density on W. Everett was high enough with two lanes to preclude such a reduction in traffic capacity. Also, I think that all bicycles should be licensed in order to generate revenue to help offset the high expenditures on bicycle-specific projects.

Respondents who answered 'NO' said to consider the following when implementing Policy 2:

- 1 9730 Fixing and maintaining the roads should be priority one.
- 2 97002 Already safe enough. Bicycles and the vocal minority is encroaching too much on the method of transport used by most people - cars.
- 3 97003 Roads should be for motorized vehicles.
- 4 97003 Why aren't the bicyclists paying their share?
- 5 97005 A big part of making biking and walking safe is getting cyclists & pedestrians to look where they're going, and not step or ride directly in the path of cars, trucks, and buses. When I was a kid, I was taught to look both ways before crossing a street. Now they seem to be taught that they have a right to cross whenever & wherever they want, and traffic just has to stop for them. Well, you can't fight physics - cars can't always stop.
- 6 97005 Bikes need to be licensed to help support themselves.
- 7 97005 Driving.
- 8 97005 Make bikes pay for themselves with licenses etc. to pay for bike paths and lanes
- 9 97006 Biking and walking in Portland is making everyone driving a car unsafe. Both pedestrians and bicyclists disobey the laws and act as if those of us responding to traffic signals are an annoyance. The culture of supporting both these efforts has been one-sided and needs to be changed.
- 10 97006 Expanded biking investments is for a select few and cost too much for such a meaninglessly small benefit.
- 11 97006 Invest in our roads and highways.
- 12 97006 Percentage-wise, very few people walk or ride bike, it is not a cost efficient use of tax payers money.
- 13 97006 The cost to tax payers and the bad economy.
- 14 97006 The fact that most office apparel is incompatible with biking. The fact that it's cold and rainy in the winter. The fact that when jobs are in hubs, you CAN'T make walking a reasonable alternative for people who have busy lives (kids in day care, etc.) so they can't spend 30 minutes hiking to work.
- 15 97007 A region that has a climate that limits effective biking or walking to 3 months a year should not invest in it.
- 16 97007 Biking favors the young and childish at the expense of all.
- 17 97007 Current policy is adequate.
- 18 97007 Drivers are forced to pay registration and pay a portion of fuel in taxes. These taxes are supposed to support roadways and safety. Bicyclist PAY NOTHING !!!!!
- 19 97007 I value safe biking and walking, but I think we've overspent vs. the needs. MOney should go elsewhere.

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- 20 97007 If you've biked in other parts of the country then you know that the Portland area already has a wonderful, and safe, infrastructure in place for people to ride their bikes.
- 21 97007 NOT WITH CURRENT FUNDS! Only if LOCAL residents (NOT PORTLAND METRO) vote NEW funds. ie, BEAVERTON or Hillsboro, or THPRD. NOT A METRO wide vote, as that just lets Portland control MY purse strings. THIS is NO LONGER ACCEPTABLE!
- 22 97007 The bikes are a hazard on the roads and slow traffic flow. Make the bikers pay for their own bike paths.
- 23 97007 We need more surface capacity. Improvements for Bike/Pedestrian that can be made as we expand the current system, especially safety improvements should be made.
- 24 97008 How will this impact how people actually travel/commute (i.e., automobile traffic).
- 25 97008 If the bicyclists would obey traffic laws and help pay for improvements maybe I would be more supportive but blowing through stop signs that is a traffic violation but they are above the law.
- 26 97009 Bike lanes should be paid for by bikers paying a use fee. Charge for license plates. The entire community shouldn't have to pay for designated bike lanes for just a few people riding bikes.
- 27 97009 Semi-rural local community with highways, roads with no shoulder, etc. I don't want to pay for services that don't benefit my local community.
- 28 97015 Bike lanes slow and crowd traffic and make it more dangerous to get around town. Put the money into fixing potholes, and help people get to where they really need to go, safely.
- 29 97015 Bike riding is too dangerous on our roads.
- 30 97015 I think that what we are doing already is having a positive impact.
- 31 97019 What's already available and how much it's used.
- 32 97024 Cars travel further and we need room for our trucks to deliver material to our stores so we can keep the shelves stocked. I have never seen a bicycle with a refrigerator or freezer on the back of it. Bicycles carry 1 person while cars can and do carry many more people and families at one time. Also, cars are safer than riding the bicycles.
- 33 97027 I do both and feel there is already adequate investment in biking and walking.
- 34 97027 Making bike riders pay more....a lot more!!!!
- 35 97030 Costs.
- 36 97034 Bikers are a minority group and they are already well served by taxpayer dollars. Overall walking is already safe. Forget the police and concentrate on the maintenance of what we have.
- 37 97034 I do not support additional transportation money for more bike and walking paths. Instead, existing transportation funds should be redirected to these needs.

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- 38 97034 I think we should stop new projects for 2-3 years and see how the current investments are working out. I know as a driver, that I hate driving in Portland because the bikers and pedestrians seem to think there is no danger crossing intersections without so much as a look at auto traffic. We've poured a ton of money into public transit projects in the last ten years, and I think we should measure the actual results against the expected benefits when these were first approved. My bet is that most of them have not lived up to expectations.
- 39 97034 Lots of money has already been spent serving this minority segment of the population.
- 40 97034 More car lanes.
- 41 97034 This helps only a small number of people. Better to spend money on bus and trains.
- 42 97034 This is a fine goal but do not increase the level of money spent.
- 43 97034 This is worded in an ambiguous way. I believe the majority of our community would like to see the rail path between Lake Oswego and Portland converted into a safe bike/pedestrian path and not reserved for a streetcar.
- 44 97035 Bikes pay nothing toward costs, too few ride bikes. Adding routes would not increase ridership.
- 45 97035 It would be tough to pay for biking lanes when the roads in our area need repairs.
- 46 97035 Look at reality of usage, not at hopes and dreams of advocates of biking in the rain.
- 47 97038 Again, portland has already over-invested in this area.
- 48 97038 Use existing funds for existing needs rather than wasting it on "beautification" projects, Freeway on ramp Stop lights which makes commuting WORSE by backing up traffic trying to enter the freeway while not bringing down the congestion on the freeway, not taking out bond debts that costs taxpayers more than half of our outrageously high 30cent per gallon gas taxes just to pay the interests on, allow citizens and volunteers to do our own road repairs and signage at a cost savings instead of INSISTING it all has to be done by ODOT officials through complicated and expensive channels.
- 49 97045 Again, this does not address the needs of those of us who live on the edges of the UGB - this will not encourage any of us to walk or bike because getting to public transit is so difficult and then the commute is so long.
- 50 97045 Again, this survey seems to presuppose the inherent value of the endeavor, which I deeply question. What is the cost benefit of spending the money on bike paths versus road improvements? I have heard multiple stories of the need for road maintenance funds -- I'd rather have my scarce resources go towards keeping the roads functional instead of adding little-used walking paths to work.
- 51 97045 Bike riders do not pay any gas tax, they should not get better anything until the roads are fixed.
- 52 97045 Current level is acceptable.
- 53 97045 Do not use road transportation funds and tax money for bike lanes, until bike fees pay their own way.
- 54 97045 Mobility of ALL people, not just greenies!

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- 55 97045 Those that use should pay the cost.
- 56 97045 Virtually most any dollars for PED and Bike infrastructure should come from all other funding sources and not from highway and road dollars.
- 57 97045 We have plenty of bike and walking paths. Our needed infrastructure is crumbling due to the foolish overspending on luxuries. The cyclists feel that the laws of physics have been suspended just for them, resulting in deadly accidents.
- 58 97055 Funds should come from user fees and not the gas tax.
- 59 97060 Biking and walking are already safe in my community. Portland is overpopulated and the car/bike mix is only going to get worse. Picture a street in Bombay.
- 60 97060 It seems like more is spent on bikes than on roads and bikers pay no fees.
- 61 97060 Our observation is that many (MANY...maybe MOST) bicycle riders in the chore area feel "privileged" to ignore traffic signs and signals, riding two, three and sometimes four abreast on urban streets and county roads. In the deep east county where we call home they come in SWARMS, riding sometimes 5 abreast on narrow, 2-lane, shoulder-less county roads, creating serious traffic hazards and delays. And, of course, if one of them is injured, it is ALWAYS the tax-paying motorist who is to blame. NO money for bikes (and I ride one, but now in the way described!).
- 62 97060 Taxes! Bikers should pay their share.
- 63 97060 There has been plenty of bike and pedestrian investment already. Please, for the love god; focus on commuting times rather than another bike trail and business setbacks from sidewalks.
- 64 97062 Biking is a juvenile answer to solving transportation problems and it does nothing in this regard. Bikes are a road hazard and have no business being on the highway. Most countries provide off highway bike paths which is where they should be. To think bicycles would have any impact on environmental quality is absurd.
- 65 97062 My community (Tualatin) has loads of sidewalks that are safe to walk on. Instead, people walk down the middle of the street. Wasting money on building more sidewalks for pedestrians to LOOK AT while walking in the middle of the street solves nothing.
- 66 97062 State, city and county organizations already are pouring massive money into bike trails and networks. METRO should not add more gas to this blaze of public spending.
- 67 97068 Bicycles contribute nothing to the immense cost of infrastructure that has been dedicated to them. I am a cyclist, but I don't think it is equitable to spend so much on bicycle infrastructure without those who use it contributing as cars do through gas tax.
- 68 97068 I would only support this if the dollars came from somewhere else than transportation/gas tax dollars. How about taxing bicycles to pay for bike lanes?

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- 69 97068 If more bike paths are to be constructed, it must not be at the expense of the free movement of cars and light trucks that most in the area use for transportation. Furthermore, bicycle riders do not contribute to the cost of construction.
- 70 97068 Safe biking to work is worth investments. Sports biking should pay its way. Trails and paths should be built as communities expand connecting to existing networks.
- 71 97068 The cost becomes so high for what we get.
- 72 97068 The number of people biking or walking for business is extremely small and won't rise enough to justify the costs, especially in such a wet climate.
- 73 97068 Trails ruin the surrounding homes and cause fires and invite crime.
- 74 97068 Use of scarce resources to benefit the most people. Biking on major streets should be discouraged.
- 75 97070 Most biking & walking trips are proven to be for recreation, not transportation. more bike & walking paths off streets is good; leave streets for cars & trucks.
- 76 97070 The area I live in has invested in bike lanes that are rarely used and if used only on weekends for leisure biking. Bike lanes are a waste of resources.
- 77 97078 We should NOT use taxes and fee from cars and trucks to pay for bike and ped. Also sidewalks should be paid for by the property owners. I you buy a home with sidewalks you paid for then as part of the cost of the home. So if you want sidewalks you should pay..... it is only fair.
- 78 97080 Have the bicyclists pay their own way. Make them register just like drivers do.
- 79 97080 Make it more convenient to those obey pedestrian and biking laws.
- 80 97080 Until travel by auto, bus, is complete, bike should be secondary. I mean, get all the streets paved, sidewalked, and crossed safe, then we can get to alternative means of transport.
- 81 97080 We have no money for this. Taxpayers and Businesses are over-taxed already. Have you really looked at how there is no real economic recovery to the middle-class?
- 82 97086 Again, take into consideration the impact for the motorists who are trying to get from point A to point B etc. Quit taking valuable driving space and inserting bicycle lanes that are too close to vehicles. Not everyone wants to ride their bicycles to and from work or running errands. Quit shoving bicycle lanes down everyone's throats. Some of us choose to live where we do just to avoid the rude bicyclists, pedestrians who think they own the world.
- 83 97086 Bicycles are fun but not a serious option for the majority of citizens.
- 84 97086 Emphasis on walking not biking. Bicyclists think they own the roadways are a danger to themselves and others. Dedicated bike trails or roads are the exception.
- 85 97086 See prior comments there is no cure for the stupidity of our officials.
- 86 97086 Stop wasting money.
- 87 97106 Stop using the gas taxes for bikes etc. gas taxes should pay for roads only!

- 88 97106 That relatively few people ride bikes.
- 89 97106 Unless bike lanes are separated from motor vehicles and peds, they are incompatible. Unless your plan calls for this I think biking should be discouraged as transportation.
- 90 97116 Continue current funding levels. Money should be directed to the greatest good for the greatest number ... and that's not walkers and bicyclists.
- 91 97116 Keep money raised from motor fuel taxes from being siphoned off to support unrelated projects.
- 92 97116 Sidewalks are built when areas develop, and bike paths need to be funded by those that use bike paths. ie. bicycle registration.
- 93 97116 Walking is OK but biking is dangerous to pedestrians.
- 94 97123 Bike lanes take away from car lanes. And many more people use cars than bikes.
- 95 97124 I support better sidewalks within city limits. I support some bike paths in some rural areas, BUT NOT THOSE THAT BI-SECT PEOPLE'S PROPERTIES RIGHT NEXT TO THEIR HOUSES. Too much additional CRIME, VANDALISM, RAPE, INDECENT EXPOSURE, ETC. to burden homeowners with. CHECK POLICE STATISTICS & TALK TO POLICE DEPARTMENTS TO UNCOVER THE TRUTH.
- 96 97124 No! because you want to reach way out into rural areas and "take" private property with no regards to property owner's rights. Might be ok if you improved the network within the cities - that's where you'll increase biking commuting anyway. You need to be smart about what you do and where you do it.
- 97 97124 Sidewalks should be mandated for every developed lot, but bike paths/lanes should soley be paid for with a tax on bikes and bike tires.
- 98 97124 What I see are many people using physical activity to get around, but doing it unsafely even when there are safety features right there. Maybe other areas have unsafe routes that need updating. I just usually see people either being un-informed about safety or being stupid.
- 99 97132 Money would be better spend on other things.
- 100 97139 Fix the potholes and roads first.
- 101 97140 Again, no use of taxpayer dollars. Let's focus on improving roads and highways, which are the arteries of commerce.
- 102 97140 Bikes are a particular problem. They pay nothing for roads but feel entitled and smug when they encounter cars. Very few people walk. the sidewalk system now in place is plenty.
- 103 97140 Generally there are plenty of walking and biking routes currently for anyone interested in that activity. It is time to put more freeways and highways in.
- 104 97140 They are doing just fine. I see know need for increasing this as a priority.
- 105 97140 We have spent too much \$\$ on bikes already.
- 106 97140 Weather in Oregon much of the year makes more biking and walking difficult especially to go to work. Wheelchair users also need bathroom which usually aren't built with transit systems.

- 107 97201 Improve our streets and DO NOT reduce/eliminate travel lanes for bikes.
- 108 97201 Less than 5% of the workforce chooses to walk or bike to work, yet we spend disproportionate amounts to accommodate the most fit, daring, or fool hardy members of our community. I hung my bike up years ago. Now I commute to work by single occupant vehicle, pay my taxes, and wonder who will ever use the bike paths we create?
- 109 97201 We need to invest in the 205 beltway (west side bypass) and third bridge first.
- 110 97201 We will always have cars/buses/trucks. Do not have bikes in their own lanes on arterials.
- 111 97202 I would support better pedestrian crossings, but the bike lobby is too powerful in this region.
- 112 97202 Just because there is a crosswalk, it does not mean that a person will use it instead of crossing in the middle of the street. More education is needed on this and more ticketing should be done in the main trouble spots. Also, there are studies shown that the blinking lights for a crosswalks actually make seeing the person in the crosswalk more vulnerable as the driver is focused on the blinking light and not if a person is crossing.
- 113 97202 The lack of use of existing bike paths as evidenced by the volume of bicyclists on Division (bike route is 1 block away) and Powell. Sidewalks are great places to walk and there are plenty.
- 114 97202 Until bikers are made to take a rules of the road exam at DMV like car drivers and are licensed and they all start obeying the law there will be no safe cyclist.
- 115 97202 Walking yes, biking no.
- 116 97204 Have you walked downtown Portland lately? Feeling safe isn't just connected to transportation. Portland has bigger problems not related to transportation. Stop spending road maintenance dollars on bike paths and trains.
- 117 97204 I support more sidewalks and off-street bike paths. I do not support more bike lanes on vehicle roads, and it is a fallacy that our bike and walk options are "unsafe" - statistics do not show any increase as a percentage of the population in safety incidents.
- 118 97206 I think public money could be used better than this.
- 119 97206 Local jurisdictions are making strides in filling in the gaps in the pedestrian and bicycle networks, and with such limited resources at the regional level, this should not be the priority, especially given the equity considerations and the fact that this does not result in anything close to the same amount of VMT and carbon emission reductions as public transit investments.
- 120 97206 This is not as important at the transit system.
- 121 97206 We've invested a lot and bike use is declining. Bike doesn't really help an aging or suburban population.
- 122 97206 While I usually support efforts to make us safer, I think there might be some bigger issues involving safety than worrying that the bikers are safe and have a convenient pathway. Most of the bikers on the Portland streets so not follow road laws so they are not being inconvenienced at all.

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- 123 97209 We already spend SO much money on bikes and it is mostly for the young and fit with time on their hands. Other people need transportation options also! The road in front of my apartment was recently changed to make a better bike path and it is much more difficult to get in and out of traffic and it is actually harder for me to see the bikes.
- 124 97210 Bikers and others of their ilk are a nuisance to the roadways and go *crunch* under my tires, making me think I ran over something important.
- 125 97210 Bikes can share the roads with cars. More bicycle paths would be "nice to have", but not "must have".
- 126 97210 Cost, retrofit is very expensive.
- 127 97210 I would generally support this as an ancillary budget item to building and maintaining roads.
- 128 97210 Yet ANOTHER biased question. How about "Do you support a bunch of bikers that sometimes obey they law as if they were an automobile, but if they can benefit otherwise, than they ignore said laws? Would you like to make life better for them? I hate whoever wrote this poll.
- 129 97211 Bikes should not be allowed to be both vehicles and pedestrians. No bikes on sidewalks or crosswalks. No vehicles waiting for bikes to cross where the street the bikes are on have a stop sign. Conflating the vehicle/pedestrian status simply makes drivers more confused and annoyed.
- 130 97211 Seems plenty safe and convenient already.
- 131 97211 Too much has already been spent.
- 132 97211 We already have enough resources devoted to this. In fact too many over recent years.
- 133 97211 We have spent enough on bikes in this city. We need to spend money on fixing the roads.
- 134 97211 We've wasted enough money on bike lanes, biking at the expense of our infrastructure.
- 135 97212 80+% of travel is by car - spend 80+% of the money on cars. Bikes pay ZERO road usage fees, so they should get ZERO money until they are willing to pay.
- 136 97212 I feel that locations that are walkable are already serviced by sidewalks.
- 137 97212 I rode a bike to work years ago on regular streets - never had a problem. Most people still drive cars, and if you look at commuting miles vs trips, bicycles are very insignificant. Too much money spent on bicycle "improvements" vs needs for the vast majority - car drivers.
- 138 97212 I think we're doing pretty good. Realistically, we need to get people out of their cars and mostly that means transit.
- 139 97212 Walking and biking work just fine without mega-dollars. I rode my bike to work for years in the 80's with no trouble; and I now walk a great deal. As long as a bike rider and a pedestrian uses common sense and does not act entitled, it already is safe. I now see some pedestrians acting like too many cyclists, arrogant and entitled, just jumping out in traffic w/o looking. Get back to responsibility and stop wasting huge amounts of dollars.

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- 140 97213 Bicyclists must start paying user and registration fees for the construction and maintenance of bike lanes and other specialized bicycle infrastructure.
- 141 97213 How to do it in a sustainable manner that doesn't penalize those who are actually paying for it (ie, the owners of cars and land whose taxes to pay for the 'greenways' and such).
- 142 97213 Sidewalks yes, bike lanes NO. Metro needs to get real and tax bicyclists and add fees to bicycling to pay for all the car lanes that are being taken away (creating more congestion that in turn adds emissions) and all the reserved space bicyclists now want on the roads.
- 143 97214 Biking, walking are safe if people follow safety rules.
- 144 97214 Enough! There are urgent needs in the region; more bike lanes aren't one of them.
- 145 97214 In Portland why is it necessary to put bike decals on streets wherein a bike rider should know where to ride. Also very busy streets like freeways should be off limits to bike riders as they control all the local side streets.
- 146 97214 Some moderate expense for maintaining bike lanes and paths and adding new lanes here and there is fine. Also addressing a dangerous connections. biggest issue is outside of the portland city limits in the suburbs.
- 147 97214 Why did I answer "no"? Because the question is phrased in such a way that to answer no is to say "I don't want biking and walking to be safe and convenient." I do want it to be safe and convenient, but I want driving my car to be safe and convenient too. I also want it to be fast and efficient. I would support more lights, stop signs, and crosswalks for pedestrians in the name of safety, yes, and diverters on neighborhood greenways so that children can ride safely to and from school -- but major streets should remain car friendly.
- 148 97214 You have done too much already.
- 149 97215 It is good to improve sidewalk, but I can't see many people use it even if the streets are paved/improved.
- 150 97215 Roads should accommodate vehicle movement.
- 151 97216 Portland has lost sight of the % of bikes to other. There is also the fact that bike projects are enjoyed by people who do not pay a dime for this usage.
- 152 97217 How many miles of street are repaired for CARS,TRUCKS< and COMMERCE.
- 153 97217 Not until there is some registration, or tracking, of bicyclists that drivers, home owners and business owners can use for reckless or dangerous riders.
- 154 97217 Only sidewalks where needed after paving the streets.
- 155 97217 Some investment yes, but cars and mass transit will still be the major transit means.
- 156 97217 Spending money on biking is a waste of money.
- 157 97217 Too much money is spent on biking.
- 158 97217 We already have green zones; bike lanes galore in NoPo.
- 159 97217 We have an incredible bike system already and we have spent far too many millions already. It is time to stop removing vehicle lanes in favor of bike lanes. If the subject to stop the practice of removing vehicles lanes in deference to bike lanes ever was on a ballot, it would pass by a huge margin.

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- 160 97217 We have gone over board on this especially in Portland Proper. If we do more on this It should be out of Portland proper.
- 161 97217 Yes we need safe biking and walking but we do not need to spend more than we already are spending.
- 162 97219 Actually, I do support it, but only if done in a fiscally responsible manner. The recent work on Multnomah Blvd is a mess and a complete waste of money. There is no reason that the bike lane needs to be concrete rather than asphalt and there is no reason the bike lane and the sidewalk could not be on the inside of the planter. Excessive spending and poor design does not get my support.
- 163 97219 Again, help people understand the consequences of investments in bikes vs. roads.
- 164 97219 Bicycles don't work well on the mountainous west side, and they don't work well for older or disabled individuals. They may be fun for kids and young adults, but should be eliminated from a program that truly seeks to expand transit options for the total population.
- 165 97219 Biking is a wonderful activity, but even in bike-obsessed Portland it will never provide transport for more than a small (but vocal) minority of residents.
- 166 97219 Concentrate on transit! Stop spending huge amounts of money to pander to a very very small portion of the population - those who commute by bike. Endlessly punishing those who drive (like seniors who can't bike) is unfair.
- 167 97219 Not until all streets are paved!
- 168 97219 Only interested in sidewalk on Vermont. See last question.
- 169 97219 We have already spent way too much on bike lanes and blvds.
- 170 97220 Again forget the few bike riders.
- 171 97220 Bicycling behavior should be confined to corridors(such as the transit corridors) rather than applied generally to all corridors. Doing this assures safety of the bicycling community as well as keeping that community in use of the transit system, thereby maintaining its economic viability.
- 172 97220 I can understand why bicycles are not allowed on the sidewalks downtown but why not allow them on other sidewalks, it is probably less likely that a bicycle will have an accident with a pedestrian on a sidewalk than an auto or truck having an accident with a bicyclist on a road w/o a bike lane.
- 173 97221 Cost.
- 174 97221 I think biking and walking are very safe and convenient, and until disease stopped me, I commuted by bicycle for 8 years. The biggest threat to my use of a bicycle at that time was the busses.
- 175 97221 Minimal impact on existing infrastructure is imperative. Costs must be minimized and borne across the entire community, not levied on specific neighborhoods or taxpayers.
- 176 97221 Need to redirect the funds already in place, and have those go to the sidewalks. bikers can use the streets like they do everywhere else.

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- 177 97221 The low percentage of commuters who use biking and walking to get to work, the store, and school. ALSO, the varied typography of the region. What works in flat east Portland will not work in the West Hills.
- 178 97222 Bicyclists over 18 should be required to have a license to operate a bicycle as many do not do this safely and expect cars to kowtow to them.
- 179 97222 If the bicyclists want improvements, they should tax themselves. Not every single resident. You say "investment". I say waste of my hard earned money.
- 180 97222 Mandates that include bicycle education and rules of the road or path. Just because you can pedal doesn't mean you understand how to mingle with others.
- 181 97222 Only in areas where accidents historically occur.
- 182 97222 Spend the least amount of money.
- 183 97222 Stop wasting money on economically unsustainable projects.
- 184 97223 Find a way to make those on bikes pay for it.
- 185 97223 Here is my rant. "They" want it both ways. Bicyclists want motorists to treat them as a special category - both pedestrian and vehicle. But they do not obey the laws of the road or pedestrian laws. It is too dangerous.
- 186 97223 I am for making walking easier and safer. not so with bicycles.
- 187 97223 I would support directing current monies to this type of project, but by supporting "more investment" that usually means more taxes.
- 188 97224 Before spending more on this, convince Portland to focus on paving the streets in has, filling potholes, etc. without any new street tax. It has no business trying to direct development before it can even maintain existing roads.
- 189 97224 Cost per user mile based upon ACTUAL use of the path or route, including all infrastructure and support services to make it possible.
- 190 97224 If you haven't noticed, it rains a lot here. Focus on enclosed methods of transportation, like electric cars, etc.
- 191 97224 In Oregon rain, no more than 6% will ever commute by bike...it is a waste of precious resources.
- 192 97224 Road diets are completely stupid and a waste...we need roads for cars that everyone uses.
- 193 97224 Stop catering to the 2% who bike...such a waste.
- 194 97225 Do so with the use of existing resources.
- 195 97225 Educate people how to use existing biking and walking resources more effectively and with consideration of all users around them.

- 196 97225 I checked No, but it really depends on what the plan is and where it is to be implemented. For example, it doesn't make a lot of sense to increase bike traffic in the steep areas of NW and SW Portland where few bike due to topography. It makes much more sense to dedicate ENTIRE STREETS to bicycle and pedestrian traffic rather than building bike lanes and sidewalks adjacent to vehicular traffic. Bike accidents and deaths are much higher than the national average in Portland because bikes and cars attempt to "share the road". Most of these accidents and deaths involve riders younger than 30. Check the hospital records! Money should be spent to speed up traffic, which 90% of us use every day, rather than spending money on more bike and pedestrian infrastructure.
- 197 97225 No extension of current system of bike lanes in the street.
- 198 97225 Seriously? Do you think people will suggest that Metro should pursue unsafe and inconvenient walking?
- 199 97225 We have plenty of bike routes now. I wonder what percent of our transportation budget goes to a commuting method only 2-5% of Portlanders use. Sidewalks are very important, especially in sidewalk deficient places like East Portland, and should be invested in to increase safety.
- 200 97225 Would say yes to this, but what has happened in Downtown Portland concerns me where they have these bike lanes and they cyclist do not use them - I have almost been hit by a bike more times than any automobile because the cyclist are not following the traffic lights - the walk sign turns to walk and I begin to cross and low and behold here comes a cyclist and they go right through the red light.
- 201 97227 As in the previous statement I do bike to work whenever I can... but as a person that also drives to the store and to do average things.. The state hwy's which include hwy 99, hwy 30 which most people know by their street names Powell blvd, MLK, 82nd ave and Lombard need major work done by the state and city... I have biked in this city before there were bike safety measures in place... riding a bike on any of those street is legal but no prudent.
- 202 97229 A bicycle is a non-mission-critical piece of transportation equipment that is unsafe in inclement weather, and not usable by young people, old people, and infirm/disabled people. Any investment aimed at forcing people to use it for mission-critical transportation is a waste of public money and I totally oppose it. It does not support economic development, local businesses. It doesn't reduce risk of traffic fatalities and injuries, particularly for the cyclist. It does not increase access to jobs and services except anecdotally (e.g., the cyclists who get interviewed for Oregonian articles). Don't you think that you could come up with a different potential benefits list than for question 1? You have now asked about bicycles in both questions 1 and 2. I wonder if I will see additional questions about bicycles as I complete this questionnaire.
- 203 97229 Bikes make driving more difficult.
- 204 97229 Do not implement it.

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- 205 97229 If I say make biking more convenient, more of them will be all over the roads. Bike paths make sense, but they are an expensive investment for few benefits. We have had bicycles since the end of the 19th century; if they were the answer to transportation needs, we would know it by now.
- 206 97229 No, because it is a front for an anti-car agenda.
- 207 97229 Not in the way I have seen this policy implemented. We don't need mile-wild bike lanes for the people who don't pay for the roadway. There is no reason they cannot already share the already oversized sidewalks to some extent or use a slightly wider shoulder. This is another feel-good program that must be paid by others for a few to benefit.
- 208 97229 Private funding.
- 209 97229 Spending money on biking in a city with steep hills is idiotic. I'd rather see Portland get the cyclists off steep, curving roads. A very small percentage of the population can bike to work, school, or shopping.
- 210 97229 That is a "4%" "solution". Lets concentrate on the 96% who do not take long walks or bicycle.
- 211 97229 The "investments" that have been made where I live have been stupid expensive and not effective.
- 212 97229 The sidewalks and bike lanes provided are more than adequate. We do not need to invest any more money to study and design new ways to provide this service.
- 213 97229 This is not my highest priority unless you're talking about biking for regular people and not the hip bikers. If we're talking transportation (biking as a means of), then that's great.
- 214 97229 We've done that with no good results.
- 215 97229 What a waste of money for very few people.
- 216 97230 Consider the percentage of population actually using this mode of transportation. the majority of residents will never become year round walkers or bikers due to the weather and the need to be dressed appropriately for work. Not everyone can wear sweaty clothes all day nor do most places have showers for use.
- 217 97230 Enough has been done on the east side. I don't see a lot of bike paths on the west side of town. Hmm...wonder why? Maybe the west side residents don't want all these improvements.
- 218 97230 Making walking safer.
- 219 97230 Portland has gone out of its way to reduce car traffic on streets and add bike lanes. I am against this approach.
- 220 97230 The cost of extracting more tax dollars from the community, when those funds could go to hire additional employees, buy some capital equipment, expand a business. I think people would rather have a few more jobs available than a bike path.
- 221 97230 Yes if voted upon.
- 222 97231 I reside on Sauvie Island. Too many bikers are inconsiderate and foolish in their riding behavior.
- 223 97232 Check most recent research. PDX demographics are &, more importantly, will, of necessity change. Fewer Portland is where the young go to retire, more 'older' folk.
- 224 97232 In ADDITION to other modes, not instead of...don't hurt cars to help bikes... Again, always cheap in Portland.

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- 225 97233 I have seen a lot of investment in providing safe bike and pedestrian routs all over Portland. I see a lot of cyclists who put themselves in harms way when they don't obey the rules of the road. Portland needs to invest in safe roadways too because even as we try to reduce our carbon footprint we continue to have people who have to drive to get to their places of work. Trying to navigate unmaintained roadways makes an unsafe environment for everyone motorists, cyclists, and pedestrians.
- 226 97233 There have been many 'investments' from other budget line items for this. Get rid of the things that waste space, in the middle of the streets.
- 227 97236 Bike lanes and sidewalks are two different issues and putting them together make the results of this survey less valuable.
- 228 97236 We are doing this already very well. We just need more side walks in East Portland for pedestrian safety.
- 229 97239 Invest in roads and streets instead.
- 230 97239 Walking yes--biking lower priority that frequent affordable mass transit because many more people will use mass transit than can bike...
- 231 97266 Side walks do not make anything safer. We are retro fitting roads with stuff using up space for vehicles. Green ways, swales and side walks have taken up valuable space in the road way and we now have a livability problem due to the lack of room in the road.Cars are parked in the roadways and that creates a vision problem. Your making a mess.
- 232 97266 The bicyclists are making it dangerous to drive any more on Portland streets. The city is more than accommodating creating bike paths but the cyclists don't use them or often just make their own rules, example, running red lights, not obeying the traffic signs, riding two or three abreast. It's ridiculous any more.
- 233 97267 Again- no one is against safety. The issue is waste. It's 'nice" to have all manner of recreation, but cost for this recreation.. provided by taxpayer assessments.. is often an enormous investment.
- 234 97267 Not unless we find a method for these groups to share in the expense.
- 235 97267 Only after the city of Portland paves all its roads and puts in sidewalks! ---THEN the bike paths, but NOT BEFORE!
- 236 97286 What we have is good for the bike traffic we have.
- 237 97292 People were walking long before the invention of concrete and asphalt.
- 238 98665 If bike & walk paths prove to be a frequently used as roads, comparatively, then I'd agree to put more \$\$ into them. Right now, you need to concentrate on the current transportation infrastructures.
- 239 98685 Bikers should pay a share in improvements.

- 240 98686 When I am on a bike or walking, I am the one who pays attention to others (cars, vehicles, etc). It is my responsibility. As the investment has occurred, people who use it, have not respected and kept this up. If the people who use are not able to abide by the laws of all who use the area, then the investment should be curtailed!
- 241 A qualified No. There is way TOO much emphasis on the damn bikers. How many bikers in comparison to people who drive or take public transportation? Adding more bike paths won't add more people who ride. There are those who do but the majority do not and will not. Just more money removed from road budget.
- 242 Attempts to make walking and biking more convenient has resulted in poor implementation, pedestrians disregarding common sense safety precautions, more congestion and confusion with drivers.
- 243 Cost.
- 244 I support sidewalks on public right-of-ways but no pathways on private properties.
- 245 Invest in our roads they are in deplorable condition.
- 246 It is not the job of city government to push a bike agenda. Sidewalks used to be a priority until the bike agenda took over. Now cars and pedestirans are in danger from the bikers.
- 247 Safely and convenience of walkers.
- 248 So many of our communities already have sidewalks and bike paths. It is time to spend our tax payer money on improving our economy.
- 249 The area has spent far too much money on bike lanes.
- 250 There is no royalty as it applies to transport mode. Until bicyclists are charged user and/or license fees to pay for bicycle infrastructure, it should not be funded. Revenue should not be poached and siphoned off from motorist paid taxes for freeloading bicyclists.
- 251 We are spending way to much in these areas and as a result letting our highways and streets decay. We need to make big investments in our highway system to move more traffic faster.
- 252 We have already made o much of an investment in these areas.
- 253 Automobiles.
- 254 Cost.
- 255 I put "No" only because the option to say "Yes but not at the expense of making driving and commuting by automobile" was not available. Again, walking and biking are perfectly legitimate forms of transportation but for the vast, vast majority of folks, they simply don't work or pencil out.
- 256 I support sidewalks on public right-of-ways but no pathways on private properties.

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- 257 In Finland bike lanes are not in the street but clearly painted on the sidewalk. Bikes do not interfere with vehicular traffic and pedestrians have their own safety lane on the sidewalk. Most importantly, there are no bikes passing cars on the road on the right. All bikes are registered and bike riders pay a license fee to offset the cost of maintaining and creating bike lanes on sidewalks. Our current system is dangerous to cyclists and a nightmare for drivers. At some point all the bike riders will no longer be able to ride their bikes and cars will once again become a necessity for them. I do not support extension of bike lanes in their current form.
- 258 Invest in our roads they are in deplorable condition.
- 259 Not at the expense of autos and mass transit. There need to be more arterial streets that are designated for automobiles and other motor vehicles. The recent designation of a major arterial, namely SE 52nd, has no nearby convenient road for cars to travel. What's the sense of that. Traveling SE 60th is difficult. The road has dozens of potholes, is narrow, has on-street parking (on the west side of the street). Cross town traffic in Portland is a farce. The bike lanes on SE 26th, the high school (Cleveland) where kids AND teachers jaywalk, the no turn on red signs at Powell Blvd. Please tell me which cross-town (north-south) arterials are available for cars. Walking? That's a joke. Bikes kill pedestrians as well as cars. I'm more afraid of bike riders than I am of cars because people on bikes seem to think they have the right of way in all situations.
- 260 Sherwood is currently implementing walking areas to the detriment of the community. Reality is, the areas they are setting up for people to walk to will not happen.
- 261 What the people want!! Whenever you put in a sidewalk, maintenance immediately shifts to the abutting property owner which is a burden on individuals rather than the general public who benefit. Metro should not undertake any projects unless 3 conditions are met: 1. No loss of automobile lanes and traffic flow 2. No loss of parking 3. Maintenance and operations of all transportation facilities is factored into the costs. Metro should not be pushing local jurisdictions to install these expensive and questionable "fixes" that serve only a tiny proportion of the population at the expense of the vast majority who need and want to use automobiles to get around.

Yes or no not declared or zip code not provided

- 1 97035 Rain and needing a change of clothing. Dark days - hard to see bikers many roads too narrow for a bike path. ie: Scholls Ferry Rd. Hills are also a defeating factor. Need secure placea to store bike when at destination.
- 2 97124 Supportive in principle, but I would place this lower on the list.
- 3 97211 All of the community. We also need to remember our county is not very employer friendly so many jobs need to be driven to.
- 4 97214 Should be careful to minimizing conflicts between options (including bike/transit; bike/walk).. Metro/City should be more thoughtful about how to ensure one mode (like bikes) don't get priority over other modes that offer broader mobility options and/or offer more mobility for general population.
- 5 97217 Biking and walking safe are not the same issue. Many cyclists are disrespectful of pedestrian safety.

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- 6 97232 Unable to cycle, motorways & parking are a greater priority!
- 7 97238 Not biking. There is already too many bikers and there is too much traffic in portland to make biking safe for commuters. There are also no through streets in NE Portland, except for the busy roads with lots of car traffic. for walking in my neighborhood -- what's the point? There is nothing to walk to.
- 8 97267 Simply paving streets in some areas will help neighborhoods and make it safer for bikes and walkers.
- 9 Equity. Stop listening to the developers. Stop listening to the small but vocal bike lobby and start listening to Outer SE- esp. the Latino & Asian communities.
- 10 SURVEY IS IDIOTIC.

3. Do you support more investment by your community and our region to make streets and highways safe, reliable and connected?

Respondents who answered 'YES' said to consider the following when implementing Policy 3:

Zip Code

- 1 666 Who wouldn't like that?
- 2 7236 Do a study on how many accidents deaths etc. have happened in areas where there is little transportation and sidewalks.
- 3 9702 See my previous comment about Connect 3 money.
- 4 9722 Change funding sources that keep roads in good repair. Change gas tax.
- 5 9730 Making this happen as fast as possible. This is how most people and businesses get around.
- 6 97002 The neglect of highways and roads in favor of expensive inefficient projects with a low ROI such as light rail and trams is irresponsible.
- 7 97003 Do not bargain out repairs to the lowest bidder, you get what you pay for. There are roadways being repaved in Beaverton/Aloha now that are substandard just to look at, makes you wonder if there was any engineering thought put into the planning.
- 8 97003 Reconfiguring traffic lanes to accomodate increased volumne, and allowing for safe bike commuting, too. Ample road shoulder length. For example, S.W. 170th Ave. between S.W. Baseline and S.W. T.V. Hwy. Where are the sidewalks on a vast stretch of this road??
- 9 97003 Stop putting down black asphalt pavement as a driving/biking/wlking surfacel, furthering the heat island problem in Oregon. Clear pavement binders are readily available and only need serve as the top lift.
- 10 97003 Widening roads that are used heavily.
- 11 97005 Beaverton (and probably other suburbs of Portland) desperately need better connections. Beaverton may have a bike lane or route on each side of downtown but there is NO safe connection through. Crossing canyon road & Beaverton-Hillsdale while on Hall or Watson is extremely intimidating (especially with a kid in a bike trailer). What good do the bikeways do if they are NOt connected thru the most vital part of town?? I live in Cedar Hills, just a couple miles from the library/farmers market; I would love to feel that biking there is a viable option for my family.
- 12 97005 Build the Westside by pass.
- 13 97005 Developers must pay for adequate roads. Drivers must pay for road improvements. Many businesses will have to move (back).
- 14 97005 Fill the potholes first, then deal with re making the whole road.
- 15 97005 Impacts on natural habitats/ecosystems should be considered.

- 16 97005 Maintain existing roadways first, use technology to improve flow, use technology to improve public transit use/efficiency. Only then consider widening, new roads. That approach should only be considered where significant new development is allowed that relies on old, poorly designed roads of yesteryear.
- 17 97005 Potential impacts to transit operations (transit comes first).
- 18 97005 Road repair, improving timing of stop lights. I do not support widening roads.
- 19 97005 Roundabouts.
- 20 97005 Studded tires in the Willamette Valley are unsafe most of the time if a driver installs new studs November 1 then drives studs FIVE-months on mostly dry or wet pavement. UNSAFE? On Nov. 1 weather is mild. Metal spikes on tires CAN NOT GRIP rough pavement. Moving car dances on metal spikes. Pavement is immediately carved. Sometimes weather is a couple days of snow in late Nov. through February. Studs that have carved pavement for a month are nubs by December. So, if snow traction is necessary, stud-quality traction is impossible. In January studs have disappeared to nipples and holes (where a stud has ejected at Freeway speed). In March roads are rutted and studs are gone. So, studs are mostly worthless for snow traction and rutted roads are not safe for any driver. We won't ban studs. So uneducated drivers buy studs as leagal winter traction devices and use them FIVE-MONTHS unsafely. To have high quality traction and preserve pavement, require that studs be mounted on separate wheels. Now driver can, on 50 degree temperature November 1, put set of studs in trunk of car and drive home on rubber tread wheels. Put studs on extra wheels in closet. Listen to weather forecast. If snow predicted, take studs out of closet and check air pressure. Change over to studs for the days of snow then put rubber tread
- 21 97005 This should be considered through the lens of encouraging alternative means of transportation (i.e. cycling, walking, public transit). There are drastic improvements to be made in the design of our infrastructure that can empower non-driving users and therefore negate or reduce the need to add more capacity.
- 22 97005 While I would prefer to see roads get smaller, and for people to drive cars with only one person less often, I do think that roads (and bridges) need to be updated and improved.
- 23 97006 All the gravel and trash from the road ends up in the bike lane. Please either clean out the bike lanes more often or create a way so that road trash does not end up in the bike lane. A small barrier would help and also serve the purpose of making the bike lanes safer.
- 24 97006 All these things cost and cannot be done all at once. Making decisions about what is the most cost effective will require making difficult decisions and needs really good leadership.
- 25 97006 Contiguous bike lanes--there are so many places where bike lanes suddenly disappear!
- 26 97006 Existing road maintenance funding sources (possible new vehicle tax in Washington County, etc.).
- 27 97006 Finding ways to expedite traffic flow thus reducing commute times & total fuel use & emissions.
- 28 97006 Gas tax. Those of us that drive should be paying for the improvements.
- 29 97006 I'm tired of local politicians spending money on MAX and pet projects. Safe, sufficiently wide roads are priority 1. More lanes if needed to alleviate traffic. Buses are best form of mass transit and they need roads.

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- 30 97006 Improved signage. For example, many signs have become dirty or hidden by foliage. Some are not clear because of changed traffic patterns or increases in traffic. Many bridge entrances have convoluted and confusing approaches. In areas with multiple forms of active transportation, it is hard to become aware of all the hazards.
- 31 97006 Not only better roads, but our bridges are chokepoints that need investment.
- 32 97006 Of course, safety and reliability are important, but I hesitate to endorse the idea of more connected streets and highways. Let's be wary of paving over paradise, please.
- 33 97006 Parts of Portland and Washington County look like third-world byways. This is unacceptable.
- 34 97006 paying for it. i support a serious raise to gasoline taxes--at least \$1 per gallon to start. some folks will switch to public transit, some will drive a little less. others will pay for their driving pleasure and there will be a little more \$ for road repairs. i do not support new major roads because i believe that if we build them, they will instantly fill with traffic.
- 35 97006 Pot holes everywhere, while ODOT elects to spend \$250K a pop on useless, hazardous signs telling us what we know already-- how long it will take us to get to major hwy intersections. This patronizing attitude needs to stop. I understand about "Amber Alerts" but let's look rationally at pros and cons. Those making these decisions should be fired.
- 36 97006 Proper timing for pedestrian crossing lights. Good signage.
- 37 97006 Reasonable expenditures with check and balances so they are reviewed by an independent panel to make sure money is being spent correctly and wisely. plus to insure that current trees and/or environment is protected from overly aggressive contractors that just want to cut everything down.
- 38 97006 Roadways, especially those on the west side of the Portland Metro area, have been inadequate, poorly planned, dead-ended, and otherwise made impractical & chronic sources of time/money/energy waste for over two decades. By permitting Washingtonians to chronically congest our roadways without paying the mega sums they owe us for upkeep, additions, maintenance, and expansions, Oregonians are forced into wasting our personal resources, at their benefit. The major roads are congested at all times of the day and night costing employers and workers vast sums, including health costs from severe transportation-related stress. In my former job, I traveled 600 miles/week and spent more than half my time sitting fruitlessly trapped on roads throughout the tri-county area. It's important to recall that it's not JUST freight that needs to move around this Metro area. There are thousands of building construction/repair/maintenance workers, restaurant delivery workers, utility employees, home health professionals, taxi drivers, lawn/yardcare workers, social welfare workers, lab couriers, home/office decorators, real estate agents, and countless others who don't work behind a desk (most of the time), but are out driving around (usually in their own vehicle) from one residence or business to another, bringing their
- 39 97006 The infrastructure of the entire nation needs work.
- 40 97006 Unfortunately congestion gets worse when multi-dwelling units are built where one house used to be, and there's only one access road.

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- 41 97006 We already have enough roads. If you widen them, then do so to add sidewalks and bicycle paths. Do not widen them to allow more cars go through. Increase the price for gasoline and use that extra income to subsidize adding sidewalks and bicycle lanes. Do not increase property taxes since that will also put pressure on the people who are already car-less and use alternative transportation.
- 42 97006 Where will the \$\$ come from? i do not support building new roads if we cannot manage the upkeep on the one we have. i do support minor changes that would make alternate routes work better esp with education or promotion to make the alternates known.
- 43 97007 A lot of progress has been made in the area west of Beaverton and south of TV Hwy in the last 3 decades: widening of Murray, Farmington, and 185th, for starters, and improvements on 170th and 160th. However, 185th still suddenly narrows here and there, which slows the commute; 170th gets very backed-up in the morning commute.
- 44 97007 Availability to the greatest number of end users, cost, and environmental impact.
- 45 97007 Eases congestion, reduces crime, encourages community interaction.
- 46 97007 Emphasis should be on improving safety.
- 47 97007 Expand I-205 to the west side of Portland with new bridge across Columbia River west of I-5. This will be needed as most of the regional growth is projected to occur in Washington County, I read recently. Do not replace current I-5 Interstate bridge.
- 48 97007 Fix highway 217 congestion.
- 49 97007 Focus on smaller improvements like completing roads that carry between one and two lanes. That should reduce congestion, and fuel use.
- 50 97007 Good repair, yes. Addition of traffic control (stop signs, lights) in problem areas, yes. TIMING THE TRAFFIC LIGHTS PROPERLY like every other city on earth, yes (I shouldn't be driving down the street doing the speed limit at 8 pm and hit EVERY SINGLE RED LIGHT on a 2-mile stretch - that's a waste of my time and gas and terrible for the environment as my car is just sitting there for no reason spewing out extra pollutants). Widening, on the other hand, often makes streets LESS safe for bicycles and pedestrians as it increases traffic flow and at the same time makes drivers feel more safe because they have more road, so they don't pay as much attention (there is science on this; look it up). More pavement is also worse for the environment in terms of run-off. Street widening should be undertaken with great care and as a last resort.
- 51 97007 How to provide for the greatest number of end users at the best cost.
- 52 97007 I wish I were more educated on how to do this.
- 53 97007 If the streets are too crowded and unreliable drivers get frustrated and make bad driving decisions, endangering the rest of us.
- 54 97007 It is late but we should create as convenient roads as possible.

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- 55 97007 Maintain existing infrastructure and implement desired improvements by encouraging infill/increased housing density near public transit, parks and recreational areas. Realistically assess how zoning changes, UGB expansions and new development impacts existing roads, local neighborhoods and overall quality of life.
- 56 97007 Make it easier for commuters to go around high elevation areas (like Cooper Mountain) than right over the top. In winter the top of Cooper Mountain SW of Beaverton is icy and snowy and is treacherous. Car trips are expected to triple there by 2035. Spend less funds to improve the routes over the top and more on arterials around it, please.
- 57 97007 More traffic enforcement. and Im not talking about Beaverton style radar vans.
- 58 97007 Personal property values should never be reduced by road improvements if they may then owner shall be compensated at the proper rate.
- 59 97007 Reducing traffic congestion with increased driving lanes.
- 60 97007 The City of Portland wanted to add yet another tax to fund this effort. Further, Washington County has an issue on the ballot to fund "road and bridge" maintenance. If these bodies were serious, they would have already budgeted for this effort. No wonder government is so poorly respected.
- 61 97007 This policy is essential for our society.
- 62 97007 We have significantly under invested in our surface system. We have no reliable North/South connectivity on the West side and our current t corridors all need additional lanes.
- 63 97007 Where people are going, especially commutes, as to which roads need repair, upgrade, etc.
- 64 97008 Create alternate routes to dilute traffic (note: more Columbia River Crossings instead of one new giant one as one specific example) and enhance disaster recoveries. Avoid building new or bigger roads if there are other, effective, creative options. Clearer road markings in some areas. Faster and more effective clearing of accidents on major routes--and an aggressive targeting of tail-gating as a major cause of accidents or aggravation of existing ones, leading to congestion. Complementary policies to reduce commuting distances.
- 65 97008 Focus on Portland outer eastside, east of I205. Also focus on areas around schools...make sure kids have safe walking routes to schools.
- 66 97008 How this will make it easier for people to get from Point A to Point B.
- 67 97008 I support this, but in actuality as pointed out most of the investment is actually going to improve Active transportation instead of improving the roadway network. Also, Portland has an agenda to reduce lane miles and convert them to bike. Thus making travel congested and a misguided attempt to make transit an attractive alternative.
- 68 97008 It would be great to have more roads out of the Scholls area to the freeways.
- 69 97008 Most of us will continue to travel by auto. The better the roads, the safer and easier the commute.
- 70 97008 No more widening of highways, arterials.

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- 71 97008 Pave our streets without a tax i know the liberals on the city council call it a street fee but cut the budget somewhere else and quit screwing the tax payers.
- 72 97008 We need to be careful--we won't be able to build our way out of congestion, and it's easy for this type of spending to consume all of the available resources.
- 73 97009 • The "yes" with which I answer is a qualified "yes." While we do have streets and highways that need widening for safety reasons, I would hate to see our area become another LA or NYC. We are approaching that in some areas already, at least visually. • Streets inherently support the use of cars and trucks. I use both a car and a truck, but would rather we spend our resources on efficient mass transit to move people. • I have adopted the concept that I can get many things delivered to my doorstep for less than it would cost me to go to a store. The UPS, USPS, FedEx, etc. trucks are already on the roads and ultimately pollute less than I would by making a separate trip. Can we get more people to understand, perhaps through advertising the concept, that monetary and ecological costs go down when we use such services?
- 74 97009 Maintaining existing infrastructure is a higher priority than creating new highways and byways. That being said, this region will die economically if we do not have a third Columbia River bridge in the greater Portland area.
- 75 97009 Many rural areas don't want increased connectivity in their footprints, but these changes seem appropriate for urban areas.
- 76 97009 Moving freight, nursery stock, manufactured goods, etc. DOES benefit my local community.
- 77 97009 People are not going to abandon car transportation. We must keep road system safe.
- 78 97009 This needs to be done within the budget and not by setting new fees and or taxes to pay.
- 79 97009 We should start spending money on roads and highways, WAY less on mass transit.
- 80 97013 Don't leave out rural areas.
- 81 97015 Environment and safety.
- 82 97015 Expand our bridges.
- 83 97015 Increase vehicle registration fees to cover increased costs.
- 84 97015 More Freewys.
- 85 97022 More gas tacks and plat taxes.
- 86 97023 Better timing of traffic lights to ease flow and congestion (I-205 and Johnson Creek is bad.) also, do small repairs quickly before they get worse and costs increase substantially.
- 87 97023 Keeping bushes, brush and trees cleared from the visual paths of motorists, cyclists and pedestrians so there are no barriers.
- 88 97023 There are many places you simply can't reasonably travel to without a car. Sellwood in particular is badly in need of widening.
- 89 97023 Well lighted, better street repair, connecting routes.

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- 90 97024 Consider making the turn lanes have a blinking yellow light so they may turn when oncoming traffic is slow or non-existent. This will speed up the movement of cars and buses. Buses are much more user friendly than light rail. They are also much more flexible; light rail goes from point A to B and cannot deviate. Buses can be switched at most any time if they are need in a different area.
- 91 97024 This is, in my opinion, the most important thing we can accomplish. The positive impacts of congestion reduction through roadway capacity has been badly underestimated as a solution.
- 92 97024 Unsure.
- 93 97027 Not tear up new projects like they are doing on Hwy 99E in front of OC Shopping Center. What a waste of government money.
- 94 97030 Consider the impact on local businesses many businesses operate on the cusp of closing, even a marginal inconvenience could mean the difference between staying in service and closing doors.
- 95 97030 Cost. Are present fuel taxes being collected and applied to the improvement of streets and highways? Perhaps an independent audit is needed.
- 96 97030 Designate high volume/low volume surface streets--low volume for walking, biking. Label as such like one way streets.
- 97 97030 Maintain what we have, make more room for bikes, fix pot holes.
- 98 97030 Not sure. where is the money and taxes being spent now and howabout a public audit report.
- 99 97030 Repair and possible widening of east county roads (division and Powell from Willamette to 39th especially).
- 100 97034 Charge user fees to give drivers appropriate price signals (charge for every mile on every road, by time of day). To really benefit the climate, switch to electric cars powered by renewable energy.
- 101 97034 Consider if any of the roadway usage could be reduced by providing alternatives to driving. Focus spending on encouraging people to use other options vs. continuing to add roads and widen streets. Enforce rules for when snow tires are allowed. Consider a per mile charge for snow tires.
- 102 97034 Higher speed limits on the freeways like all of the other states. It's crazy how slow people drive on our highways. And put in more lanes.
- 103 97034 Keep roads repaired, don't build new roads, widen as needed.
- 104 97034 Long term investments. Using high quality materials with greater longevity.
- 105 97034 Moving forward and doing something rather than continuing to do nothing . Also thou roughly investigate all people and companies involved when planning and doing work. The massive waste I hear about daily on road and bridge work is staggering and wrong!
- 106 97034 Politicians always like photo opps at openings of new things but the politicians need to do photo opps at the start of major repair/maintenance projects also we need more tunnels. I5 should go below ground at milepost 296 & surface at milepost 4 on the Washington side.

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- 107 97034 Prioritizing primary roads before secondary and minor streets & roads. Coordination of the state highways with the county roads and city streets so road tear ups and other activities are linked.
- 108 97034 Reasonable speed limits, realistic traffic needs.
- 109 97034 State wide roads/streets are in bad condition. Budget cuts have had a big negative impact.
- 110 97034 Street maintenance has to take priority over new infrastructure, even pedestrian and bicycle infrastructure, and definitely before transit.
- 111 97034 The best engineering possible. Efficient implementation that prioritized current transportation heavy use times.
- 112 97034 The reality is most commuters are still in cars and autos and use them more than mass transit at this point. They are becoming more efficient and green as we see with the electric and hybrid vehicles. Quit fighting it and build the roads to accomodate them; widen the roads and upgrade efficiency.
- 113 97034 They should not promote more travel.
- 114 97034 This is how the great majority of our people get around.
- 115 97034 This is the most rational and desirable of all the alternatives proposed. It should be given top priority. The region's factotums have ignored streets and highways for 30 years. As a result they are in poor repair and will require billions to restore just to their former condition much less improving them.
- 116 97034 This is where the region should have spent the money wasted on light rail for nearly 40 years now. Virtually every arterial is crowded, dirty and ugly. That's because adequate money has not been spent on maintaining streets and on increasing their capacity in favor of light rail. We will pay the price of this misappropriation of resources forever.
- 117 97034 Yes, and this includes making the necessary capacity improvements so rural/farm roads outside UGB are safe to travel on for all modes.
- 118 97035 Bridges and infrastructures need to be able to withstand weather and earthquakes.
- 119 97035 Build two the freeways to reduce congestion on I-5 and 217.
- 120 97035 Immediate repairs and expansion of some of the freeways.
- 121 97035 Medium priority, looking to phase out.
- 122 97035 Programs/infrastructure should be sustainable in the sense that we can continue building upon them easily.
- 123 97035 Stop saying that each new tax and fee will go to roads and then have it diverted to something that some politician thinks is "related" to road usage.
- 124 97035 Street connections should ensure use only by neighborhood traffic and not cut through traffic from collectors or arterials, especially in suburbia where streets are used as outdoor play spaces for children.
- 125 97035 Tackle the bottlenecks 1st.
- 126 97035 That is how most get around. Keep traffic moving efficiently.

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- 127 97035 This is another area where high traffic shopping districts need to be considered. Keep the shoppers out of the way of workers driving home (widen 217 @ Washington Square, tualatin- Sherwood hwy @ Cabelas).
- 128 97038 Keeping the existing infrastructure in good repair should be a top priority. Upgrades can happen for urgently needed problems next.
- 129 97038 To a point this is a good policy, but encouraging alternate means of transportation should be a strong balance to any highway projects.
- 130 97042 Maintenance anticipated growth.
- 131 97045 Always keep in mind pedestrian and bike options.
- 132 97045 As answered in question 1. Having housing, light industry, and retail in close proximity to affordable housing.
- 133 97045 Congestion costs money for everyone and adds pollution. Eliminating congestion is the best way to gain efficiency for the means of transport used by most people.
- 134 97045 Cost.
- 135 97045 Declining /stabilizing highway usage overall, especially for non-freight usage.
- 136 97045 Don't raise taxes.
- 137 97045 Either stop all of this insane growth or build more highways & freeways to interconnect the urban and suburbs areas.
- 138 97045 Eliminating congestion bottlenecks, that result in reduced economic expansion and/or making our area less competitive, has to be number one priority.
- 139 97045 Far to often the will of the people has not been listened to as precious resources that should have been directed toward an improved highway system have been used to build a light rail system that is being under utilized. I believe our citizens are saying "No more light rail."
- 140 97045 I strongly support "targeted" improvements.
- 141 97045 Improving the infrastructure of the roadways.
- 142 97045 It cost far less to repair things now than to let maintenance lag and then re-build roadways. Sacrifice expansion to maintenance.
- 143 97045 Keep roads safe for bicycling.
- 144 97045 keeping what we currently have in good repair should be #1, then we could think about upgrading or replacing outdated streets/highways. Building new highways should be last thing we do.
- 145 97045 Long term cost.

- 146 97045 New developments should be required to have less tunnel visioned traffic studies - how do we get these drivers to the main highway in the best way, not just oh let's use this crappy old rural road and hope they use the main road instead but we won't try to discourage them from using this little rural road and no we won't pay for upkeep for the little rural road. There needs to be better ways for drivers to get to the main roads - NEW WAYS not just doing the minimal traffic study for the immediate area but make new routes to get these folks where they want to go in an efficient manner. They can still take the rural roads of course, but not at 100 mph trying to beat the new route. New developments need new routes to get to the big roads and highways. Better routes. Homeowners on the rural streets shouldn't have to pay with their quality of life because a developer and the city didn't take the time to design things right.
- 147 97045 Pedestrian walkways over busy roads (ie. where Beaver Creek and 213 meet).
- 148 97045 Perhaps burn the candle from both ends? Focus primarily on main urban routes but also make sure to dedicate a percentage to improving rural regional roadways that are already being used by some to bypass clogged throughfares. Adding lanes should be done sparingly and where it will obviously help - as opposed to just shifting congestion to another place.
- 149 97045 Prioritize a sustainable system of funding to do the work. Included in this is an analysis of why it is so darn expensive for governments to undertake these projects anymore. What are the costs of all the environmental regulations/reports, prevailing wage requirements, etc? The web of hidden costs makes doing this in a cost-effective manner challenging.
- 150 97045 Reduce congestion.
- 151 97045 Roads that are smooth and good pothole repair.
- 152 97045 Stop diverting funds to mass transit.
- 153 97045 The population keeps growing and we are a suburb type city with another state involved. You could not take a bus or bike to Vancouver from where I live and that is the kind of planning I think I hear. As in light rail to Tualatin??? But we do not plan for cars. As in having to make Foster into two lanes. I agree it has to be safe for cars and bikes. But we also need to build roads as they did in the old days. This is not the East coast.
- 154 97045 There needs to be less landscaping. At intersections the landscaping gets in the way of vision. Oregon has plenty of trees and bushes with out putting it right in the way of vision at intersections and medians.
- 155 97045 This is number one mode of transportation in and out of city (as well as around the city) and should be weighted accordingly!
- 156 97045 This increases jobs.
- 157 97045 This is helpful for those of us on the edges of the UGB.
- 158 97045 This is not NYC. We drive cars out here. It's too far to everything to try to ride a Max train. or ride a bike to go to a concert.

- 159 97045 This should be the priority when allocating funds for transportation. Our state is large and the distances people travel for work and recreation are greater than those of Europe and the East Coast, so highway infrastructure is very important. Our way of life has developed in response to the geography of the area. Public transportation, while necessary, is slow, cumbersome and inflexible, and most of us choose personal automobiles because of their convenience, and because most of us do not wish to spend 2 hours or more per day commuting. It is not government's role to determine what type of transportation we should use and to legislate "nudges" to force us to comply.
- 160 97045 Who pays and will it benefit those that do.
- 161 97048 More lanes for freeways.
- 162 97051 Widen Cornelius pass
- 163 97055 Focus on areas in the Metro region that have historically been neglected.
- 164 97055 Increase gas tax to adequately maintain our road system.
- 165 97055 Keeping the road system in excellent repair should be the norm, good means average.
- 166 97055 LET'S FACE IT, CARS ARE NOT GOING AWAY UNLESS YOU PEOPLE OUTLAW THEM. THE FASTER WE GET TO WHERE WE ARE GOING, THE LESS FUEL WE BURN.
- 167 97055 Raise the gas tax to get adequate funding.
- 168 97058 For those of us who do not live near transit, please repair the roads.
- 169 97058 Roads are the life line of any community. Being safe, well taken care of and accessible to all directions keeps the flow of life happy and moving.
- 170 97060 Considering new development - developers pay for these projects - quit passing on these cost to everyone else. when a road is scheduled for maintenance, this should be considered.
- 171 97060 Dependent on locations.
- 172 97060 Electric cars, hybrids, fuel-cell powered cars, or plane, old, gas-guzzlers, we all need decent roads. So does most transit! Fill the holes, fix the worst (and second- and third-worst) traffic hazards (see "buses as hazards", above). That's what I want you to do with MY tax dollars...gas taxes, city/county/state general fund road taxes, etc. I DO support light rail to the degree that it can be demonstrated to help people leave their cars at home, but I have seen nothing to tell me that much money spent on bike transit has any, significant, impact of anything but recreational bike riding.
- 173 97060 Focus on this as this is still the main travel option for our economy. Keep this infrastructure in excellent condition because it is that important.
- 174 97060 I notice a big difference in my gas consumption on a well-paved smooth road compared to a rough road with grooves and deterioration. Getting road repair money from gas taxes seems like a disincentive. Probably should look at options for funding road repair.
- 175 97060 Keeping traffic flowing.

- 176 97060 Spend the taxes collected on streets, not unproven eco feel good projects ie: charging stations for elec. cars. Let the buyers of those cars pay.
- 177 97060 The money is used wisely and actually for the roads.
- 178 97060 The total commute remains predominantly automobile. Even with all the changes in transit and alternate systems, the vehicle is the backbone that should be accommodated. The greatest investment should be in relieving congestion on highway systems.
- 179 97060 This is a poorly worded question with an obviously directed response. Temper safety with effectiveness: performing drastic changes in the name of safety is a smokescreen to achieving other goals, such as increasing reliance on public transportation or forcing my family to go grocery shopping on our bikes in the rain. Bad question--the drafter should have given a meaningful choice--of course reliability and effectiveness of the transportation system is desired, but gearing this to justify Metro's agenda is transparent and for the gullible.
- 180 97060 Traffic studies, existing quality of roads.
- 181 97060 Which highways and byways are traveled the most.
- 182 97062 Build more roads and get bicycles off the road.
- 183 97062 Everybody uses the roads, and they are way too congested. On the West side, start by widening 99W to at least 6 lanes (7 would be better).
- 184 97062 First, keep the roads in good repair. It feels like the infrastructure is falling apart when we have to drive on roads that are filled with potholes and crumbling cracks. Next, use sensible and sane signaling, where I am not stopped at every light because they are not timed. And figure out how to leave lines for bike lanes even when the road narrows. In Tualatin, the lanes just disappear when it's inconvenient to provide the stripes. Of course, Tualatin is terrible for traffic anyway. Not just because of the new Nyberg Rivers development. For instance, Boone's Ferry is a terrible choke point heading north into the downtown area. Ridiculous.
- 185 97062 Hopefully de-emphasize autos. Don't always widen the road see if folks are close enough to walk for their quick trips to the store and so forth.
- 186 97062 Increase number of lanes to handle more traffic.
- 187 97062 It is impossible not to say "yes" to this question- how could one support unsafe highways? But I would rather invest more in bike trails.
- 188 97062 Maintaining what we already have is much less expensive than letting streets fall into disrepair. The City of Tualatin has an excellent plan to do just that which should be considered for other cities.

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- 189 97062 My city has a policy requiring connected streets and all but prohibiting new cul-de-sacs except where slope warrants; but, political pressure by NIMBYs has prevented a few street extensions and connecting intersections long planned on the books. I think Metro needs to step in more if it can learn of these incidents. Also, I firmly believe the region needs more connections where they are lacking, even if that involves eminent domain. In general, I'm against new fat arterial roads and widening existing streets. I'd like to see maximum block sizes in the region, and especially in the 'burbs, I want more streets extended and block sizes shrunk through shorter skinny streets, and I want "complete streets." Third, I want to defeat the trucking lobby and allow cities to enforce truck routes. Having truck routes means other streets and roads can be skinnier and have narrower curb radii at intersections -- less speeding!
- 190 97062 Portland tried to establish a street fee. Although I don't live in pdx the fee is much lower than car repairs and new tires.
- 191 97062 Smart growth, not just extra lanes. Timed lights to enhance travel through our towns and minimize stop-and-go traffic.
- 192 97062 Sometimes we don't need 12 foot sidewalks, curbs, gutters, and all the urban planning.
- 193 97062 We must have a way to keep our streets and highways maintained and in good working condition this should be built into any and all systems when developed!
- 194 97062 We need more connected highways. We need a western bypass to get the trucks off of Tualatin Sherwood Rd. We need wider roads to accommodate vehicles in the future.
- 195 97062 We should consider why we are diverting roadway funds for million dollar 'active transportation 'trails.
- 196 97062 We should definitely keep what we have in good repair before building new. Any new HCT options cannot come at the cost of existing traffic lanes.
- 197 97068 Add sidewalks, crossing cross walks with traffic control lights. Reduce speed limits - AND ENFORCE SPEED LIMITS. Enforce DUII laws. Don't just slap the DUII offenders on the wrists and put them back on the street.
- 198 97068 Car and truck infrastructure should be the highest priority.
- 199 97068 Cost versus benefit.
- 200 97068 Despite what Portland experienced trying to tax to fund road repairs, sometimes leaders need to make the unpopular decisions--that's why they were elected. We need reliable roads or we all suffer--businesses and employees!! How do these protesting people think roads get repaired and maintained? Are they aware the last time the state gas tax was raised. You need to educate, educate, educate.
- 201 97068 Focus on maintaining existing roads and highways. De-prioritize road widening and new freeway construction.
- 202 97068 Highways/streets most traveled and those that are major in separate communities should be given priority.

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- 203 97068 However, before new taxes are implemented we need to make sure the dollars that are collected for this purpose are actually being used for this purpose. I believe lots of street/highway dollars are being spent on bike lanes, curb cuts, and mass transit.
- 204 97068 I'm not so sure connected needs to be focused on as I feel our major roads are connected as well as they can be given our geography. We do need to continue to make them safer and easier to get on and off - like where I-5 S & 217 merge and meld together at Bridgeport. It is somewhat safer now that there is a longer distance to merge, as long as people realize they have plenty of time.
- 205 97068 Increase gas tax.
- 206 97068 Investigate the amount of commerce that is created when citizens have access to quality roadways and traffic flows smoothly. The amount of transit time to and from a work site is significantly reduced in a majority of cases when workers than drive a motor vehicle.
- 207 97068 Long-term vision vs. short-term reactions to current problems.
- 208 97068 Maintenance and less traffic.
- 209 97068 Once again, it is the car that most in the area use. This should be the primary area of focus.
- 210 97068 Outlaw studded tires.
- 211 97068 Portland has high commute times for a city of its relative size. Even San Diego has shorter commute times because of good transportation infrastructure. Need to offset lost gas taxes for cars that are hybrids or electric.
- 212 97068 Provide connectors between homes and jobs. Provide for safe truck movement.
- 213 97068 Start spending transportation dollars on roads NOT passenger rail. Decentralized transportation systems are a lot less money.
- 214 97068 The infrastructure needs to be improved for better connections to communities.
- 215 97068 This is basic.
- 216 97070 "Build it and they will come" is a negative aspect of building more efficient system. In Wilsonville we back up because the freeway south backs up...but we just put in a more efficient system and more people come to the area. Good for business...not so good on traffic patterns that got worse over time.
- 217 97070 "Investment" doesn't necessarily mean more money for more roads. First, update and maintain the roads we have! Widen/resurface as needed, more/easier-to-read signage, erosion control in mudslide areas, vegetation control in low-visibility areas.
- 218 97070 But to a lesser degree than mass transit and bike lanes. we need to create efficient affordable and safe option beyond car driving.
- 219 97070 Create swales to absorb run-off water.
- 220 97070 Easier acces to highways.

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- 221 97070 Generally, except for Multnomah County/Portland there is a great need for more arterial links throughout the region. The lack of arterials in Clackamas and Washington County results in much higher than appropriate use of the interstate freeways for commuter trips. If more arterial circulation was available freeway capacities for through travel (inter city and interstate) would be enhanced, without adding more lanes.
- 222 97070 I would support significant investment in the widening and expanding of the road systems.
- 223 97070 Install reflector plates within the center stripes on Bell Road south of Graham's Ferry Road, arguably the most dangerous roadway in the tri-county area.
- 224 97070 Less streets passing through neighborhood centers so that those areas are pedestrian friendly and safe. How about one way loops around the perimeters of our neighborhood centers and NO streets through the center of them.
- 225 97070 Put an interchange at the Boeckman Road overpass.
- 226 97070 Spend our money on building more roads and expanding the current roads. Our road system has not kept up with the population growth and the reality is that people use CARS for travel.
- 227 97070 Too many transportation dollars have been fluttered away on light rail, serving less than 3% of trips, while our freeways and arterial roads are a mess. Improve transportation with more lanes on freeways, and more expressways to connect transportation centers.
- 228 97070 Use the money from the gasoline tax only for road construction and maintenance.
- 229 97070 We need to build more roads.
- 230 97078 Build new roads to support to-and-from-work needs.
- 231 97078 I'd like to see more complete upgrades. e.g. access TO Cooper Mountain has been improved but not roads ON Cooper Mountain (SW 209th & Grabhorn at Farmington Rd and SW 175th & Roy Rogers at Schools Ferry.) These roads are used as an alternate to Murray but the traffic on the mountains is ridiculous.
- 232 97078 Plan for 50 years of growth, not for immediate needs.
- 233 97078 Prioritize streets that do not have sidewalks.
- 234 97078 Repair.
- 235 97078 Washington County needs a new north/south freeway. Like I-205.
- 236 97080 Again, timing of traffic lights to enhance flow of traffic toward city center in the AM, and away from in the PM commute times. Additional lanes along Powell, fewer bus stops. Why must there be a bus stop every 100 yards? Ridiculous.
- 237 97080 ALL Metro-area roads should be paved. That should be the #1 priority. THEN begin repair and maintenance. Finally, I am tired of seeing roads torn up for repair and then every time (I am not exaggerating!) the road is torn up again for a water or sewer repair or for putting in different corners or crosswalks. There must be some system in place to make the work less repetitious and costly.

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- 238 97080 Better east-west traffic FLOW east of 205. Morning and evening commuters should NOT have to stop at every stop light heading east and west. Time the lights, and make pullouts for the busses. Don't have a bus stop every block, or if you do, only stop there half the times. DONT LET CROSSWALKS RULE ROADS.
- 239 97080 Drivers pay to register their cars and pay gas tax. They should see benefits for those fees. Not bike lanes and bike boxes at the intersections.
- 240 97080 I always think it is a good idea to make existing roads safer,in good repair and connected.We must always consider usage numbers and if a road has a high number of problems(rutting from truck traffic),age of road ,and safety issues those of course must be addressed.
- 241 97080 I enjoy walking my dog. I often wish to take longer rambles with him, but the unsafe conditions of many streets makes this difficult. I am primarily talking about the lack of sidewalks on so many streets in the region.
- 242 97080 Maintaining and improving existing roadways.
- 243 97080 Other than repair, I think we have a pretty decent road system at this time. However, I do think that the burden of cost on unimproved residential streets should not be on the shoulders of the residents.
- 244 97080 Start with low-cost additions of lanes that don't require expensive bridges, retaining walls, bike lanes, artwork, etc.
- 245 97080 Start with paving unpaved streets. Make all streets sidewalk friendly, and make safe crossing.
- 246 97080 The main use of the roads and how traffic will grow.
- 247 97080 Use money wisely, hold contractors responsible for proper work and when surfaces fail they redo at no cost. Too many street repairs fall apart 6 months later.
- 248 97080 Useage, is there a high volume of incidents or accidents concerning a particular road or area.
- 249 97080 What areas are underserved now.
- 250 97086 Make roads more bike friendly.
- 251 97086 More lanes where there are bottlenecks. Repair places that cause problems like the infamous road connection that sticks up and causes wrecks in NW Portland. Also, the congestion on I-5 north could be helped by better traffic management on the exits. An additional bridge over the Columbia would be good--not a replacement for I-5 but an additional one.
- 252 97086 N/A
- 253 97086 Safety, congestion and scheduled maintenance plans.
- 254 97086 Strive to be pro transit without being anti car.
- 255 97086 Talk to the people who are going to be impacted by any new construction, ask for suggestions, keep the people engaged in all aspects of the construction phase. Ask for their opinion on what needs to be done before making decisions that impact all of the traffic.

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- 256 97086 We are not New Yorkers that have had a great system of transit for over 100 years. Automobiles are the preferred method of transit for the vast majority of people. I could get to transit, but it is inconvenient and expensive.
- 257 97086 Widening selected streets should be done only through stringent criteria that demonstrate bottlenecks or congestion that may not be corrected in any other way. Traffic calming is effective and enhances neighborhood livability, and should be the preferred method for keeping streets safe and moving vehicles and people efficiently.
- 258 97089 Consider the locals. So often, I see your road "improvement" projects make it difficult for the locals, causing extra miles and gas usage. Who do you think uses these roads the most?
- 259 97089 How.
- 260 97089 Integration of surface street improvements with better walking and bicycle access. Sometimes an improvement for one form of traffic interferes with an existing improvement for another. Better planning!!
- 261 97089 The first priority should be to make it easier for motorized vehicles to get around over bikes and pedestrians.
- 262 97089 This already receives too much weight.
- 263 97089 Think about the local people, most of the recent projects I have seen are thinking regionally and then really mess the road up for the local residents.
- 264 97102 Do not widen streets-- it just draws drivers out and the streets fill up. Do not build a single housing unit that does not have, within the building , off-street parking. Smart stop lights--reduce time idling. One-way streets, no left turns on two-way streets. Fill the cracks and potholes, and do not allow contractors to do shoddy fill-ins of street work excavations.
- 265 97106 Continue the smart signs and efforts to create a faster pathway between east and west metro area.
- 266 97106 Design for maintenance.
- 267 97106 Educate the public as to where money comes from for road repair Most believe it comes from their income and property taxes, and do not trust government to spend additional dedicated tax revenue on actually maintaining streets and highways.
- 268 97106 Most good for the most people. This should include sidewalks and bike ways as well as cars.
- 269 97106 Safe roads are more important than road expansion.
- 270 97106 The roads we now have are not doing the job and we need new and better routes!
- 271 97106 Use the gas taxes only for this.
- 272 97113 Include bioswales, pervious surfaces, wildlife corridors, overpasses, NO culverts.
- 273 97113 The majority of the populace drives. More emphasis should be placed on how to enhance the method of travel that is preferred by the majority.
- 274 97116 96 % of people use cars. Make that easy and convenient.

- 275 97116 A west side connector, like 205 on the east side, is desperately needed for the fastest growing area in Portland Metro.
- 276 97116 Although environmentalists would like to reduce automobile travel, it is still the predominant mode of travel used by the majority of the population (the tax paying population). More of our money should be spent on this goal.
- 277 97116 Don't hire union shops only. You make these projects for much less money.
- 278 97116 Driving on roads is how people get around, there is no changing that. Keeping roads in good condition and large enough to handle not just the amount of traffic now but in the future as populations grow and shift is of the utmost importance.
- 279 97116 Examine accident data, review traffic patterns at peak times, and then propose and implement the best solutions to keep roadways safe, passable, and user-friendly.
- 280 97116 Highway systems need to remain the primary focus.
- 281 97116 This is the true backbone of our economy, more people and goods are shipped on roads than by any other method. More roads leads to greater efficiency.
- 282 97116 Use motor vehicle and fuel taxes for their intended purpose, not pet projects not strictly related to keeping roads in good shape and accommodate growth by building new roads as needed.
- 283 97116 Yes, but not much more. We do need maintenance but as people take public transit, bikes etc more we won't need to have so much in terms of new roads.
- 284 97123 Better signage before entering a congested area; steep fines for trucks that exceed the speed limit; have a lower speed limit for trucks and enforce it.
- 285 97123 Build sidewalks.
- 286 97123 I support this, but I realize money only goes so far, but we still need to maintain our streets and recognize population growth.
- 287 97123 Making roads safe and reliable are important. But preventive road maintenance should be the highest priority, with funding for road improvements (new connections) allocated only when the major road system is well maintained. Again, do not prioritize improvements over maintenance.
- 288 97123 The most widely traveled, most used streets should get the most money.
- 289 97123 This would be my highest priority and largest investment, to invest in roads as the solution to alleviate congestion.
- 290 97123 Who could answer no to such a question but the streets widened needs to support problems not facilitate sprawl - which has been the case.
- 291 97123 Yes, the road network still needs to work - people still need to get around and the vast majority will only ever rely on their private car. We are a pampered, spoiled society.

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- 292 97124 AVOID MAJOR THROUGHFARES AND NEW CONNECTING STREETS SMACK THROUGH ESTABLISHED NEIGHBORHOODS UNLESS STRONGLY SUPPORTED BY THE IMPACTED HOMEOWNERS.
- 293 97124 Current & expected future congestion. Budgets & how to get work done efficiently with low overhead - something Oregon's extremely bad about.
- 294 97124 Do not let any connector become a major road through a currently quiet neighborhood... and you can't just pay cheap prices to buy peoples homes to accomplish widening and putting roads through where you want them.
- 295 97124 Growth over the next 10 to 15 years.
- 296 97124 How about some car pool lanes on 26? We don't need it wider.
- 297 97124 I feel that roads that since roads are in use already for main transportation and that fact won't change in the near future that we need the resources to repair and sustain what's needed for traveling. If roads aren't repaired it's dangerous for everybody. If roads don't keep up with the throughput of the growing community than it's dangerous because people are impatient and weave in and out of traffic or rush through neighborhoods and create congestion for emergency vehicles.
- 298 97124 I travel the valley giving riding lessons to adults and kids at their barns. I am on the road a lot and hate the areas with big pot holes or that are not even paved! Pave the roads in the hills please!
- 299 97124 Maintenance is just as (if not more) important as new connections.
- 300 97124 Road closures, road use, routing possibilities.
- 301 97124 Road widening should be the last resort. Maintenance should be the highest priority.
- 302 97124 Safe, well-maintained, and appropriately-sized highways are essential to the economy. They need to keep pace with the needs of the growing population centers.
- 303 97124 Targeted additional roadway capacity is needed to fuel regional growth and funding for multimodal transportation projects. Often these enhancements are for people yet to move to the region, so their voice can be lost in the NIMBY crowd. More explanation of how SDCs work at the neighborhood level is necessary to help with understanding of how funding generated can stay in the immediate neighborhood (voluntary conditions of approval) versus an agency moving them to another geographic location.
- 304 97124 This should be given lower priority except on major streets. Incentives should favor less driving.
- 305 97124 We need to improve the current gridlock that seems to occur during commute hours daily in our region. The vast majority of citizens need to be able drive to various locations.....not every one can take mass transit every day for each trip.
- 306 97124 Westside bypass is long overdue.
- 307 97124 Yes! And doing this in anticipation of growth is better than doing it when our streets/highways are at a crisis point of disrepair and/or dysfunction.
- 308 97132 Need to repair and maintain what we have before we make improvements or expand.

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- 309 97132 This needs to be done in the most cost efficient means possible. That would include dropping the prevailing wage requirements so that the public could see an increase in the diversity of bidders on these projects.
- 310 97133 I support safe highways, but more investment should be made in alternatives to the automobile.
- 311 97139 Do not spend funds widening roads for the purposes of walking or biking lanes. Rather, widen them for more auto use.
- 312 97140 Again, better strategy. We built a two-lane w/center turn road between Tualatin and Sherwood. It was bottle-neck the day it opened. Get your Matchboxes out and tried it before you build it.
- 313 97140 Having trucks and cars sit or move so slowly that they become inefficient is not cost effective for local/regional businesses and creates more pollution and climate issues than a properly maintained and correctly sized road system.
- 314 97140 It is time to invest more \$\$ in our transportation infrastructure that does not include light rail.
- 315 97140 More roads are not needed. We need to alter our roadways to make them safe for all users, not just drivers.
- 316 97140 More streets with more throughput means less time wasted in traffic.
- 317 97140 Multiple routes to same destinations important. i.e.. trying to get to Kaiser Hospital on 205 during rush hour. Good repair helps prevent accidents and avoids law suits which are costly. More traffic = more accidents.
- 318 97140 NO GLASS ON BIKE LANES....clean more often and respond when reported....we NEED this to get to work on time!
- 319 97140 Stop raising taxes.
- 320 97140 That's a very broad policy. The priority is that streets need to be in good repair. If we then focus on mass transit, we could get by with less of the other issues in this policy.
- 321 97140 Widen and build more roads to streamline traffic flows.
- 322 97201 A growing population requires increased transportation access and choices for freight mobility, road capacity, commuter travel, public safety, system reliability and modal choices.
- 323 97201 A priority for local and county governments to work together to provide these safer streets and roads.
- 324 97201 Building separated lanes from cars and pedestrians for bicycles and fine those who violate their respective lanes, e.g. no bikes on roads where there are lanes and no mopeds, etc. on bike areas.
- 325 97201 But why are you saying investment when you really mean higher taxes.
- 326 97201 Certain intersections and neighborhoods in Portland seem to have an inordinate number of pedestrian/car accidents. Target them first.
- 327 97201 Competitive contracting.
- 328 97201 Environmental impacts.
- 329 97201 I support the safe, reliable, & connected part but am against too much improvement for car traffic. Streets should not be widened unless so narrow only one car can go on them. Ideally, the cuty should develop techniques for slowing cars in town & reducing car usage in town.

- 330 97201 Improve travel lanes for cars/buses/trucks.
- 331 97201 Increasing safety and improving maintenance of existing road systems is great. Expansion is a fools errand, and contradictory to other improvements in liveability and accessibility.
- 332 97201 Keep roadways in perspective as only one, and not the primary, transportation mode.
- 333 97201 Keeping the road system in good repair and building a well-connected system of streets and through-ways.
- 334 97201 Less of a priority than improving transit and active transportation network.
- 335 97201 Maintaining neighborhoods--not widening streets which would harm neighborhood cohesiveness.
- 336 97201 Maintenance & repair of the road system we have (minimal improvements) is a prerequisite investment before further improvements/development for biking & transit. Should come out of the same revenue.
- 337 97201 Maintenance, including preventive maintenance, of infrastructure is most important.
- 338 97201 Make sure new development does not get approved without addressing the traffic it will generate.
- 339 97201 Making it easier to use cars should be the lowest priority.
- 340 97201 Not privileging private cars (and on-street car storage aka parking) over other modes. Preserving/restoring the street grid.
- 341 97201 Pave the unpaved streets. Are we a third-world city?
- 342 97201 People and the public transportation should be given priority in keeping streets safe, etc.
- 343 97201 Prioritize areas for special attention.
- 344 97201 Spend more money on streets that will facilitate auto travel.
- 345 97201 The prime dictate here should be to continue to restrict the use of roads for single-occupancy vehicles. Roads need to be kept in a moderately good state, but mass transit and pedestrian improvements should take much higher priority. The gas tax needs to be raised to further encourage this.
- 346 97201 The roads need to be kept in good working area as many folks can not walk/bike/bus to work.
- 347 97201 This is a good idea, but lower priority for me than upgrades to public transit and building sidewalks.
- 348 97201 Try to keep truck and other commercial traffic off small streets.
- 349 97201 Use your brains to balance your budget and prioritize. Do not keep asking tax payers to pay more and more for necessities while money is spent on would-be-nice items such as street cars, office improvement, and travel...especially out of the country.
- 350 97201 What traffic needs to be using what streets and when. Creating obvious travel corridors that support efficient car travel, separating them from bike and pedestrian traffic when necessary. Make sure commercial vehicles can get where they need to go, and not endanger or disrupt other travelers.
- 351 97202 Agreed.
- 352 97202 An improved transition from I-5 to Powell Blvd and Sandy Blvd corridors would be a possible way to reduce traffic on I-84, while reducing travel times across East Portland.
- 353 97202 Balancing this investment with much higher gas taxes to discourage use of single commuter cars.

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- 354 97202 Building a long-term strategy with specific steps that can be easily explained to the general public.
- 355 97202 Carbon tax.
- 356 97202 Changing commute patterns through incentives rather than just widening streets.
- 357 97202 Consider where this money will come from. Some people and families, though they need these things, cannot afford higher taxes.
- 358 97202 Developing a stable source for funding transportation projects.
- 359 97202 Don't make things too convenient for personal autos! Reward carpooling and transit use and make driving less handy.
- 360 97202 Emphasis on maintenance, not widening.
- 361 97202 Enforce truck policies; get the gigantic semis back onto the correct streets and out of our residential neighborhoods.
- 362 97202 Equity and traffic volume. Put sidewalks and roads where there are none first (i.e. in communities with lower incomes) then repair the highest volume roads.
- 363 97202 Focus on repair of main traffic arteries first. I wish the enforcement of cell phone usage was better, as a pedestrian it is sometimes worrisome wondering if the person is aware of their surroundings or just what's in front of them. Personally, if I lived on a potholed dirt or gravel road I would be happy knowing there is little traffic.
- 364 97202 Focus on safety improvements, calming streets (example, Division St) instead of just making them wider/faster.
- 365 97202 Good repair = good, not necessarily ultra-smooth, ultra-expressway, ultra-fast, snappy, etc. Well-connected does not necessarily mean more flying ramps, cutoffs, cureless, cut-through-the-sliding-mountains connected. Targeted widening a last resort, not a first inspiration.
- 366 97202 How do these street and highway investments serve to reduce automobile use and increase transit use.
- 367 97202 I concur that we need to make our roads safer and keep vehicle drivers from hurting, maiming, and killing others, but I don't think that happens with wider streets and highways.
- 368 97202 I DO not think the policy of Portland transportation to narrow streets to one lane from 2 lanes is a good idea. It just adds to more exhaust in the air as more cars are just idling at lights, etc. It does not reduce the congestion. It just creates frustration and air pollution. And then the side streets get more cars on it even though they are more narrow and residential. Also it seems that no one is ticketed for looking at their cell phones or talking on them esp on the side streets.
- 369 97202 I don't know what "targeted widening of streets and highways" means. I would be careful about adding more lanes to our highway system. Keeping local streets well-connected is important.

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- 370 97202 I feel that expanding roadways, and widening them isn't as much needed in the Portland Metro area. But the infrastructure we have currently (bridges and roads) need to be maintained for safe travel by car, truck, bike and walking.
- 371 97202 I hardly drive at all but we need to maintain infrastructure. Taxes based on miles driven needs to be instituted.
- 372 97202 I think it's important to make our streets as safe as possible, but I hope that more focus is made on public transit and active transportation. Having less cars on the road will make our streets and highways safer. Widening our highways will only make it easier for people to travel by car and give people excuses (that includes me) not to walk, bike, or take the bus.
- 373 97202 I'll believe it when I see it.
- 374 97202 I'm not sure in what cases widening of streets and highways is appropriate. Historically adding lanes has not solved traffic issues, as more people buy cars and quickly consume the increased capacity. I also find that with every additional lane added, the safety of the street seems to decrease... i.e. Street is more difficult to cross, speeds are higher, street is less favorable for pedestrians in general.
- 375 97202 Improve connectivity - including occasional new roads - to reduce the need to widen existing roads.
- 376 97202 Improving what we have rather than building more or bigger. Planning for multi modes, not just cars.
- 377 97202 Increase car registration fees. More cars in a household more fees.
- 378 97202 Increase registration fee on new cars.
- 379 97202 Keep the safety of pedestrians and bicyclists in mind when planning street/highway networks.
- 380 97202 less support than for other policies; goal should be climate-neutral.
- 381 97202 lighting community safety congestion alternative transportation uses.
- 382 97202 Limit widening, consider road diets. improve connectivity. Slow down driving in inner urban areas. Consider equity and air pollution impacts.
- 383 97202 Maintain what we have. Make safety improvements. DO NOT ADD to the road network except minimally. Increase usability by pedestrians and cyclists. Make ADA improvements.
- 384 97202 Maintenance of existing is a priority.
- 385 97202 Maintenance of streets is important for all modes.
- 386 97202 Other modes of transportation should have a higher priority than widening of streets and highways, unless that is for safety.
- 387 97202 Pave unimproved roads.
- 388 97202 Planning in a sensible order--e.g. there are streets in my neighborhood that are in dire need of repaving, while streets that are in fine condition get repaved. Why?

- 389 97202 Please consider using technology to give busses preferential treatment with respect to traffic light timing. Please consider implementing designated bus lanes at traffic choke points. If busses can be given some advantage in dealing with traffic jams, people will be more inclined to take the bus as opposed to driving.
- 390 97202 Population density, traffic counts.
- 391 97202 Prioritize the infrastructure. First eliminate all the cars & bikes from downtown then those streets don't need mending. Concentrate on high traffic streets, widen them & build the bike ways. Mend the inner city streets widening them as needed, taking property from lots on narrow essential streets. Rework all zoning. Keep the historic neighborhoods & repair infrastructure. Install pavers in all parking lots for optimum aquifer refreshment. see earlier comment.
- 392 97202 Repair damaged unpaved roads in neighborhoods before they become irreparable without great expense. Better distribute available resources. It seems like fancy neighborhoods get street sweeping, leaf collection and everything else, while I have to repair broken engine mounts because my street has HUGE potholes and sewer caps sticking up 4 or more inches out of the road.
- 393 97202 Roads should be kept in good repair, but road widening and new roads should be minimized. More bike lanes and bike/ped accommodations are vital.
- 394 97202 Safe and maintained. I do not care as much for speed, efficiency, car centric policies.
- 395 97202 Since planning of work to where you live is so poorly done. I guess this is the only alternative.
- 396 97202 Some kind of user fees/taxes should pay for it.
- 397 97202 Street and road repair are the first places to start so this policy has a chance of success.
- 398 97202 Street have to be kept up, neighborhoods safe from speeding cars.
- 399 97202 Streets and highways should be maintained to prevent deterioration.
- 400 97202 Streets should be maintained, but not necessarily widened. The emphasis should be on encouraging more alternative forms of transportation, e.g. walking/biking/transit, as opposed to making more room on the roads for cars.
- 401 97202 The bottom lines, is that car will be around for a long time. The better repair, and the more efficient are roads are, the less impact on the environment (due to waster fuel and time).
- 402 97202 The governmental agencies must keep up with maintenance of roads and not depend on floating repeated bond issues for maintenance that should have been done. Large business should bear their share of road maintenance costs because of increased traffic and delivery usage to their business.
- 403 97202 The impact of road construction on people living in areas where businesses are blooming and traffic is increasing. Keeping parks, trees, yards, vegetation around these increasingly used roads. SE Division for example is exploding with new businesses and more traffic. Making this area better in terms of accessibility and repaving streets is definitely needed, but keeping vegetation around seems pretty important, as well as considering the people that live in the immediate area and how construction will impact them.

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- 404 97202 This is really complicated. Streets should be thoughtfully marked to allow traffic to flow.
- 405 97202 This is vital for a country like the U.S.
- 406 97202 To avoid the new blinking lights on crosswalks as to distracting ...looking at lights instead of the person in crosswalk. Not all roads should have a line taken from bike lane. For planners to realize that there will be cars on major streets and if they slow it up w/ 'making it safer' ..then the cars will find another street that was quiet but now has traffic . The City of PDX planners do not realize that it seems. Division St is a good example of not planning of side streets becoming a major street.
- 407 97202 Traffic patterns should be considered and high traffic areas and potential for traffic jams should be predicted as best as possible. Making sure the neighborhood understands the rationale is important and going beyond just the neighborhood association because not everyone can be involved in the neighborhood association. Sometimes the rationale behind street connection doesn't make sense to me and seems like it will make things worse.
- 408 97202 Unfortunately, until we have excellent mass transit we will have most people driving to work. The mass transit must be very good to accommodate them. Or, Portland can lead the way in helping people grow wealth without buying a house.
- 409 97202 We need to reduce traffic but also to maintain the infrastructure. That means putting public money into it.
- 410 97202 We should always provide options for future additions of public transportation.
- 411 97202 We should keep existing roads in good repair but should not expand roads. bigger roads means bigger sprawl and more cars! If driving is too easy, people will live far away and choose to drive over other forms of transit.
- 412 97202 Who primarily benefits from roadways and streets, these parties should bear the burden of expenses on maintaining the streets. Other regions that use local streets and roadways as 'pass-thru' transportation channels should also be required to contribute to maintenance of these roadways.
- 413 97202 Yes, especially when keeping roads in good repair serve the interests of motorists and bicyclists alike. Roads without potholes benefit everyone, and taking time to install bike lanes, paths, and/or sidewalks when repairing streets is a good use of resources.
- 414 97202 Yes, of course I do, but no new streets are needed - just repair the ones we already have. If you make them Complete Streets - which should be the goal of all street repairs going forward - then that will solve many other problems as well.
<http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/complete-streets-faq>.
- 415 97203 Coordinate with transit and active transportation strategies. They cannot be separated from road/street planning.

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- 416 97203 Don't build more freeways and roads that only encourage traffic and congestion. Also, take into account that car usage is going down generationally, and that the long-term increase in oil prices will inevitably have an effect on vehicle usage over time (i.e., don't build with the anticipation that traffic will remain at current levels).
- 417 97203 Driving is most convenient for me, so yes I definitely support this option.
- 418 97203 Many drivers to day are driving distracted. All signs, lights and signals should be clearly marked and VERY obvious.
- 419 97203 Minimal impact to existing neighborhoods and green spaces.
- 420 97203 No more streets just keep existing ones in repair.
- 421 97203 Obviously, removing the need for individual auto travel with a strong public transportation system. In terms of street maintenance, Make sure that wealthy institutions like University of Portland (for instance) pay for the use of Portsmouth Avenue by the heavy equipment needed for each of their expansion projects.
- 422 97203 Of course it is important to maintain roads, but I do not favor widening roads as traffic will only increase. It is better to improve options for transit, carpooling, and biking than to expand roads.
- 423 97203 Safety first 100% of the time. Need to strive for seismic preparedness.
- 424 97203 With the proviso that widening roads into arterials for higher traffic flow has a permanent negative impact on neighborhoods and places too great an emphasis on what should be a short-term problem. Building infrastructre assuming that people and goods will continue to be transported in the way of the 20th century is short-sighted.
- 425 97204 Adding a lane to a road and having more cars on the road can be better for the enviroment than having fewer cars stuck in traffic.
- 426 97204 But emphasis should be put on shared use of the roads.
- 427 97204 Establish a miles driven tax and/or change auto licensing fees based on value of car. Proceeds to be used only for transportation roads.
- 428 97204 Making this a budgetary priority instead of always specially taxing for it.
- 429 97204 We simply need to expand our road capacity. Cars are not evil, particularly if we emphasize electric and hybrid vehicles as a community. This medium-sized metro area has the traffic bottlenecks of a large city, which reduces efficiency and harms our economy.
- 430 97204 Widening streets without ensure pedestrian and bicycle safety will contradict other stated priorities.
- 431 97205 Emphasis on connected. Smaller traffic lanes on non-arterial streets, and connecting through some of the megabucks in areas that were developed with rural roads for connectivity... even if it means buying an occasional house to put a connecting local street through.
- 432 97205 Coordinate with other modes of transportation to decrease need for frequent upgrades.

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- 433 97205 Make no investments in streets or highways without ensuring the investments enhance the walking and cycling experience.
- 434 97205 More street lighting.
- 435 97205 Motivate people use public transportation system... in high truck/transport traffic corridors separate or other wise provide high volume restricted lanes for trucks and buses.
- 436 97205 Repairing streets yes, I'm not sure we need more connectors.
- 437 97205 Wayfinding signs advertising alternate routes.
- 438 97205 Widening should happen only to make wider sidewalks with street trees and for bike lanes--not for more cars, as that is a never-ending catch 22.
- 439 97205 You can't plan or legislate people out of their cars but I don't necessarily agree with the reasoning or choices given in the extra info on this section. If all streets in a grid are made available to cars then they become dispersed, reducing congestion on single "thoroughfares" and making it safer for bicycles and pedestrians alike. Traffic calming on all streets help in that regard as well.
- 440 97206 Agreed, not everyone can ride a bike or take transit. Some people have jobs that require travel and use of a vehicle. some families need to locate so that both adults can access their work. Let's look at resolving problems that contribute to congestion, allowing PPS students to attend school anywhere in the district adds significantly to regional congestion, this easily noticeable during the summer months. Stop allowing people to attend public school on the other side of the City, my neighborhood school has a large influx of people from outside the neighborhood, this is noticeable during the morning and afternoon, as there way too many people picking up and dropping off their kids.
- 441 97206 Another good and sensible goal. How will it be funded? I don't agree with street and highway widening because of the "Build it and they will come" phenomenon. Car drivers need incentive to get off the roads--the fewer cars on the road, the less road repair will be needed.
- 442 97206 Better signage, particularly where motorists interact frequently with pedestrian and bikers. Much more enforcement of pedestrian crosswalk laws.
- 443 97206 Bike route roads should be a particular target of repair--many routes on side streets are full of potholes, etc.
- 444 97206 Connected local streets are vital for supporting local traffic and building communities centers that are more than auto-oriented strip retail. Funding the creation and expansion of these local street grids should be a high priority.
- 445 97206 Cost benefit analysis.
- 446 97206 Good repair, not so much widening or well-connecting.
- 447 97206 I do NOT support the widening of highways.

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- 448 97206 I only understand that this directly contributes to climate smart goals by reducing congestion and making roads accessible to bikes and peds as well as cars, and streamlined for transit. I don't want to invest in a road system meant only for cars.
- 449 97206 I would say yes to this with the caveat that we must expand mass transit options to reduce the need for upgrading, expanding or encouraging mor auto use.
- 450 97206 If we have roads, they should be maintained and safe. This includes making safe crosswalks for pedestrians and cyclists on major thoroughfares.
- 451 97206 Less of a priority, but still important. especially resurfacing for better fuel efficiency and tire wear... Better yet, MAKE STUDED TIRES ILLEGAL in the metro area.
- 452 97206 Maintaining existing.
- 453 97206 Maintenance is #2. #2 must be actually paving many of the unpaved streets in outer SE Portland.
- 454 97206 Make current road repair/ maintenance a first priority. Take serious measures to block neighborhood shortcut routes, with input from each community.
- 455 97206 Maximizing traffic flow.
- 456 97206 Multimodal is good.
- 457 97206 Need to look closer at areas where the highways tend to clog and make it more workable. Examples are hwy 26 from ross island bridge to 405 to the tunnel, and interstate 5 southbound where a lane ends then 2 merge right before the 84/30 exit.
- 458 97206 No suggestions.
- 459 97206 Not sure.
- 460 97206 Only focus on maintenance and safety, not capacity expansion, which is counter to our climate goals.
- 461 97206 Smoothing the highway / feeder road interfacers.
- 462 97206 Stop "road diets" and use the lanes for transit and or HOV. Every lane that is lost is a penalty fr bus users.
- 463 97206 Synchronization of lights in re: funding -- tap the feds; get together with metro regions around the country and lobby together to stop wasting so much money on wars (for the profits of a few) and start investing in community infrastructure, which we as a nation would be able to afford if we had our priorities straight.
- 464 97206 Taxes on small businesses and residents. Also, will trees and plants be removed for this.
- 465 97206 The environment.
- 466 97206 This is number one--we are far behind in maintaining the transportation infrastructure we already have.
- 467 97206 Truck and car registration tax to pay for maintenance.
- 468 97206 Use technology to its full extent.
- 469 97206 Yes, but improve (not widen or build more) roadways for commerce and freight movement. We do not need more roads, highways or freeways, but we need our existing roadways to be in excellent condition.
- 470 97206 Yes, with emphasis on road diets and overall lowering speed limits within the city.

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- 471 97209 Ability to maintain streets in good condition.
- 472 97209 Build more freeway lane miles. Increase speed limits. Use high tech signal timing. HOT lanes.
- 473 97209 Continue to work on traffic flow by changing streets to one way, or fewer lanes to accomodate shared bike + car + pedestrian use.
- 474 97209 Cost.
- 475 97209 Efforts to increase safety are the highest priority. Major road expansions should not.
- 476 97209 Equity, environmental impacts.
- 477 97209 I am more in favor of mass transit but we also need to keep our streets safe with good signs, good traffic flow for less emmissions, and making sure emergency vehicles can get around easily.
- 478 97209 I don't support widening of highways in most cases. Increased capacity just leads to increased use as people are not longer incentivized to find alternative means of travel to reduce travel time.
- 479 97209 Making more room for cars should not be at the top of the list however. We should tread very carefully when making car access easier.
- 480 97209 Please consider tolling, or other kinds of user fees to support investments in a way that may also allow for congestion management.
- 481 97209 Prioritize routes to employment areas - people need to get to work safely and easily.
- 482 97209 Remember that delaying repairs costs more in the long run.
- 483 97209 So streets and highways seem reliable - but bike access is not.
- 484 97209 This should be built into the budget. Raise gas taxes if necessary.
- 485 97209 This should be the number one priority. For the politicians, bureaucrats, and pundits whose goal is to make traffic so bad that it forces people to choose walking, biking, or transit as the alternative I have two words: SCREW YOU! This is asinine - having heavy traffic congestion has a huge negative impact on livability. Removing a lane for vehicular traffic on busy NW Everett to install a bike lane is absolutely stupid - and, as a tax payer, makes me furious. Let people decide if they want to bike, walk, or take public transit - don't de-facto force this.
- 486 97209 We have enough roads and except for I5 that runs through the city the present lanes amounts are adequate. I5 does need help especially around the I5/I84 interchange area and Moda center plus I5 bridge. More lanes are needed there. However, we do need to keep up or maintain what exist and perhaps certain improvements are necessary.
- 487 97209 We need more lanes for vehicular traffic in many spots in the city and metro area. Another bridge or more lanes between Vancouver and Portland are desperately needed. The ridiculous plans for improving the I-5 bridge without adding far more lanes is absolutely nuts. Maybe a better solution would be to add another bridge either near NE 30th or out near Gresham.

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- 488 97210 Enforce ped right of way at all cross walks. Enforce full and complete stops by cars at intersections BEFORE car enters cross walk or intersection.
- 489 97210 Expanding existing highways, i.e. increasing number of traffic lanes, should not be an option.
- 490 97210 Fix existing problems, don't just create new stuff because it's easier. Take I5 for instance - regardless of the bridge to Washington is busy or not, traffic always comes to a standstill AFTER the bridge, as there are two lanes going through the heart of the city, which is dumb. And the carpool lane going north is dumb, but probably gets federal dollars. Should consider something like the Express Lanes in Seattle - in the morning, extra lanes go south and few go north. In the afternoon, it switches, because that's the direction most cars are going.
- 491 97210 Good repair is more important than widening streets and highways so more cars can use them. Emphasis should be on lessening the number of cars and increasing the safety of the roads we have.
- 492 97210 I support this but not as much as investing in transit and alternative modes of transportation. Yes, we need a good road system but we have a good one that needs maintenance more than we need new roads or highways.
- 493 97210 I'd really like to respond both yes and no. Yes, we need road repairs. But, no, we don't need more roads. Better intersection design is a must. Getting cars off the roads is a better priority than building more or wider roads. Get serious about who pays and how. I support a higher gas tax, a downtown fee like London's for driving in the core and a toll on the interstate bridge. Should be no problem fixing roads with the income from the three sources.
- 494 97210 Maintain the roads we have before building more.
- 495 97210 Most people still have cars and use them so please put the focus here.
- 496 97210 Portland Metropolitan area is growing dramatically. As much as I prefer the investment go to pedestrian and bicycle routes, we can't ignore the roads in disrepair and overall congestion that will only get worse. We need to invest in this area, too.
- 497 97210 Portland's streets condition is awful. Repairing them should be a priority over new initiatives.
- 498 97210 Prioritize repairs need to be made rather than widening highways and streets. Neighborhood streets being used as collectors should be "local access only" instead of through ways to other destinations thus preserving our neighborhoods.
- 499 97210 Separate cars, bikes and pedestrians car drivers act entitled to use the streets, crosswalks and drive up onto the sidewalks as they try to operate machinery while distracted.
- 500 97210 Start with all potholes, then replacing & replacing where needed, then paving new roads. Also anytime a building goes up around town, the builder needs to replace/pave road around it after using the cranes instead of just filling a pothole - they tear up road more than is recognized.

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- 501 97210 Study traffic patterns and accident reports to target needs. Aim to reduce congestion and improve the flow of traffic by repairing (and paving) roads and considering changes to traffic light timing.
- 502 97210 Take money from other "priorities" such as "investments" and subsidies for "green" projects.
- 503 97210 The balance of investment toward 4-wheeled vehicles, motorcycles, bicycles and pedestrians. Too much emphasis is put on supporting 4-wheeled/car travel needs.
- 504 97210 The idea that over 95% of transportation and commerce needs are auto or truck related should be the number one consideration.
- 505 97210 This is a mother and apple pie question as are the others. These elements are part of the transportation system. It is never clear that there is integration among the various government units that these elements are recognized. I would start with a "super" administrative unit that has responsibility and ability, taxes, to manage such a system.
- 506 97210 Where is the money? And, maybe, could these questions have a little less pablum? Who is against safe, reliable and connected? Really!
- 507 97211 Better timing on lights, less stop and go.
- 508 97211 But please don't cut down the beautiful 100 year old trees on my street to widen it.
- 509 97211 Carbon Tax .
- 510 97211 Consistency would be a great place to start! Green lights with count downs should all be the same....now some change at zero and others stay green for another 5 seconds. Remove as many in town stop signs as possible and replace with circles/rotaries...quieter, safer and better for gas mileage. Remove those awful curbs that stick out at intersections. Print street signs on BOTH sides! Put consistent signs in ADVANCE of entrance ramps - with clues about which side of the street the entrance ramp will be placed. Oregon is the only state where I've driven that requires the driver to know in advance which lane is the proper lane to be in to proceed where they'd like to go, block to block. Also find it incredible that police never direct traffic --- never!
- 511 97211 Do a good job of maintaining them. Paving, striping and good crosswalks.
- 512 97211 Ensuring the bike lanes and walking areas are not forgotten to make way for more cars or more retail space. Often times there are poorly maintained bike lanes or very dark streets which make walking feel unsafe.
- 513 97211 Financing is a huge issue, but roads & infrastructure are in bad shape and need updating.
- 514 97211 I consider this a lower priority as we need to get more people on bikes and buses so there will be less traffic and less pressure to build parking lots.

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- 515 97211 I only support if bike and ped. improvements are also required. Metro should not be funding road widening, new roads, etc. Local governments need to take care of maintenance and if their constituents want more then they should pay for it themselves through street fees or other funding mechanisms. For highways, ODOT and the State need to find the political will to raise gas tax and/or find more creative ways to fund these projects. That said, regional funds should go toward intersection improvements that are needed to address regional growth, eg. to alleviate safety issues and congestion due to development down the road, so to speak.
- 516 97211 I want streets & highways safe but I also want the focus on getting us OFF of them as much as possible.
- 517 97211 I would focus on making high-traffic streets in good repair and wider. Figure out how to discourage bike traffic on such roads.
- 518 97211 I'm not sure about "more investment" but smarter investment is called for. Mass transit can play a role in preventing more and more congestion. I've lived in Portland for over 4 decades and traffic has increased dramatically on the city and area's streets and highways. Highways abhor a vacuum so building more and more won't solve the problems. I'm all for figuring out a way to have commuters (and shoppers avoiding sales tax) from Vancouver and area pay a fair share of all the congestion they cause.
- 519 97211 Improve yes, significantly enlarge capacity, no.
- 520 97211 Income taxes for city/county residents - a better idea for the road fee than a per-household street fee. Increase gas taxes as well - easier to do now while prices are down.
- 521 97211 Keeping the existing roads in good repair, period.
- 522 97211 Maintain streets so they do not become such a huge repair burden.
- 523 97211 Monies that we have been told that we were paying for all along have not been used for our roads why should we continue with new fees when funds are not being directed the right way.
- 524 97211 PDX Government won't like it but improved roads & highways are critical to regional growth.
- 525 97211 Portland needs to pave its remaining 52 miles of unpaved city streets... the current situation is an obstacle to bikes, pedestrians, and wheelchairs, and is outright dangerous (not to mention embarrassing!). The region must come up with an adequate funding mechanism to provide *consistently* adequate \$\$ for road repair/maintenance, but not road expansion. It's vital to link planning to road capacity, to avoid new commercial developments overwhelming existing roads.
- 526 97211 Reducing automobile traffic should be a top priority so that roads don't have to be widened (perhaps they could be narrowed and/or reduced in number).
- 527 97211 Repair financing, lane expansion. NEW VISTA RIDGE TUNNEL!
- 528 97211 Repair infrastructure without raising taxes.
- 529 97211 Safety 1st followed by comfort, as in I drive a Miata and I HATE POTHOLES cause they hurt my back!
- 530 97211 Safety first.
- 531 97211 Secondary to better public trans, sidewalks and bike lanes.

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- 532 97211 Special attention is needed when cyclists have to make turns or cross intersections. Somehow make bike lanes visible through intersections. Mostly for the benefit of cars..so they realize that they are sharing the road.
- 533 97211 Start with Interstate 5 and the Columbia River Crossing and work outward from there. It is obscene that one cannot plan on uncontested travel any time of day in the I 5 corridor.
- 534 97211 Sustainability of hyperlocal economies.
- 535 97211 Systems should be maintained but not expanded unless traffic flow issues justify expansion - priority should be on other means of transportation.
- 536 97211 Taxing nonrenewable transportation fuels followed by progressive taxation in other areas.
- 537 97211 the connections in portland are pretty poor; by that i mean obviously the bridges across the willamette, but also connections between north and south where all the streets jog over and then back and there are relatively few through streets. then there are speed bumps. i deplore speed bumps. they are difficult to see in the rain (especially after a few seasons) and you have to slow down even more than the speed limit which makes people speed up between them to balance out. the small circles are a much nicer way to slow people down. speed bumps are a pain in the neck, literally!
- 538 97211 The focus should be on maintainiing existing roadways, not building tons on new ones.
- 539 97211 The impact on neighborhoods.
- 540 97211 There seem to be a lot of roads in bad shape. I notice it, in particular, when riding my bike over the rough roads.
- 541 97211 This spending should be balanced by equally important spending on public transportation and bike use. Where goals for each of these cross over more attention should be paid.
- 542 97211 Use and reallocate existing funds.
- 543 97211 While I support making streets and highways safe, we do NOT need more highways. Alternative methods of transportation should be improved so that it is easier to commute from Portland metro outward, rather than increasing the size of our highways.
- 544 97211 Widening roads will induce more travel and set the region back on meetings its climate goals.
- 545 97212 Blend in the street repairs and modifications at the sametime. Don't spread them out so the streets have to be repaired then torn up and repaired for each thing do it once and get all the jobs done.
- 546 97212 Determine where the choke points are and work at making improvements that will make an impact to the flow of traffic. Prioritize.
- 547 97212 Do not invest in new or wider streets at the expense of other transportation options. Fix bad streets and evaluate which neighborhoods are disadvantaged by dangerous streets and prioritize them.
- 548 97212 Don't widen the streets! Do keep them in good repair and safe.
- 549 97212 Equity for all communities including East Portland.

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- 550 97212 Face facts - the majority of regional transportation is by auto. Maintenance first, then selective widening.
- 551 97212 Fixing potholes saves tires and is worth the money if for no other reason.
- 552 97212 Focus on keeping the existing network in good repair, focus more on technology than expanding infrastructure.
- 553 97212 Gosh, this is where it gets hard - balancing tax dollars against bikes and transit to keep roads in good repair. More magic wands!
- 554 97212 I certainly believe we need to maintain our existing road and highway system. I am less enthusiastic about widespread widening of streets and highways since we know it will only encourage more automobile traffic. targeted widening probably makes sense, but this should be done very thoughtfully.
- 555 97212 I do not support increasing the size or number of roads. I do support speed bumps use, as they slow traffic, which saves lives.
- 556 97212 I support increased services to ensure CURRENT infrastructure is kept in good repair. I do not support significant increases in new construction of streets and highways except where existing neighborhoods lack paved access.
- 557 97212 If the Portland City Council could keep its hands out of the cookie jar, perhaps streets would be in better repair than they are now. Instead, the only answer they can come up with is to add another layer of taxes. Too many years, too many special projects and not enough oversight as to how money is spent. It is unclear how a new road maintenance tax will be spent and on what. What must be considered when implementing policy is how the money will be managed. The word "transparency" is used often and has lost its meaning. There is no transparency when it comes to a pot of money and individuals in power who think too much about their legacy. Can you tell I'm annoyed? There have been far too many years of mismanagement. I'm grateful that Opt In exists, I just hope the responses are actually used to help shape policy.
- 558 97212 Improved timing of traffic signals would improve flow and reduce wasteful idling.
- 559 97212 Improving existing streets, rather than major new construction projects, should be prioritized.
- 560 97212 In general, yes. but not major highway/road expansions. It's important to keep streets safe and in good repair but we have to balance expanding streets/highways with efforts to support transit, biking and walking.
- 561 97212 It will likely be difficult to get funding for all the projects wished for in the plan. I think it's better to do a few projects well than to do a lot of projects poorly. Please choose and allocate funds wisely.
- 562 97212 Keeping the major arteries in good repair; fix streets in low income areas at the same rate as other in income areas - i.e. not street deserts.
- 563 97212 Main thoroughfares, such as Foster Rd., should have safe crosswalks at least every two blocks.
- 564 97212 Most people drive because it is faster, cheaper and more convenient. Planners (and METRO) need to recognize this reality. For the car owner, most transit trips are more expensive than driving - the cost of Trimet fare will cover the cost of driving an average car from Gresham to downtown.

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- 565 97212 Of course I support continuing investment as long as it is spent wisely. But, what does "more" mean? More than we're spending now? This doesn't mean I support increased taxes. You've made some good progress and some serious errors with the current revenue stream. Get away from the .errors and spend what you have wisely.
- 566 97212 ONLY PROVEN safety measures should be implemented, That leaves out speed bumps which actually harm people. That leaves out bubble curbs which are un proven. references: <http://www.debunkingportland.com/calming.html>
<http://www.debunkingportland.com/observationsontransportpolicy.html>
- 567 97212 Portland is growing by leaps and bounds. Car drivers should have to pay for the streets and highways they use. Many others who use public transportation and walk, bicycle or use wheelchairs should not be made to pay for these improvements. If there was a fee involved for drivers based on how much they drive they might be more inclined to use public transit.
- 568 97212 Portland needs to widen some streets, probably take away people's from yards. That should be fun.
- 569 97212 Prioritize safety for all, including pedestrians and cyclists, as well as preservation. Secondary priority for connecting streets where that can be done efficiently. Low priority to other auto capacity.
- 570 97212 Quality of roads over quantity - widening can be useful but only as a last resort - while ensuring safe pedestrian activity.
- 571 97212 Road diets, ZERO street or highway widening projects.
- 572 97212 Road repairs always needed. Consider slowing traffic with speed bumps on major streets like NE Broadway.
- 573 97212 Safe and repaired, yes. Wider, no. The only way to discourage more traffic is to make it less convenient and more expensive to drive.
- 574 97212 Safety is the most important part of this set, and reliability is actually a subset of safety. "Connected" can mean many things, and I would need to know how you're defining that word.
- 575 97212 Safety should be the number one priority.
- 576 97212 Safety, adding basic infrastructure in those areas of the city where it has been lacking, speed & ease of connections (a little more consideration for people who need to transit around the city but don't need to go through downtown to reach their destination - spoke & wheel system needs to be supplemented with more of a circle route around the perimeters).
- 577 97212 Safety, reliability, and connectivity for PEOPLE (not machines), and most importantly for those people who make the choices that are necessary to contribute to and participate in a sustainable long-term regional transportation strategy.
- 578 97212 Street widening should only be done if there are demonstrated benefits.
- 579 97212 The economic development achieved by creating construction jobs.

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- 580 97212 This is a basic function of government. Crumbling infrastructure is embarrassing, dangerous, and bad for business and the environment.
- 581 97212 This would be less of a priority than public transit, and safe biking and walking routes.
- 582 97212 To some extent. I've noticed when highways/freeways become wider with more options, more people drive. That is not a good outcome.
- 583 97212 Upgrade pedestrian crosswalks on thoroughfares.
- 584 97212 Use.
- 585 97212 Vast majority of commuting miles and other transportation miles are by cars. Also trucks are needed for transport of most of what we buy - food, etc. Portland especially keeps cramming more people into town, most of whom will drive! Congestion is getting far worse and Portland planners refuse to recognize we drive cars and will continue to do so.
- 586 97212 Vision Zero is an important trend sweeping the globe. We must ensure safe streets to reduce auto fatalities, keeping road surfaces in good shape, while saving money and slowing down auto speeds by NOT widening streets and highways (this also will reduce the demand for long auto commutes).
- 587 97212 We need to make roads safe for the community.
- 588 97212 We need to spend much more on basic road repair-but not the Hales' new tax-just spend on basic infrastructure out of the city budget. If Portland got back to basics unlike the current pet projects, money would be available. And as to "connected", if this has something to do with the plan to end cul-de-sacs and make them through streets, as a recent op-ed discussed, drop it. Let people on quiet streets stay that way.
- 589 97212 We should maintain the road infrastructure we have but be very cautious in any increase in lanes or new roads.
- 590 97212 Whatever you can do to improve traffic, do it. This should be the highest priority.
- 591 97212 When making changes to established transit modes and resources, THOROUGHLY think about the impact on ALL transit users. Ex: allowing auto traffic to return to, but only use a single lane of 5th & 6th ave downtown was a disaster. Should have just kept cars off. We were used to that! Now you still can't use those streets because you can't turn onto half the streets anyway! you end up circling numerous extra blocks just to get where you want to go. AND: change downtown intersections to two green-light cycles: one for vehicles, and a separate one for pedestrians & bikes. With all the one-ways downtown, an entire lane of cars gets locked at a green light while a pedestrian strolls leisurely across the crossing street and the lead car can't turn! Also: Allow pedestrians to cross diagonally since they are using their own light. Keeps all cars out of the intersection and visa versa when the car's turn, and eliminates one entire light cycle wait for peds needing to cross two streets. Works great in other cities!
- 592 97212 Yes, maintain streets, but invest in more than just car oriented options.

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- 593 97213 A car operating at a constant speed puts out less emissions than in stop and go traffic. Keep obstructions on streets and roads to a minimum. Eliminate speed bumps. Add left and right turn lanes where possible. Stop all this "road diet" foolishness.
- 594 97213 All major roadways should be equipped with vehicle sensors. So that the lights only change for cross traffic when there are vehicles present.
- 595 97213 Cost and reducing overall taxes.
- 596 97213 Emphasis on highway flow, limiting inter-city car traffic by dissuading car use.
- 597 97213 Equitable allocation of improvements to all income areas, residential and commercial, not just those with the most influence.
- 598 97213 fees for electric vehicles and alternative fuel vehicles.
- 599 97213 Focus on increasing public transit before widening roads, which will only fill up with more traffic unless the other alternatives are there, easy, and safe to use.
- 600 97213 Funding should not come from a new general fee or tax but rather through a "per vehicle" fee such as a "city sticker" format.
- 601 97213 Higher gasoline taxes. Concentrate on the area that have the highest traffic congestion. Drive on the street to feel the pot holes. More equitable street user fee.
- 602 97213 How to do with the existing funds or less - too much has been going to pet projects, resulting in poor condition to the infrastructure and repeated pleas for more money (which is promptly spent elsewhere, restarting the cycle once more).
- 603 97213 Investment in infrastructure will create jobs and promote economic growth.
- 604 97213 It is especially important to have timed lights to allow vehicle not to have to wait for green lights and connecting the major roads with stops where they are needed for safety. Safety for pedestrians should receive major funding.
- 605 97213 Keeping traffic flowing with less obstructions reduces vehicle emissions. This must include removing curb extensions where busses board passengers and block traffic - replacing them with bus turnouts so other vehicle traffic can pass. Additionally, to establish equity, motorist paid user fees need to be used exclusively for roads - not bicycle infrastructure and not for transit.
- 606 97213 Maintenance should be the priority. Filling in the network next (while also making sure active modes are filled in at the same time). Targeted widening of streets and highways should be at the bottom of the list.
- 607 97213 Make intersections as simple and logical as possible.
- 608 97213 No widening. Keep it inconvenient to use the car for day-to-day commutes, and make transit very easy to use.

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- 609 97213 Part of my desire for safety extends to filtering pollutants that come off of the streets. (More swales please!) I also think that the people who do repairs often could fix a (an additional) hole a few feet from ones that they are sent to fix. Often when repairs happen I believe they are in such a hurry to get to the next assignment that they don't look around much - and the time to set up at a given site (their next site) eats into their effectiveness working against a comprehensive strategy. Maybe this is more of an administrative issue than with the work crews, but I think it should be addressed. Too many sewer drains are clogged with soil and/or leaves leading to flooding. If these were proactively addressed they would not be such an issue during larger rain and snow storms.
- 610 97213 Plan ahead to be able to "decommission" new or old highways and morph to rapid transit, bike and walking options when car use levels or drops.
- 611 97213 Potholes and sustainability.
- 612 97213 Proper use of tolls and congestion pricing to help with demand management, while raising funds to maintain and improve the roads.
- 613 97213 Reasonable and fair taxes - for example companies should pay their fair share.
- 614 97213 Repairs should be the top priority.
- 615 97213 Road widening and improvements should not be made at the expense of transit, bike, or pedestrian infrastructure. In all cases, road improvements should result in better access and facilities for ALL modes, not just private cars.
- 616 97213 There are lots of places without sidewalks in portland and it's surrounding areas, also unimproved roads could be turned into trails.
- 617 97213 This should not increase taxes on low-income and moderate income families (who already are struggling).
- 618 97213 When the trade-off is between streets, which encourage cars, and other forms -- mass transit, walking, biking -- then mass transit, walking and biking should take precedence.
- 619 97213 Where government money is wasted like locking up people for drugs and the money spent in law enforcement chasing these people. put money save on prison housing of these people and money saved on no longer staffing government workers in that area toward roads and other useful public needs.
- 620 97214 A focus on upkeep and repair over expanding or widening streets and highways.
- 621 97214 Avoid corruption in awarding contracts, make sure everything is with extreme accountability. So tired of wasted taxpayer money. Politicians think it's "funding." It's not -- it's money the 99% have worked hard for.
- 622 97214 Build on the existing network. Add links to Springwater corridor.
- 623 97214 But don't ask the public to pay more.
- 624 97214 Clear need for more revenue. Invest in good repair, not patchwork that falls apart in a few months even if it responds to the squeaky wheel. Set priorities based on safety, then on vehicle wear and tear.
- 625 97214 Complete the many partial interchanges in I-84. This is not California.

- 626 97214 Congestion pricing for high traffic areas.
- 627 97214 Don't finance it with another destructive, regressive property tax.
- 628 97214 Educate the population better about what their taxes are paying for!
- 629 97214 Fix the goddamn roads. Stop building bike paths in low use areas and find a way to re-balance resource application to autoways.
- 630 97214 Focus more on road repairs before widening of streets. There are many roads throughout the metro area that desperately need repairs.
- 631 97214 Focus on safety and network connectivity and completeness, not vehicle capacity.
- 632 97214 Focus on social equity. Roads in my nice, inner SE neighborhood get re-paved even when they don't really need it (they're in good to great condition already) while roads in other neighborhoods have major potholes that go unfixed. Do not widen roads if it will just create induced demand. Some level of congestion at certain times is fine - otherwise there's no incentive to use other means of travel.
- 633 97214 Fuel consumption tax, not income taxes to pay for our streets.
- 634 97214 How can this not be important. But since the majority of the funding goes to this mode , I don't support increasing the percentage of this funding.
- 635 97214 I am opposed to widening roads except to accommodate bicycles, transit, and pedestrians.
- 636 97214 I favor maintenance over expansion.
- 637 97214 I support a moderate increase in road repair costs, but this should be funded without additional taxes, by moving existing tax money from inefficient projects.
- 638 97214 If it is true that the street repairs for Portland were taken from a gas tax and we have more hybrid/electric vehicles now, I beg you to come up with a better way to keep up with these changes than a residential tax. I personally do use the roads as a commuter, but what about the elderly on mass transit? It seems that there could be a better way to modernize our economic mechanisms for street repair than to make the cost of living higher in Portland.
- 639 97214 If it shunts high commuter traffic and trucks away from walking/biking corridors.
- 640 97214 If we eliminated bike lanes on busy streets and bio swells we would have safer streets for motor vehicles. Safety should come first for everyone, not just a chosen few.
- 641 97214 Improving the condition of existing streets. Paving or at least regularly maintaining unpaved neighborhood streets (grading and graveling on a regular schedule).
- 642 97214 It seems like the region is struggling with identifying the benefit to individual within the whole. For example clackamas' lack of support for what is a clearly regional Sellwood bridge. Communication needs improvement to demonstrate the benefit to the regional members.

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- 643 97214 Making it easy to get around. Especially ways to bypass going through the city or those common streets to get anywhere. But ultimately, encouraging driving should not be encouraged. When necessary, though, it should be efficient.
- 644 97214 Need for side walks, displacement or residents when new roads are built, change in quality of life for neighborhoods.
- 645 97214 No new taxes or fees for consumers or businesses.
- 646 97214 Priority should be given to walking, biking and transit over cars.
- 647 97214 Priority should be on making a few new connections that reduce the need for big roadway expansions. Rather than widening existing roadways to add more auto lanes, added width should be dedicated to creating balanced multi-modal streets where people can walk and bike and get to the bus. add bikelanes and sidewalks, not more auto lanes. focus on maintain what is built. we do not need more roads, we need better maintained complete streets.
- 648 97214 Residential areas need to be protected from motorized vehicle dominant road improvements. Nothing is worse than having your neighborhood street turn into a speedway.
- 649 97214 Safe bike lanes should be a priority, making travel by bike safe and convenient also reducing congestion. Existing streets and highways should be well maintained.
- 650 97214 Safety.
- 651 97214 Safety is critical.
- 652 97214 Safety of bikers and pedestrians. There needs to be more flashing lights at crosswalks to alert drivers to pedestrian crossings.
- 653 97214 Safety should be the first priority, not speed or improving peak-hour capacity.
- 654 97214 See comments in #1. We need public investment to make our streets & highways safe, reliable and connected.
- 655 97214 Some parts of East Portland have streets as bad as post Soviet Central Asia. We really need to repair the roads. I think its much more important than more painted bike lanes.
- 656 97214 Stop making no left turns, taking out street parking and roads that just end artificially and time the lights so that you don't have to drive longer and idle more.
- 657 97214 We should do this in a way that alleviates current problems but doesn't encourage more driving. I particularly like intersections that allow bikes and peds to travel straight, but force cars to turn as a way of keeping cars off of residential roads and bike highways.
- 658 97215 Be smart about where the improvements are made so that the same streets aren't torn up the next year for utilities.
- 659 97215 Bike riders probably care more about this than I do. The ones I know avoid busy streets and take the back roads and would most likely want a good network of streets outside of heavy traffic areas.

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- 660 97215 Doing so in a way that integrates mass transit and bike options.
- 661 97215 Emphasis should be on upgrading and maintaining existing roads, not building more streets.
- 662 97215 Faster, heavier and more numerous vehicular traffic should pay the great majority of maintenance cost. On street parking costs should reflect the real cost of that space. Do not fund road maintenance with parking fines, which is what Portland seems to be trying given the fines they levy.
- 663 97215 Financial Impact these investments will have a property tax owners and people who pay taxes. This is a project that should be paid for by a sales tax in Oregon.
- 664 97215 Focus on improvements with multiple benefits (bikes, cars and transit) and increase maintenance funds a little bit.
- 665 97215 Good repair.
- 666 97215 How much money can we get back from State & Fed for roads. We need to stop doing so many studies and build some necessary throughways. This idea that Portland is going to slowly grow is not healthy. We have way more people moving here than projected. Just watch the patterns that drought brings. We need to widen 205 now, not wait for congestion. We need to inspire people with functional transportation options. Waiting an hour for a bus, that you spend a fortune to ride, that takes another 2 hours to get you there, is not a viable solution. Widening key transportation corridors will be essential in combination with well-connected network of streets that are signaled properly.
- 667 97215 I believe that keeping current infrastructure in good repair is an important investment. I do NOT believe that money should be spent to add more motor vehicle lanes to existing roads and freeways.
- 668 97215 I don't think we should widen arterials. Use signal technology to improve efficiency, repair streets. Reduce speed limits.
- 669 97215 I support repair of potholes and buckled pavement to increase safety. I do not support significant investment in or the further development of car infrastructure (i.e. adding more highway lane.).
- 670 97215 I support this. HOWEVER, clear safety priorities should be set according to the vulnerability of road users. Pedestrians and bicyclists first. Motorized vehicles last. Streets are places first; means of transportation second.
- 671 97215 I would like to see an inversion of the funding for transportation modes. Favor in this order walking, bike, mass transit. Last, single occupant car. It's build it and they will come, so build for the most climate benign form first.
- 672 97215 I'd improve connectivity on existing through streets rather than implementing "road diets" on many parallel roadways (eg., Glisan-Burnside-Division). Without improved mass transit, this just increases dangerous cut-throughs on side streets.
- 673 97215 Improve existing roadways and minimize construction of new roadways.

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- 674 97215 Maintaining safe, pot-hole free roads helps cars and bikes. Priority should be given to alternative transportation projects as enabling more auto traffic is not sustainable with continued growth.
- 675 97215 Maintenance only; no new or expanded roadways.
- 676 97215 Make more roads and smaller cars with good gas mileage.
- 677 97215 Making roadways safer and more connected should NOT include widening and making more roads. Effort to accommodate ever more auto traffic are doomed to failure as any LA planner will tell you.
- 678 97215 Only if it times lights for better flow of traffic. An amazing reducer in carbon emissions. Dedicated vehicle arterials.
- 679 97215 Repaving local in-town streets and adding sidewalks should be a priority.
- 680 97215 Revisit the still poorly conceived Portland "street tax."
- 681 97215 Several decades of anti-road planning and funding has left these important community resources in bad shape. Roads transport goods as well as people to places that aren't available by transit, walking, or bike. Our road and bridge transportation infrastructure needs a higher percentage of the budget simply to repair what we have; then more on top of that to improve and expand it.
- 682 97215 Small local delivery truck access routes. Even apps for companies to use to help drivers navigate best routes for any given time of day. We need to deal with our aging bridges as a region and negotiate funding to maintain our highway systems. Connectors and highways are very important for the folks who rely on them. No matter how many bike lanes we make and improvements to public transportation we have, we need to move greater traffic through the region efficiently. Smaller cities, like Tigard, who refuse light rail should be immediately contracting for commuter/small bus service to get folks through commute efficiently.
- 683 97215 That people use them and that lighted streets and fixing potholes would be a really good plan.
- 684 97215 The roads here SUCK!
- 685 97215 This does not mean the car should rule, as it does now. Disincentives to driving are needed too.
- 686 97215 This investment is needed, but should be carefully weighed off against public transit budgeting.
- 687 97215 Use fees, before City of Portland income tax for street maintenance. Everyone uses roads and highways not just residents of a certain taxing district.
- 688 97215 We need better infrastructure. The new Sellwood bridge will be great. But roads have a lower priority for me than bike lanes and other less polluting forms of transportation.
- 689 97215 Yes, but.... Streets need to be safe, reliable and connected but not built out at the expense of transit.
- 690 97216 Can we use our current roadways in different ways: express ways, car pool lanes, calibration of traffic lights. Trucking routes that get wider roads. Freeway connections that are improved. NO new roads - just improve what we have.
- 691 97216 It's a crime that maintenance of roads has been neglected to the current point. That the City of Portland is putting its hands in our pockets is appalling. Be smart with how money is spent and get priorities straight!

- 692 97216 Maintenance should be priority before new building occurs.
- 693 97216 Of course, safety is always a priority. The maintenance of our roadways is one thing and that should cover the safety factor. Now, if you want to widen and make major improvements to roadways, I think planning for urban growth in the Metro area is also a good idea. What would really cut down on my travel time each day would be - being able to afford to live closer to my place of employment.
- 694 97216 Portland LIKES to build new, but Portland FAILS to maintain anything they do. BUY land for Parks, and have no way to develop nor maintain the parks. NEW rail, yet they can not maintain what the have. Streets are a great example, Schools are another.
- 695 97216 The vast majority of citizens use autos to get around during their daily lives. This should be a focus of funding.
- 696 97217 A BALANCE between transportation modes, not simply a focus on bicyclists. While I applaud committed bike commuters, this is not an option for many (the disabled, for example). At times Portland has focused so much on bicycles as to leave the rest of the population feeling underserved and alienated.
- 697 97217 Better and bigger highways are needed ASAP. Start with rebuilding and adding vehicle capacity through the Rose Quarter area on I-5.
- 698 97217 Don't widen lanes when it will promote sprawl or if not really necessary.
- 699 97217 Fiscal responsibility.
- 700 97217 Getting rid of studded tires for cars (too long of a season for studded tires, few are ticketed for breaking the law, and they do an inordinate amount of damage); widened streets also need bump outs or traffic-slowing devices that are inexpensive, and many crosswalks need islands to actually function safely.
- 701 97217 How to keep heavy traffic out of neighborhoods, how to keep certain streets car free or minimize any vehicular traffic.
- 702 97217 I support investments that repair and maintain our existing streets. Under no circumstances should we be devoting resources to building new freeways or on other projects that increase capacity for single occupancy vehicles.
- 703 97217 I support keeping our roads in good repair, especially making bridges earthquake-safe. But not at the expense of the other projects on this list.
- 704 97217 I support maintenance, but am wary of expansion.
- 705 97217 I support this but only if it happens in a manner that doesn't just encourage people to drive more.
- 706 97217 I want this to be considered...How many streets in Portland aren't paved? that's a safety issue. Please please please start doing this.
- 707 97217 Improvements to existing streets and designs and reduce the need for additional routes.
- 708 97217 Improving roadways should be focussed on those roads that relieve congestion on bike and transit heavy routes.

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- 709 97217 Improving routes but not adding more freeway lanes.
- 710 97217 Just don't build more, we've got plenty. Maintaining what we have is to be expected, and redesign them to work better.
- 711 97217 Keep the streets maintained and don't spend money on streets that do not need it such as portland blvd this past summer.
- 712 97217 Lower priority than mass transit, bikes, and pedestrian.
- 713 97217 Maximizing existing, underused roads, as bike boulevards. No new taxes, just a designation.
- 714 97217 More lanes - and MORE PARKING!
- 715 97217 More people moving to the region means we need more roads to connect them. At the same time, building vibrant neighborhoods with great local businesses, parks, restaurants and independent retailers can help reduce our dependence on car travel.
- 716 97217 No new highways or high speed through streets. I support improvements to existing roads, but auto dependency must be reduced with increased availability of transportation alternatives and local services. Low cost improvements such as variable signal timing for peak traffic flow. One way couplets, (Couch/Burnside, Williams/Vancouver) seem a great way to improve traffic flow.
- 717 97217 No street widening. No new CRC. Street widening does not reduce traffic issues. I highly support a renovation of CRC for multi-modal transit and to reduce the number of lifts required.
- 718 97217 Not adding to the expense with Unnecessary Expenses like Bicycle lanes Boulevards and speed bumps.
- 719 97217 Repair the roads we have and provide opportunities for single occupancy drivers to use other means of transportation like biking, walking, and public transit.
- 720 97217 Road diets, traffic calming and other ways to slow people down, keep traffic local and discourage driving where transit walking and biking should be primary modes of travel in town and in neighborhoods. Discourage cut through traffic from freeways and suburbs and make the infrastructure to and from those regions the best option for thru traffic.
- 721 97217 Safety always paramount. w/c ramps imperative.
- 722 97217 The annual cost of studded tires and their wear on the roads. Are there reasonable alternatives since the cost of road repair is great.
- 723 97217 This should be the City's first priority to maintain the streets we now have and continue to pave the street that are dirt and gravel within the City boundaries. We do not need wider streets or highways if we can manage the commuter traffic by having on lane designated as a drive through with no entrance and exit capabilities for a designated stretch of highway. Preferably from the Interstate bridge to the Markam bridge.
- 724 97217 To make the rush-hour commute as fast as possible. Get rid of the HOA lane on I5 N. Not only is it offensive to people in Vancouver, it makes the commute for people who live in North Portland miserable as well.
- 725 97217 Use the money wisely and keep streets repaired before spending on more street cars or max lines.

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- 726 97217 We should consider the most traveled roads and not spend money on all roads. The most dangerous roads should be looked at as well.
- 727 97217 Why don't we just undo what we just paid to do. We can put back the two lane streets to what they were. Take out the concrete corners (aka parking place taker, carbon intensive anti green idea). Then we should pave the streets. Does anyone really think that with a doubling population one lane streets are going to work? These "solutions are making me want to move. And I am seeing people increasingly choose to live over the river because of these "smart ideas."
- 728 97217 You need a maybe button. I don't always support making roads wider. It depends on the specifics. Good repair is essential. Setting up neighborhood systems that don't require travel of any distance would be ideal.
- 729 97218 But instead we are making streets narrower, putting in apartments without parking so that they have to park on already stressed neighborhood streets and making it difficult to even get to your own house. We sometimes have to pull over two blocks from a corner to deal with one-way traffic because the cars on both sides leave only enough room for one car and in some cases trying to turn onto a side street creates grid lock because there is no room. Cars then have to back up to try to fix the problem. Bad planning anyway you look at it.
- 730 97218 But since this is part of the primary function of governments, I don't see why this would be a consideration for "NEW" things.
- 731 97218 Don't drive, I'll leave that up to more qualified respondents.
- 732 97218 Equity for areas of poverty.
- 733 97218 It is poor policy to widen streets unless there is a compelling climate-friendly reason for it. Anything for encourages motor vehicle use takes us in the wrong direction.
- 734 97218 Keep up adequate repairs. More lights at busy intersections. Keep line of sights clear of obstructions such as trees and bushes, more actively ticket trucks and cars that improperly park at a corner. Tinted windows on SUVs and trucks are becoming a very real problem for being able to see if traffic is coming when they are parked close or right at the corner.
- 735 97218 Our roads and highways are in terrible shape. improving them benefits pedestrians, drivers, cyclists and those who take public transit. everyone needs this!
- 736 97218 Slowly work toward paving the unimproved streets, starting with those that have houses fronting on them. If streets are paved, they are provided with safe lighting. My street is so dark it's too spooky for the trick or treaters.
- 737 97218 Traffic is becoming more and more clogged during rush hours. Rush hours are getting longer.
- 738 97218 When streets are widened, it takes longer for pedestrians to cross them. Street lights must allow time for aging pedestrians to cross.

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- 739 97218 Widening some roads . on the east side making better access east and west to the frequent north and south running lines. there seems to be some unaccessable areas that a bus line could help local business.
- 740 97219 Actually this is my least high priority. I do think that bridges need seismic upgrades, and sidewalks and crosswalks with flashers on busy streets are important. I would sacrifice road maintainance to infrstructure improvements.
- 741 97219 Again, balance.
- 742 97219 Again, I do support this but the system of providing these services needs to be equitable throughout the region.
- 743 97219 Areas of high growth.
- 744 97219 As improvements are made, improve bike safety at the same time.
- 745 97219 As long as this isn't yet another attempt to get a vote for more bikeways.
- 746 97219 Avoid the frequent changes in the widths (number of traffic lanes) of our major streets, as this only leads to more congestion at "bottle neck" points.
- 747 97219 Bike / Walking Routes.
- 748 97219 Bike lanes should be well connected and in many places streets should be widened. One example: Taylor's Ferry Road. This street needs bike lanes and sidewalks from Macadam to Jackson Middle School.
- 749 97219 Biking and walking paths and sidewalks as part of this plan.
- 750 97219 But I am not supporting a local tax for this either.
- 751 97219 But make mass transit expenditures the priority. Consider usage tolls linked to hours of use for trucks to decrease congestion during peak commute hours on freeways and major thoroughfares. It wouldn't be difficult to install electronic readers to monitor truck usage and paid tolls/hours of use.
- 752 97219 But only if it is done in a fiscally responsible manner. Do the basics first...pave all roads and provide sidewalks first. Multnomah Village had a decent paved road and sidewalks. The City of Portland redid it at great cost. The finished product is indeed nicer and some rain run off is no longer going into the sewer system. However, the change in parking design makes getting out of diagonal spaces less safe than previously, due to decreased visability and putting all handicapped parking at one end of the village rather than at both ends in poor planning. The funds spent here could have been used to paved many streets and once they were all paved, then we could think of upgrades.
- 753 97219 But very limited widening only if stormwater addressed for entire roadway.
- 754 97219 Change left turn signals to blink yellow and allow left turns with caution. Washington county and/or Beaverton already do this and it helps move traffic safely and faster.
- 755 97219 Concentrate on repair of roadways instead of widening.
- 756 97219 Corridors where many more people would bike or walk or take transit if the options were safer, more reliable, better connected.

- 757 97219 Cost and equity.
- 758 97219 Emphasis should be placed on the efficiency of traffic flow.
- 759 97219 Ensuring that businesses get what they need to be competitive in moving goods.
- 760 97219 Expand 217 to 3 lanes, fix rose quarter bottleneck. Address that.
- 761 97219 Focus on safe traffic flow in neighborhoods feeding arterials with higher speed limits.
- 762 97219 Focus on widening highways. Upkeep roads, starting with most used.
- 763 97219 Funds should be balanced and shared.
- 764 97219 Goal should be to move cars and trucks though the region as quickly as possible.
- 765 97219 Greater investment in SW and E Portland.
- 766 97219 I'd like there to be a lot of consideration given to air pollution from vehicles.
- 767 97219 Infrastructure repair should be the primary focus and needs significant attention. Secondly existing policies that do not tend toward improvement of conditions (e.g. long-standing desire for no sidewalks in SW) should be reconsidered and/or changed to improve safety.
- 768 97219 It is just as important to maintain and/or pave small neighborhood roads as it is to maintain large ones, you should see some of the roads in SW portland. They're less roads and more gravel duck ponds.
- 769 97219 It should be balanced with real need. For example, last year the street in front of Reiki Elementary and Wilson High schools were re-paved - and I felt that was not needed at that time. At the time, the streets were fine!! I thought that was an example of resources flowing to areas where it is not needed and then short changing those areas with great needs.
- 770 97219 Keep high volume traffic out of neighborhoods, make high crash corridors safer.
- 771 97219 Look into the newer "self-repairing" asphalt materials to double road lifespan and reduce pot holes.
- 772 97219 Maintain current infrastructure.
- 773 97219 Maintaining roads should be put ahead of widening roads. Visible white stripes are important.
- 774 97219 Maintaining what we have. Keeping up with paving. No need for new freeways.
- 775 97219 Make sure that your strategy meets your stated goals and is not just a way to further support emphasis on transit and bicycles.
- 776 97219 Making streets and highways safe for motor vehicles is a much lower priority than improving safety for bicyclists and pedestrians. There are always trade-offs when considering freight. Safety is important for all modes, but please prioritize safety for vulnerable road users over safety for motor vehicles.
- 777 97219 Many of our streets might last longer and be safer for everyone if the speeds were reduced. I appreciate the creative road maintenance of filling cracks.
- 778 97219 Most people already travel too fast, so don't design these streets only for cars. When cars go really fast, people don't want to walk or bike there (ex. Barbur Blvd.).

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- 779 97219 New development must have on-site parking for all units, taking parked cars off the street. Street repair/maintenance should be done in lower income areas first--these are the people with the fewest options. consider a toll on all bridges excluding public transportation and multi passenger vehicles.
- 780 97219 No, no targeted widening of streets and highways. First, look at the urban network and identify potential roads for creating shoulders that can be used for pedestrian and bike trips. Take time to educate the elected officials to field demands from citizens and businesses that insist on more lanes.
- 781 97219 Options other than taxing small businesses! this is a cost that should be shared by everyone. Also put more pressure on our representative in Salem and D.C. to lobby harder for our share of the transportation funding.
- 782 97219 Pay for it out of existing taxes.....no road tax. If there is a road tax, forget it.
- 783 97219 Plans for widening of streets and particularly highways needs to be based on 5-10 year population growth projections rather than constantly playing 'catch up'.
- 784 97219 Repair and maintain existing infrastructure in lieu of costly new.
- 785 97219 Safety for non-motorized vehicles AND pedestrians, including, the partially or fully disabled.
- 786 97219 Same comment. Compare investments in streets to the other options for limited transportation funds.
- 787 97219 Separate bike lanes from traffic lanes.Increase PBOT's remote monitoring of traffic lights to keep traffic flowing more smoothly. Traffic backups and gridlock are a serious issue.
- 788 97219 Should focus on repair and maintenance.
- 789 97219 Smart investment to reduce congestion (on the other hand, more congestion will encourage more people to switch to biking and public transit). So not sure on this one.
- 790 97219 Some of our neighborhood streets haven't been repaved or even had potholes repaired in decades. My own street looks as if it was last paved about 40 years ago!
- 791 97219 SW needs re-paving regardless of curbs & sidewalks on both sides. Policy to not improve because lack of room or bad road bed is a vile excuse. I broke my ankle walking to the bus stop. Now I drive. Everywhere. And WASTE my money by digging up SW Multnomah Blvd AGAIN! And FIX the last part of SW Capitol Hwy! Impermiabile asphalt paving Impermiabile walks, etc.
- 792 97219 The effective flow of traffic including the timing of traffic signals to reduce idling time, air pollution.
- 793 97219 The Portland Water Bureau seems to have a large surplus of funds. Maybe some of those funds found be used. OK, I know the answer. There is a need to fill the pot-holes and keep the roads in good repair-but I do not support more taxes to property owners or on individuals living in households. Find another way.
- 794 97219 The tunnel coming into the city on Route 26 is very dangerous, people tend to go too fast and too close together. The merge (east bound) onto Route 405 is badly constructed. Additionally Route 205 in any direction should be avoided!
- 795 97219 They should be safe, but not widened or street centered construction at the detriment to pedestrians and bicycles.

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- 796 97219 This is a very poorly written "triple-barrelled" question. I support highway safety, but we already spend a lot of money on that. I support reliable roads, but ditto. I definitely support better interconnections between existing roads and not enough funding goes to that. I DO NOT support widening of streets and highways -- studies show that it simply leads to more people using those roads.
- 797 97219 This should be done only if adding sidewalks and bike lanes is included.
- 798 97219 We should maintain what we have, but prioritize the road connections that are most necessary.
- 799 97219 When street improvement are made, bike and pedestrian improvements should be made as well.
- 800 97219 Whether or not presently built neighborhoods and communities have "Complete Streets" and if they do not then prioritize the implementation of this policy to invest there first. A measurable baseline should be established by each jurisdiction such that we can begin to know if we are making progress in addressing the implementation of "Complete Streets", use of GIS tools could help greatly if keeping track of progress (e.g. linear miles of improvement made).
- 801 97219 Widening of streets leads to speeding traffic.
- 802 97219 With public input since it is our tax dollars that will pay for it. If a majority of people don't want something, don't use government elitism to shove it down their throats. It will come back to bite you. Invite business experts to show the city and county different/ better and more affordable ways to fix the street infrastructure issues if their solutions are thought to be the hardest most expensive way to handle it.
- 803 97219 Yes, and the key is to WIDEN streets, not narrow them, as been the trend the last few years in every part of Portland. In my years here, I marvel at how completely inept Portland's traffic engineers are at building safe, well-thought out, navigable, visible and aesthetic roadways in an on-time and on-budget manner. The accompanying striping, reflectivity and signage is also laughably ineffective. I've seen multiple simple projects that should take a month stretch into three or more, while equipment sits idle at the side of the road. An overall inefficient, unproductive and costly system at work in this city, which clearly is in the dark about good, safe, effective road design.
- 804 97219 Yes, I think infrastructure must be in good repair. I'm not so in favor of building more roads. More in favor of the Vancouver B.C. model of fewer roads and more transit.
- 805 97219 Yes. Reducing traffic lights and the need for stop/go travel is a good advancement.
- 806 97219 You spent so much on the bike that the roads are now dangerous please repair them.
- 807 97220 Any new development meet good, safe design for connectivity with traffic patterns that prevent jams.
- 808 97220 Base on frequency of use + impact to neighborhoods.
- 809 97220 Better lighting, sidewalks, slower speeds, more and higher penalties for law breakers.
- 810 97220 Business's need a well-connected system to do business efficiently.
- 811 97220 But who is going to be taxed to make it happen? Will it be the developers who make the profit off new communities or the people in established neighborhoods not requiring new infrastructure?

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- 812 97220 Create exclusive pedestrian and bicycle pathways. I drive in downtown Portland less than five times a year because I hate dealing with people and cyclists crossing against traffic lights and serving in and out of traffic.
- 813 97220 Existing infrastructure maintenance and upgrading are the key. Additional roadways are not the key as discouragement of motor-vehicle access is the goal. Improvements to existing freeways (including interstate bridges) are necessary as mass-transit is not a panacea to questions of transportation.
- 814 97220 Great Caesar's Ghost. For heaven's sake, pave some of those unpaved streets in Portland residential areas, and provide sidewalks where they are missing.
- 815 97220 Let's pave all the streets so that everyone can travel safely!
- 816 97220 Make sure you have reliable/consistent signage and wayfinding tools. For example, make sure EVERY sign referencing a street gives the same name (i.e. don't call it "Chavez" on one and 39th on another). People who don't live here or who haven't lived here for very long, don't know/care what the street used to be called.
- 817 97220 Repair our roads Yellow turn lights to lesson iding Do not chop up roads for bikes.
- 818 97220 Since I pay taxes for this I expect it to happen.
- 819 97220 The same issues as before, personal cost and taxation, however I do NOT support the personal fee associated with paving Portland's unimproved streets, even though renters and businesses will also have to pay this fee. I do not believe this issues is important enough that I can afford to pay more taxes on incomes that can barely and often don't support a mere survival for my household! I can just choose to not use these streets as my car is too old to handle those roads, that is a matter of choice.
- 820 97220 There are some areas, especially north / northeast PDX, that have little to no finished roads and no sidewalks. Before improving existing ones, invest in areas that don't have pavement / sidewalks to begin with. These tend to be in lower-income areas.
- 821 97220 Traffic patterns need to be considered. Let's not take away from busy streets or add to quiet ones however make them safe and easy to navagate.
- 822 97221 Biking, walking and transit connections.
- 823 97221 Cars stopped in traffic generate more emissions than those moving freely.
- 824 97221 Circuitous routes to main roads should be streamlined.
- 825 97221 Cost.
- 826 97221 Fair taxation....I think VMT would be the fairest.
- 827 97221 I'd do the previous two action items first before this one.
- 828 97221 Maintain existing infrastructure before building new. I love all the planters but NOT maintained (sylvan overpass an example).
- 829 97221 Must be cost effective. Keep it functional in nature. Focus must be on effectiveness and money shouldn't be spent on unnecessary esthetics.

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- 830 97221 Only if it makes common sense and lots of add-ons such as more bike lanes, sidewalks which add to costs are NOT tacked on. Just expand the roads to keep traffic moving. I support bike lanes, and pedestrian routes...but there are SO many now, that the cars have to dodge around islands, move over to center areas or are confined to one lane because the space was used for the bikeways or sidewalk. Case in point, SW Vermont ST and Idaho DR in Portland..where a 3 way intersection goes into a smaller pocket neighborhood and due to the slope on Vermont cars just naturally slow down before they reach that point. After 40+ years in that neighborhood don't ever recall an accident or pedestrian hit in that section, nor have my children ever had an issue then or now crossing over to the park or bus or biking/running to downtown via Vermont. So, just completed was not one but 2 crosswalks added in that spot + 2 islands yet there is a crosswalk at 45th/Vermont about 250' away If one was absolutely necessary in order to "spend" money, it should have been located at SW 36th/Vermont at top of Gabriel Park. (that is mid-hill and would have made more "sense"). Now the car parking next to the park is a mess and very tight for them, one car in motion, and one bike. Plus there are 4 really ugly tall signs on the islands that are distracting to drivers from all
- 831 97221 Prioritize spending on most used streets and highways; emphasize north-south connectors.
- 832 97221 Spend the minimum necessary to keep streets in good repair. DO NOT WIDEN ANY STREETS!
- 833 97221 Yes, we do need to maintain the existing infrastructure. However, expansion of motor vehicle lanes should be considered only after very careful analysis, since adding lanes typically induces more traffic and not produce benefits commensurate with the costs, including loss of land and damage to public health and neighborhoods.
- 834 97221 You're asking too many questions with this one question. I support making streets safe - especially for pedestrians and cyclists. No more capacity projects. They simply resolve a problem in one location leading to increased congestion elsewhere. Roadways are generally very safe for motorists, unless they're drunk, texting, or speeding. The safety issues to be addressed are for folks not using a car.
- 835 97222 Balance routes most commonly used while maintaining neighborhood access.
- 836 97222 Do not widen anymore roads. You cannot solve congestion issues by widening roads (see all of the latest research).
- 837 97222 Fix those potholes and congestion-filled thoroughfares. Retime those lights!
- 838 97222 Improve current roads, not expand more roads.
- 839 97222 Major changes are on the way and climate change is going to require significant levels of adaption - what do you intend to do to facilitate it?
- 840 97222 Maximize efficiency and cost vs. benefits.
- 841 97222 Minimize wining of streets as this can sometimes cause increases in automobile traffic.
- 842 97222 No expansion of freeway system.
- 843 97222 Only for areas of high danger and accident history. Roads need to be maintained. Bikes should be redirected to a nearby neighborhood street to maintain safety from highly traveled streets like Hawthorne, Division, etc.
- 844 97222 Opportunities for multi-modal improvements benefitting motorists, bicyclists, pedestrians and transit.

- 845 97222 Reducing commute times.
- 846 97222 Spend your money on streets and roads that people use, not on economically unsustainable projects.
- 847 97222 These improvements need to be comprehensive, with sidewalks for walkers and bike lanes part of any road improvement plan.
- 848 97222 Widen the roads! Anticipate growth!
- 849 97223 Connectivity is important. If we have major highways without a good connective network in between, then commuters, freight and services have to take longer trips, which creates more traffic, pollution and irritation. Work on the connectivity portion.
- 850 97223 Current traffic loads on neighborhood streets, and how to keep through traffic on the major arterials instead of filtering through side streets that are not built for arterial-type traffic.
- 851 97223 Do not widen roads. Keep roads in good condition and limit car traffic in the central city by using technology.
- 852 97223 Don't over-manage. Too much of our transportation funds are wasted on unnecessary layers of management. Streamline operations, and use outside contractors when they can do a better job.
- 853 97223 Eliminate traffic signals and stops at intersections. Replace every single one with a roundabout. The roundabouts that have been implemented around here are far too large. Look at Aruba's roundabouts for how to do them in the same space as a normal intersection. Most of Arruba's intersections with traffic control are roundabouts, and they just don't have the ridiculous wait times that we do. Those waits are caused by traffic signals.
- 854 97223 Focus resources on improving and maintaining streets that impacts the greatest user base.
- 855 97223 Getting the most bang for our tax dollars. Again, fiscal responsible planning and execution. Washington County is a leader in this area.
- 856 97223 How to reduce future costs. Regular low level road repairs cost less than occasional major road projects - keep up on road repairs.
- 857 97223 I heartily agree with this policy. more emphasis on streets and highways, a lot less on mass transit.
- 858 97223 I support maintenance of roadways. I only support additional roadway development if bike ways and pedestrian connectivity are the primary drivers for the projects.
- 859 97223 I support traffic calming measures and road repair, but not the building of more roads. And please, please do something about enforcement of speed limits in residential neighborhoods.
- 860 97223 In this order: needs of community, cost of construction, disruption of traffic.
- 861 97223 Investing in maintaining existing infrastructure may be a necessary trade-off to expanding infrastructure for widening projects that promote more SVO trips.
- 862 97223 Long term planning for street improvement. The City of Tigard and City of Portland as well have demonstrated how not to plan for the long term with regards to street improvement.
- 863 97223 More road bumps in residential areas that are used to avoid traffic on main roads.

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- 864 97223 More routes into Portland from the westside! We have overpopulated west of Portland without improving highway infrastructure so now we have to deal with major congestion and its only going to get worse as population continues booming all the way out to Forest Grove.
- 865 97223 My answer is somewhat. Safe, reliable, and connected are important as long as it doesn't lead to paving over much more land. Ways should be worked out to make them as environmentally friendly as possible, as well as people friendly.
- 866 97223 Prohibit formerly fashionable road hindrances such as "pregnant curbs" and anything else designed to slow down traffic. The way to cut emissions is to SPEED UP traffic, which eliminates idling at inefficient RPMs. So add nose control as necessary, but stop pretending the car or truck is the enemy! Make WIDE roads, more lanes, not fewer. Priority to cars and trucks not bikes.
- 867 97223 Quit taking lanes away from cars and giving it to bikes.
- 868 97223 Repair / condition of roads is primary. As for new road building and widening - no matter how many new roads are built and widened, congestion doesn't appear to decrease. Perhaps monies can best be spent on public transportation and alternative transportation methods. Roads continue to be packed no matter what we do.
- 869 97223 Safety: All highways and streets should continue to be repaved and maintained on a regular basis. Areas that are high traffic and one lane, such as in Portland Metro suburbs need to be expanded to absorb the higher traffic and minimize fender benders/accidents.
- 870 97223 Streets and highways are pretty good, only invest to fix problems.
- 871 97223 Streets HAVE TO BE MAINTAINED!
- 872 97223 This needs to be priority 1.
- 873 97223 This should be #1, #2 and #3. Even despite billions in spending on light rail, streetcars, commuter rail, and biking and walking paths - Portlanders remain committed to the car, with over 80% driving. Even recent studies disprove the myth that people are fleeing their cars and choosing a car-free lifestyle. So we need to get with the reality that people are going to drive - and investments can be made to make sure that our roadway network is efficient to avoid air pollution impacts caused by congestion.
- 874 97223 This should really be a no-brainer, but sadly in our region we seem to ignore that 80% of us drive. Even with the billions spent on light rail, we still drive. This is job #1 for Metro. We need to stop looking at light rail. Building light rail has not solved any problems; and in fact has many some problems worse or created new problems. It's time to look at our underinvested highway system. And we do need to look at the "e" word - EXPAND.
- 875 97223 We are a society that uses cars as a major mode of transportation...like it or not, that's the way it is and most taxpayers wish it to remain this way.
- 876 97223 We have to MAINTAIN what we have and improve when needed.

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- 877 97223 We need a westside loop from Hillsboro to Wilsonville to take the pressure off of Hwy 26/217/I-5. No good comes from making 217 a parking lot with thousands of auto engines idling.
- 878 97223 We need maintenance to preserve our investment in streets, but streets and highways should not be our highest priority.
- 879 97223 Would like to see the breakdown of the transportation taxes I pay (fuel taxes, car registration, etc) and the percentage of those funds that actually goes to pay for roads that cars use.
- 880 97223 Yes, more lanes and more roads is good for business and people who work and value their time. Stop using tax payer money on light rail, when high speed busses and more roads have proven to be a more cost efficient way of moving people.
- 881 97224 "Targeted widening of streets" greatly decreases quality of life for the communities surrounding said street.
- 882 97224 Cost per user mile to include all passengers in the vehicle and transit vehicles that use the road system, including all infrastructure and support systems to make the roadway possible. I firmly believe if we had a westside bypass like I 205, it would have immediate and lasting economic impact and use that would benefit Washington County greatly.
- 883 97224 Funds should be used to repair and maintain existing roadways instead of boondoggle light rail projects that communities do not want.
- 884 97224 Implement AFTER completing the rapid transit system.
- 885 97224 More lighting. There are really cost-efficient ways to light streets.
- 886 97224 People want transportation freedom. Improved streets, wider streets, etc. will give people the choices they want.
- 887 97224 Providing some redundancy in the system so that traffic doesn't grind to a halt every time there is an accident. Connect neighborhoods so that everyone isn't dumped onto the same roads all the time. Give drivers options. Keep traffic moving quickly to increase efficiency and decrease pollution.
- 888 97224 Quit pretending that we can keep adding population without expanding or even repairing our streets and highways. Get real. We need bigger and better funding sources for highway improvement and we need to be smarter about spending the money we do have.
- 889 97224 Reducing traffic by providing more and better roads.
- 890 97224 The need for by-passes to relieve congestion is widely recognized but little action. In the meantime access to affordable right of ways diminishes.
- 891 97224 The new bridge downtown should allow cars...expand 217 and 26 and I5. Build I5-99w connector, westside bypass and stop light rail.
- 892 97224 We need more connected highways and freeways. We also need 217 to be widened to four lanes in each direction. This is a must, not an option. We need substantial money invested in our road system.

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- 893 97224 We need more investment to keep traffic moving. Congestion causes safety problems. We should not congest our way to alternative mode use Address key bottlenecks like Hwy 217.
- 894 97224 We need roads that circumvent Portland. Forcing through traffic on I-5 is a fool's errand. We need a westside bypass that goes from south of Wilsonville north between Hillsboro and Forest Grove and on up to join I-5 north of Vancouver. This will relieve the pressure on Portland and help spur growth in Washington County.
- 895 97224 We need the Westside By-Pass, Interstate 5-Highway 99W connector, Highway 217 widened, Highway 26 widened and Interstate 5 widened...The CRC is a complete boondoggle.
- 896 97224 We need west side bypass and I5-99w connector and 217 widened.
- 897 97224 When upgrading streets and highways, also upgrade stormwater management using green infrastructure like bioswales and street trees.
- 898 97224 Yes, the road layout in Portland metro area has to be one of the worst designed systems I've seen. Get a highway system to parallel 99 (Pacific Hwy) and complete the I-205 loop around the city.
- 899 97225 90% of us use cars every day. By adding lanes, making it easier for traffic to get through Portland the vast majority of the population benefits rather than the 10% minority of residents living primarily in North, Northeast, and Southeast Portland who use subsidized public transportation, walking, or biking.
- 900 97225 Better maintained roads. increased traffic flow on main streets.
- 901 97225 Continual upkeep of roads is cheaper than alot of upkeep/repair every 5-7 years.
- 902 97225 Don't allow large developments to have only one access road. Be sure to keep neighborhoods livable, with street plantings of trees and shrubs and sidewalks.
- 903 97225 I agree with needing to keep roads in good repair but not investing to expand the system. I'd like to see more investments in expanding alternate transportation options.
- 904 97225 I am amazed that after sooo many years, we finally have flashing yellow turn lights. This was a no brainer that I called WA Co about so many times and was always told for years that "we can't do that on Walker Rd". Perhaps there are other ideas such as this that would be simple and help move folks. I wish I could come up with one right now but cannot Moving traffic is going to be hard and I am in favor of taxing folks like me that use the roads more than everyone else. I am afraid that how to implement this policy will take someone with more insight than I have.
- 905 97225 I favor maintaining what we have and keeping it reliable and connected, minimize new road construction in favor of public transportation.
- 906 97225 I only support this; making streets and highways safe which I assume includes paving, a more coordinated effort. Please don't pave just prior to a sewer, water or other utility dig. Why pave a street then only to have it dug up within a few weeks or months. We need better long range planning between all involved.
- 907 97225 I support maintaining what we have, for sure. but i oppose adding lanes -- our roads will ALWAYS be at capacity during rush hours. make it easier and more appealing to leave the car at home.

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- 908 97225 I think the "connected" part is most important. I live 0.5 miles from a MAX station. But, I have to walk 1 mile to get there because there is no direct path.
- 909 97225 Just not more/bigger roads. And when possible minimizing repairs to the minimum. We do a lot of repaving--is it necessary?
- 910 97225 My first priority is public transportation, bicycling and pedestrian. That would come prior to the tie-ins to regional transportation needs.
- 911 97225 North south connectivity seems be a general problem.
- 912 97225 Pave the unpaved roads first!
- 913 97225 Potholes and ragged roads are dangerous for everyone, bikers, pedestrians and cars. Street maintenance should be a main priority for the transportation budget. Adding bike lanes when you're already repaving a street is fine and dandy, but focus more of our resources on maintaining what we already have. Also, widen Hawthorne and Division streets or change to three lanes. I'm tired of almost getting hit by the bus when I'm in the lane next to it.
- 914 97225 Something to consider is LED lighting. LED lights have been installed in our Cedar Hills neighborhood and the lighting improvement is huge.
- 915 97225 Streets are definitely falling apart in a lot of places, and that should be a priority. I would also appreciate alternative routes to busy locations to ease traffic congestion. I am concerned, however, about how widening the streets and adding more access to already congested roadways would improve traffic without running into more problems that would justify the costs to implement the policy.
- 916 97225 Tax trucks and studded tires.
- 917 97225 The roads in the Portland metro area are an absolute joke. The signs for the Portland Pothole line are stupid. Any person who ever drove the roads would say what a waste of money on signs when the roads are completely full of potholes and trashed. Trimet should be sued for the degrading way they have not maintained the road around the rail lines, especially in downtown Portland where the intersections of MAX and Streetcar meet. You can only drive about 5 miles per hour through these intersections the gaps are so gapping! And even then you feel like you and your car have been assaulted.
- 918 97225 There is a risk in making auto travel more efficient--it discourages alternatives.
- 919 97225 This needs to be high priority. Connectivity can reduce congestion.
- 920 97225 Transit doesn't go where I need it to go and certainly couldn't make it there in a timely manner. Cars get us where we need to go.
- 921 97225 Triage the needs. Don't overlook poor neighborhoods.
- 922 97225 Use the gas tax that was put into the general fund years ago.

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- 923 97225 Walker Road between Murray and 170th is being improved - the signs went up recently. But, it's west of 170th where the bike lane goes to nothing. They just paved it, but didn't spend a few more dollars to get a wide-enough bike lane, just a few inches to side of fog line.
- 924 97225 We need to maintain the infrastructure we have - too many roads need repairs and are being neglected - Need to see which intersections have higher incidents of traffic accidents and analyze the information to work to reduce the cause of these.
- 925 97225 Where is the majority of the traffic headed at any given time and can the roads accommodate it.
- 926 97225 Why it took so long to get flashing yellow turn signals is a mystery to me. I am sure there are other policies that would help traffic flow if we would think outside the box. Really, does one have to wait minutes when there is no traffic to turn onto 217 south from Walker Rd? That has been the way for 30 years till recently and calls about it were shrugged off as from some nutball.
- 927 97225 Yes, but do this with concern for the flora and fauna and make the speed limits reasonable. I think 45 MPH down a stretch of Murray is much too fast. People drive over that limit anyway. Slow people down with traffic patterns (roundabouts are fine by me). Tree-lined boulevards are the best. I lived in Kansas City MO for years and loved their boulevards with trees, fountains and art.
- 928 97225 Yes, so long as lanes are NOT added to freeways.
- 929 97227 Highways could be made safer and better connected by lowering traffic speeds to 45, 35 during the day, and rebuilding many off- and on-ramps to slow people more and have them meet the city streets perpendicularly- no more ramps and slip lanes that encourage speeding and create hazards for pedestrians.
- 930 97227 Slowing highway speeds through our cities. Resist freeway widening projects that, through induced demand, will create larger traffic jams in the heart of the city and decrease air quality. Work towards evolving the interstates into more arterial-like streets through the city to slow drivers and change expectations of speed.
- 931 97229 A potential ring road was a missed opportunity for which we will be paying dearly for the foreseeable future - remember when you are making future plans that the population is exploding EXPONENTIALLY and don't just keep adding the past increase to the future projects because it will ALWAYS be much, much greater
- 932 97229 Add lanes to all roads.
- 933 97229 All users-- cars, pedestrians, bikes-- not just traffic. Also, ensuring better traffic flow for cars would go a long way towards making existing infrastructure more efficient and usable. For example, traffic light patterns seem to have nothing to do with traffic patterns and tend to increase bottlenecks on arterial streets (Cornell, Cedar Hills Blvd, Barnes, for example) and push cars onto residential streets as an alternative.
- 934 97229 Arterials should not have so many lanes as to be unwieldy. Feeders and local streets need to have traffic calming so as to support the use of arterials and highways.
- 935 97229 But let's not waste the money we have on other, less necessary projects. I think the city is very poor in handling money.

- 936 97229 Car and truck easy and efficient movement is a priority.
- 937 97229 Citizens should have a voice in decisions about expansion of the road network, and about widening of roads and streets in their neighborhoods. Developers should not have the first or final say.
- 938 97229 Congested streets may be the biggest challenge to getting around town safely and reliably. Traffic jams negatively affects the cleanliness of our environment too. Widen roads and improve others is the most effective, affordable and expeditious way to solve this problem.
- 939 97229 Consider population growth in the next 50 years.
- 940 97229 develop a legal environment that requires a greater emphasis for taking responsibility for one's own actions and decisions.
- 941 97229 Funding must not be regressive.
- 942 97229 I would like to see priority given to mass transit and BIGGER PARKING AREAS or MULTI-LEVEL GARAGES as well as lots more SECURE bike parking at Max stops before many more roads are just widened to accomodate more cars.
- 943 97229 In making these improvements are we doing things that will increase driving? Are we doing things that may increase urban sprawl? What will be the impact on existing communities?
- 944 97229 It is important to have streets that connect to one another. When I lived in Arlington, VA and worked at the Pentagon, I had about six different routes to my house, so if traffic was bad on one route, I could take another. I do think it is important that commuters take residential streets at a safe speed (generally lower than 25 mph).
- 945 97229 Keep investment balanced.
- 946 97229 Long-term planning for easier, safer connections to new devt.
- 947 97229 Maintain what we have rather than building new.
- 948 97229 Mileage taxes.
- 949 97229 Most important as this will continue to be the major method of transportation. It will be more green as hybrids take hold for commuting.
- 950 97229 Must continually re-invest in infrastructure.
- 951 97229 New developments need to cover the additional burden to traffic flow created by the new families or employees that are attracted.
- 952 97229 Of course! Who would not support such a broadly-worded question? But priority should be given to mass transit, bicycles, etc.
- 953 97229 Our economy depends on good roads.
- 954 97229 Prioritize pedestrian and bicycle improvements over simply widening streets - incorporate both types of improvement at the same time.

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- 955 97229 Prioritize spending to achieve this goal. We don't need more taxes from existing payers. Eliminate wasteful spending such as the canola subsidy and PDC overheads to repair the streets.
- 956 97229 Repairs first.
- 957 97229 Road infrastructure is pretty poorly maintained. Safe/reliable/connected is all interwoven.
- 958 97229 Stop wasting road taxes for bike lanes, etc.
- 959 97229 Streets need to be maintained, highways could be made safer with more signage, patrolling, and maintenance.
- 960 97229 The investment made should be done and an explanation of how time and individual costs are saved by having good streets (wear and tear on vehicles, and reducing time of travel by reducing congestion).
- 961 97229 This is a no brainer.
- 962 97229 This is why the gas tax was initiated anyway. Use that money for it's intended purpose and not the dozen other projects that ODOT has been required to fund not associated with roads or road safety.
- 963 97229 This should be the highest transportation priority. Period.
- 964 97229 Traffic needs to move. Too much money has been wasted on alternative forms of transportation. It's time to spend time on roads, build new roads, to get traffic moving.
- 965 97229 Use technology to minimize standstills and gridlock, saving both fuel and time.
- 966 97229 We should prioritize route availability for moving freight from the regions major employers such as Intel. Simply building lots more roads will not solve the problem (e.g. Los Angeles). Perhaps rail is an alternative for moving raw materials and finished goods. Important to keep these materials moving to support business while giving commuters better options.
- 967 97229 Why do I have to drive 4 to 6 blocks to turn left downtown??? Don't make it difficult to go where I need to go. It just increases traffic and fuel use.
- 968 97229 Widen arterial streets from two to four lanes or more if possible. Forget bikes on these streets. They do not belong there other than crossing at traffic signals.

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- 969 97229 Yes, an excellent idea. There are two parts to it: road transit for commerce, and road transit for the public. Their requirements overlap, but not completely. For commerce, there needs to be improved traffic flow along the I-5 corridor. Portland is a very isolated place; it is difficult to ship product directly from here to the Pacific; the eastbound highways get slow or blocked in the winter; so we need to be able to get product to California and to Seattle. Better bridge access across the Columbia would help. Of course, not holding the bridge hostage to light transit and bicycle lanes, thinking through the problem of bridge height above river for shipping traffic, etc., should be done well. Most of the rest of the country can manage to do this, so maybe we could bring in outside experts to do it for Portland next time. For commercial traffic, places like NW Portland could benefit from large parking garages so that people with cars can actually visit and shop in, say, NW 23rd. I'm sure there are other places for which this applies. I give you the example of NYC, where people from New Jersey drive through the Lincoln Tunnel, park in public garages just on the Manhattan side, and spend the rest of the day walking. It works! Even if not invented in Portland, it still works.
- 970 97229 Yes, safe arterial roads; try to divert traffic off of side streets and bike though ways.
- 971 97230 Be careful to do preventive maintenance.
- 972 97230 Don't let what happened to SE division happen in other areas. there are way too many apartment/condos without sufficient parking. streets are always full and I dread when all the buildings are completed.
- 973 97230 Efficiency, population and cost.
- 974 97230 Fair and impartial allocation of available funds.
- 975 97230 Find where the congestion is and find a solution.
- 976 97230 First priority for areas where public transportation is not frequent or convenient. Bad roads are very painful for many seniors who have bad backs or other parts of the body and are jarred with pot holes and ridges.
- 977 97230 Good signage, appropriate speed limits, smart on ramp signals.
- 978 97230 I do not support the blanket street fees being bandied about. I believe that users should pay for the use of the resources that they are using. The gas tax is an example. There should be a bike licensing and usage fee. Road maintenance fee should be based on miles driven and not a flat rate or based on income or property value.
- 979 97230 Keeping up maintenance is crucial
- 980 97230 More lanes for passenger vehicle and trucks is what will help Portland, more light rail and street cars is the most expensive and least productive path forward. It makes us feel good, but that is the only benefit.
- 981 97230 Should not be eliminating lanes on the streets unless more congestion is a desired result.
- 982 97230 The gas taxes should be spent on roads for vehicles that pay the gas taxes. If you want to come up with a tax of some sort for the battery cars, that is ok, but gas taxes should be used for car and truck traffic, not bike lanes.
- 983 97230 There should be multiple ways (streets) to travel to the same place--not just one main road.
- 984 97230 This one is a no-brainer, especially where public transportation is not frequent or convenient.

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- 985 97230 THIS SHOULD BE OUR #1 PRIORITY!!! The need for this should greatly outpace any other in this survey. If allocating from 100%, I would place 60% in this bucket.
- 986 97230 This should be the lowest priority on this list, as we should be focusing time, energy, and resources on alternate methods of transportation.
- 987 97232 "Safe" should not be "more"-- improved connections are fine to reduce traffic impacts, but not adding lanes-- the lanes simply become clogged with more cars.
- 988 97232 But only when pedestrians are given their share.
- 989 97232 Equal rights for pedestrians. we need safe reliable and connected rows too.
- 990 97232 Generally speaking yes, however, I am skeptical about increasing the amount of roads and highways we have, as it will make things easier to use a car, which is not environmentally sustainable (especially if Portland is indeed adding the 750K additional inhabitants in the next 10 years) as we want to curb GHG emissions. Although I could be wrong in the assumption that if car trips are inconvenient and prone with congestion people will switch to other alternatives of transport, telecommute, move, etc.
- 991 97232 I dunna' know about "connected", did you mean connectivity?
- 992 97232 I support maintenance more than creating new car oriented networks.
- 993 97232 Investing where there is a clear payoff. I believe that roads should take a backseat to transit, biking, and walking improvements (pun intended).
- 994 97232 Just trying to make existing roads smoother is a multi decade daunting task-& let's not even talk about our benighted an& N.E. Neighbors who pay prop. taxes & have unpaved streets & entirely unmaintained alleyways. Shame on us!
- 995 97232 Keeping the road system in good repair to help make travel more efficient: YES building a well-connected network of streets that support all users: YES the targeted widening of streets and highways to support travel across the region: NO Streets should be safe to use, but should be focused on freight and pushing individual travel out of single occupancy cars.
- 996 97232 Making it easier for cars to get around should not be a top priority. However, keeping existing roads in good/safe condition is important.
- 997 97232 Making sure all neighborhoods are treated equally.
- 998 97232 Many close-in neighborhood streets are not wide enough for oncoming cars when cars are parked on both sides. This is a challenge for pedestrians and bikes as well as traffic flow. Selective limitations on parking should be used to ease congestion.
- 999 97232 Of course streets and highways should be safe, reliable and connected, but not so much that speed is a priority. Leave speed to public transportation, dedicated bus lanes, express buses, etc.
- 1000 97232 Reduce congestion! Stop building so many large housing projects. Too much traffic every one drives is stressful.

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- 1001 97232 Start with areas that don't have paved streets like East Multnomah County. No more highways.
- 1002 97232 Streets and highways should be efficient ways to travel further than it is reasonable to ride a bike.
- 1003 97232 There should be a toll on the Columbia bridge that helps pay for increase buses to and from Vancouver as well as the upkeep.
- 1004 97232 This is the most important.
- 1005 97232 When streets are well paved, lights well timed with good directionaonal signage, it is safer for all users.
- 1006 97232 Where heavy traffic will not be negatively impacted by the changes.
- 1007 97233 I see an increasing need for our freeways to accommodate more commuters. I have heard that stop and go traffic can produce more carbon emissions than traffic that has a smooth flow. I live in Outter SE Portland and now I work in Beaverton and Lake Oswego so being able to travel from place to place is important. I'd like to know if Portland has plans to add upper decks to our freeways since we have the geographical limitations of getting into and out of Portland itself. I could see something like that working well on 217 as well. Portland is enjoying a lot of popularity right now and lots of people are moving here, but the city's livability is going to suffer greatly if we can't commute in a reasonably efficient way.
- 1008 97233 Not as high a priority for me as #1 and #2. We need to shift from car use to public transit, bikes, and walking.
- 1009 97233 On ramps to freeways revamped to avoid traffic backups because of so many on ramps ie I5 Southbound & I405 with at least to surface strert onramps in just feet.
- 1010 97233 Yes! But not at the expense of people on fixed incomes. We do not want a sales tax, we do not want a new tax. Generate income by enforcing the existing laws.
- 1011 97236 It seems like this should be completely paid for with gas taxes.
- 1012 97236 The lack of good streets in the city of Portland in particular SE Portland.
- 1013 97236 The most ineffiecent way to drive from an economical and ecological reality is slow and in grid lock. We need more lanes on all freeways, we need more freeways for interstate transit, moving of goods and people.
- 1014 97236 The narrowing of high traffic roads lately have caused more traffic jams around Burnside and SE 39th and N Williams without good communication to the public about alternate routes. Large ammounts and varied levels of communication should be a major part of any plan.
- 1015 97236 Too many traffic congestion issues causing more pollution.
- 1016 97236 Yes, but I still don;t know what this means. All the work being done on streets in SE have not helped the traffic situation but made it worse.
- 1017 97239 Build them to last in the first place--(do much better in the Midwest than here) so don't have to spend so much and disrupt traffic as much.

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- 1018 97239 Concentrate on safety and connections. Repave streets, fill pot holes, REPAINT the lines that we should all be able to see on the streets. Implement the South Portland Circulation Study to fix multiple traffic problems in south Portland. Put more effort into close in neighborhoods and less into places like Hillsdale and outlying areas. Require all new construction to create sidewalks and connect them as far as they need to go to meet existing sidewalks.
- 1019 97239 Don't build more freeways.
- 1020 97239 Don't widen streets.
- 1021 97239 Existing roads should be maintained. I don't see the need for additional roads if we're also investing in ways to reduce the need for cars/commuting by car.
- 1022 97239 Highest priority should be to streets that play multi-modal roles in the system.
- 1023 97239 How can you not support any of these issues. The issues to broad for a yes/no response.
- 1024 97239 Infrastructure is an important priority in providing the underlying movement of goods, people and technology that underpin all commerce and human endeavor and facilitate growing a healthy economy. That said, building more linear highways and especially wide highways only promotes linear growth. Instead, prioritize repair and well-connected neighborhoods, minimize street widening to what is needed for moving goods, give as many alternatives as possible for local travel. Note that all infrastructure projects should be funded for maintenance as well as for construction - this makes the true costs apparent.
- 1025 97239 It's a neighborhood, community, and regional imperative that our streets, highways, and bicycle networks be well maintained, safely illuminated and coordinated as a systematic whole. Since we're not building more freeways and growing inward (rather than sprawl) communities need to work together to achieve a micro/macro approach.
- 1026 97239 Making roads safe doesn't necessarily mean making them wider.
- 1027 97239 Only use funds to maintain existing infrastructure. Avoid building new highways.
- 1028 97239 Plan in ways that allow new road construction to be kept to a minimum; explicitly include greenhouse gases in "pollution" (I'm repeating myself here . . .).
- 1029 97239 Priority should be given to commercial transportation with bus and rail encouraged for personal transportation.
- 1030 97239 Projected growth!
- 1031 97239 Prudent maintenance long-term budgeting reflecting expected lifetimes and future replacement needs practical alternatives.
- 1032 97239 Refrain from needlessly building more roads or widening roads only to encourage more traffic.
- 1033 97239 Stop investing in transit, bicycle and sidewalk projects.
- 1034 97239 Taking care of what we have now should be a higher priority than expanding.

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- 1035 97239 The focus and funding should first be on transit, biking and easier walkability. Then local streets and routes. Last on highways because these get federal funding, have created a car-centric reality and do more to serve passers-through than residents.
- 1036 97239 Widening roads and putting in sidewalks is critical but not at the expense of our historic architecture.
- 1037 97266 Cost vs benefit.
- 1038 97266 Funding, citizen priority, technological advances.
- 1039 97266 Maintaining current infrastructure but directing new capital projects to options that are more equitable and climate smart.
- 1040 97266 That other forms of transit than the private car are accommodated.
- 1041 97266 The more one-way streets, the more confusion. Stop tossing one-way streets into the middle of two-way street systems. The more interruptions of numbered streets, the more confusion. If streets are numbered in order, that makes sense. Don't interrupt that system with streets that have names instead of numbers (especially when that causes numbers to be skipped). If you want wider streets, stop granting variances to builders and restaurants to encroach upon streets and sidewalks (especially in industrial areas). You can get wider streets by requiring off-street parking for all businesses and residential complexes.
- 1042 97266 We need to get out of the cycle of pushing maintenance off to future budgets and future generations.
- 1043 97266 Why the heck were Division and Burnside reduced to single lanes in each direction? The traffic during rush hour is maddening!
- 1044 97267 Again mature trees should be saved at all costs.
- 1045 97267 Availability of reliable sources of funding (these improvements are quite expensive).
- 1046 97267 Do not overbuild street systems.
- 1047 97267 Do something about the Abernethy Bridge. The bottleneck there is crazy & depletes resources, time, and productivity.
- 1048 97267 Emphasis on maintaining our present system.
- 1049 97267 Finish lighting all of McLoughlin Blvd. in the unincorporated area between Gladstone & Milwaukie. At night, especially when it's raining, it's impossible for drivers to see pedestrians crossing in mid-block.
- 1050 97267 Focus on maintenance of existing roads over expansion. Include bike and pedestrian access on underfunctioning roads. Always plan for transit access!
- 1051 97267 If you add roads, do it in ways that relive high congestion areas, such as the intersection of 82 & Highway 212/224.
- 1052 97267 Increase the fuel tax as it is a small percentage of fuel costs. I feel the majority has been overlooked because of special interest groups involvement. Projects and money have been mismanaged.
- 1053 97267 Keep considering the idea of toll roads.
- 1054 97267 Pave all streets first! Put in sidewalks! This is basic stuff. Then do the bike paths, etc.

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- 1055 97267 Portland METRO is becoming gridlocked and it's detrimental to livability - it's extremely difficult to drive across and/or get out of town to enjoy this amazing state.....it needs to be fixed. The longer we wait the harder and more expensive it will be to fix.
- 1056 97267 Provide sidewalks and crossing signs and blinking lights.
- 1057 97267 The 205 area around the Abernathy bridge is a ridiculous bottleneck.
- 1058 97267 We cannot build ourselves out of failing levels of service. As a result, aesthetics should trump.
- 1059 97267 We should not be widening many, if any roads. We should keep them safe and in good repair and improve the network of options for all users. This should NOT be about adding more lane miles except in rare cases for safety that will not induce more demand. We need to be more resourceful with the lane miles we have.
- 1060 97267 Well engineered, safe, and maintained streets are an important and legitimate function of government.
- 1061 97271 Maintenance and upkeep of the infrastructure we have. Let's make it nice. Keep traffic moving. Minimizing stops. I think a big part of this needs to be on driver education - how to merge properly, don't follow too close, etc.
- 1062 97302 Do not impose a tax on me when you have managers in city government who do little work and you complain you need more investment money from me. Portland is becoming unaffordable.
- 1063 97323 We have more than enough streets. Traffic management techniques and technology should be used to get the most out of existing streets, for example, timed traffic signals, left turn lanes, etc.
- 1064 97330 Needs to be a holistic strategy to provide a useable transportation system including the road system while encouraging people to use alternative means of transportation to keep car use at a minimum.
- 1065 97333 Maintaining existing infrastructure should be top priority - if we can't even keep what we have maintained, how can we possibly afford more? Long term maintenance needs to be factored in when new projects are proposed. If we need it, we need to pay for it, if we don't want to pay for it, do we really need it? If it's questionable, build in a sunset plan.
- 1066 97355 More efficiency in work teams; reduced cost of overhead (1 supervisor per 1 - 3 workers is what appears to be the current norm in on-road teams; could be 1 per 10 or more). Continue to be most efficient with scheduling work teams on the roads during lowest traffic and best weather. Increase productivity metric outcomes.
- 1067 97401 Dedicated freight lanes, ideally on the far left with separate ramps. Trucks bring far more utility than HOVs or alt fuel vehicles per mile of pavement. Also only these lanes would need to be built to truck loads, allowing other lanes to carry personal vehicle loads. Movement of goods should pre-empt SOVs.
- 1068 97402 I'd support mass transit over road widening.
- 1069 97477 But don't forget the other ways to travel (train, light rail, walk and bikes). Roundabout roundabout roundabout! Can't say enough about them.....use them everywhere!
- 1070 98642 Cost to lower middle and lower income families.
- 1071 98660 Structured financial plan to accommodate the full life cycle of a project from planning to decommissioning.

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- 1072 98661 I support this within reason. Start by organizing utility construction that will breach the roadway. It doesn't make sense to tear up and patch sections of a road for different utilities over the course of a year. Permits could be focused so all of them work around the same window then cooperate to close a single patch.
- 1073 98663 Deal with I-5. It's a complete mess in both directions, North and South of Portland. Fix the I-5 bridge issues. The commute into Portland from all directions is really a disaster.
- 1074 98664 Increase gas taxes; use transponders to implement freeway use charges, with highest rates for short-distance users, and declining thereafter, depending on distance travelled on limited access roadways.
- 1075 98674 Many motorists do not comprehend the connection between speed and risk of injury. They don't know how fast things can go wrong. If more motorists could safely experience a crash, or loss of control, they would likely become more cautious drivers. Also, State requirements to know the traffic laws, via periodic licensing re-tests, needs to be significantly improved. Testing needs to happen every 4 years, for life. Consider how many laws change in a 4-year time period. The climate report focuses on technology in regards to network efficiency. This is unfortunate. The safety plan (2012) only mentions roundabouts twice, and not in the main body of the document. Modern roundabouts have the ability to not only reduce injury and fatal crashes, and make intersections safer for pedestrians and cyclists, but the efficiency gains from reduced delay, compared to signals, translates into significant point source pollution reduction. Modern roundabouts are not even mentioned in the climate change strategy or toolbox.
- 1076 98675 I-5 bridge -need I say more?
- 1077 98682 CRIME!!!
- 1078 98683 Our roadways have been neglected for too long. When bike lanes are added and driving lanes are taken away and not improved money isn't being spent where it moves the most people.
- 1079 98686 Again traffic volume should dictate investment schedules!
- 1080 98686 Gas tax is the main funding for this and should be dedicated to this area. Areas that have consistent congestion, should be made wider or other improvements to lower congestion.
- 1081 Absolutely essential. New modes of personal electric transportation will virtually eliminate the need for mass transit.
- 1082 Again, a goal that is desirable and sensible. The trick is the word "investment". Where are all of the funds going to come from to make these changes? Taxes? Fees? I don't necessarily support widening of streets and highways because of the "if you build it, they will come" phenomenon. Making driving less desirable than using transit, biking, or walking is the goal.
- 1083 Be sure to promote the specific projects that make streets and highways safe, reliable and connected so that those who believe too much is spent on the bikeways and sidewalks understand that car & bus travel is not being ignored.
- 1084 But care needs to be taken to not make already busy intersections busier.

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- 1085 Clackamas County. You treat Clackamas County like a red headed stepchild. I have exactly two roads I can use to get to work (15 miles) and one of them is 2-lane, the other is frequently overloaded. This is a commute entirely within the county and is not served by mass transit because of missing links. I can only get there using mass transit by a 2.5 hour (each way) ride through downtown Portland and downtown Beaverton!
- 1086 Coordinate work so you don't have to undo what just done.
- 1087 Cost.
- 1088 Cost. Again- we have spent so much on light rail that the busses are too slow, the roads are crumbling.
- 1089 Do not CRC us again. Metro, we are counting on YOU to hold the line against investments that prioritize single occupancy vehicles.
- 1090 Don't overbuild, focus on safety.
- 1091 Equity first. Underserved communities need the most help in making their streets safe (ie friendly to all users, not just motorists). Emphasize prevention and cheaper frequent maintenance over more costly though less frequent intense maintenance. Place the costs for street repair on those that damage streets the most - cars & trucks. Parking lots & garages should not be exempt business to any street taxes!
- 1092 Explore new non-public options for funding... figure out what is damaging existing road systems and work on making changes that enhance the life of the existing systems.
- 1093 Find a way to get maintenance dollars invested as easily as construction dollars.
- 1094 I am especially concerned about seismic safety/bridges.
- 1095 I think that keeping the road system in good repair and widening streets and highways is very important.
- 1096 Improved maintenance on roads. Don't squeeze a bike lane in somewhere where it puts bicyclist at risk. The bump outs throw you into traffic when it might not be safe.
- 1097 Keep roads in good repair. I oppose widening of Portland streets & highways. Highways need to be an adequate width to begin with. They are not the same as freeways.
- 1098 Keep roads in good repair. Use gas taxes only for road maintenance and construction.
- 1099 Keep the roads in good repair, keep the markings sharp and visible.
- 1100 Maintain what we have first. Too many streets are potholed, or not paved.
- 1101 Make good on long-developed plans for far SE Portland. Stop pretending that Pearl District residents are the only ones who matter.
- 1102 More sidewalks, upkeep of unadopted roads particularly in town centers.
- 1103 My previous comments have addressed some of these topics. Any road widening should happen where there is evidence that doing so would improve the traffic flow. The focus should be on severe areas of poor network connectivity such as the Ross Island Bridge / Naito Parkway area.
- 1104 Not sure.

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- 1105 Our community is made up of car drivers. It is time to recognize this and support it through good roads and traffic flow.
- 1106 Primary focus of funding should be on maintenance of existing infrastructure.
- 1107 Projects that increase interconnectedness, to avoid funneling traffic onto congested arteries, should be prioritized. Projects that encourage carpooling should also be prioritized. We should also be encouraging narrower lanes to discourage speeding and the accidents and threats to pedestrians that entails. Road pricing should accompany widening - drivers should help pay for alleviating the congestion they cause. Road widening projects that encourage driving and driving at high speeds should be avoided.
- 1108 Public consultation.
- 1109 Recent studies (MIT tech blog) show that, for the most part, adding to road/freeway capacity only leads to increased traffic. Lets learn from other cities and cutting-edge science and engineering. We need to invest in community "hub" development IN THE OUTER REGIONS to give people more places to walk TO, and less reason to drive.
- 1110 Reduce the number of cars on the road; create self sufficient neighborhoods where residents don't need cars to meet their daily needs including employment; encourage smaller cars.
- 1111 Repair of existing infrastructure should be the priority.
- 1112 Safety is much more important than speed on urban streets and highways.
- 1113 Separate bikes from cars.
- 1114 Somehow correct the engineered idiocy of our freeways like I-84 going west.
- 1115 Stop the road diets that create more congestion thereby adding emissions and fuel consumption. Add motor vehicle capacity when necessary.
- 1116 Tax all individuals equally, or implement a user fee for those who use the roads the most.
- 1117 The funding should go exclusively to improving existing roads, NOT creating new ones, as we can't afford to maintain what we already have. Federal "shovel ready" funds in the last few years have repaired federal highways, but Portland city streets are awful--really scary to bike on some of them, like Front Avenue and SW Cardinell Driver (the lower stretch, just above the SW 12st street bridge to the hairpin turn by the water project--the upper part was repaved and the project was terminated mid-road. What's with that??).
- 1118 The west side bypass would also be great.
- 1119 This has been on the back burner to long.
- 1120 This is our 1st priority to add more lanes like on 217.. why do we have to wait until a road is a parking lot before something is done? and why the hold up on the interstate bridge? I feel sorry for truckers and commercial drivers trying to make a living stuck in traffic .
- 1121 This policy is my priority especially operation and maintenance of the existing system.
- 1122 This should be a priority.

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- 1123 Un poco.
- 1124 We must make big investments in this area instead of bike ways and transit systems.
- 1125 Work on getting traffic onto streets meant for heavy loads and fast traffic. Big trucks and speeding traffic are always on the 45MPH road in front of my house.
- 1126 Yes, without unfairly taxing one group to the benefit of another. For example, if infrastructure includes bike paths, spread that cost to all citizens...not just car owners. Consider using funds for overall transit....as opposed to sole investmentss in extremely high cost, non-flexible light rail versus maximizing use of existing infrastucture to accomodate mass transit and private vehicles.
- 1127 Yes, yes, yes. Repair our roads and take money from the bike budget.
- 1128 Yes, more roads please!
- 1129 Without safe and fully maintained roads, streets, highways the livability of the Metro area is severely reduced. Light rail, bikeways, walkways, bike lanes in no way are the backbone of Metro's transportation system. Roads, streets and highway's are. The existing light rail and bus route system underserves the Metro area. The existing road, street and highway system cannot cope with the current traffic flow demands thus reducing the Metro areas economic viability.
- 1130 Widen streets that are used by cars and restrict bicycles from using those streets when there are nearby designated bike corridors. Get rid of on-street parking on arterials at ALL hours of the day. And make developers provide parking -- at least one space per apartment or condo -- either under, on top of, beside or behind their three- and four-story units. I would love to see a city planner show me how people are supposed to traverse SE Portland -- or NE Portland, for that matter -- with ease.
- 1131 Why we spend so much for maintenance!!! 95 % for maintenance tells me with all the money for roads it is not a lack of funds but the management of it!
- 1132 Use the money you already have and not tax us more! I bought a hybrid to save money on gas and care about the environment...now the government wants to charge me more because I do not use as much?!? My car weighs less so is less damaging to the roads....news flash the rest of society had to budget now it's governments turn! NO NEW TAXES!!!
- 1133 Un poco.
- 1134 This policy is my priority especially operation and maintenance of the existing system.
- 1135 This is our 1st priority to add more lanes like on 217.. why do we have to wait until a road is a parking lot before something is done? and why the hold up on the interstate bridge? I feel sorry for truckers and commercial drivers trying to make a living stuck in traffic .
- 1136 The west side bypass would also be great.
- 1137 The REALITY: most people drive and like to drive and like cars.

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- 1138 Tax payers money must be used wisely and for the purpose that it will help the citizens. It is a tax payers money and we must have a say in deciding how it used. We must pay attention to electing someone that care deeply about the citizens as opposed to do as I say. Take it or leave it candidates.
- 1139 Take care of existing facilities before investing in new facilities. Wasteful to spend on new, fancy electronic highway signs when roads are full of potholes? What does it mean when sign says "recommended speed 35 mph" when the traffic is moving along at 15-20 mph due to high traffic!
- 1140 Somehow correct the engineered idiocy of our freeways like I-84 going west.
- 1141 Separate bikes from cars.
- 1142 See previous notes.
- 1143 See above. The process of transportation planning and prioritizing projects should include community meetings throughout the Trimet service area, with records of the comments at such meetings included in the final document proposed for adoption by the recommending administrative entities and the administrative and elected officials charged with approving the report(s) and their implementation.
- 1144 Repair of existing infrastructure should be the priority.
- 1145 Recent studies (MIT tech blog) show that, for the most part, adding to road/freeway capacity only leads to increased traffic. Lets learn from other cities and cutting-edge science and engineering. We need to invest in community "hub" development IN THE OUTER REGIONS to give people more places to walk TO, and less reason to drive.
- 1146 Public consultation.
- 1147 Prioritize street repair and maintenance and intersection/interchange improvements.
- 1148 Primary focus of funding should be on maintenance of existing infrastructure.
- 1149 Please pave the roads, and make things easier with cars.
- 1150 No highways. Equity policy.
- 1151 More, wider roads that are planned to relieve congestion, and not cause it.
- 1152 Making sure less affluent neighborhoods are treated with respect and equality in road improvements and repairs.
- 1153 Maintain what we have first. Too many streets are potholed, or not paved.
- 1154 Maintain existing infrastructure. Pave unpaved roads in city limits. Build a bigger goddamn bridge to Vancouver, or build a wall to keep them out, I really don't car which.
- 1155 Keep the roads in good repair, keep the markings sharp and visible.
- 1156 Keep roads in good repair. Use gas taxes only for road maintenance and construction.
- 1157 I want to say both yes and no. Timely repair of current infrastructure, but a reluctance to add more roadways.
- 1158 Get bike lanes out of the street and onto the sidewalks. This system is nuts.
- 1159 Funding for the maintenance of existing streets and highways should be a priority.

- 1160 Equity first. Underserved communities need the most help in making their streets safe (ie friendly to all users, not just motorists). Emphasize prevention and cheaper frequent maintenance over more costly though less frequent intense maintenance. Place the costs for street repair on those that damage streets the most - cars & trucks. Parking lots & garages should not be exempt business to any street taxes!
- 1161 Don't overbuild, focus on safety.
- 1162 Do not CRC us again. Metro, we are counting on YOU to hold the line against investments that prioritize single occupancy vehicles.
- 1163 Coordinate work so you don't have to undo what just done.
- 1164 Connectivity should be first. Streets should be safe but let ODOT fund highways. And no new roads.
- 1165 Clackamas County. You treat Clackamas County like a red headed stepchild. I have exactly two roads I can use to get to work (15 miles) and one of them is 2-lane, the other is frequently overloaded. This is a commute entirely within the county and is not served by mass transit because of missing links. I can only get there using mass transit by a 2.5 hour (each way) ride through downtown Portland and downtown Beaverton!
- 1166 Build lager freeways. Expand I-5 to four lanes each way were ever possible. Re-build the Marquam bridge
- 1167 Automobiles.
- 1168 As before.
- 1169 Again, a goal that is desirable and sensible. The trick is the word "investment". Where are all of the funds going to come from to make these changes? Taxes? Fees? I don't necessarily support widening of streets and highways because of the "if you build it, they will come" phenomenon. Making driving less desirable than using transit, biking, or walking is the goal.

Respondents who answered 'NO' said to consider the following when implementing Policy 3:

- 1 979 Invest in climate-safe transportation, not more automobile roads.
- 2 97003 I thought gas taxes would take care of this.
- 3 97004 Yes or No is a pretty stark contrast. Mainly No. I support maintenance, but rather than increasing road capacity, people should be orienting their lives close to home and growth of housing units should be discouraged.
- 4 97005 If we build them/maintain them (roads), they (cars) will come. NOT a good idea.
- 5 97005 The priority should be on non-automobile transportation.
- 6 97006 Let's not put any more money into car-friendly stuff.
- 7 97006 The cost to tax payers and the bad economy.
- 8 97006 The people who use the roads more should pay for them more. The yahoos that don't transit or combine trips and put studs in their tires should pay extra --as a disincentive to continue that lifestyle. The tony neighborhoods shouldn't be able to put speed humps in THEIR area and then zoom down less expensive areas. Either all the streets should get them or none.

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- 9 97007 Any new development should include costs to improve the infrastructure - too many apartments, condominiums, houses are built, creating traffic congestion where none or little existed before the construction. If you want to add to the population density in this manor then developers or those in the permitting process should also bear the burden of paying for infrastructure to support it.
- 10 97007 Departments of Transportation tend to think of streets and highways as belonging to automobiles (not people/pedestrians) and therefore find that everything needs to be widened, straightened, and connected for CAR use. Safe and reliable are code words for fast and efficient. Fast and efficient should not be the goal. There are many sins committed in the name of "efficiency." Projects to widen streets get approved because people want safe bicycle and pedestrian routes, but instead they get extra lanes of traffic next to sidewalks and bike lanes that are too unpleasant to be used by anyone but the desperate. Improve routes for bikes and pedestrians to optimize connectivity and visibility.
- 11 97007 Encouraging more motor vehicle use is not a good policy.
- 12 97007 I think maintaining our current road system should be the priority but do not see a real need for more roads.
- 13 97007 Taking traffic density and spreading it out into neighborhoods and creating more "connected" roadways that spread air and noise traffic pollution is not the way forward.
- 14 97007 We don't need wider roads, we need more connectivity.
- 15 97007 YES FOR MAINTAINING what we have. NO NEW construction, even for widening. We have funds for maintenance. We've been paying that bill. MSTP, for YEARS. Time to start using it for what it was meant for. STOP building new roads to support development. DEVELOPERS SHOULD PAY THEIR OWN WAY. ALL THE WAY!
- 16 97008 Cost.
- 17 97008 We have enough concrete. We don't need anymore widened streets. If people don't have incentive to get out of cars, they won't.
- 18 97009 We need more lanes not trains. Invest in more highways and throughfares!
- 19 97009 Who and how many use this? Auto owners shouldn't have to foot the bill for people riding bikes, walkers, runners. Surveys are needed to find out how many people use these services, then determine how much the cost would be for each group, then divide the number of users into the cost.
- 20 97012 Repair existing but no more widening...stop encouraging car use
- 21 97013 No more widening of roads! I am not opposed to repairing roads, but we have enough pavement. It's time to get people out of their cars.
- 22 97015 Spending money to enlarge our roads will just make roads more appealing and continue our excessive carbon footprint.
- 23 97030 After walkers and bikers are taken cAre of.
- 24 97034 Build more roads.
- 25 97034 I'd rather see more public transport options.

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- 26 97034 Maintenance of present infrastructure is neglected. The potholes on my street are so extensive they need to be mowed to keep the weeds down. The temporary asphalt glop that gets put in on occasion doesn't last the year. When streets are repaved, opportunities to decrease pavement (increase greened areas) should be taken. Keep the roads twisty and winding. People drive more safely on them.
- 27 97034 Safe streets only in terms of bicyclists and pedestrians being safe. Highways do not belong in this policy. Automobiles are safe enough now to protect drivers and passengers - it's those who are HIT by the drivers that need protection!
- 28 97034 Should focus on transit not roads.
- 29 97034 Streets and highways are already safe, reliable and connected. Put this project aside.
- 30 97034 The goals have already been met!
- 31 97035 How to make improvements without raising taxes. Will the benefit outweigh the costs? Will the improvements be welcomed by the taxpayer? Will the taxpayers utilize the "improvements"?
- 32 97035 I said "no", which is misleading, because of course I support safety improvements to the roads and highways. However, I don't necessarily favor widening streets and highways at the expense of bike, pedestrian, and transit projects. These active/transit projects should take priority.
- 33 97035 I support the safety and reliability of our streets and highways but have observed that "connected" impacts neighborhoods by creating new streets and widening streets.
- 34 97035 Use the ones we have but keep them in better repair.
- 35 97038 I DO support making roads wider, safer and more connected but NOT at an increase of tax burden to our already overtaxed citizens in this region! ODOT gets enough tax revenue to keep our current infrastructure running and operating in PRISTINE condition but they mismanage the funds so grossly and negligently that we are left with crumbling infrastructure as they scream and cry for more, MORE, MORE... Just like our failing but overfunded School system tends to do! If you're not getting it right within the budget you already have then you're a dismal failer and need to be FIRED and replaced with personnel who will get it done withing the existing budget and do it right!
- 36 97038 This would not be a place I would spend money except for basic maintenance . Considering we are living with our WWII investment , we need to look 70-80 years down the road and I don't think that means pothole repairs.
- 37 97045
- 38 97045 Current level is acceptable and could be lowered if more people use public transpo.
- 39 97045 I have lived in other parts of the country. Our roads are great here. People here tend to whine a lot.
- 40 97045 We need to move away from cars, toward public transit in the 21st century.
- 41 97053 Reduce investment in traditional modes of transportation; ie. cars. The more streets and highways there are, the more cars will use them.

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- 42 97060 Our streets are already reliable and connected. Implement stricter drivers' license standards and streets will be safer. It should be really clear that driving is a privilege for safe, responsible adults.
- 43 97068 I checked no because I don't think we need to spend large amounts on this area. We should continue to improve intersections and turn lanes and small projects to improve safety, but we already have a good street system.
- 44 97068 Of course I support safety and maintenance, but not road widening.
- 45 97078 Encourage less traffic.
- 46 97080 Although important, I think there are other things the community should be doing that are higher priority. State and federal funds are available for the freeway system.
- 47 97080 Let's don't destroy neighborhoods to put in these streets. Are there options for underground streets or elevated roadways?
- 48 97080 No more money!
- 49 97080 We spend far too much repairing studded tire damage while leaving many neighborhoods with awful streets.
- 50 97086 I support safer roads, but would be more interested in alternative transportation options rather than widening existing roads or making new roads.
- 51 97086 If building more roads was the problem our metro area would be perfect by now. The problem is that people are not living in the communities in which they work. Let's use those billions of dollars to set up an online job-switching service, encourage working from home & paying better wages so service workers can afford to live in the communities they serve. More roads? Nah.
- 52 97086 No policy implemented by trimet or the city of Portland has been beneficial to the citizens of Portland or Multnomah county in the last decade.
- 53 97086 Spending 3% of the budget on roads compared to the wasteful spending in other categories just shows that its time for civil disobedience against the idiots in office.
- 54 97116 I would not support widening of streets, when does that end? We need to focus on other fixes. I would support keeping the road system in good repair, building a well-connected network of streets.
- 55 97116 Keeping highways in good repair important, but expansion, which would encourage more car/truck traffic, should be avoided.
- 56 97123 Do not expand roads. Improve intersections in terms of better light timing, turn pockets, etc., but WE DO NOT NEED A GREAT NUMBER OF ROAD CAPACITY. We need better alternatives.
- 57 97123 It would seem from recent actions, that to implement this means increasing taxes: TUF in Hillsboro (with subsequent increase!!), WACO proposed fee, and Oregon increase in registration tax. Give me a break - road tax needs to be MILEAGE BASED. Pay for use.

- 58 97123 The entire region, especially suburbs like Hillsboro and Beaverton, are far too auto-oriented. Stop developments that require cars for transportation needs. Walking and biking needs to be safe and practical transportation options.
- 59 97123 We have plenty of roads. Aside from better management of traffic lights, let's ease back on endless road growth.
- 60 97124 Do nothing that encourages driving.
- 61 97124 Focus in developing roads should be on how to include carpool and bus lanes, bicycle paths, etc. Make the highways toll roads to support necessary development and discourage so much driving. Use 'EZ pass' to collect the tolls. 217 should be a toll road. The I-5 bridge should be a toll bridge.
- 62 97124 I strongly disagree that widening streets and highways does not ultimately result in reduced morbidity and mortality due to traffic. When street size increases, so does the volume of traffic, thereby creating more pollution and greater risk of motor vehicle wrecks.
- 63 97124 I understand that some road growth is inevitable, and I do support keeping roads in good repair. I am always wary of road widening and increase in roads, though. People seem to believe this will make traffic flow better and be safer, but I think it tends to just encourage more cars driving faster. Of course, the best course of action depends on the circumstance!
- 64 97124 More focus on alternative transportation. If it is made easier than driving, folks will make this choice more often.
- 65 97124 This already exists and the safe bike routes are more important to me.
- 66 97124 We can never build enough roads so let's make them better multi mode and use zoning and planning to reduce the average trip length and more of the trips possible without a car.
- 67 97124 We need to move away from streets and highways. Keep the ones we have but look for alternative transportation systems.
- 68 97140 I think general street maintenance is very important. But street expansion would be a waste of funding, increasing active transport and mass transit systems would be a better return for the Metro district. Both in terms of transportation capacity and in reducing greenhouse gas emissions.
- 69 97140 Road system is adequately developed. More lanes will result in more cars.
- 70 97201 Create a transportation infrastructure that encourages people to drive less.
- 71 97201 I think the main priority should be keeping roads in good repair, not building new ones or widening further. When roads are repaired, always look for opportunities to add stormwater treatment, bike lanes and wider sidewalks with street trees.
- 72 97201 I'm of two minds. I don't support just letting roadways fall into complete disrepair and become blighted hazards, but I definitely don't support doing anything to make it more attractive to drive a car around here. I support maintenance, but not heavy investment.

- 73 97201 My observation has been that when roads are widened it just increases traffic. I'd invest in almost everything else first.
- 74 97201 New highways and connections can only make congestion worse, separate neighborhoods, and worsen water run off.
- 75 97201 Public transit should take priority over highway and street improvements.
- 76 97201 The money should be going to public transit.
- 77 97201 This has little benefit for non automobile drivers.
- 78 97201 We have enough streets as it is.
- 79 97202 Again these are separate issues. Roads should not be widened but they should be maintained. People who move into areas without existing streets should be prepared to pay for those streets themselves and developers should pay fees to cover their damage to streets.
- 80 97202 Building wider and faster streets and highways adds to the problems causes by sprawl and dependence on personal automobiles. If safety is truly the issue and not just a smokescreen, the quickest and cheapest way to make our streets safer is to lower the speeds that drivers travel by enforcing the current speed limits. Install more red light cameras and speed cameras.
- 81 97202 Highways get more than enough attention already.
- 82 97202 I am not opposed to maintaining roadways, I just don't want to raise the investment in maintenance beyond current levels at the expense of ped/bike safety & transit projects.
- 83 97202 I answered no because I questioned what is meant by safe. If a bicyclist is weaving between cars and in and out of lanes and putting his life at risk, what can possibly be done to make this safe. There is no upper limit to the amount of money that would need to be spent to make the roadway environment safe for the irresponsible biker.
- 84 97202 I do not agree with widening the highways. It will induce demand for driving and our goals are to Reduce greenhouse gases from cars and trucks. Investments should instead be made to make transit more accessible.
- 85 97202 I do not support the widening of streets and highways at all. I support the routine maintenance of our existing system and/or 'road diets' and lane reductions.
- 86 97202 I don't support widening our streets. We need to do more to slow traffic down through neighborhoods, more transit options to get people out of their cars. More affordable housing close in so people don't have to commute in their cars.
- 87 97202 I think we should skip road widening and focus on completing the active transportation network throughout the region, and implementing targeted road/highway safety measures for all users.
- 88 97202 I wish there was a "sort-of" option above. i don't support investment in highway widening or more car infrastructure. i do support fixing potholes and building bike lanes/separated bikeways.

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- 89 97202 It is well known that adding roads simply increases usage. We have enough roads. What we need are more bike and walk-friendly ways to move about, and more streetcar/light rail.
- 90 97202 It's not that I don't support road maintenance, but that our focus should be on transit.
- 91 97202 Low priority for more roads. Focus on safety at most.
- 92 97202 Mass transit should be prioritized over car infrastructure.
- 93 97202 Multiple studies have proven that building wider and larger streets leads to more congestion, pollution and waste of resources.
- 94 97202 No widening of streets. No more building new streets. No widening of highways. Instead increased park and ride options, bike options, better/faster transit that meets the need of diverse people.
- 95 97202 No wider streets. Maintenance OK, but we have enough roadways and miles-driven per-person has been declining since 2003. Without constraints people don't adapt. Don't grow the system, make it more efficient.
- 96 97202 Non commercial traffic should be encouraged to use transit and bikes and pedestrian methods of transport. On street parking on heavily trafficked streets can be eliminated, if widening is needed. More preferable would be to supplant parking with colored bike lanes.
- 97 97202 Public transportation and alternative modes of transportation are more cost effective.
- 98 97202 The current quality of Portland's streets and the level of maintenance is adequate. Some streets are not improved or need improvement but they are generally low volume streets with good alternatives nearby.
- 99 97202 The most livable great cities in the world are horrible to drive in.
- 100 97202 The streets are too wide, too fast and too dangerous. We need slower speed limits and to divert cars from bike and walk routes.
- 101 97202 This is throwing good money after bad. We need narrower streets, lower speed limits, and fewer streets to maintain. I do not support paying for faster driving, increased driving, and more fatalities and injuries.
- 102 97202 Traffic will always be traffic. Well connected network of streets is unnecessary if alternative modes of transportation are in place.
- 103 97202 We already have a huge built out road network.
- 104 97202 We already spend too much money on highways.
- 105 97202 We can already get where we need to go with cars on the roadway network. I support keeping the system in good repair, but we should be moving far away from widening of streets and highways. Climate Smart means not relying on carbon-based vehicles such as private cars. If we invest in transit and active transportation, we don't need to expand our roadway system, even as the region grows.
- 106 97202 We don't need more investment in roads at this time, unless we are willing as a country to take money away from unnecessary, destructive parts of the economy like defense spending or subsidies to fossil fuel companies.
- 107 97202 We have higher priorities I think than this at this time.

- 108 97202 We have to let the roadways become more congested to make mass transit widespread and economically viable.
- 109 97202 We will be using cars less, trains more.
- 110 97202 We've got plenty of roads for vehicles, keep funding the same and maintain what we have.
- 111 97202 Widening streets makes them more dangerous because cars feel more comfortable going faster. They are a step in the wrong direction as well as far as strong communities and climate action go.
- 112 97202 Widening streets makes them more dangerous. Cars will go as fast as they feel comfortable. Higher speeds equal more accidents.
- 113 97202 Wider streets will just increase car traffic. It's counterproductive.
- 114 97202 Yes and no, as we transition into a new era we need to be more focused on local investments and creating a system that works in balance with work and living opportunities. The need for excessive vehicles on our highway system needs to be mitigated and other forms of moving people along this systems explored including bike, train, or even horse again!
- 115 97203 An appropriate investment in active transport will do more good than any increase in spending on roads and automotive infrastructure. REASON: each person who walks, uses a bike, or takes a bus or MAX is one less car on the road. So reduce the amount of automotive traffic, and current budget levels will be enough to keep the roads in good repair. Put emphasis on increasing Park And Ride and similar hybrid transportation (bikes on buses, etc).
- 116 97203 Believe they should be kept in good repair, but DO NOT need roads to be wider. Making them wider makes them less accessible to walking.
- 117 97203 Focus on public transit and biking.
- 118 97203 For a very long time we have prioritized the roadway and highway system and neglected the state of other forms of transportation including transit and active transportation. Do maintenance on the existing system and focus on transit and active transportation.
- 119 97203 I'm not sure what more to do. More can be done to make them safer by having fewer cars on the road. Consider allowing carsharing.
- 120 97203 Increased "support" in the form of new road taxes should be created from user fees only. A huge portion of taxes already goes to subsidizing auto use, which is destructive in ways we are all familiar with. User fees provide income based on usage and provide a disincentive to drive, lowering overall costs.
- 121 97203 Let's keep fixing what we've got, but focus on more types of transit options.
- 122 97203 Maintenance is important but building more roads is not.
- 123 97203 Money has been poured into these networks for decades, we should focus on maintenance, and small revenue-positive investments, and affordable design changes that improve user behavior/compliance.
- 124 97203 Vehicle miles traveled is declining. Priority for commercial truck mobility.

- 125 97203 When I was growing up, annual incomes over \$250,000 were taxed at 91%. Unless there is an adequate tax base to support public infrastructure, additional investments are consistently too little too late. Failure to promote progressive taxation undermines all government services.
- 126 97204 "Widening streets and highways" = cutting down trees. I see that happening everywhere roads are being widened or altered. All that tree-cutting is appalling and short-sighted; it decimates the tree canopy and raises temps, not to mention that it looks awful. Ultimately, it makes the citizens suspect that Portland's leaders aren't as progressive as they tell us they are.
- 127 97204 Do NOT widen the streets! All that means, translated, is that more trees and shrubbery get cut down. It happened on Arthur, along the waterfront, along Naito, along Barbur. Streets that used to be nice and cool because of the tree canopy now are blisteringly hot like so many other streets. It's awful. If you're really interested in a livable city, a tree canopy is essential-- Portland's summers, as anyone who's lived through the last five or eight will tell you, can be hideously hot. Shade cast by trees is known to lower temps and therefore make passing underneath or being nearby more pleasant.
- 128 97204 The money is already in the budget, stop asking for additional money. Use what you have for what it is intended. The roads are in bad repair because money was used for bike paths and other projects not related to maintaining roads. Targeted widening of streets sounds like you're going to add bike lanes. I do not trust Portland politicians to do anything positive for automobile drivers.
- 129 97205 Do NOT widen our streets and highway. What an incredibly dangerous thing to do.
- 130 97205 Highway capacity should not be expanded. Closures and tear downs of highways should be done instead. Tear down I-5 along the east bank of the Willamette and sign I-205 as I-5 instead. Highways cut off people from the riverfront and isolate neighborhoods. Cap I-405 though downtown Portland.
- 131 97205 Only do this to some extent, but transit, biking and walking facilities need more funding.
- 132 97205 The funding for transportation is limited and has been extremely heavy on supporting auto transport. A healthier apportionment would mean less funding for autocentric transportation.
- 133 97205 They are already connected. There is no need to further enhance this system. Period. This policy is just a means for expansion. Disconnected suburban streets can only be turned into a network by condemning properties to allow for new connections. I'd support this but would anyone else?
- 134 97206 Certainly keep the system in good repair but we don't need to widen highways. Provide more mode options.
- 135 97206 Focus road spending on safety programs, especially mitigating the dangerous conditions created by large streets and highways in the first place. Convenient driving = deadly walking and bicycling. Safety projects are essential to support transit, because transit lines run on large streets, which are more dangerous to walk on. No one should have to put their life on the line just to get to the bus stop across the street.
- 136 97206 Honestly, safety and multi-mode travel is a higher priority. I'm for basic maintenance and lower travel speeds, to save money all around and in the long term.

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- 137 97206 I support repairs, but not roadway widening or any new freeways.
- 138 97206 I support some of what you are saying here. I think the focus needs to be on the repair of the city streets. The road on which I live is not well kept, but the road by the high school up on block was just completely redone. It got electronic traffic signals while SE 50th at Woodward has no crosswalk and people - including the high school students - regularly dodge traffic to run across while cars speed down the hill.
- 139 97206 I think a main priority for this work should be to ensure that the roads that cyclists are funneled onto are free of pot holes, cracks, and other dangers.
- 140 97206 I would rather see money spent on public transit and bike paths first.
- 141 97206 I'm not in support of widening our streets and providing more capacity. I think we need to work on figuring out how to get less people driving in single occupancy vehicles if we really care about climate change.
- 142 97206 Maintain the current system. That's it. I do NOT support additional widening of roads. If we are serious about addressing the challenge of global climate change it is not going to be done with the single occupancy vehicle. Encourage more transit use, encourage more active transportation, encourage more living closer to work, and encourage more telecommuting. There is not an example in this country of a city that has built enough streets to accommodate their car traffic.
- 143 97206 Make the streets we currently have SAFE FOR PEDESTRIANS before spending any money on roads and bikes UNLESS it adds safety to pedestrians.
- 144 97206 Plan for motor vehicle reduction, not growth! Focus on preventative maintenance and make developers pay 100% for system upgrades and expansions. No more public subsidies for motor vehicle infrastructure expansions.
- 145 97206 Safety and preventative maintenance should remain top priorities but, in many cases, road widening and other road network expansions are ultimately losing propositions and aren't worth their exorbitant costs.
- 146 97206 Taxes that we are already paying should be used for this. No additional money should be involved.
- 147 97206 The question asks if we want to make streets safe first. No mention of how to do this exists. I read this question with the extra details as how to make it more convenient for businesses. If it were re-worded to help people, I'd be more likely to be in favor of it.
- 148 97206 The road system should be maintained, but should not be expanded in most cases. In areas that are poorly connected, new road construction may be justified, but only if it highly prioritizes bike, pedestrian and transit traffic and disincentivizes single occupancy vehicle traffic. Under no circumstances should roads be widened, as induced demand will quickly catch up and cause increased congestion and climate damage.
- 149 97206 This effort is making street travel (cars/bikes/pedestrians) more dangerous.
- 150 97206 This is a qualified no, because I don't think there's a direct or necessary connection between widening streets and highways and improving traffic flow and safety. I think alternatives to widening and expanding should be pursued to their fullest before widening streets and incentivizing auto use and sprawl.

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- 151 97206 Transportation diversity. So long as our transportation budget disproportionately favors cars, so too will our residents. Equalize spending across all modes so that transit, walking, and biking are just as safe and efficient as driving alone.
- 152 97206 We already have streets everywhere. This is not as important as the transit system.
- 153 97206 Widening of roads does not decrease congestion. While it's true that we need to maintain our roads, we should be aiming for a city where the number of trips by car is vastly diminished. With car ownership decreasing and articulated goals developed around transit and active transportation, we should not (except when absolutely necessary) be prioritizing the development of additional roads and highways.
- 154 97206 Widening will increase greenhouse gas emissions through induced demand. This is not a good strategy. Repair yes, widening now. Repurpose current motor vehicle lanes as walking, biking, and transit space to get big reductions in emissions and improvements in health at low cost.
- 155 97207 While safety is one thing, priority should be given to making things work for all forms of transportation including sidewalks safer.
- 156 97209 Cars get enough already. Make motorists pay for road system.
- 157 97209 I suspect that the long-term costs of better roads will be higher than the long-term costs of mass transit, when environmental and social costs are considered - but the analysis must be done.
- 158 97209 I think more money should be spent on sustainable transportation - transit, biking and walking.
- 159 97209 It is time to stop investing in individual cars.
- 160 97209 They currently seem fine to me.
- 161 97210 I don't agree with driving from an ethical standpoint, so i can't comment on this issue.
- 162 97210 I should really say yes, but at a lower priority than the previous two.
- 163 97210 If anything, in order to promote non-automobile forms of transport and to save the city money, roads should be actively downsized and speed limits lowered, while accommodating more sustainable forms of transport.
- 164 97210 If you guys wanted a bunch of "YES" answers (and judging from how these questions are phrased, you do), you could have just given people 1 option to choose from.
- 165 97210 I'm all for increasing road safety; however, please consider that this may best be accomplished by reducing space on the public road system for private automobiles and increasing space for active transportation modes. In the long run, it will be much more valuable for the economy, public health, and image of the city to invest more in safe and effective active transportation infrastructure. In fact, investment in active transportation should over time lessen the economic burden we currently have maintaining automobile infrastructure in its current condition.
- 166 97210 They already are safe, reliable and connected. To do much more than we are doing now will increase our already high tax burden.
- 167 97210 This just generates more traffic that makes other modes more dangerous.

- 168 97210 We have enough of this already. It just increases traffic and makes other modes more dangerous and uncomfortable.
- 169 97210 We spend too much on widening and all it does is kill people and make congestion worse.
- 170 97210 While I support the benefits listed, I do not believe that, for example, widening roads will be the cheapest or best way to accomplish these goals. The roads should be kept in good repair. However, it is more important to reduce speeds, provide additional enforcement around cell phone use and texting, and increase safety through other traffic-calming methods.
- 171 97211 Compared to investment in alternative transportation infrastructure, the roads seem to have plenty of funding already. Bridges that are unsafe should of course be repaired, but encouraging other ways of getting around will benefit more people in the long run and improve the quality of life for us all.
- 172 97211 Don't widen streets; they lead to faster speeds which is more dangerous to bikers and pedestrians. It's ironic that you say this will reduce risk of traffic fatalities.
- 173 97211 Enough is already being charged....do the best you can with what you are collecting.
- 174 97211 Highway and street widening is a bad idea. Why encourage more cars? Makes cities less livable.
- 175 97211 I don't own a car.
- 176 97211 I support maintenance of existing streets, but not the widening of them, or development of new ones.
- 177 97211 I-5 should be removed along the Willamette. Consider Induced Demand: narrow the streets, make traffic slower, make driving less convenient than biking walking or transit.
- 178 97211 If we want to encourage people not to drive then don't make more room for people to drive.
- 179 97211 Keeping roads in good repair is a priority, but with limited financial resources, widening or expanding networks should be secondary to providing safe walking and bicycling routes.
- 180 97211 Less of a priority for me as this strategy - auto and freight travel have plenty of existing constituents and dominates our funding cycles.
- 181 97211 Let the big roads decay. They just allow suburbanites to speed through places instead of interacting with places. Autocentricity is outdated and for former generations. Tax vehocles more heavily through registration, gas tax, vehicle weight tax, congestion pricing to pay for any arterial road maintenance. Repaving high crash corridors is a joke, as it just allows the vehicular violence on our communities to persist with high speeds and priority to auto users. (P.S. i also drive a commercial truck 3-5 times a week and still think cars are given way too much priority) We should build cities with people in mind, not cars.
- 182 97211 Maintain the roads of course, but limit growth so expansion is not needed.
- 183 97211 Maintenance is ok, but don't widen streets/highways. Use lots of traffic calming to slow down traffic.
- 184 97211 No, I think keeping bridges in working order is great but we have too many miles of roadway and not enough money to keep them all in good repair. Focus on transit, walking and biking.
- 185 97211 Our current level of support seems adequate.

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- 186 97211 Private Autos can go too fast and have too much unimpeded access to the city. This is habitat for humans, not cars! Repave neighborhood greenways, not arterials. Repaving arterials, just allows cars to go faster and cause more damage to people and our social fabric. I drive for work purposes 2-5 times a week with a big truck and i think cars and trucks go too fast for a dense urban environment.
- 187 97211 That investing in fossil fuels isn't sustainable.
- 188 97211 The regional street system is largely complete. At this late stage in its development, a person using an auto within the region can get from anywhere, to anywhere, with a reasonable amount of safety for themselves. Any additional investments in this system should be targeted towards making it safer and adding capacity for bicycle, pedestrian, and transit users.
- 189 97211 We certainly don't need wider streets or highways. Doesn't actually help access to everyday amenities and only encourages more driving.
- 190 97211 We do not need any more additional lanes. We need to better manage and prioritize commercial vehicles over single occupancy vehicles.
- 191 97211 We do not need to widen any roads! We need to be smarter. We can do basic maintenance with out spending a fortune to increase car based transportation.
- 192 97211 We need safe roadways, but we should not encourage increasing traffic by enlarging or increasing roadways. People need to see the negatives of driving so that the positives of alternative transportation makes more sense to them.
- 193 97211 We should do everything we can to discourage able-bodied people from using automobiles.
- 194 97211 We should not continue to fund highways to the levels that we currently do now. We should have 24 hour Multipassenger Vehicle Lanes on all highways. We should take lanes out of highways as well as taking highways out of urban cores (like Vancouver BC).
- 195 97211 We should repair roads, but should not widen any existing roads.
- 196 97211 While safety improvements should be made, the road network is sufficiently connected and built out.
- 197 97212 As someone who uses our roads daily, it is clear that our streets and highways are inadequate and insufficiently maintained. But every dollar put to assisting the movement of cars is a dollar better spent on assisting the more efficient movement of people.
- 198 97212 Cheap projects to improve connectivity seem to be worth it, but building and widening major arterials and highways is not worth the cost. These sorts of projects just increase our down the road costs.
- 199 97212 Dollars for pavement are better spent elsewhere.
- 200 97212 Emphasis should be on safety above all. We should not be building additional roads or bridges across the Columbia unless bike, transit, and pedestrians are given adequate space and consideration. We don't need more highways. We should discourage driving.

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- 201 97212 Enough already on the expansion of auto roadways. We must resist this tendency and instead focus our efforts and money on getting people onto public transit, riding bicycles and walking.
- 202 97212 For "short trips" what if we made them easier by bike or walking. Running errands within 2 miles of home or work by bike can actually be faster than driving considering traffic and parking time. Riding to do errands also increase physical activity making people healthier.
- 203 97212 Highways should be kept in good repair, but we don't need more of them.
- 204 97212 I am more interested in a car-free lifestyle and the positive impact that has on the environment.
- 205 97212 I believe we should have reliable streets, but I'd like to see personal vehicles banned within city limits which would limit the need for constant repair.
- 206 97212 I do support some of the most urgent road improvements, BUT they should be a lower priority, with traffic-reducing investments such as public transport and active transport coming first. Improving the efficiency and network of streets should be prioritized over widening (unless the widening is to make room for bike traffic or sidewalks).
- 207 97212 I don't think there should be any building of new roads. I do think we should make sure that our present roads are well-maintained.
- 208 97212 Keeping streets in good repair makes sense. Widening streets does not. If city streets are becoming congested, we should focus on ways to reduce the number of people driving alone and reduce the times/places where large trucks are allowed.
- 209 97212 Maintaining streets in good repair is very important and should be instead of targeted widening of streets and highways. With good existing streets, there should be lessened need for new, improving or expanding projects.
- 210 97212 Making it easier to drive places increases the number of automobile trips.
- 211 97212 More important to put money into transit.
- 212 97212 Pedestrian and bicycle safety.
- 213 97212 Streets and highways should be maintained and developed using user fees (gas tax, etc.) only. We don't need more of them, we need more transit and less emphasis on the auto.
- 214 97212 This has been over-invested in in the past. Let other modes catch up.
- 215 97212 This is important, but the focus should be swayed to transit and active transportation development. Substantive investment should be made in support of alternative transportation (with the exception of maintaining current infrastructure - repairs).
- 216 97212 We already have our street system. Yes, it needs to be repaired and improved, but "more investment" is too broad a goal to support with a blank slate. Probabably 90% of capital expenses are for roads already.

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- 217 97212 We should not be allocating more money to create an auto-centric system. We do not need wider roads or highways. In fact, we should be narrowing some of the streets within dense neighborhood areas. That money spent on pedestrian/cycling infrastructure will see a much larger ROI.
- 218 97213 Already too much of a priority.
- 219 97213 Focus on maintenance of existing infrastructure and expand only with transit or zoning enhancements. Get people out of cars.
- 220 97213 Generally studies show that more streets do not alleviate traffic congestion. Maintenance is definitely important. Our roads are torn up by studded tires when it seems that if it snows/ices in the city everything closes down anyway, and if you go to the mountain you can use chains. Can we eliminate the used of studded tires?
- 221 97213 I am in favor keeping road surfaces in good repair and paving streets inside cities that are gravel. But not widening to allow more cars.
- 222 97213 I care about emergency response and freight, but encouraging auto use is NOT part of a climate plan. Metro has planning mandates other than climate planning-at least put resources that encourage car travel somewhere else.
- 223 97213 Oh sure, streets should be safe, but there are lots of plans calling for safe streets! The climate plan isn't the place for calls to build more roads. We should have a serious conversation about climate change when road growth comes up--the fact that road builders will be able to waive the climate plan's approval is detrimental to thoughtful process and implementation. If nothing else, eliminate widening and street additions from this plan.
- 224 97213 Please do not build more roads and highways. They are so expensive, and only encourage more driving. I have a hard time believing that this strategy will actually make Portland more "climate smart."
- 225 97213 Reduce emphasis on road capacity to encourage a move away from personal autos. Maintain roads for the benefit of public transit and freight. Shift long-distance travel to non-auto methods.
- 226 97213 Streets and highways should be kept in good repair but should not be widened or expanded.
- 227 97213 This question asks about too many things at once. Making streets safe? Of course. Investing in more connected highways - no thanks.
- 228 97213 We already have an extremely well connected system of streets that serve automobiles. Lanes absolutely do not need to be added. This approach only induces demand and maintains congestion rather than solving it. This is 100% antithetical to notion of a climate smart community. The only exception should be for road repair and maintenance. This is a critical function for maintaining our roadway system, but it should be coupled with improvements to bicycle and pedestrian sections of the same right of way.
- 229 97213 What is the impact of "widening streets and highways"? Is it simply to invite more people to drive on those streets and highways?

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- 230 97213 While street maintenance is important (streets are our most expensive asset) efforts to increase traffic capacity or flow of private vehicles should not be encouraged. Every road widening project everywhere has demonstrated that induced demand will eliminate any benefit to congestion, while simultaneously putting more cars on the road, leading to increased emissions.
- 231 97213 Widening streets and highways in urban areas is a mug's game - just postpones the inevitable.
- 232 97214 Concentrate on 20 minute neighborhoods Do not widen streets for cars only If you widen a street, provide pedestrian / bike amenities and landscaping. lower speed limits on car highways to 50 MPH Do not financially support bad development and urban sprawl (even within the urban growth boundary) with bad street design.
- 233 97214 Conditionally, yes: We need to maintain what we have. What we absolutely do not need is wider roads and more highways. Safety should be the priority, not usual level of service measurements such as number of cars moved or lack of congestion.
- 234 97214 Continuing to invest disproportionately in automotive traffic is anti-Portland, and not in our best long-term interest.
- 235 97214 Funds should be given first to safe and pot hole free streets and knock off the stupid blockades too many streets have to make autos have to circle around the neighborhood to get on what should be a through street like S. E. Lincoln & 39th.
- 236 97214 Given relative priorities, I would rather see funds put into public and active transportation before spending on auto throughput.
- 237 97214 I support good repair, well-connected network; but feel that this could be used in conjunction with widening of streets & highways to mean new freeways. Better roads running east-west through the coast and cascades are needed as well as an improved north-south route on the east side of the Cascades to allow economic growth on that side of the state.
- 238 97214 I support road maintenance. In most cases, I do not support road widening and would oppose investment in road widening.
- 239 97214 I think the road network is far more complete than the network of sidewalks, trails, biking infrastructure. Some investment in freight related projects is needed but not just more lanes for more cars.
- 240 97214 I would support good maintenance plans, but not many widening projects - I'd prefer to see less street parking instead.
- 241 97214 I'd rather see all that money go towards light rail. Let the freeways crumble.
- 242 97214 Improving streets by widening them and making more room for easier and quicker car travel is not desirable.
- 243 97214 It's difficult to say an absolute no - my 'no' means let's deemphasize road investments. we've been doing that for so long and we need a more balanced approach. we don't need new roads, we need better investment in transit, walking and biking - every planner should ask: what if I don't have a car? If we asked that one question, we'd have such a better system.

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- 244 97214 My answer is more a partial yes, than a no, but I want to emphasize the importance of public transit. The partial yes is for emergency response. Otherwise, we should be spending our resources reducing vehicle traffic.
- 245 97214 Not in favor of street widening - it only encourages faster vehicle travel at the expense of safety for other road users.
- 246 97214 Other species, habitat loss and the possibility that by implementing such measures that we increase traffic (e.g widening streets).
- 247 97214 Plan for decreased auto traffic rather than building to accommodate or encourage more traffic.
- 248 97214 Reduce amount of streets.
- 249 97214 Roads shouldn't be widened, they should be used more efficientl by, for example, discouraging SOCs in favor of all other modes.
- 250 97214 Safe and connected, yes. Wider - not so much. I support reliability, connectivity, and good maintenance IF we can implement a user-based funding system to cover those costs, such as road tolling or a VMT tax.
- 251 97214 Spend money on maintenance rather than little-used systems like WES and streetcars.
- 252 97214 Spending should prioritize other modes of transit.
- 253 97214 Tax gas and make highways horrible so that people will ride transit. Build light rail not roads.
- 254 97214 We already spend too much money on the road network.
- 255 97214 We are done building more streets. Focus on maintenance only.
- 256 97214 We have enough streets as it is, maybe we need more connectivity and fewer cul de sacs in the suburbs, what we need is more small scale commercial districts (not malls) within walking distance of more homes. Too much of the region is zoned as residential sanctuary, which forces people to drive.
- 257 97214 We need to better maintain the streets we have, but adding to them will increase auto use which we want to discourage.
- 258 97214 Well-maintained roads are critical and system connectivity is also important, but I don't support widening roads and highways because it doesn't relieve congestion. Getting people on bikes, transit, and/or closer to work should do a better job of relieving congestion and will free up space for freight, which cannot make that shift. I do support road maintenance though, because it does support drivers and it only gets more expensive the longer it's put off. Also, driving should be priced. It's a much more subsidized system than many people realize.
- 259 97214 We've over-invested in highways.
- 260 97214 Widening streets increases traffic speeds which reduces safety.
- 261 97215 I support maintaining roads for safety but strongly oppose widening streets and enhancing capacity. It is extremely expensive and will not address traffic issues. If you build it, they will come. May actually discourage people from seeking more sustainable forms of transportation.

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- 262 97215 I support maintaining the existing street network, but not building more roads. If connectivity is desired accomplish it by promoting active transportation and investing in active transportation facilities.
- 263 97215 I support maintaining the existing system, but not widening streets.
- 264 97215 I'm in favor of maintaining what we have that makes sense in the overall plan to reduce dependency on cars. I would not be in favor of widening streets. I think they should be narrower so people drive more slowly.
- 265 97215 Keep motor vehicle miles steady or reduce them.
- 266 97215 More roads, wider roads is not the answer, we will just fill it up with more cars because we can. There's no outcome except total collapse of livability if there are constantly widening roads and more cars, even if they are clean cars.
- 267 97215 Neighborhoods need to be protected from through traffic where it does not currently exist.
- 268 97215 Portland streets are not safe right now because the street laws are not being enforced, speed bumps aren't being added, and speed limits are not being changed to accommodate the growth in our neighborhoods. I do not support repairing streets themselves right now because the only thing that is slowing drivers down are the potholes and broken up pavement. If the city just paves streets drivers will just go faster through residential neighborhoods. I would only support funding if the city can enforce and upgrade the current speed limits, signs, and add speed bumps.
- 269 97215 Safer is critical; however, a wider street doesn't mean safer for everyone. Speeds increase with wider streets and it makes it impossible for the street to be used by anyone other than a motorized vehicle. Adding connectivity could reduce pressure on the local streets without good access to the arterials.
- 270 97215 Safety - yes, roadway widening - no.
- 271 97215 Some parts of highways may need to be improved but it's okay now.
- 272 97215 Streets in the PDX area are already highly connected. We need to be smarted about existing connections.
- 273 97215 The on ramp in the SW for the Ross Island Bridge is terrible. Ridiculous that everyone has to go through that four way stop.
- 274 97215 There has already been too much money dumped into highways. Expansion of the highway system simply creates more urban sprawl which creates even more traffic. The last few decades has shown that we are not prepared to even maintain what we have, let alone pay for further roadways. Put the money into regional rail, bus and bicycle facilities.

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- 275 97215 This question seems poorly worded. When you tie streets (local) with highways (state and/or federal), I have a problem. These seem like two separate issues. Sure, fix the potholes and pave some of those gravel roads in NE. Create a provision for all those house flippers and real estate developers to provide sidewalks and parking. The crazy thing about PDX is we allow all of this in-fill housing but aren't considering infrastructure. Where all of those new tenants are going to park? We allow huge corporations to build multiplex shopping malls and high rise buildings but they contribute very little to our infrastructure or our tax base. What is wrong with this equation?
- 276 97215 Though streets and highways do need to be kept safe and in a good state of repair, building more/widening streets and highways just leads to more use via this mode, and this just compounds the problems. Other modes that decrease reliance on traffic via streets and highways need to be invested in first.
- 277 97215 We talk a lot about street repair these days, but I've seen more improvement in streets, sidewalks, and bike lanes and trails in the last year than I've seen in the last 10. We do not need more, just better priorities.
- 278 97215 You lost me when you added the widening bit. We can make streets and highways safe, reliable and connected without widening. It means focusing on safety, staying up on maintaining our streets, and looking for opportunities to improve street connectivity where streets don't go through to allow shorter trips instead of forcing everyone out onto the arterials.
- 279 97216 Disagree that we need to widen roads/ freeways, increase capacity for car traffic.
- 280 97216 Safe, YES. Wider? NO. Streets should not be prioritized over pedestrians.
- 281 97216 Streets that exist should be kept in good repair. NO more highways!!!!!!!!!! Keep those built safe and do not allow more to be built.
- 282 97216 Widening highways only increases traffic. Not a solution. I do support maintaining existing roads in good repair, since it's less expensive to keep maintained than to repair streets in very poor condition.
- 283 97217 Encourage other forms of transportation. No new highways. Zoning to encourage the separation of bikes and peds from vehicles. Maintaining existing roads.
- 284 97217 I feel like our streets and highways are safe and reliable as they are. I do not see what might be improved here.
- 285 97217 I feel that infrastructure for automobiles is already too highly prioritized to the detriment of the community and the environment.
- 286 97217 I think streets in Portland are already reliable and connected. I am not sure what people mean when they say this.
- 287 97217 I think this is expensive and does not help us get closer to a physically healthier region with low greenhouse emissions.

- 288 97217 Investing more into automotive transportation is not going to help reduce emissions or be effective in reducing our climate impact. Widening streets and making highways easier to travel on will only increase the amount of people traveling by automobile until capacity is once again met. We should in fact be making it more difficult/slower for people to travel by automobile. And freight transportation should get much higher priority on our roads than personal autos.
- 289 97217 It's a little silly to say that I don't support making streets safe, but it seems a faulty question. I like improving streets, particularly bikeways. I don't like road widening projects. They seem wasteful projects. The resources should be put into multi-modal transport instead, or trees to separate cars and pedestrians, etc.
- 290 97217 Just keep things paved. I don't know how the low-power/high-efficiency lighting is going. Has it gone solar anywhere yet? Other than that, it's pretty good.
- 291 97217 No more highways.
- 292 97217 Repair: yes. But when up to half of the roadway is dedicated to on-street parking, it's wasted money. Widening: as recently demonstrated by Matthew Turner of the University of Toronto and Gilles Duranton of the University of Pennsylvania, widening roads actually makes traffic worse by inducing demand. It is bad policy. Network: the road system is already pretty well connected. Pedestrian and bike systems are not, and that's where the money should be spent. Other: spend money to implement congestion pricing to improve efficiency.
- 293 97217 Roads are fine as they are.
- 294 97217 Streets are already connected. Widening will just add traffic. I only support the maintenance piece of this.
- 295 97217 Streets being in good repair is a fine investment, but the cost to do that for our existing streets network is unsustainable. We need to cut back on our road network in order to have something we can afford the upkeep on.
- 296 97217 Streets should be maintained and expanded. They are safe enough.
- 297 97217 They only improve certain hoods.
- 298 97217 Think with car sharing and UBER we can use existing streets better and reduce parking area
- 299 97217 We already have a well-connected street and highway system. Widening of roads is not required.
- 300 97217 We need to discourage driving as much as possible. Make what we have safe, but don't widen or expand the system.
- 301 97217 We should depave many streets to reduce maintenance costs. Studies have shown more streets only makes more traffic.
- 302 97217 We've invested enough in highways in automobile mobility. Yes, keep our current system in good repair, but I do not support any targeted widening of the single biggest component that already dominates our transportation system.

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- 303 97217 Widening increases the problem. we need narrower roads if anything. it needs to be more difficult to drive. this will increase demand for alternative transportation modes then comes the money. Most Americans are not going to give up their cars for everyday transportation unless it is extremely inconvenient and there is a cheaper/faster/easier way.
- 304 97217 Yes to maintenance of existing system. But we can't widen our way to better climate; it will only induce demand.
- 305 97217 You need to discourage people from living lives that are dependent on having a car.
- 306 97218 Maintenance, sure, but not much else. I support making neighborhood streets unusable as through-streets, as Vancouver BC has. But with studies showing that traffic expands to fill any void given it, I think we should invest in eliminating the NEED for traffic in the first place: vibrant community cores, disbursed employment & enjoyment, and income-balanced neighborhoods. Should I have to DRIVE to find a decent park to take a walk in? In Cully I do.
- 307 97219 Encourage people to drive less. Existing roads should be kept in good repair, but I don't support widening of streets unless it's to add walking or biking paths.
- 308 97219 I clicked "No" because ODOT currently has the 1950s "traffic engineer" mentality in which roads are designed to carry as many cars through an area as quickly as possible--and as wide as possible. This not only does NOT work, but it completely destroys all locally based businesses along these corridors. Our result is catastrophes like the TV highway all over the metro area. We have "stroads" now: they are neither "streets" (where wealth accumulates in the form of locally based businesses and beautiful pedestrian-friendly environments) nor "roads" (which are designed to get people quickly from one neighborhood center to another). Our "stroads" are the "futons" of streets and roads. Futons are both bad couches AND bad beds. "Stroads" are what we have all throughout the metro area, and this policy needs to stop now! Our traffic engineers need to educate themselves with 21st-century thinking.
- 309 97219 It is time to prioritize the use of funding for bicycling, pedestrians, carpoolers, and mass transit. Funds should be spent here first. To the extent connectivity projects improve these modes, widening streets (and highways? really? Haven't we done enough of that?) may be acceptable.
- 310 97219 More emphasis should be put on improving non-car mobility.
- 311 97219 Paving of all streets should be the top priority!
- 312 97219 Safe, reliable, and connected are great, but other solutions should be prioritized for our scarce funding and rapid metro growth.
- 313 97219 Tax payers money is much more needed in other city areas. This is a big waste of money to fund.
- 314 97219 The emphasis should be on a reduction in the reliance on streets and highways.

- 315 97219 There will have to be a strategic decision about whether focusing on walking and biking will really come to fruition, assuming a lot of money is poured into infrastructure, or not. If roads are widened, parking facilitated etc FOR cars, I don't see the biking/walking infrastructure happening.
- 316 97219 This should be a state-wide priority not a metro priority.
- 317 97220 Highways destroy life and should be ripped up not expanded and made even more "convient."
- 318 97220 I don't support street widening in general.
- 319 97220 I would like to see many of the unpaved roads paved in the east side before more roads are worked on and making it that much likely that the unpaved roads will get paved!
- 320 97220 The current roadways should be sufficient. If we are focused on climate smart solutions we should focus our efforts on creating a greater infrastructure for neighborhood biking/walking/bus and improved intrastate travel (light rail, commuter trains) between WA and OR.
- 321 97221 Again, we already pay for these. but Portland redirects our taxes to frivolous side projects. and keep spending more money on things that don't work...like the crosswalks on Beaverton Hillsdale that have flashing lights, but people still jaywalk.
- 322 97221 Road building is a boondoggle that merely results in induced demand and the return of congestion. Widening of streets and highways should only follow investments in transportation options and the repair of currently damaged roads. If, as a region, we had built more highways instead of investing in MAX then we would have much wider highways and much worse congestion. Look at the numbers for the percentage of East/West commute trips that are taken on MAX. Now think of the economic and environmental costs of absorbing those trips on highways.
- 323 97221 Streets are wide enough, potholes are good - they decrease speed.
- 324 97222 Auto transit has received too much focus through the 20th century, I support road diets and restrictions where possible to encourage other means of transit, though the environmental impact of idling cars in stop and go traffic should be considered and somehow mitigated. Perhaps slower speeds but steadier flow is achievable.
- 325 97222 I support making the money we already pay in taxes do what they should already be doing. I do not support asking for more money. There is already plenty in the pipeline.
- 326 97222 In good repair yes, adding lanes to Highways or any new major road construction should be the lowest priority. It doesn't solve the climate crisis, on exacerbates it by encouraging more driving. Convenience in the short term should not out way the survival of our species, which really is what we are talking about.
- 327 97222 Keep at current levels, increasing road size encourages more driving, I am ok with this as long as mass transit, biking and walking take the priority.
- 328 97222 Let them perish.
- 329 97222 More money needs to be put into public transit and a better cycling infrastructure instead of building more roads and encouraging people to commute by private car.

- 330 97222 Would prefer to see money put into sidewalks, crossings, and bike crossings.
- 331 97223 Any money spend on road widening is a giant waste of time and money. Usage patterns are already changing and demographic trends show a huge shift away from car trips and toward transit, active, and other alternative forms of transportation. Use the money for these things.
- 332 97223 Connectivity is good, but simply widening streets does not really seem to impact traffic congestion.
- 333 97223 I've never been a fan of adding lanes. Too often it seems to just "kick the can down the road", resulting in more congestion years or decades later.
- 334 97224 Current level of funding seems adequate.
- 335 97224 Street should be safe and well maintained. Widening of street makes them less safe and makes the use of alternate travel much harder. The cost of widening street is far to great for any perceived benefit.
- 336 97224 What else can be done to reduce traffic to make the existing roads safe reliable.
- 337 97225 Do so with the use of existing resources. There are adequate resources ("investments") presently, they may need to be reprioritized.
- 338 97225 I'm afraid that any expansion/improvement of existing networks will merely promote their use, which is the opposite of promoting active transportation.
- 339 97225 No. Use the funds you have. Stop taking more from the people.
- 340 97225 Road system improvements should focus on major arterials that people need to get across town. Neighborhood streets should focus on non-car traffic.
- 341 97225 Social equity analysis of impacts and benefits -Opportunities to increase share of active transportation compared to traditional motor vehicles -Connectivity of different modes and between active transportation and transit -Opportunities to integrate active transportation infrastructure into communities in a manner that make their use an attractive and convenient part of daily life -Opportunities to address climate and GHG reduction goals -Refocus funding incentives away from metrics such as the increasing number of miles traveled and toward more sustainable measures such as trip quality, enjoyment, and efficiency.
- 342 97225 The more streets and highways you build, the more cars and congestion you will get. Invest in livable communities, not commuter corridors that choke us. My grandchildren cannot play on the street anymore because of all the cars that now drive down it.
- 343 97225 This description is used to con people into putting more money into destructive roadway projects that mainly serve fossil fuel driven vehicles.
- 344 97225 This looks suspiciously like an attempt to restrict parking.
- 345 97225 We spend too much money on pavement. Increasing pavement is a long term money sink and a losing strategy. Figure out how to reduce this form of investment.

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- 346 97225 Widening streets does not make them more efficient. It attracts more traffic and congestion and allows drivers to drive less safe - more opportunities to cut people off and increase collisions. Widening the streets makes them less safe for pedestrians.
- 347 97227 First, a plan centered around transit that works for the people (increased hours, service, reliability, access). Second, logical and thoughtful implementation of problem-solving. The CRC seemed crazy...the backup on I-5 coming south into Portland bottlenecks after the crossing, so how will widening the flow before that help anything? If the CRC would come with a highway business loop or something that allowed better flow of traffic around congestion points (i.e., a place to divert the extra traffic that would be possible with a CRC while clearing up local destination choke points) I'd be all for it. And there should be a light rail line on it.
- 348 97227 Safe should start with well maintained roads... we do not need more neat looking signs and feel good government report items.
- 349 97227 Widening streets and highways for cars simply encourages more auto trips. I think this is a bad idea.
- 350 97229 I support keeping the roads in good repair but unilaterally widening roads will only increase usage.
- 351 97229 I support the idea down to arterial level of streets but not beyond that. Make neighborhood and smaller streets more pedestrian friendly.
- 352 97229 It is pointless to invest growth in a system that is not sustainable in our energy future.
- 353 97229 It seems we are spending more time installing calming features in roadway to slow or divert traffic from smaller roads and arteries. If you want less congestion, get vehicles through traffic faster. There are many ways to increase speeds in major arterials. Just as there are many ways to reduce speeds on residential streets beside big bumps or hefty fines. Try allowing traffic engineers to develop solutions, not direct ideas from the political arena, or worse, from individuals whose job title is "planner" which requires any advanced degree including political science and outdoor sports activities.
- 354 97229 Maintain road system; look for ways to improve connectivity; avoid widening of streets/highways. Need to reduce car traffic, not provide enhancements to car travel; we need to get serious about making it easy for folks to use something other than personal cars. Environmental pollution, addressing climate change are also key.
- 355 97229 Maintain what we have. Reduce opportunities to widen/enhance roadways for single occupancy vehicles.
- 356 97229 Raise the gas tax to make mass transit more affordable (either with direct subsidies from the increased revenue, or just due to increased cost of individual travel).
- 357 97229 Safe and more capacity don't go together. Wider streets make less safety for people outside of cars the way we do it today.
- 358 97229 Streets and highways are safe.
- 359 97229 This is mostly an exercise in futility, widening highways beget more traffic. Focus more on public and active transportation networks or safe carpooling.

- 360 97230 Yes if voted on by the public in area it is being considered.
- 361 97231 A federally constructed dike can not be expanded without massive expenditure of tax money.
- 362 97231 I do believe in keeping our streets in good repair for the safety of all users, however, I could never support the widening of any roadways as I believe that it could only encourage the use of more automobiles when we should be working to get cars off of the roads.
- 363 97231 I support making streets safer for all users, and road up-keep is paramount to keep things running. But widening and expanding the highway system through the region will detriment the community in the long run.
- 364 97231 Repair only. your questions pre-suppose the answers you wish for, and limit the conversation.
- 365 97231 The highway system has dominated public capital investment for over a century. Let's maintain what we have, but put most new investment in the necessary transition to much higher levels of walking, biking, and transit. Otherwise we'll just continue the metropolitan sprawl, plus help to destroy the climate.
- 366 97232 I believe in investing in infrastructure, but I also believe that we are over-invested in automobile infrastructure. If one can invest in "streets" without making it easier for cars to exceed safe speeds, then I am in favor of that.
- 367 97232 I support keeping our existing streets in good repair. The metro region should in no way consider widening any existing streets or building new highways. That will only add to car trips, poor air quality, and sprawl pressure on our region. Building more highways and widening existing ones is a massive waste of money.
- 368 97232 Keeping the level of streets we have is fine. Building more streets doesn't fit problems, it just make the problem wider.
- 369 97232 The need for greener commuting.
- 370 97233 There should be a "no opinion" button above. Obviously all roadways should be maintained in safe, functional condition but I don't think additional capacity is warranted at this time. I would like to see the I-5 bridge over the Columbia replaced with new facilities — something a little less grandiose than the previous CRC design.
- 371 97233 Use the road funds for the roads! Stop spending these funds for ANYTHING ELSE!
- 372 97238 It sounds like you want to widen streets when really the focus is to have more through streets -- event paths would do it, but those are not even available.
- 373 97239 Focus all new transportation projects to low-energy transportation (biking and walking).
- 374 97239 I don't support more investment in making car travel easier except for getting around the region. Local roads need to be safe, but not necessarily more convenient. Neighborhoods need to give priority to pedestrians over cars. More stops and signals on local streets would encourage cars to take arterials designed for them. On neighborhood through roads (e.g., Division St.) parking should be limited to one side with a bike lane.

- 375 97239 Invest more in transit. Cars are the number one reason roads need repair. If we had less cars, we'd need less repair.
- 376 97239 Lower priority than transit and biking/walking.
- 377 97239 Road surfaces need to be upgraded everywhere. They're in terrible shape.
- 378 97239 Streets are fine and dandy but I don't think we need more investment than we are already making in them. I am sort of glad when a neighborhood street is full of potholes because then I know the cars will go slower and I will not need to be as fearful for my life when I am walking.
- 379 97266 Don't widen streets; there has been no solid evidence that widening streets decreases traffic congestion (unless I misunderstood Gordon Price)... Prioritize people on the ground before repaving.
- 380 97266 I support the maintenance of the existing system, but not its expansion.
- 381 97266 I would normally say this sounds good. Its not. Due again to retro fitting. We have been taking gas taxes out for yrs to spend on road maintenance. What on earth have you done with all this money? You have spent it on things we do not need. So the roads are now shot. Accountability is key here.
- 382 97267 How many miles of unpaved roads are there in the Portland area? Yet the City of Portland gives \$8 million to the Portland School District? Isn't the school levy supposed to cover the schools? Wouldn't \$8 million be good to spend on roads? I have no confidence in government to do anything right in this regard! Sorry!
- 383 97267 Minimal investment should be devoted to increasing capacity. History and other cities show we cannot build our way out of congestion. Maintain what is there and improve efficiency of existing roadways by improving intersections signalization, etc. the production of asphalt and concrete are huge green house gas contributors. Bigger roads encourage more driving and more cars.
- 384 97267 Unless the widening is to include more bike infrastructure and the connecting is to make neighborhoods more connected so that we can get rid of some of the huge arterials. Widening highways just encourages more driving and therefore more congestion.
- 385 97286 It is good for the traffic is bears currently.
- 386 97289 Safe yes, no to increasing capacity. Repair roads we have and don't start widening what we have or making new ones.
- 387 97292 This is just another attempt to appease a small minority at public expense.
- 388 97305 Honestly, I think roads are wide enough as it is. Making them wider will increase the number of cars on them and will increase the speed at which those cars travel, both of which should be avoided.

- 389 97330 This is tricky. Studies show that bike-dedicated infrastructure encourages more people to bicycle. Studies also demonstrate SIN, "safety in numbers", where as the bicyclists and walkers increase, the number of collisions per cyclist/walker decreases. However, bike lanes are expansive infrastructure, and the safest lane position for cyclists is actually in the left tire track of the roadway lane, not bike lanes. Bike lanes are often created by transportation engineers not to provide safety, but as a way to keep cyclists out of the way of motorists so that motorists don't have to slow down. Bike lanes contribute to turning conflicts, allow cars to pass much closer, and often place cyclists too close to parked cars that may open doors... all of which contribute to fatalities. Obstructions on bike lanes are also common and rarely dealt with. Ideally, roadways would have plenty of bicycle markings encouraging cyclists to take the entire lane. MUTCD approved signage already exists: "Bikes may use full lane, change lanes to pass" and sharrows. Motorists should be educated to slow down in the presence of cyclists and pass only when safe to, as already is the law (ORS 811.100) and described in the drivers manual (page 83 of 2014-2015 manual). This represents the best combination of increasing safety, encouraging novice cyclists, and not having to lay more
- 390 97401 I selected no because yes/no was not an option . . . I think this policy conflates too many street classifications. Street connectivity at the local level discourages walking and biking because it makes it easy to drive short distances. Adding lanes does the same thing. That said, connectivity and efficiency at a larger scale makes sense from a GHG reduction and regional mobility standpoint. As written, this policy does not account for situations where targeted narrowing of streets may actually make them safer and more reliable (based on the emphasis in the examples). Consider separating policies for streets and highways. And remember, "Trying to solve congestion by adding more lanes is like trying to solve obesity by loosening your belt."
- 391 98685 Our roads seem to be fixed more often then needed in Vancouver.
- 392 I do not universally support the widening of roadways as it signals to users that higher speeds are safer to utilize and I do not believe this leads to our region being safer or appealing.
- 393 I support safe and reliable streets, but not more streets. Preference should be given to expanding public transit modes.
- 394 I support safe roads but believe that active transportation and transit are higher priorities.
- 395 I would if the money that was collected for the repair and maintenance in the past was ACTUALLY used for that. Instead it went to the "Special Projects" those in power chose and road repair was ignored year after year. If more money was given... it would be the same thing. What guarantee do we have the money would go where it's supposed to?
- 396 If you build it, they will drive.
- 397 Millions of dollars are being spent on slicing seconds of of a commute when if fact the State could be delegating those dollars to local jurastrictions for local use. The focus is on putting government workers back to work instead of spending the money wisely.

- 398 More attention should be put in encouraging public transit and connecting neighborhoods which is not done by putting in streets and highways.
- 399 Need to focus on the new technology that will improve travel without additional capacity.
- 400 Reduce stormwater runoff with narrower streets.
- 401 The road system should be kept in good repair but it is bad policy to widen streets and highways.
- 402 This is their responsibility! With huge resources budgeted for highway/street safety.
- 403 Too much to roads, too little to transit and bike.
- 404 When we DO have sidewalks in my neighborhood, they usually have a telephone pole right in the middle, effectively blocking wheelchairs, strollers, bikes, the blind... Drivers have enough options. Wanna go North-South on the East side? There's 140th, 122nd, 102nd, I-205, 82nd... A more modern vision and some traffic-funneling might be able to help. Ask commuters why they don't relocate or use TriMet. Maybe tap into outer communities (churches) to get people "on-board".
- 405 We've spent the last century making our streets/highways reliable and connected, if we are serious about climate change and livability we need to do the same with our walking, bicycling, and transit routes. Maybe at the expense of our highways and car-centric streets.
- 406 We've spent the last century making our streets and highways reliable and connected, if we are serious about climate change and livability then we need to do the same with our walking, bicycling and transit routes. Maybe at the expense of highway system and car-centric streets.
- 407 We need to depave not repave.
- 408 Too much to roads, too little to transit and bike.
- 409 There should be a de-emphasis of investment on carbon producing transportation.
- 410 The road system should be kept in good repair but it is bad policy to widen streets and highways.
- 411 Reduce stormwater runoff with narrower streets.
- 412 More is not needed. The same or a little less is fine. Encourage healthy forms of transportation.
- 413 Millions of dollars are being spent on slicing seconds of of a commute when if fact the State could be delegating those dollars to local jurisdictions for local use. The focus is on putting government workers back to work instead of spending the money wisely.
- 414 Investment in streets and highways should have two goals always in mind: implementation of Vision Zero policy (zero auto-caused fatalities are possible when safety is prioritized over every other consideration), and reduction of automotive traffic to only that which is absolutely necessary. The road network should be maintained, and strategically invested in, with an eye to a future which is completely different from the present. The past policies informing road and highway investment are based on flawed assumptions, and will not help to achieve stated goals of community health, climate standards, safety goals, and more. If there were a "maybe" or "conditionally" option, I would choose that over "yes" and "no".

- 415 I support safe streets, but not larger, wider streets - this would act to contradict the active transportation goals.
- 416 Bad roads slow people down, a good thing.
- Yes or no not declared or zip code not provided**
- 1 97004 Climate change means we should get away from motor vehicles so we do not need more highway capacity, but we do need more highway safety to share with bikes.
- 2 97007 We should, indeed MUST, reduce car traffic and travel--this very tired planet will not take much more.
- 3 97013 I have mixed emotions about this one. Yes I support more investment for streets & highways but there is a finite amount of money. Who/what is going to get it - transit, road/street maintenance, new road/streets??? My first priority is to maintain what we have, the split the balance between transit & new connections.
- 4 97034 This question has multiple parts that cannot all be answered Yes or No. First, maintaining the transportation system should be our highest priority for transportation funding. We need to maintain our investment. Second, widening streets and highways is a fools errand because widening roads creates demand. We should only add and widen roads in the places where it is critical to creating a missing connection.
- 5 97045 Needs of local communities.
- 6 97060 I suppose this is important, but I wouldn't want the widening of streets to ruin the beauty of our neighborhoods.
- 7 97080 Your heading in the wrong direction here! Freight and regional traffic needs alternative routes to avoid the inner-city congestion. I agree with keeping the roads in good repair but do not support the widening of many roads. Do we want to know as a city of roads and highways or efficient transportation systems that get our people to their destination with a smile?
- 8 97124 Prefer heavy investment in public transit to get people where they want to go. Try and advertising campaign about living close to work. Work on employers to allow employees to telecommute when possible, even one day per week would reduce traffic by 25%.
- 9 97201 Not sure if we should spend a lot of money on this.
- 10 97202 I support keeping the existing roads in good repair and well-connected. I worry that even "targeted" widenings can be abused, so I would say "maybe" to that part of question.
- 11 97202 No widening. Just repair and connections.
- 12 97202 Sure I support this - but do you want us to click yes to all of these topics? I would prioritize non-car transportation funding first, but recognize that roads must be safe for cares.
- 13 97206 Focus on the areas of need. Outer SE, unpaved roads, sidewalks etc.
- 14 97211 My answer is "yes" and "no." Safe, reliable: yes. Widening: no. We're not going to build our way out of congestion, and investing in other forms of transit is more cost-effective than building new lanes.
- 15 97211 Potholes and low maintenance translate no biking for me.

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- 16 97212 Special attention needs to be put to maintaining the safety and structural integrity of our bridges.
- 17 97213 Keep roads in good repair, but limit amount of new roads being added.
- 18 97213 Sustainable source of funding. Repair before adding new roads.
- 19 97215 Roads should accommodate vehicle movement.
- 20 97219 This is similar to asking if we are in favor of motherhood and apple pie; of course we want safe connected streets. The issue is cost and the question is what do we want at what cost. The cost of bringing unimproved streets up to city standards is beyond what many residents can do. You need to discuss funding options, otherwise this is just a way to justify increasing costs and saying "the voters asked for this."
- 21 97221 Emergency uses of streets and highways.
- 22 97239 I do not want to use "safety" as a code word for expansion. There is a double edged sword to road maintenance. The more we spend the more people want to drive. Money spent to make the roads "safe" for bikes is money being spent to encourage driving.
- 23 97266 Widening and straightening highways and streets actually seems to encourage people to drive FASTER and pay less attention..sort of zoning out. I think we should make highways and streets more INTERESTING to drive on..and encourage looking around and driving not as fast.THAT would make them safer ... I also favor animal arcs over streets ..for squirrels and other animals to cross safely and cause less accidents.
- 24 97267 Unsure.
- 25 I support about the same level of current investment. Maintenance of current roads
- 26 Make them safer by drastically reducing cars.
- 27 I support about the same level of current investment. Maintenance of current roads

4. Do you support more investment by your community and our region to use technology to actively manage the transportation system?

Respondents who answered 'YES' said to consider the following when implementing Policy 4:

Zip Code

- 1 666 Google already does this. make it an app that people can use based on 'realtime.'
- 2 7236 Ask the residents of these areas what they need.
- 3 9730 Make traffic as smooth as possible, thereby saving fuel and man hours from being lost. This will help people and businesses the most.
- 4 97002 Technology should be used to make traffic flow more efficiently, and priority should not be given to transit. Most people travel by car, too many policies are created to get people out of their car by making car travel less appealing.
- 5 97003 Ensuring that transit priority is not interrupting the already "normal" flow of traffic. Do not over build areas to support extra transit options when the existing road infrastructure is already pushed beyond its limits.
- 6 97003 Rush hour traffic needs to move along at a steady pace.
- 7 97003 Stop putting down black asphalt pavement as a driving/biking/wlking surfaces, furthering the heat island problem in Oregon. Clear pavement binders are readily available and only need serve as the top lift.
- 8 97005 Adding blinking yellow lights at crosswalks that are hard for motorists to see.
- 9 97005 Get the loonies off the road.
- 10 97005 Give transit, bikes and pedestrians more priority at intersections.
- 11 97005 How many red light cameras have to deceitfully shorten the yellow light to catch more drivers and give them expensive tickets, thereby sending thousands and thousands of dollars out of the community to elsewhere to justify the expensive technology.
- 12 97005 I think the \$\$ spent on travel time was a waste of money.
- 13 97005 Integrating systems between cities and counties. Washington County/Beaverton is a mess.
- 14 97005 New technology is essential to stretch resources and cut pollution buy if drivers continue mindless driving practices waste and pollution continues. Starting and stopping erodes pavemetn more than travelling at steady pace. Please go look at drivers (bus, private, business, fire trucks, police) throttle to and stop at--still red--traffic signal after signal. Who educates drivers to move in this manner? All the things related to transportation are tied to petroleum. What mindless drivers burn in engine to drive to lights adds fossil fuel exhaust to atmosphere and wears tires that grind pavement all of which precipitate or drain to the local watershed that drain to the ocean and become part of the tide. So salmon silently sip dinosaur soup as drivers mindlessly punch the throttle from one traffic signal to another. If fuel doubled in price they'd drive the same way. What education can be done to save the roads from mindless drivers?
- 15 97005 Our transportation priorities.

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- 16 97005 Signal timing, responsive sensors (I'm a bike commuter and many intersections don't recognize me - I either run the red light or must wait for cars to approach in my lane.) Overall traffic management. Not sure new "commuter" digital signs are doing much - but maybe it will take some more time to see.
- 17 97005 This should absolutely be pursued to mitigate the need to add more capacity. Alternative transportation should be an equal key focus of these improvements.
- 18 97005 Use to better synchronize traffic signals. Reconsider the use of ramp signals.
- 19 97005 What works? (The need for investment is largely self-evident).
- 20 97006 All of the above listed in #4.
- 21 97006 I don't like the sound of giving transit priority. Treat all road users equally. Identify and work to improve bottlenecks and trouble spots. Reevaluate signal times if necessary. Widen lanes if that still doesn't fix a problem spot.
- 22 97006 I think i support this, but don't know enough to really be sure.
- 23 97006 It depends upon what you mean by technology. If you mean timing stoplights (or using flashing yellow arrows) to keep traffic moving, then yes. If you mean signs on the freeways that tell how many minutes to the next exit, then no. I fail to see how the latter signs are useful.
- 24 97006 Look at ways in which Europeans manage traffic. That includes restricting areas where cars and trucks can go. Low technology electric cargo cycles could do last mile shipments in certain areas, for instance.
- 25 97006 Make technology really work to achieve these goals. Consider how technology can be used better. More red light cameras is overkill.
- 26 97006 Most traffic lights seem to be ignorant towards bicycles. They don't detect us. Increase the price for gasoline and use that extra income to subsidize getting a better traffic signal system that also detects bicycles (and automatically give them and pedestrians priority of way over cars when it rains or freezes?). Do not increase property taxes since that will also put pressure on the people who are already car-less and use alternative transportation.
- 27 97006 Reasonable expenditures with check and balances so they are reviewed by an independent panel to make sure money is being spent correctly and wisely.
- 28 97006 Stoplights definitely need work. I like the flashing yellow left-turn arrows at some intersections in Beaverton.
- 29 97006 synchronize traffic lights better reduce traffic times thus emissions & fuel use.
- 30 97006 These measures save time on the road and thus reduce GHG emissions. They make transit more comfortable and pleasant for little relative cost.
- 31 97006 Time lights so thru traffic on major streets keeps flowing. Time lights so getting in and out of residential areas takes longer. That way cut through drivers are less likely to fly through residential neighborhoods looking for short cuts (can you tell this is a pet peeve of mine?!).

- 32 97006 Transit doesn't need to have anymore priority than it already has. What needs to happen is far greater monitoring of the massive number of cyclists who chronically don't use any hand signals, don't stop at red lights/stop signs, weave in and out of lanes, etc. They are never held accountable by law enforcement so feel free to do whatever they want, since it is the motor vehicle driver who will, inevitably, end up being held responsible for anything that might go wrong. There's no accountability for either cyclists or pedestrians. It's unacceptable to only hold part of the public responsible for their actions on the road, instead of all!
- 33 97006 Use tech to keep mass transit moving--one more thing to make transit desirable.
- 34 97007 (no opinion)
- 35 97007 A thousand times yes to all the suggestions above.
- 36 97007 A very important policy.
- 37 97007 Allowing for safety with all of these considerations.
- 38 97007 Availability to the greatest number of end users, cost, and environmental impact.
- 39 97007 Connections across the region not just small little islands of tech.
- 40 97007 Development needs to be focused around transit systems. Look to Europe, look to China.
- 41 97007 Do not hinder traffic flow & safety with bicycle stuff that impedes, endangers, traffic flow by those who do not pay for the impediments.
- 42 97007 Find technology that keeps motor traffic flowing efficiently, but also allows bikers and walkers to coexist with motor traffic safely.
- 43 97007 Generally OK, BUT.NOT giving transit priority at intersections. Tricky that you should throw that in. Makes me think the whole survey is rigged. Eh?
- 44 97007 Generally, there is very little coordination. During peak traffic periods, the entire coordination goes all to hell anyway. So, it seems to be a fools errand.
- 45 97007 How does technology clear crashes and breakdowns quickly from roadways during high traffic volume times when many roads are parking lots? Don't cars and busses already have priority at intersections over pedestrians and those on bikes or skateboards. Traffic timing and pedestrian countdown signals (ADA required?), traffic calming in neighborhoods = all good.
- 46 97007 I like the pedestrian countdown signs, but the new signs on 217 telling travel times seems redundant when my technology tells me how soon I'm likely to get to my destination given the traffic conditions.
- 47 97007 Just do not do any more lights slowing traffic entering 217. What a mess it causes.
- 48 97007 Like a smart power grid, transportation can benefit from traffic management systems that take full advantage of today's technology opportunities.
- 49 97007 Make transit faster and cheaper than driving.

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- 50 97007 Oh, heck yeah, I think technology should be used to improve the transportation system! The stop lights are not synchronized (as far as I can tell) along Scholls Ferry Rd. west of Hwy-217. When a train blocks the road at 217 it takes many light cycles to clear up. Shouldn't the signals be lengthened after a blockage like that? Through Beaverton on Canyon and Farmington are a mess, too!
- 51 97007 Smart lights for sure.
- 52 97007 Without new road construction, technology will only moderately improve transportation congestion.
- 53 97007 Yes. These technology improvements will continue to help us leverage the current system to it's capacity when possible. It has marginal help without some capacity increase since most surface streets are overloaded continuously.
- 54 97007 You mention count-downs for pedestrians. A public information campaign, or signage, would be useful to inform pedestrians in Portland that they must not enter the crosswalk once the countdown stops NOT because they can't make the dash, but because cars needing to turn need time to do so before the next wave of pads. going the other way starts. Many people are not aware of this.
- 55 97008 Accuracy in information. Current info displayed on highways are usually inaccurate. Not timely, poor information.
- 56 97008 Good investment, but the new additions to the Intellegent network are too high end and the readerboards are a distraction and we waisted valuable \$\$\$. More of the older black & white boards could have been a better bang for the buck.
- 57 97008 How this will help people get from Point A to Point B more quickly and safely.
- 58 97008 I support the limited use of improved technology to reduce congestion, but it should be paired with congestion pricing schemes.
- 59 97008 I think improvements already noted in Beaverton by allowing Flashing Yellow Lights at intersections for drivers has allowed ease of traffic congestion. This should be increased at more intersections whenever possible.
- 60 97008 It appears we're instituting a lot of this in Portland Metro already (Yay!). A significant part of it is more effective education of drivers (and bicyclists and pedestrians) on traffic law and safe behavior (3 examples: 2-4 second follow distance, full-one lane pedestrian clearance vs. unrealistic full-street width clearance, OK to proceed at "eagle eyes" signals when clear and flashing red...).
- 61 97008 No more variable message signs. A complete waste of money. Concentrate on coordinating signal timing.
- 62 97008 Prompt repair of traffic signals that are not functioning.
- 63 97008 The light timing on some roads in Beaverton are completely off. This creates too much back up on the roads.
- 64 97008 Transit, bikes, and peds should definitely have priority. Countdown signals are very helpful.

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- 65 97009 • Approach the design of such a system from an area-wide perspective, rather than having to add such considerations later. For instance, consider the entire I-5 and I-84 corridors in Oregon and build "ahead" of the need rather than playing catch-up later.
- 66 97009 Coordinate lights on main streets.
- 67 97009 Enhancing road traffic and making it safe benefits my local community.
- 68 97009 everything sounds good on this policy EXCEPT giving transit priority at intersections-they can wait there turn like everyone else.
- 69 97009 Investing in technology has the potential to lessen the need for more infrastructure, making it a highly cost effective use of resources.
- 70 97013 Cost vs benefit.
- 71 97013 This is a good use of the limited funding for transportation projects. While still expensive, it is a lot cheaper way to keep traffic moving than building new infrastructure.
- 72 97015 Safety.
- 73 97015 Study what California does as I have found their traffic signal timing to be incredibly efficient.
- 74 97015 The less you make cars stop and start, the less they pollute, so keeping them in motion is best for us all.
- 75 97015 Yes, if it will help auto traffic flow more smoothly. No, if you're just talking about public transit.
- 76 97023 Better traffic flow management with stop lights. There are many roads and thoroughfares where traffic stops at every light and slows down because of it. Also, add more variable yellow light signals in Portland.
- 77 97023 Updating technology in all possible locations at regular intervals.
- 78 97023 Your suggestions look good.
- 79 97024 This is among the most cost effective and best system approaches to optimize existing capacity.
- 80 97024 Unsure.
- 81 97030 Depends on the specific benefits and costs.
- 82 97030 Digital technology is the only way to coordinate a comprehensive trans system.
- 83 97030 Don't make technology the end all; computers fail, are programmed wrong, hackers can access it, etc. make sure to have logical back ups.
- 84 97030 Give bikes more priority at crossings and lights, like all way stops at intersections for bikes to cross.
- 85 97030 Plan carefully and keep costs in check.
- 86 97030 Tech. people can nake this happen.
- 87 97030 Timing traffic signals is so important for flow as well as frustration.
- 88 97034 All of the technological innovations I have seen in this region work well and should be expanded to improve the efficiency of the overcrowded arterials we are stuck with.
- 89 97034 Focus as little as possible on automobiles except in terms of slowing them down to protect pedestrians and bicyclists. Pedestrians, bicyclists, and buses should be given priority #1.

- 90 97034 Great idea in concept.
- 91 97034 I don't support additional funding in this area, but I do support reprogramming existing transportation funds into this area. In fact, after maintenance, this is should be the highest priority for transportation funding.
- 92 97034 If it really means something. If there aren't meaningful alternatives the it is just window dressing.
- 93 97034 Nearest parking location, ride share (like Uber) should both be considered.
- 94 97034 Please, please, please.
- 95 97034 Population growth projections.
- 96 97034 Sorely needed, ODOT and the local/state police departments do a miserable job of clearing crashes. Keeping the roads maintained in better shape would help efficiency and gas mileage and emissions.
- 97 97034 The clearing up crashes etc from roadways is a must!!! I am from a Midwest state that in general pales in comparison to the great state of Oregon. However you rarely sit anytime at all after a crash as the mess is moved fast out of the way and traffic doesn't have a chance to back up for hours. Another reason we need less cars and more RELIABLE daily transportation.
- 98 97034 The flashing yellow left turn lights are awesome! Please consider technology that senses when people at intersections have made a right turn on red, so that the lights do not turn to let them go...they're already gone and cross traffic sits and waits for a light.
- 99 97034 Timing traffic signals on major arterials could do more to reduce the the use of fuel and emissions when thousands if not millions of cars idle at traffic signals when they should be moving seamlessly through intersections. Example: There are five traffic lights between Boones Ferry and I-5 on Kruse Parkway. Assuming you are driving at the speed limit it is almost impossible to drive from one end to the other without stopping and not unusual to be stopped at each light.
- 100 97034 Use ramp metering (ideally using prices, not red and green lights) to prevent the interstate system from EVER exceeding capacity. At certain times of day, the Banfield is a parking lot and has less effective capacity than my driveway; this is insane.
- 101 97034 Use test sites and cases before implementation.
- 102 97034 Using available and emerging technologies to increase efficiency. Logic should prevail with sound back-up plans for technology failures.
- 103 97034 We want a more efficient system but we don't want more & more cars on the road. we need more public transport paid with taxes on individual car transportation.
- 104 97034 Within reason.
- 105 97035 Although this is not to slight crime investigations after crashes.
- 106 97035 Encourage and provide funding for smaller communities that do not have the immediate need for upgraded systems. Create a localized "trip-check" website/program hosted by PBOT?

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- 107 97035 I try to stay current on road constructions projects around me, but don't remember seeing specific section for updates stating technology improvements. It would be helpful/interesting to know how technology helps us keep moving around smoothly.
- 108 97035 Increase capacity.
- 109 97035 Something that will reduce vehicles sitting and waiting and thus polluting and wasting fuel resources.
- 110 97035 Sure, why not?
- 111 97035 Would be nice to have traffic be able to flow smoother.
- 112 97042 Very cost effective way to increase capacity.
- 113 97045 All of the above works if and when people follow rules. that is the problem. Running red lights like four cars after a red? Peds who use the walk sign and get with it not talk on phone or saunter. Police parking so much in the roadway at accident. A bus that can't pull over (see that plenty and they have room) How much does common sense cost???
- 114 97045 As long as it makes sense.
- 115 97045 Better coordination of stoplights to reduce idle time of vehicles stopped at intersections.
- 116 97045 Big picture thinking - why can't the signals during peak hours be better synchronized so you can make every signal if you just keep at the posted speed limit. And watch those U-turns - folks are making U-turns at the oddest places and against solid yellow lines and sometimes in the face of oncoming traffic who is following a green arrow or light. Anticipate U-turn issues and fix them. And if you do roundabouts make the signage work! Roundabouts are confusing enough on their own, at least make the streets coming off them well-marked. LOVE THE COUNTDOWN pedestrian signs!!! So helpful to me as a driver to know if I can clear the intersection in time if there is a lot of traffic or if I should stop.
- 117 97045 Cost.
- 118 97045 Cost is everything.
- 119 97045 Definitely we can't have buses parking in the middle of the street if there's a possibility they can pull over slightly (when stopping for loading/unloading). Also clearing minor accidents faster would help. Timing really helps. Also the flashing yellow (left turn) on red is good but some places need more fine tuning.
- 120 97045 Having yellow arrow turn lights has been a nice addition. Continue to come up with innovative ways like the above.
- 121 97045 I think timed signals and countdown signs are excellent, as are the flashing yellow left-turn yield additions, which have significantly improved traffic at several key intersections on my commute. I'm not as big a fan on giving transit priority at intersections.
- 122 97045 Of course use new technology. Should be grants available to convert where needed.
- 123 97045 Protection of the system from unauthorized access, hacking. Protect privacy.
- 124 97045 Reduce this insane growth --- this will better control the traffic problems.

- 125 97045 Support some aspects of it. Not all.
- 126 97045 This is helpful for those of us on the edges of the UGB.
- 127 97045 This makes workers same time and gas when traveling to their jobs.
- 128 97045 Transit should not have priority. Riders of transit are not paying for that privilege.
- 129 97045 Use of smart signals that can sense when there is a gap in traffic flow so turn signals can take advantage of the gaps.
- 130 97045 Using technology is important but it is of equal importance to as just related to common sense. When we have affordable opportunities to use technology - yes, but just going out and tuning things that can be done to reduce the negative effects of bottlenecks can have a greater return. Studies point out that when turbulence can be eliminated traffic flows and more vehicles get thru the same are in the same time period.
- 131 97045 What other communities in the US are doing.
- 132 97045 Yes please!
- 133 97051 Use technology to improve not to punish and harass.
- 134 97055 Prioritize best investment for dollars spent.
- 135 97055 Target most effective investment first.
- 136 97055 THE MORE SMOOTHLY THE TRAFFIC FLOWS, THE LESS FUEL USED AND THEREFORE LESS EMISSIONS.
- 137 97058 High importance - keep the traffic moving smoothly.
- 138 97058 That is important just to control the flow.
- 139 97060 Another poorly framed question. Using technology is already part of the equation in managing the transportation system, and this is a no brainer. However giving transit priority is already the norm, and the roadblocks that the busses already make outside of the traffic signals would not be eliminated through traffic signals.
- 140 97060 Combine it with local community needs. One size does not fit all.
- 141 97060 Control cost for new technology.
- 142 97060 Costs (of course) but also prioritize based on need and history and planned or unplanned growth.
- 143 97060 Efficiency.
- 144 97060 How can various agencies collaborate so the policy will be the most efficient?
- 145 97060 How easy it will be to implement the technology.

- 146 97060 I am ALL OVER traffic signal timing! I grew up/went to school in San Jose, CA, where, if you were doing 23 mph (and the traffic lights all had signs on them telling you this) one could cruise the length or breadth of downtown without EVER stopping for a light (OK, not at rush hour, but most any, other time). What a fuel savings! What a STROKE saver! Now, the "activity-activated" lights ENCOURAGE drivers to RACE forward to the next signal, knowing that the sooner someone passes over the imbedded (or overhead) sensor, the sooner the (&@# red light will turn green. Then on to the next, etc. I'd (grudgingly, since transit does not serve my neighborhood, and never will) give transit priority, but signal timing would be a higher priority for me. And some of the recent (this last two weeks) accident clearings were just STUPID! Except for an overturned log truck or semi-trailer, WHY would most or all of an Interstate need to be closed for several hours (of course, not counting a vice-president's visit). The back-ups from these bred their own casualties though (fortunately) usually only fender-benders (but not always!).
- 147 97060 No to giving transit priority at intersections.
- 148 97060 This is the lowest cost alternative that can provide significant impact to the efficiency of existing roadway systems.
- 149 97060 Time the lights. when speed limits change, lights needs to be changed to reflect the change.
- 150 97060 Traffic signal timing is important. But instead of the new signs guessing at how many minutes from point A to B, how about fluctuating speed limits for safe travel? And the speed limit should be the same for semis and other vehicles. It's insane to have cars trying to zip around slow-moving rigs on the freeway.
- 151 97062 Duh! And oh by the way the ITS system on Tualatin-Sherwood Rd is making ZERO difference. The expensive signs on the freeways that tell me how long it will take to get to the other end do not increase the flow of traffic. This could be news to you.
- 152 97062 I think you have it covered - timed signals, and all the rest.
- 153 97062 Intelligent traffic light management systems to match traffic patterns.
- 154 97062 None other than that I'm ok giving the ability to public transit trains and busses to interrupt trip traffic signal cycles (i.e. turn signals red for cross traffic) and continue moving. Also, and I'm only half joking that there are some intersections of local streets where I believe pedestrians should have perpetual crossing ability and if a driver wants to continue, he or she must stop, trip a magnetic loop detector or traffic camera or roll down the window and press a button, in order to get pedestrian traffic to stop and get a green light. This would work where swarms of pedestrians often overwhelm vehicles.
- 155 97062 Only if it has to do with road management.
- 156 97062 See the preceding. Traffic flow needs to be efficient, bike lanes need to not disappear at intersections or where roads narrow, and timed lights would be wonderful. Of course, pedestrians need to be protected.
- 157 97062 Smart technology decisions as they develop and can be implemented to help make transit more smooth over all.

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- 158 97062 This is a mixed message question.... transit priority, cleaning crashes, and permanent signals all only relate slightly.
- 159 97062 Traffic flow both within the cities and not just for I-5.
- 160 97068 A lot of efficiencies can be attained with technology to reroute traffic around chokepoints, prevent unnecessary waits and buildups at stop lights.
- 161 97068 Anything that causes cars and trucks to move more efficiently and quickly will do the most to cut greenhouse gasses.
- 162 97068 Better light timing to move traffic would be nice.
- 163 97068 But only if it helps cars move more smoothly and quickly.
- 164 97068 But this does not include so called traffic information signage that has been installed on various freeways and interstates around the area. Timing traffic signals is a huge item that should be implemented.
- 165 97068 Cooperation of local residents and police. Paranoid Luddites will not appreciate technological approaches. There's also smart people management-a cop parked on a freeway unnecessarily creates a traffic jam as drivers slow down.
- 166 97068 Educate drivers on better road usage rules; including bikers and motorcyclists; the idiots on the roads cause most of the issues.
- 167 97068 Especially traffic signals. I hate driving in downtown Portland in the afternoon lurching from traffic light to red traffic light! The technology has been available for decades to have smooth running traffic signals which are timed correctly. Portland's signals just seem to be willy-nilly and are probably controlled by pedestrians wishing to cross.
- 168 97068 If cities would set the traffic control systems to move vehicles better and not a fund raising system through photo radar, accidents would be less and traffic moves better.
- 169 97068 Implement proving technology with accountability back to procurement and supplier.
- 170 97068 In theory, but those new signs on the freeways just slow everybody down to read them , so that was a total waste.
- 171 97068 Integrate the system so that I can be read by navigation software more easily. In this way, drivers can navigate more efficiently, saving gasoline.
- 172 97068 Safety and efficiency.
- 173 97068 Safety and traffic flow are significantly increased with proper signaling and signage.
- 174 97068 The region should use new technologies that support reducing fatalities and serious injuries. Connecting car to car and car to facilities is a great start.
- 175 97068 This topic has the potential to provide the most benefit.
- 176 97068 Timing traffic signals is probably the most important, especially in areas of serial lights.

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- 177 97068 Utilize easy to implement technology systems. Assure that community knows about them and their ability to help traffic & pedestrians.
- 178 97070 Absolutely #1 out of your 7 topics.
- 179 97070 Again, "investment" doesn't necessarily mean throwing money at the problem. We can and do already time traffic signals, should be better managed. Giving transit priority at intersections shouldn't cost more than publishing/disseminating the information to the public (adding to vehicle code?) However, if transit blocks intersections, that would only contribute to traffic problems and accidents.
- 180 97070 Although not in ways that reinforce continued status quo of roads having primary emphasis rather than secondary or tertiary importance. Don't make it easier to keep them because of the technology invested. Start eliminating and rethinking/rerouting vehicle rightofways before investing in more technology.
- 181 97070 Any opportunities to reduce idling and improve safety of all users should be priorities.
- 182 97070 Fix the I-5/217 "flying bridge" off-ramp.
- 183 97070 One of the most practical and minimal cost effective changes being implemented is the flashing left-turn arrows at signalized intersections. These are far more effective than the more elaborate and expensive freeway sign panels and variable lane speed signs, which are pretty much worthless.
- 184 97070 Put HOV fast lanes on I-5 south of Lake Oswego, incorporating a toll option, as used along the Wasatch Front between Ogden and Provo, Utah, The revenue could be used to widen Boone Bridge.
- 185 97070 Technology is awesome!!!
- 186 97070 Technology might also help manage peak traffic - perhaps there is an HOV lane active only during peak commutes. During off peak it is any occupancy.
- 187 97070 Use the least needed to fulfill a need while balancing growth in an area. The Tualatin/Sherwood exit is adding a new lane for the exit, but is the entrance to the freeway able to change timing in response to not just the day or time, but the traffic flow. Why allow more cars on an already backed up freeway?
- 188 97070 When the pedestrian walk sign is lite, do not start traffic flowing until the sign goes out.
- 189 97078 I would not support giving transit priority at intersections.
- 190 97078 I'd like to see the lights timed. I don't understand why I can drive well over or under the speed limit on TV Highway and make lights but not if I drive the speed limit exactly.
- 191 97078 More blinking yellow lights.
- 192 97078 This policy is a must and should be considered first.
- 193 97078 Using GPS to allow riders real time information about their trip.
- 194 97080 As in anything regarding technology, it all depends on the details and the implementation. No simple answers, but remember COVER OREGON.

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- 195 97080 Ask commuters to volunteer / opt in / to a smart phone app that tracks their morning commute, and generates big data to be used to optimize traffic signaling across the Metro region. If enough drivers allow Google / Metro to track their start and stop times, I would suspect that the traffic planners could do a better job.
- 196 97080 Better east-west traffic FLOW east of 205. Morning and evening commuters should NOT have to stop at every stop light heading east and west. Time the lights, and make pullouts for the busses. Don't have a bus stop every block, or if you do, only stop there half the times. DONT LET CROSSWALKS RULE ROADS.
- 197 97080 Check out what other cities are doing around the world. Ask our technology leaders to make Portland a pilot city for their programs. Be on the cutting edge. This will help stimulate our city as one of the top innovative places to live!
- 198 97080 Giving transit priority at intersections seems counterproductive. By making cars, bikes, walkers wait while a MAX train with two riders in it goes by (this happens frequently at all non-rush hour times) is a bad idea.
- 199 97080 Improving traffic flow, rather than causing cars/trucks to brake, idle at stop lights, and otherwise waste fuel. I suspect governments want wasted fuel to increase fuel tax revenues, though they would never admit it publicly.
- 200 97080 Light timing is always appreciated.
- 201 97080 LOVE the blinking yellow lights! More of these, please. Also, I like the strobe crossing signals to let motorists know that pedestrians want to cross.
- 202 97080 Maintain flow of vehicle traffic.
- 203 97080 No more out-of-control technology spending with nothing to show for it.
- 204 97080 Start with the busy roads and work down.
- 205 97080 Usage and Safety should be the top concerns and finding what works and what doesn;t from other areas in the country.
- 206 97080 Where does pedestrian safety need to be improved.
- 207 97086 Cost benefit analysis do this before adding new lanes
- 208 97086 Do not give transit priority at intersections. What about transportation equity.
- 209 97086 It would be nice to have signals that respond to traffic so we don't all sit and wait when no one is coming. Also, allow walk all ways while all traffic waits so when we do get a green light we don't have to wait for pedestrians.
- 210 97086 N/A
- 211 97086 The less cars have to sit idle, the better. "Bike only" crossing signals on very busy roads would make it a lot more safe to travel on bikes. The one at Bell Ave and Johnson Creek Rd is a perfect example.

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- 212 97086 Transit priority at intersections is important. Why take a bus when it is slower? Consider dedicated transit lanes- such as the stretch of SE 82nd St.- that allow buses to move unimpeded by traffic congestion. I have ridden this and am impressed by its effectiveness.
- 213 97086 Yes, but only to the extent to which it keeps people off the roads in the first place, as I mentioned in the last comment.
- 214 97089 A system in which technological developments can be easily updated as time goes on would be ideal.
- 215 97089 I main concern is what happens when the power is out, if we become too dependent on technology.
- 216 97089 Signals could definitely be timed better. In our area, they keep adding lights which slows down the majority of the traffic flow and causes more exhaust gases.
- 217 97089 Using solar or other renewable energy sources. Using the best technology available.
- 218 97102 Sure time the lights, but also lower speed limits and put in employ taming, eg speed bumps, and do weever you need to to reduce crashes.
- 219 97106 Look at how well Seattle has implemented technology and follow suit. ODOT is making strides in this area.
- 220 97106 Not a high priority compared to areas.
- 221 97106 Using technology makes perfect sense.
- 222 97113 First street northbound in Hillsboro has the worst-timed lights in the area. It is ridiculous to have to stop for every light.
- 223 97113 Only include and implement proven technologies and methodologies. No pet projects and fly-by-night ideas.
- 224 97113 power these technologies with clean energy. That does not include sources from hydro!
- 225 97116 Advances in this area have been positive and helpful. Continue to implement where feasible.
- 226 97116 Don't set aside lanes for HOVs. We all pay taxes so we all should be able to use all lanes.
- 227 97116 Having lived in an area where traffic signals were timed to increase traffic flow, that seems to be a fairly easy and less expensive place to start and does an incredible job of moving traffic along. Start with the less expensive stuff first.
- 228 97116 I want to be cautious about cameras though, they are, to me, the two sided sword, open for future abuse.
- 229 97116 IT can also create safety problems so implement carefully. Money for technology should not be prioritized over better road maintenance and construction of needed highways.
- 230 97116 Keep up the good work!
- 231 97116 Make driving safer and better managed is a goal that will improve life for the majority of the population.
- 232 97116 Reducing idling time important. Also, countdown for pedestrians at traffic signals is important.
- 233 97116 Timing of signal lights. Side streets should not activate signal lights on major collectors by just one car.
- 234 97116 yes, however the use of programmable speed limit signs should be removed, the rate of travel should not be restricted unnecessarily.
- 235 97123 Find the most gridlocked areas and solve those problems first, then expand to other areas.

- 236 97123 I have appreciated the recent digital transit time reader boards on the freeways.
- 237 97123 Implement coordinated traffic signal systems along the most heavily congested corridors first. Prioritize to put the projects with the most impact (highest throughput) first.
- 238 97123 implementing 20% of the available computing power and brain power into managing traffic lights and traffic will probably have an 80% decrease in congestion, frustration and GHG emissions.
- 239 97123 More patrol on highways.
- 240 97123 The technology is there and we have so many technology experts in Washington County and other parts of Oregon. We should be the leader in this.
- 241 97123 These are great ideas. Also, barriers to walk across Max tracks.
- 242 97123 This is a must! If you need any examples of a horribly designed road, visit 10th Street in Hillsboro, going south between Cornell and TV. That light timing is so bad there are times you can walk that section faster than drive.
- 243 97123 Traffic flow on all streets, not just major thoroughfares.
- 244 97123 Transit already has priority at intersections. Don't punish drivers for not choosing transit.
- 245 97123 Whatever technology is or becomes available to make the streets safer and easier to use for all residents.
- 246 97123 Would also like to see better, more pedestrian-friendly crossing signals. Why do pedestrians have to get to the intersection before the light turns green? If we don't push the button before the corresponding traffic light turns green, we have to sit there and wait through two green lights. Additionally, if two people are walking on opposite sides of the street they both have to press the walk button to get green lights. I'd love to see drivers have to put up with the same thing - pressing buttons, getting splashed by cars flying by.
- 247 97124 A ton of gas is wasted, much emissions generated, by starting and stopping at every light, when traffic is LIGHT. We have better technology than what is being used to control traffic lights.
- 248 97124 Absolutely support this option. Determine areas in most need of better management and concentrate on those first.
- 249 97124 Consolidation of services, cost of implementation.
- 250 97124 Cost/effectiveness of systems uniform systems for managing long term.
- 251 97124 Do not reinvent the wheel. See what is already available and in use elsewhere and use the same thing here.
- 252 97124 Evaluate where needs exist. Need to monitor what's successful.
- 253 97124 High benefit cost returns for these types of investments.
- 254 97124 How about timing traffic lights so that I have enough time to ride through the intersection before opposing traffic gets the green.
- 255 97124 I support this policy as long as there is a backup system in place in case of technology malfunction.
- 256 97124 I think that it is important to prioritize those traveling by foot, bike, or transit. If we make cars the number one priority, it just encourages more cars which will not fix traffic or pollution issues!

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- 257 97124 Improving traffic timing signals is greatly needed on the westside of Portland, especially TV Highway.
- 258 97124 Keep it simple and adjustable. Example all merge signals should change with traffic condition rather than just at set times.
- 259 97124 Leave crashes and breakdown in place longer so more people can witness the dangers that are out there.
- 260 97124 Limited. The entrance ramp lighting is only useful in moderate traffic, not heavy nor light traffic. Pretty expensive, it would seem. Improving road conditions and targeted lane additions makes sense.
- 261 97124 See earlier comments about using technology for more on-demand transit frequency and giving lower priority to driver convenience. But countdown signs are great for drivers too.
- 262 97124 This is very important because this does work!
- 263 97124 This might be my favorite. The "internet of things": When our technological creations utilize big data to make our lives as efficient as possible. Given innovation and technological advancement, we are reaching the point where speed and quality need not be mutually exclusive objectives.
- 264 97124 Time traffic signals to enhance gas mileage.
- 265 97124 Timing traffic signals will have the most positive impact at what I believe should be the lowest cost. Pedestrian count down signals are cute, but i don't think they help that much.
- 266 97124 Timing traffic signals. Rush hour traffic, some signals need to be longer during rush hour.
- 267 97124 Traffic control measures developed to maintain a safe and orderly flow of traffic are critical to this objective.
- 268 97124 Traffic signals often don't match up, leading to more use of gas.
- 269 97124 TV Highway is horrible when it comes to traffic signal timing.
- 270 97133 I really like the new "travel time" signs, but highway safety needs to be a higher priority. Dr. Fritz' death was a tragedy that could have been avoided if the safety improvements had been made in a timely way.
- 271 97139 Don't give transit priority at intersections.
- 272 97140 Absolutely allow peds and cyclists safe areas first.
- 273 97140 I doubt Metro has any money left over from the horrendously expensive and wasteful light rail systems.
- 274 97140 I would love to see mass transit given the priority at lights, I make the trip on the bus on highway 99W frequently and if light timing helped the bus move more efficiently I would be very supportive. The pedestrian countdown signs are very useful, I do believe that there is currently confusion of how the signaling is to be used. Whether is the flashing hand and timer mean "do not start crossing" or "you have this much time complete the crossing" a clarifying statement of the way currently in place for the signals would be very helpful.
- 275 97140 Nothing like sitting in a turn lane waiting for the light to change when there is no traffic coming from any direction. Technology could speed up traffic flow immensely.
- 276 97140 Please be aware of the aging of our majority and allow ample crossing time for pedestrians.

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- 277 97140 Technology is only as good as those providing the service. Question technology that is managed from a long distance or out of state.
- 278 97140 That's a difficult definitive yes. Again it's broad. We also need to get back to a focus not just on ideal vehicle traffic flow, but also reasonable pedestrian flow. With the aging of our society, most of the pedestrian signals I have encountered throughout the metro area do not allow reasonable time for the average, let alone the slower, pedestrians to cross at signals. The countdowns don't help if the timing is impossible. When bicyclists can't even cross within the timed crossing limit, how can a pedestrian begin to hope to cross? So, I think as much consideration needs to be put into the flow of pedestrians as is put into the flow of cars.
- 279 97140 Timing of lights to increase traffic flow only.
- 280 97140 Timing traffic signals! YES! It is difficult to clear crashes. Examination needs to take place which takes time. Rally like pedestrian count down signs. Public transit already has preference at most intersections.
- 281 97140 We need to make sure the informational signage is current. A couple of weeks ago on 217 the sign said crash ahead 2 miles for 3 days. So traffic would slow and no crash. Need good monitoring.
- 282 97201 Changes in this area should pay their way.
- 283 97201 Effectiveness.
- 284 97201 How fast it can be implemented. The sooner the better.
- 285 97201 I don't know!
- 286 97201 I love the signs on the freeway that explain the cause of slow-downs, as well as how long it will take to get places. They are nice, but not essential.
- 287 97201 I think there should also be a policy for reviewing the number and severity of traffic collisions in intersections and once it reaches a threshold, there needs to be a change implemented to improve the safety of that intersection. Whether it be a two way stop or two five lane streets crossing each other.
- 288 97201 I think this is obvious if you want an effective mass transit system using a variety of vehicles.
- 289 97201 I wish there were an option to say "don't know" because I really don't know how much these things make a difference. I'd base it on best evidence about what really works.
- 290 97201 Innovation and new ideas about getting traffic, mass transit, bikes and pedestrians moving continuously without stopping every block and interfering with each other would be safer, faster and could be made esthetically better and greener.
- 291 97201 Installing infrastructure for safe pedestrian crossing NEEDS TO BE A PRIORITY. Especially in East Portland.
- 292 97201 Look at other cities and learn from them. Don't be the Beta site for an unproven technology.
- 293 97201 Make separate lanes for busses and taxis like they have in Berlin and other cities.
- 294 97201 MAX could use better handling of 'breakdowns'. When one train is stopped on the red/blue line, the whole 40 miles of track is stopped.
- 295 97201 Reducing congestion, pollution, and fatalities.

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- 296 97201 SF is making smart use of technology to minimize the amount of time people circle around looking for parking and to charge variable (market) rates for parking. Technology could be the key to controlling and limiting auto traffic.
- 297 97201 Step by step.
- 298 97201 Supply a very visible and convenient mechanism to collect and address feedback of problem with this technology. Implement all of these technologies cautiously to reduce risk of distrust. Test, test, test.
- 299 97201 The more up to date, the better.
- 300 97201 The pedestrian countdown signs and prioritizing public transit are excellent ideas.
- 301 97201 They called it the "green wave" when I lived in Europe. Bring it on! Downtown is not too bad, but frankly the outlying suburbs are the awful (Beaverton, Hillsboro), although perhaps not a target of this survey.
- 302 97201 Thoughtful use of cameras--only where really needed. Otherwise it is invasion of people's privacy.
- 303 97201 We already do this better than many cities, but can still do more.
- 304 97201 Why can't Portland have the flashing yellow turn lights that Beaverton has? That helps move traffic.
- 305 97202 An accurate tracking system will increase ridership on public transit.
- 306 97202 better and easier and probably cheaper than improved roadways. Let tech do the work and it should flow better.
- 307 97202 better pedestrian signals, transit priority at intersections, transit dedicated lanes. Higher density mixed use development to reduce the need for commuting.
- 308 97202 But don't introduce technology for its own sake--consider how useful and affordable innovations are.
- 309 97202 But, boy, you could easily overdo it. Keep it simple.
- 310 97202 Can political pressure be exerted on Union Pacific to get them to stop irresponsibly blocking roads. They shouldn't be allowed to just park in town, stopping all traffic.
- 311 97202 Cost and equity. This is a lower-priority than making infrastructure safer and more robust in communities with lower incomes.
- 312 97202 Cost efficiency - go for the biggest returns first.
- 313 97202 Cost to build and cost to maintain. Find reliable companies to implement the technology, better yet find local companies that understand the product they are developing a solution for.
- 314 97202 Cost/benefit analysis of proposed projects.
- 315 97202 Don't buy software from sketchy companies like other government agencies have. I'm not being facetious; I'm too familiar with this.
- 316 97202 Downtown congestion should be targeted too via variable rate parking fees based on demand.
- 317 97202 Each technology should be evaluated on a case by case basis. I would rather have more protected bike lanes before most any other type of technology.
- 318 97202 Electronic tolling for Clackamas County commuters on the new Sellwood bridge.

- 319 97202 Emphasis on using technology to improve bike/ped/mass transit.
- 320 97202 Especially giving transit priority.
- 321 97202 Especially giving transit priority, and better pedestrian signs.
- 322 97202 Except for a few ares (E.G. McLoughlin north bound), there seems to be little use of modern technology. One would think in this day that advanced systems and software is available for a more efficient flow of mass transit, autos and pedestrians.
- 323 97202 Facilitate expediency.
- 324 97202 Fine, as long as vehicles get priority over the soon to be bankrupt trimet.
- 325 97202 I do like timed signals as it does make it easier to get places esp on busy streets . I do NOT like priority to transit systems as buses do tend to clog up the streets at times..the new pull outs put on certain streets, they do not use. And there are Tri Met drivers who do not know that they should not be crossing the middle line . On Division now, most of the buses tend to be over their line which causes slow downs on the opposite lane. They just think they don't have the space but they do . And if not, then someone in the City goofed on the measuring of the lanes.
- 326 97202 I know very little about this technology, but in general smarter is better.
- 327 97202 I lived in a town that had timed lights and residents understood that the speed limit listeriosis the key to getting down the heavily traveled corridor. This ensures steady movement of traffic, safe speeds, and reduced pollution and fuel use. I think helping residents to understand the benefits will allow for a universal understand ing of how to use it. It only takes one driver to mess it all up.
- 328 97202 I support this in theory but would need to know more details on what exactly this means. I support a greener, safer, and accessible transportation system so in as much as technology improves that - great!
- 329 97202 It is clear to me that technology can help with what is a very challenging problem. I would like more attention to be focused on how to eliminate unnecessary starting and stopping, and I would like to see proper roundabouts replacing many traffic signals. Roundabouts work really well in Europe with yield signs. Why are our larger roundabouts crippled with stop signs? This is not sane.
- 330 97202 Less important than other policies.
- 331 97202 Love this idea.
- 332 97202 Lower priority than maintaining safe roads and ensuring access for peds, bikers, and affordable mass-transit.
- 333 97202 Lower priority than other things.
- 334 97202 Make sure that pedestrians and bicyclists are safe, and that transit is given preference to single occupant vehicles when that choice must be made.
- 335 97202 Make sure the technology is thoroughly tested and working before implementation.
- 336 97202 Minor gain. Getting people out of cars onto transit should be first priority. Transit, bikes, peds all have priority over a single passenger car.

- 337 97202 More infrastructure for bikes.
- 338 97202 NO buy-the-mile tax systems, no red light cameras.
- 339 97202 Not a top priority though.
- 340 97202 Of course. Use technology. Does this include making sure that smart phone applications that show traffic information is accurate? I know that I use those aps and adjust my driving based on the information on Goggle Maps.
- 341 97202 Places with most congestion and pollution, especially in close proximity to residential areas.
- 342 97202 Please time the traffic lights.
- 343 97202 Present system seems ok but aware of increased traffic causing more slowdowns.
- 344 97202 Prioritize crosswalks that need more attention by vehicles- lights, sounds, pedestrian activated.
- 345 97202 Proper placement of improvements where they would seem to do the most good.
- 346 97202 prudent investments.
- 347 97202 Real time dynamic speed control signs such as in Europe on major arterials and freeways can help. Improved IT solutions for transit fare payments welcome.
- 348 97202 Redirect money from bike infrastructure.
- 349 97202 Signal timing improvements are always welcome (thanks for the changes at the 12th street I-84 overpass). Congestion pricing is sweet. Giving busses, bikes extra lead times at intersections is OK, better if we implement BRT. A better and cheaper solution would be implementing the "Idaho Stop" law.
- 350 97202 Smarter traffic signals that use a vision system to recognize that flow has greatly reduced from one direction, and thus can switch the signal to let cross-traffic start moving. Also, more enforcement of red-light running would be welcome. I have noticed an increase in the number of vehicles going through on red along Powell Blvd, and on Tualatin-Sherwood Rd.
- 351 97202 Some of the new bike signals work quite well. We need more signals for pedestrian crossings.
- 352 97202 Support this for improvements to transit.
- 353 97202 Supporting current transportation system rather than trying to reinvent the wheel.
- 354 97202 Sure, if it will be reliable. Flaky "Transit Trackers" and such, damage public faith and willingness to use public transit.
- 355 97202 Sure. But reducing regional VMT (not just per person VMT) would be a better way to make traffic run more smoothly. Get people out of cars unless there's no other reasonable option.
- 356 97202 Technology is not going to be enough, need to focus on other investments.
- 357 97202 Technology that encourages modes besides cars is part and parcel with other equitable investments.
- 358 97202 The technology should be chosen carefully and have a good track record so we don't suffer technology breakdowns. Operators should be trained to deal with breakdowns.
- 359 97202 This is very effective when used well.

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- 360 97202 Use by electric bicycles parking provisions more informational highway signs indicating congestion ahead.
- 361 97202 We just got a TIGER grant for this, so let's use it wisely. A big piece of this technology puzzle is ENFORCEMENT. All road users need to follow the existing laws and there needs to be automated enforcement used to make sure people use the roads safely and responsibly.
- 362 97202 We should emphasize giving pedestrians and bicyclists priority through our technology at intersections. This also helps boost safety of vulnerable road users.
- 363 97202 Work with The Climate Trust on this one. I don't have contacts any more but I was a board mbr for 5 yrs.
- 364 97202 Would be nice to see better clean up when crashes occur.
- 365 97202 Yes, all the ideas mentioned are good ideas.
- 366 97202 Yes, makes sense. Signals can now sense when drivers are going faster than the speed limit, and turn red. When the driver slows, the light turns green again. Let's have signals that give peds and bikes priority!
- 367 97203 Access to technology is often lacking for groups that need public transit the most.
- 368 97203 All of these benefits sound amazing and very important.
- 369 97203 As long as it's used by people with at least as much common sense as degrees - a degree does not, alas, always relate to practicality. Witness a lot of traffic calming devices which serve to increase air pollution, by removing right turning lanes.
- 370 97203 I love smart intersections that are programmed to be efficient, and operate based on actual need as much as possible.
- 371 97203 Include automated signals that advise motorists to turn off motors at stoplights as is done in many European and Australian cities. Just needs to become a habit.
- 372 97203 Leverage tools to improve transit performance and improve driver behavior.
- 373 97203 Lights with sensors, turn lanes.
- 374 97203 Low cost high return.
- 375 97203 So long as these are primarily aimed and incentivizing non-auto transportation.
- 376 97203 The technology should be proven effective elsewhere before PDX buys into it. We can no longer afford to be the guinea pig for the next shiny thing. Use domino budgeting: the savings from LED streetlights can be used to improve signal and speed limit management. Possibly encourage drivers to obtain and use GPS that are smart about routing around delays, etc.
- 377 97203 Very smart.
- 378 97203 Want to make sure that investment in this category does balance active management which supports transit and active transportation and isn't solely focused on actively managing vehicle throughput.
- 379 97203 Yes please.
- 380 97204 Establishing technology competency within transportation agencies. It appears that agencies like ODOT and PBOT lack the initiative to use technology.

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- 381 97204 Timed lights for sure and perhaps pedestrian only crossing signals, as they do in some larger cities, to cut down on pedestrian injuries and deaths.
- 382 97204 Timing traffic signals so that we stop less at lights and burn/waste less fuel has been proven to work in other cities. ie: there are fewer accidents and commutes are shortened. Clearing crashes quickly would be fantastic, though I've yet to see an accident that officers/troopers didn't think required all but one lane to be closed!
- 383 97205 Continue to use technology to make choosing alternative options easier.
- 384 97205 Cost effective methods that are already proven to work.
- 385 97205 Design in transportation management system to take in consideration technological changes in autos and buses, and trucks including 'self-driving' vehicles and the development of vehicle movement monitoring systems which can adjust traffic to conditions and maintain effect movement. A higher priority and planning for traffic flows in relation to construction projects.
- 386 97205 I love the way lights in downtown Portland are timed for bikes rather than cars--more of this!
- 387 97205 Make it easier for peds, bikes, and transit to move about town. Personal vehicles should not have priority. Can we actually have lights that respond to ped 'beg buttons' instead of still making peds wait, wait, wait. (This delay is a leading cause of ped injuries due to ped impatience at crossing.) And there are so many lights in town that still do not trigger for bikes!
- 388 97205 More displays telling when trains and busses are arriving.
- 389 97205 prioritize these investments to improve capacity of the existing road system rather than adding road miles and lanes.
- 390 97205 Provide warning far enough in advance that alternate routes, methods of transportation may be chosen.
- 391 97205 Suggest high priority be given to timing traffic signals and pedestrian countdown signs.
- 392 97205 This is a bandaid solution. What about restricting store hours, mandating closures during commute hours so that trips can be sorted out? What about staggered office hours?
- 393 97206 Added infrastructure needs to not be too technical to end up with it stuck in a dead end or economically unmaintainable.
- 394 97206 Clearing crashes more quickly would help congestion.
- 395 97206 Congestion Pricing is an incredible tool that should be considered.
- 396 97206 Depends upon the technology involved. Each technology solution must be analyzed for cost-effectiveness and usefulness in comparison to other investments.
- 397 97206 Give the same weight to pedestrian delay, transit delay, and bike delay as engineers give to motor vehicle delay when considering signal timing. I can drive across downtown on all greens, but I've never been able to walk more than a few blocks before waiting at a light. Pedestrian "left turns" require waiting for two lights while drivers only have to wait for one.
- 398 97206 Have low tech backup.

- 399 97206 Hiring competent programmers and engineers.
- 400 97206 I have noticed positive changes since the signs added to the interstate and highways that note travel times to specific points.
- 401 97206 I would disagree with giving transit priority at intersections, they have their own bridge isn't that good enough, all too often I am left sitting at a light trying to figure out why it is not changing and then I see the trolley or light rail go by and I know why.
- 402 97206 Include the 'bike trip' sensors too! So that bicyclists are able to activate the cross lights.
- 403 97206 Let's be smarter about the resources we already have by using technology to maximize utility of streets.
- 404 97206 Making sure that the systems chosen can be integrated and easily updated without shutting down critical functions. Also security--hacking into a traffic system could cause chaos.
- 405 97206 Maximize use of bus jump lanes and signal prioritization.
- 406 97206 MORE crosswalks, more signaled crosswalks, more raised crosswalks, and police action when cars make walking unsafe as happens here constantly, daily.
- 407 97206 More stop lights, flashing beacons, crossings with sound, raised crossings, campaigns to promote the actual law: 'every corner is a crosswalk!' all of which should be able to detect pedestrian activity and should keep a light red for traffic until the elderly, infirm, wheelchair-bound, etc., can actually reach the next sidewalk before cars start harassing and menacing them.
- 408 97206 Pedestrian and bicycle traffic, as well as transit should be prioritized over cars where feasible. It is perfectly ok to make it clear that these are preferred transportation options and that those who drive are going to face continued and worsening problems with congestion. No one benefits from having buses and bicycles stuck in traffic.
- 409 97206 Pedestrian and bicyclist safety above vehicular convenience.
- 410 97206 Pedestrian signals at intersections should not require a button to be pushed to request crossing. Stand-alone pedestrian crossings should use a standard traffic light or HAWK signal instead of the useless and often ignored Rapid Flash Beacon.
- 411 97206 People need to get out of their cars and bike and walk. biking and walking will solve all of the above problems in addition to the obvious health care problems... Maybe require people to drive hybrids, or incentivize cycling trips.
- 412 97206 Simple solutions are already ready and developed to deploy.
- 413 97206 technology should also help us to tax use more effectively.
- 414 97206 This is good, but your bullet points neglect to mention the potential of using technology for enforcement. Speed cameras are a proven safety tool that the metro region and state has long neglected. It's time to join the 21st Century and change outdated speed ticketing laws and install speed cameras to make sure our streets are safe.

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- 415 97206 This is good. Much more transit priority. Do use with care. In Portland, "smart" programming of traffic signals has often had the impact of incentivizing motor vehicle travel through more signal time at "major" streets at the expense of bike/ped travel which has to press a button or locate itself rather precisely on a sensor in order to even get a traffic phase at all. I see that whole "upgrade" as actually a step backward from simple timed traffic signals because of the negative impact on bike/ped travel.
- 416 97206 This seems like it should be top priority, effects nearly all aspects of travel making it more efficient which saves time and resources for all.
- 417 97206 This would be useful but depends on how expensive it is. May not be worth a high cost.
- 418 97206 Timing traffic signals to maximize efficiency. transit priority.
- 419 97206 Using technology is a must, but let us not forget to properly maintain our systems. Recent news about Tri-Mets problems with poor maintenance highlight the need to maintain our systems.
- 420 97206 Walking and biking safety.
- 421 97206 Would love to see some bike-first signals. Getting rid of right turns on red would be FINE. Also, please make pedestrian countdown signs honest! Some of them lie (about when the light is actually going to turn yellow) and it undermines the credibility of the whole system.
- 422 97206 Yes, if there is a substantial benefit/cost ratio that does not require high maintenance, nor is quickly outdated or otherwise vulnerable.
- 423 97206 yes, weigh costs to benefits though.
- 424 97209 Ability to communicate traffic flow information to general public on a widespread basis.
- 425 97209 Again, consider return on investment. In this case, technological improvements that save cost or improve system efficiency should be prioritized (even if it's not necessarily observable to the rider).
- 426 97209 Don't just manage for cars - keep pedestrians in mind.
- 427 97209 Equity, privacy, transparency.
- 428 97209 How to engage users of the system.
- 429 97209 I rarely use the street car. The primary reason? I can almost always walk faster than getting to my destination than waiting. If I'm in the heart of downtown near the Central Library and wanted to ride the street car to my condo which is located at NW 9th and NW Northrup, if the streetcar stop says the wait for the street car will be more than 4-5 minutes I can almost always beat it by simply walking. While I know that some people don't want to walk, and if you are going a longer distance it may save some time, but it would be nice to see some sort of traffic signal trigger that allows the signal to change when the streetcar is approaching so that the street car is a bit more rapid.
- 430 97209 ITS that improves transit travel times and reliability and improvements that increase safety for bikes and peds should be the highest priorities.
- 431 97209 Need to match expense with actual utility.

- 432 97209 No comments.
- 433 97209 Not my top concern.
- 434 97209 Not my top priority.
- 435 97209 One annoyance in the city of Portland that needs to be addressed through information is that somehow many pedestrians and bicyclists have come to believe that they always have right of way (i.e. a pedestrian will not be at a cross walk, and unlawfully step out into moving traffic. There needs to be a sting to start giving out significant tickets to these people since they interfere with the normal flow of traffic and un-do the planned flow. An info campaign explaining that cars are only supposed to stop for Pedestrians when they are at a marked cross walk would be another way to help address this issue.
- 436 97209 Safety, cost.
- 437 97209 Slow traffic means more emissions.
- 438 97209 This is the cheapest way to improve transit efficiency, for all types of transit.
- 439 97209 This should not detract from actually providing service. I would rather cleaner, more frequent buses, than timed signals.
- 440 97209 Timing traffic signals is a really great one, particularly for pedestrians. Transit priority is great if it can integrate without disrupting traffic flow completely.
- 441 97209 We need to keep car/bike/pedestrian speed in consideration - cars still have the priority on lights etc. I know moving vehicular traffic needs to be consistent but when it impacts other modes it becomes dangerous.
- 442 97210 All sorts of gadgets to ensure cars have sensors. Maybe make drivers start to have to stop get out of the car and push a button to activate a signal to continue
- 443 97210 As the population ages, the percent of people who can actually make it across some intersections on foot before a light changes will decrease. And left hand turns allowed while the walk sign is on send a message to me. Survival of only the fittest is the plan.
- 444 97210 Being very careful when assessing the value of technology investments with the improvements they bring to the issue they're addressing.
- 445 97210 But don't spend too much on it as there are lots of existing apps out there & other cities that have done this so learn from them or use what they are instead of trying to "build our own unique overpriced system."
- 446 97210 Honest benefit to cost.
- 447 97210 I have noticed the street lights being timed better to move traffic through downtown. This is excellent. More left hand flashing arrows need to be added, too.
- 448 97210 Look into other cities that have implemented technology to manage transportation and learn from them.
- 449 97210 Making the existing system more efficient should be the highest priority.
- 450 97210 More dynamic transit information.
- 451 97210 Prioritize safety and active transportation, not vehicle travel times.

- 452 97210 Rigorous cost/benefit analysis of various methods.
- 453 97210 Safety should be priority.
- 454 97210 Smart traffic signals work.
- 455 97210 The blue lights indicating that a bike has triggered the loop are a God-send. The coming mix of semi-autonomous vehicles with traditional road users will make this section particularly challenging, but also particularly important. Taking advantage of real-time congestion data should benefit everyone.
- 456 97210 These are all relatively inexpensive fixes that can improve traffic flow.
- 457 97210 This should be part and parcel of the design. The question is very limited.
- 458 97210 Traffic lights on side streets used by drivers to shave a few seconds off their travel time to protect pedestrians.
- 459 97210 Transit should have it's own lanes on busy well-traveled transit streets.
- 460 97210 Yes, I support but not as much as alternatives to single occupancy vehicle transportation.
- 461 97211 "Rest on red" where lights turn red when oncoming traffic is speeding.
- 462 97211 Again, I would like to see this as a secondary priority after upgrading alternate commuter routes (safe walking and bicycling).
- 463 97211 As long as these bells and whistles don't take away from maintaining what we have.
- 464 97211 Be wary of countdown signals and the effect they can have on cars speeding up to get through the changing light.
- 465 97211 better timing on lights, increase ODOT response teams.
- 466 97211 Buses in particular should get the right-of way, e.g. being able to change signals to pass through.
- 467 97211 Continue to improve access (especially real-time data for apps) to information to improve decision-making about multi-modal options, costs, times, and impacts.
- 468 97211 Cool stuff - definitely timing lights to allow easier flow of pedestrian & cycling traffic, as improving safety. The big red flashing "NO RIGHT TURN ON RED" sign on Rosa Parks & I-5 S entrance is a good example.
- 469 97211 Cost effective means of improving active transportation should be explored.
- 470 97211 Cost vs value. Technology is expensive.
- 471 97211 Cover Oregon.
- 472 97211 D/k
- 473 97211 Durability and environmental sustainability of the implemented technology.
- 474 97211 How not to take too much money from the other priorities.
- 475 97211 I would still like to know more specifically what this means.
- 476 97211 I would support any improvement in this area that contributes to cars being able to freely and efficiently move around the area.
- 477 97211 I wouldn't spend a lot of money doing this - it's a lower priority.

- 478 97211 If it works of course. I know the timing of traffic signals does.
- 479 97211 Keeping traffic at a slow to moderate pace and less standing cars at intersections - otherwise I don't know.
- 480 97211 Making data accessible to the public is also important so that people know what's in store for them on their way from one place to another.
- 481 97211 Making transit more efficient. Discourage cars.
- 482 97211 Not sure, it's all important. Priority to keeping traffic moving smoothly.
- 483 97211 Only if it makes traffic move more quickly and efficiently.
- 484 97211 Plus there are many technologies that we could use and should invest in creating. We could use a robust bicycle map app (what we have now is not good enough). We should invest in electric assist bicycling technology in order to make this option available for more people.
- 485 97211 Priority should be given to alternative means of transportation - public, bikes, walking.
- 486 97211 Public transportation and emergency vehicles should have priority getting through traffic signals. No point in taking the bus if it's no faster than driving through stop and go traffic. Traffic signals that sense the presence of a vehicle on infrequently used roads would be helpful --- would only need to change on the main road when a car is actually at the intersection rather than at a regular interval.
- 487 97211 Robot cars now! Finally car drivers will maybe have to obey speed and exercise caution if they insurance is tied to how they drive because of technological monitoring. Please institute tolls and congestion charges ASAP!
- 488 97211 Still not sure what this means. Does it mean investing venture capital to fund an open parking space app for downtown parking?
- 489 97211 The signs on Hwy 26 and I-5 are a good start to indicate travel times - use signs like on I-5 just south of Seattle to change the speed limit according to conditions. More road cams on tripcheck.org would be good.
- 490 97211 The transit tracker from TriMet is very useful as are traffic lights with countdowns.
- 491 97211 These things should be cheap so shouldn't require a lot of investment.
- 492 97211 This is a no brainer in terms on optimizing the existing capacity of our road network.
- 493 97211 Time for traffic drones!
- 494 97211 To a limited amount. Not a high priority.
- 495 97211 Tolling, congestion pricing, reversible lanes, better light timing.
- 496 97211 Traffic cameras, signal synchronization, eliminate red light cameras.
- 497 97211 Transit should have priority at intersections for sure. Traffic signals should be designed to slow down traffic. Signals should be set at bicycling speeds.
- 498 97211 Transit signal priority is an important use of technology.
- 499 97211 We need to take care of basics first and then tech a little at a time.
- 500 97211 We should be using ITS technologies to prioritize commercial vehicles including freight and public transit.

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- 501 97211 Where there are those effective blinking lights at pedestrian crosswalks (e.g. NE 33rd and Emerson; NE Killingsworth & 30th) walkers must always press the button. The blinking lights go on quickly and it's a shame that some pedestrians don't bother to press the button before walking into the street. Folks would howl at the suggestion, but maybe it would work to hand out a few tickets to walkers at such crosswalks who do not use the blinking light button.
- 502 97211 Who knew i would love the walk sign countdown as much as i do but it's a great asset as a driver, as well as a pedestrian, to be able to time the light. to recognize earlier whether to speed up or slow down... it calms down the entire traffic light experience. some traffic signals are worse than others but the biggest problem is in Gresham where they have the longest lights in the world! painting/stripping the crosswalks, speedbumps, bike lanes,etc. needs to be kept up or it doesn't do any good: especially those edges on curbs in center lanes or that bikes will have to bump over, that kind of thing.
- 503 97211 Yes, however the big, expensive new signs on the freeways were a big waste of money in my opinion.
- 504 97212 A big YES on this one. There are far too many intersections, arterials in this city which do not function well. Let's take Sandy-Burnside feeding into Couch -- what a mess. Thanks Sam Adams. Thanks a lot.
- 505 97212 A no brainer. But also consider using social media to assist in these items including free apps for identifying bottlenecks so as to avoid.
- 506 97212 Adding left turn signals to certain intersections around town would improve safety and reduce driver frustrations (for example, in my neighborhood at NE 33rd and Fremont).
- 507 97212 Analyze traffic data to help prioritize where money would best be spent and for what technology, since we can't probably afford to do the same everywhere.
- 508 97212 Anything that convinces drivers that stop signs, speed limits and other rules about what they can and cannot do will be enforced. There is a stop sign on the corner that my house sits on, and I would estimate that only 25% of drivers even slow down when they come to the corner -- most drivers seem to have no intention of stopping unless a big SUV with the right of way will run into them.
- 509 97212 Be sure to remember that different people have different accessibility and familiarity with technology. Be sure the technology works well and is easily understood and used.
- 510 97212 Bike/pedestrian transit should be given priority at intersections. Not cars.
- 511 97212 Blend in the street repairs and modifications at the sametime. Don't spread them out so the streets have to be repaired then torn up and repaired for each thing do it once and get all the jobs done.
- 512 97212 But more investment here means less elsewhere, not more total dollars.
- 513 97212 Coordinated planning. Ensuring pedestrians and bicycles don't wait too long.
- 514 97212 Cross walk countdown/safety on 2+ lane roads.

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- 515 97212 EXCEPT transit priority. What is the rational reason for giving freeloaders on transit (they pay only 30%) of the operating cost and NONE of the construction cost of transit priority over cars which pay over 100% of their actual costs.
- 516 97212 Good use of resources and efficiency.
- 517 97212 I think it is particularly important to use technology to make our roads safer, mainly by ensuring that driving is done below the speed limits.
- 518 97212 If this is cost effective as compared with other options, then do it. If it looks like fancy frills instead of filling potholes, you will need a lot of communication around that. (And that better not be true!)
- 519 97212 Improved traffic signal timing; "smart" signals; Max, streetcar and bus priority at signalized intersections; greater pedestrian priority and reduced wait periods at major and difficult pedestrian crossings (e.g., NE Sandy in Hollywood district).
- 520 97212 Innovation is great, where it's reasonable, affordable, and practical. Even better is adopting practices already proven effective elsewhere.
- 521 97212 like all of these questions, they are written in a way that makes it hard to say no. the question is what is the cost? In general, using technology to improve safety on our roads and to encourage greater and more safe use of alternatives to automobiles is a good thing.
- 522 97212 Please review traffic signal timing to confirm that they meet the needs of road users at all hours of travel. I can think of a few signals in inner northeast that are on a timer that give a green for empty roads and red for morning commuters on the main road.
- 523 97212 Prioritize pedestrian, cyclist and auto passenger safety, as well as avoidance of expensive capacity additions. Use express toll lanes to reduce freeway congestion.
- 524 97212 Safety.
- 525 97212 Safety first.
- 526 97212 Safety of bicycles and pedestrians crossing our streets. Giving transit priority.
- 527 97212 See above comments!
- 528 97212 See answer to question 3.
- 529 97212 Seems like a no-brainer.
- 530 97212 Technology should be used as a means to monitor and improve the flow of traffic.
- 531 97212 Technology use.
- 532 97212 The stop light on the east end of the Broadway bridge is the worse in town. Fix it please.
- 533 97212 The testing of the blue lights for bicycle routes seems to work well. This is an example of creative thinking and low-cost options that help improve traffic flow and keep tempers cool.
- 534 97212 These are relatively inexpensive ways to dramatically improve safety and the overall transit experience.

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- 535 97212 This investment should be paired with an educational campaign to explain the benefits of making these technological improvements when there still may be a need to fix potholes and add curb cuts to sidewalks.
- 536 97212 This makes a lot of sense to me. I like the transit apps too.
- 537 97212 This seems like a no-brainer. Don't risk too much in software that might not work, do have a scrappy approach to tech projects.
- 538 97212 This should be a priority over street widening. Wide streets with multiple traffic lanes split up communities. Any projects to address congestion should start with management, and save road widening as a last resort.
- 539 97212 This shouldn't require huge investment.
- 540 97212 Timing signals!
- 541 97212 Timing traffic signals; pedestrian countdowns.
- 542 97212 Traffic flow is most important. Keep it moving, and spend more public money on greener transportation - bikes and sidewalks and Trimet.
- 543 97212 Transit and pedestrians need priority; idling reduction is a good idea.
- 544 97212 Transit priority at intersections should be a major focus.
- 545 97212 Utilize technology to improve traffic flow. Adaptive signals, timing sensors, etc.
- 546 97212 We can be using technology to help transit riders and cyclists. Give priority to peds, cyclists, and transit. We can keep autos running smoothly, but they should not be our priority.
- 547 97212 We could also work on changing irrational intersection design, etc.
- 548 97212 We have a lot of road uses in Portland central and without superior planning and technology, it will just become more congested and dangerous for all concerned.
- 549 97212 We should use technology to reduce transportation's impact on climate change.
- 550 97212 When lights aren't timed cars are using more fuel and creating more pollution and greenhouse gases.
- 551 97212 Yes, if cost efficient in reducing pollution, GHGs.
- 552 97213 All the above, plus blinking yellow left turn signals to keep car traffic moving at low volume times. More technology on transit, too - like the rest of the world has had for years - refillable "credit card" type payment method (or by phone payment these days).
- 553 97213 Bike/ped: yes Congestion reduction through signals? I'd rather see congestion reduction by fewer car trips, thanks.
- 554 97213 Build high level technical security in from the start to avoid future hacking/terrorist vulnerabilities. Use local, experienced and reliable companies vs relying on large , out of state vendors.
- 555 97213 By their nature, these should be low cost improvements. It's not necessary to spend a lot of money here.
- 556 97213 Careful cost benefit studies: not all areas warrant this.
- 557 97213 Cost to Community and Return on investment.

- 558 97213 Cost. Such projects usually require outside contractors. Outside contractors are often selected because of political connections. The contracting process and contract terms should be rigorously reviewed to prevent bad agreements and cost overruns.
- 559 97213 Does this policy encourage people to drive more, or make driving more convenient? (If so, my opinion is that it is not something to engage in). Does this policy encourage people to use transit more? (If so, my opinion is that the policy is something to engage in.).
- 560 97213 Encouraging further private investment in surrounding urban environment.
- 561 97213 Focus on ped bike and air quality.
- 562 97213 How to make the most of existing funds (or even less).
- 563 97213 Independent lanes for trains in urban center, traffic timing implementation, tickets for reckless drivers.
- 564 97213 Intersection priorities should be those walking, then cycling, then driving.
- 565 97213 Keep your eyes on the goal of keeping things moving safely and efficiently, and intelligently factor maintenance costs into the estimates. We can live with potholes, but unmaintained tech quickly becomes an unsupportable burden.
- 566 97213 Keeping traffic flowing with less obstructions reduces vehicle emissions. This policy must include removing curb extensions where buses board passengers and block traffic - replacing them with bus turnouts so other vehicle traffic can pass.
- 567 97213 Make sure whatever is built to control traffic includes bikes too.
- 568 97213 Need much better timing on some signals - especially East Burnside.
- 569 97213 Need to find way to pay for this that doesn't hurt poorer families.
- 570 97213 Pedestrian countdown signs are (too) widely variable, and some traffic lights have disproportionately long or short yellow lights in combination with the too widely variable countdown timers. If there is a technological way to monitor illegal use of technology (cell phones) while driving or biking that would be great- maybe something like the cameras that take photos and send a ticket to speeders or those who run lights? Also as I mentioned before sending electronic signals/messages to transit stops to warn people waiting if there is an issue that will cause a considerable delay in their expected public mode of transportation.
- 571 97213 Prioritize active management over new construction.
- 572 97213 Prioritize transit and pedestrian safety.
- 573 97213 Signal preemption for transit.
- 574 97213 The reliability and safety of the technology (really, not promised). Encourage and use local companies when developing. Don't make Portland dependent of Oracle or some other multinational.
- 575 97213 Timing of traffic lights is very important as well as vehicle sensors at cross traffic intervals on main and secondary roadways. Lights on these feeder routes should only change when cross traffic actually exists.

- 576 97213 Use the INRIX trafficphone app. to pinpoint choke points. More dedicated bus lines in the suburbs or explore toll roads.
- 577 97213 Using signals to keep vehicle speeds low in active transportation corridors.
- 578 97213 We should be using every tool available to create safer, more efficient, less polluting transportation systems.
- 579 97213 Yes and no. The technology aspect is being over done. Example; the electronic sign on I-84 westbound near the Lloyd Center is useless most of the time and in many cases just impedes traffic with drivers trying to figure it out. Since drivers pay for the roads, money can be better spent and top priority should be improving the roads and adding motor vehicle capacity where needed to reduce congestion.
- 580 97213 Yes! We have the tools available - we should use them!
- 581 97213 Yes, but get technology that works.
- 582 97213 Yes, but not in the list of most important.
- 583 97214 Better technology can make driving, walking and biking more efficient and help to reduce traffic and accidents.
- 584 97214 But don't spend on costly equipment unless it is very beneficial. I suggest lowering speed limits and greater enforcement of auto regulations.
- 585 97214 But this isn't as important as improving biking, walking and transit.
- 586 97214 City center pedestrian safety should be a priority. Traffic signals should give transit --especially the streetcars-- priority.
- 587 97214 Concentrate on safety for bike and pedestrians. My neighborhood at Hawthorne Blvd. does not have stop lights for pedestrians at many intersections. - just cross walks that are dangerous and ambiguous. Do not give cars priority at intersections. Lower speed limits to 25 MPH, time traffic lights, more lights for pedestrian crossing at intersections.
- 588 97214 Cost benefit analysis - technology is great, but only if there are proven benefits that outweigh the costs.
- 589 97214 Find ways to use technology where it can enhance our system at a lower cost and while having a lower impact than other options.
- 590 97214 Great consideration should be given to be sure that things like signal timing allow persons with disabilities sufficient time to complete street crossing.
- 591 97214 I definitely agree with bike/pedestrian right-of-way in timing lights at intersections.
- 592 97214 I love the new countdown walk signs.
- 593 97214 I support all the examples given above. I especially promote timing traffic signals such as on SE Broadway. Seems like an easy fix to reduce driver frustration which may cause them to run reds and jump prematurely into intersections.

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- 594 97214 I'd also like to see traffic signals timed to advanced notice loops in trails so that trail users don't have to stop at every intersection, push a button and wait. Detector loops similar to those for vehicles would be really helpful.
- 595 97214 It seems like a lot of this is being done already. Love the countdown signals.
- 596 97214 Make data available to the public via Civic Apps.
- 597 97214 Make sure it is cost effective and really needed don't spend too much money on these.
- 598 97214 More red light cameras will decrease crashes and help pay for those that occur.
- 599 97214 No ideas, would love improved signage for pedestrians.
- 600 97214 No new taxes or fees for consumers or businesses.
- 601 97214 Only Indiana is slower at clearing crashes. Response time and removing vehicles from blocking traffic in Oregon is pathetic.
- 602 97214 Oops, see my previous reply. Also, adding more left turn lights on the north/south streets where they intersect Burnside would make that street much safer (such as 28th and 20th).
- 603 97214 Pedestrian and bicycle safety first.
- 604 97214 Reevaluate the talking busses.
- 605 97214 Safety and the encouragement of using transit and walking.
- 606 97214 Signal priority for transit should be prioritized.
- 607 97214 Small investments where it prevents need for more investment in roads.
- 608 97214 Speeding cameras should be ubiquitous. Big speeding and running lights and stop signs automatically and consistently resulted in fines, these infractions would stop and our streets would be far, far safer.
- 609 97214 Start right away.
- 610 97214 Sure , but so what?, Technology is part of the world we live in , if we invest in technology it better work. Walking and bikes are low tech solutions that are almost idiot proof, Hi tech transit that is unreliable will put people in low tech cars.
- 611 97214 Sure, but not at the expense of the fundamentals - balancing our system so we invest in walking and biking and transit to balance out our overinvestment in auto travel. If we do that, then auto travel will be easier (b/c people who wish to bike and walk and take transit but can't, will now have an outlet) how cool is that.
- 612 97214 Sure. Maybe automated tolls on congested bridges or freeways.
- 613 97214 Technology can be another pork industry, so competitive bidding and reasonable background checks/research with close monitoring and business intelligence/project management would be fantasic. Other than some sort of cattle prod that can shock drivers who are texting while driving, I'm not sure I have an opinion other than whatever *secure* method you have to make your job easier and more efficient only seems reasonable.
- 614 97214 The focus should be exclusively on improving trips for non-automotive traffic -- mass transit, bikes, pedestrians.

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- 615 97214 There are many bicycling routes that would especially benefit from bike specific signals.
- 616 97214 This is critical for keeping biking safe and transit efficient.
- 617 97214 This may be the number one thing that Portland can do to improve the horrible, horrible traffic gridlock that has been allowed to develop here. It needs to be implemented immediately.
- 618 97214 This should be a priority. it is low cost and can make everything run smoother. do not need to build more roads, just make the ones we have work better for everyone. Make sure bicycle and pedestrian technology is included.
- 619 97214 Use of digital signs with current information.
- 620 97214 Use the technology to also make lights green when there is no cross traffic.
- 621 97214 Yes, however, priority should be given to public transit and human powered options. What I mean by this, is that we should not invest in timed lights that reduce traffic congestion, but rather other options--public transit, bicycles--to do so.
- 622 97215 Absolutely invest in more intelligent transportation systems. It is one way to increase capacity without building more roads.
- 623 97215 An actual drivers test that actually TESTS peoples skills, similar to the one in Ireland where the first time failure rate is something like 75%. Simply requiring people to have a modest amount of skill at operating a motor vehicle would inevitably lead to a better overall transportation system. Drivers here SUCK!
- 624 97215 Better monitoring of traffic and better prediction of traffic forecasting could get people with flexible schedules to plan their trips around traffic. By partnering with companies like google accurate traffic forecasting could be a reality.
- 625 97215 Both pedestrians & transit should be given priority at intersectons.
- 626 97215 Don't worry about the transit priority, such a small percent use it, help to cut down waiting times for autos so they don't idle to long and pollute.
- 627 97215 Embrace new tech that is proven to improve traffic conditions for all modes.
- 628 97215 I am not supporting tracking people's car's bikes or walking add arrival times to all max stops and all downtown bus stops.
- 629 97215 I don't know anything about this, just think everything possible should be done for safety and smooth flow.
- 630 97215 I exclude from this license plate identification cameras.
- 631 97215 Implementing technology that allows users to maximize existing infrastructure.
- 632 97215 Improve and upgrade the systems the city has in place first. We have traffic signals--they just aren't timed right. Does the city really need new traffic signals? The newest signals freeze in the winter now and can't be seen under snow and ice. Is the technology appropriate for this area and region? The technology being implemented right now seems untested.

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- 633 97215 More apps to support and encourage awareness and additional riders. PDX bus is super helpful! As is mobile ticketing. I'd like to see apps like this to help inform bikers when stretches of bike lanes are scheduled to be closed for construction or maintenance issues.
- 634 97215 More red light cameras to target motorist violations and increase compliance makes roads safer for everyone.
- 635 97215 No on ped countdowns. They invite crossing on flashing, which is unlawful and a key element of gridlock reduction: this is when you turn right on red. Yes on widespread video surveillance, including red light cameras. I want a clear video of the dude stealing my bike. Why can't I have that? Because of his right to privacy? On a public road? Crap. The signs should celebrate the use of technology: "Say cheese!"
- 636 97215 Particularly on the west side, traffic signaling needs to be implemented, especially through areas where there is no feasible way to move that much congestion since there is no highway connectors. East Portland/Mult County has the same issue with a N/S connector across Gresham from 84 to 26. I have relied on the pedestrian countdown signs more times than I can count. It's been one of my favorite improvements using technology.
- 637 97215 Ped/bike safety and mass transit improvements seem way more important than this alone, though they can and do work together.
- 638 97215 Pedestrian countdown signs are very helpful.
- 639 97215 Please time lights to accommodate the speed of bike commuters.
- 640 97215 Technology can also be used to collect data so that decisions are made using relevant facts not subjective opinion.
- 641 97215 Technology is crucial. It's available. Let's implement it.
- 642 97215 The transportation network should be managed by humans working with reliable technology.
- 643 97215 Though valuable, I'm dubious about this as the optimal way to improve transportation. The best solutions are surprisingly low tech. Optimal signalling to improve the movement of rail, cyclists, buses and peds is worthwhile. Doing it to improve motorist movement will almost inevitably come at a cost to the former modes.
- 644 97215 Timing traffic signals for bikes is great.
- 645 97215 Traffic signal timing could probably do more than anything else to relieve congestion and reduce greenhouse gasses. Also, I think increasing the use and accuracy of GPS navigation systems is important. Think how many fewer miles are driven when folks don't get lost, or take the most efficient route between A and B.
- 646 97215 Traffic signal timing is imperative, maintaining sufficient lanes, etc.
- 647 97215 Transit priority at intersections makes sense to maximize the throughput of people and not wasting tax-payer dollars on having a TriMet driver sit at a red light. Ultimately - free-flow (congestion) pricing will be the technological innovation that makes traffic flow smoothly. They've done it in Stockholm, London, Singapore. We can do it here on the Willamette River Bridges.

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- 648 97215 Trimet needs to use IT systems to keep track of buses so that they are on-time and so that multiple buses on a route are not bunched together. If buses are supposed to run every 7 minutes, one should arrive every 7 minutes, not 3 buses at the same time every 21 minutes.
- 649 97215 Use only technology with a proven track record. We've had enough debacles with bad software, etc.
- 650 97215 Using technology will be key in managing the system.
- 651 97215 Value-added, not fun gadgets please. Let someone else vett some of this stuff so we do it less expensively.
- 652 97215 Volume and speed on major arterials.
- 653 97215 What is the most likely failure mode of any particular technology, and how will we ameliorate any unintended consequences?
- 654 97215 Yes, as long as the tools are not used to prioritize motor vehicles over other users. First priority should be for active transportation like pedestrians and bicycles. Second for transit. Last for cars.
- 655 97216 Again, need to be smart about it. Areas with few lights for crossing needs more dedicated, safe, pedestrian crossings. Need consequences for drivers who don't stop at crosswalks, bikers who play the system by using street or sidewalk just to get across faster, walkers who don't pay attention and create potential traffic problems.
- 656 97216 At present I use the alerts to help plan my routes. I use the screens downtown to see when busses and trains are coming. I also use the PDX mobile app to get info when I am out. I feel this use of technology has made using public transit much easier.
- 657 97216 I am not sure how this intersects with the other areas - I assume this overlaps because it would affect road and pedestrian/cyclist safety. I think it would be helpful to see where these areas have additional benefits.
- 658 97216 Many intersections are dangerous for pedestrians and bicyclists because of inadequate or non-existent signals. OR should also consider making right turn on red illegal. It's a significant hazard for pedestrians and bicyclists and encourages drivers to not obey red lights in other situations.
- 659 97216 Poverty areas. Rural roads.
- 660 97217 Again, you need a maybe button. Sometimes the reliance on technology seems to happen in exchange for common sense.
- 661 97217 Choose technology systems with proven track records, no unpleasant surprises. staff training most important.
- 662 97217 Do not give transit priority - it will only slow things down.
- 663 97217 Efficiency is good.
- 664 97217 Especially Technology like UBER and Smart Taxi, and Streetcar/Bus Express.

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- 665 97217 Help consumers get and use apps/websites that enable them to see what traffic congestion is like (and where located) on major routes through the city (and even some side roads). Love the big readerboards on I-84 that say how long a travel will take. More information enables consumers to make choices about their travel. If I know snarls are ahead, I can detour, choose to travel later, etc. Additionally, employers should be encouraged to let their employees time-shift their commutes-- let folks start the work day earlier/later as needed to avoid the peak congestion times... Or telecommute on certain days.
- 666 97217 How to find the most efficient technology to keep commuters/residents aware of travel time. Trimet seems to do a good job of this.
- 667 97217 I cant believe this question is actually on here. of course we should use the smartest technology we can afford to make things run smoother. duuh? no wait i changed my mind, we should go back to having police at every corner directing traffic. it would probably go smoother actually, or we can redesign intersections so that they naturally run smoother.
- 668 97217 I have already mentioned in a previous comment the need for timing lights realistically for pedestrians as well as other vehicles. Also, I very much applaud the move to put in bike-specific signals at especially dangerous intersections. This makes it much easier to share the road safely! More of these, please.
- 669 97217 I suggest countdown blinders so that cars / drivers do not use them to anticipate light changes. Perhaps adopting an international style Red+Yellow indicator to signal "ready" to drivers.
- 670 97217 I'd look at implementing these in the highest use areas first.
- 671 97217 Include Vehicle Miles/Ton Traveled and congestion pricing.
- 672 97217 Just make sure the technology HELPS the movement of vehicles and not hinder.
- 673 97217 Light timing on major arterials should be mandatory. At times outside of rush-hour, the flashing yellow and flashing red should be used so one need not ever have to stop on a major arterial to let a cross street through.
- 674 97217 Look at how to avoid idling vehicles.
- 675 97217 Make pedestrian counts the default. We shouldn't need to hit a button.
- 676 97217 More data is always better, but the viewpoint is more important. Please think outside the windshield as many of us conduct our lives completely without a car.
- 677 97217 Not only transit priority, but actually set up a good system - especially in places like downtown Portland - similar to Copenhagen where there are dedicated signals for bikes.
- 678 97217 Please take into consideration the timing of the lights. this can make for horrible traffic problems. Time them appropriately.
- 679 97217 Practicality and 'best (most efficient) bang for the buck'.
- 680 97217 Public transportation and human powered transportation needs to take a clear priority over cars. Bike and crossing signals should stop cars instantly instead of waiting.

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- 681 97217 Remember cars are the main mode of transportation in the metro area and keeping streets and freeways moving is the most important.
- 682 97217 Synchronize traffic lights and educate drivers to drive the set speed to make all the lights. San Francisco had and used this technology at least 50 years ago!
- 683 97217 The simplest things are most important---- make sure that machines for ticketing work at all sites.
- 684 97217 The technology should help manage the transportation system but it should not require active users who should be focusing solely on their task at hand, i.e. driving or riding!
- 685 97217 There has to be a way to make traffic signalling more efficient for all road users like more bike activated signals and prioritize pedestrian signals, it's ridiculous how long it takes at some intersections to wait for a light to cross. This is one reason people jaywalk.
- 686 97217 This also should be a priority if the technology can assist the traffic flow to keep traffic moving. Also the residential streets need more traffic lights that change according to the weight sensors and not the timing of red to green especially after rush hour traffic.
- 687 97217 This is not a high priority in my opinion, compared to our other needs.
- 688 97217 This is one thing that might actually be a good idea. Right now the light are timed so that you have to waste gas by idling for long periods of time. This must change unless we are only interested in theoretical green things.
- 689 97217 Timing traffic lights, synching railroad and light rail signals.
- 690 97217 Using technology to favor non-motorized traffic and transit is a fine goal.
- 691 97217 Wifi on public transit! Using analysis! Citizen reporting of frustrating transportation areas.
- 692 97218 Be careful about the use of more technology just because it exists. Unless it serves an important, greenhouse-gas reducing function, it may be better to spend that money on a better transit system or more sidewalks.
- 693 97218 High traffic time commuter lanes, better traffic flow via signals and ped. walkways, fixing the constant max delays and interruptions.
- 694 97218 If not more frequent rides causing rates to go up, then bring Uber or Lyft to Portland!
- 695 97218 It would be good for drivers to have electronic warnings of traffic clogs along their routes.
- 696 97218 Technology can be a good thing but only if it speeds up the system. I have to wonder if transit should have priority. I sometimes see one or two passengers holding up a road full of cars. No economy there.
- 697 97218 This seems to be a no brainer. Keep traffic flowing.
- 698 97218 Yes, but traffic MITIGATION and low-tech solutions shouldn't be overlooked in favor of gadgetry. We should first REDUCE traffic (again: vibrant community cores, disbursed employment & recreation, and income-balanced neighborhoods). Then low-tech engineering like 1-way streets, traffic-routing, roundabouts, underpasses/overpasses, tolls on I-5/205, enticing people to live closer to work, free parking for motorcycles and tiny-cars, etc.

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- 699 97219 "Smart" traffic signals, rather than the existing 1950s technology, would do much to improve traffic flow.
- 700 97219 Absolutely support especially technology and policies to prioritize transit such as ITS.
- 701 97219 Again, reducing air toxics from mobile sources should be the driving factor, while optimizing the flow of traffic.
- 702 97219 All of the above would together ensure that all forms of transportation are improved.
- 703 97219 An app that merges bike routes and bus routes to help plan multi-transport modes of travel. It would be great if it could approximate travel times as well.
- 704 97219 Anything that makes it safer.
- 705 97219 As long as it doesn't include reader boards, I'm all for this. Reader boards are a complete waste of taxpayer money! Handheld technology and on board automobile technology will render the reader boards extinct. We need a longer term vision to ensure money is better spent. Did I mention that the city/state's spending money on reader boards absolutely drive me crazy!
- 706 97219 As long as the technological fixes are truly cost effective, not just the latest "shiny" thing. Those signs about how long it's going to take to get to 217, etc. mean nothing to me - "so what? Now I know how long I'm stuck." The air pollution reduction is important. Maybe the London model.
- 707 97219 Be careful. Some of these technological fixes may seem cool, but don't have a payoff that justifies the expense. My favorite example is the new electronic signs telling me how long it takes to get to someplace. Interesting, I suppose, but not useful.
- 708 97219 Begin with routes that have high numbers of commuters (Salem, OHSU, VA, Nike, Intel) Look at ways to make shuttles to let more people access these.
- 709 97219 Better traffic signal timing is definitely necessary in some high volume areas. Dedicated turn signals would help clear some high volume intersections as well.
- 710 97219 Better traffic timing and sensors would help.
- 711 97219 Bring this technology to the suburbs that do not use it.
- 712 97219 Carefully study the specifics of how these improvements in the signal timing will affect the actual traffic flow. Traffic engineers do not always come up with the best approaches - talk to the communities for input.
- 713 97219 Cost.
- 714 97219 Cost. For example, the new signs on I-5 seem silly to me i.e. what good does it do to know that it will take X minutes to get to 217? Seems like those funds could have been better used. So also flexibility with the way funds are used.
- 715 97219 Density.
- 716 97219 Effectiveness/need.

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- 717 97219 First, read: Reinventing the Automobile: Personal Urban Mobility for the 21st Century by William J. Mitchell (Author), Chris E Borroni-Bird (Author), Lawrence D Burns (Author) Require rigorous testing and continuing education for the right to obtain a drivers license. Use technology (gps speed controls, red light cameras etc) to ensure compliance with existing laws until driverless technologies are implemented. Put teeth into sanctions for scofflaws. Remove unsafe drivers from the roads.
- 718 97219 For some reason, the timing of the lights downtown seems to be the worst offender in my mind.
- 719 97219 Ha, this one kills me. Portland claims to be so "innovative" about transportation, when all this time, they haven't even discussed the one thing that could easily solve most traffic jams and at the same time, lessen our carbon footprint (no, it isn't bicycles): timing traffic signals. This one is a no-brainer. I can't recall a city layout that forces cars to be as fuel-inefficient as Portland's. Go 1/4 mile, stop at red light. Go another 1/4 mile, stop at red light. WOW. We are so behind other cities on this one tactic, that would speed up traffic, boost productivity, lessen air pollution and make for a happier populace. Get with it PDX.
- 720 97219 If you want alternative auto routes make sure that you actually make those real. Currently alternatives are not sufficient.
- 721 97219 It makes sense to use technology to optimize traffic. Cars are not going away, and we don't want drivers to waste time or gas. These improvements would be the least expensive of the options to improve car traffic while NOT widening roads, for example. Also technology could help with bike crossings and safety.
- 722 97219 It will take collective thinking which includes not only technology but what is happening on the ground (the public) to arrive at best solutions for real problems. Case in point, the Tigard interchange, from 5 to 217 ramp joist that is lifting. Everyone is blaming someone else, no resolution that I'm aware of.
- 723 97219 Keep bike lanes clear of vegetation and debris at same level streets are cleaned.
- 724 97219 Laying lines when the road is already torn up. WiFi for the WHOLE city/METRO area. Earthquake prep to be planned in. impermeable asphalt.
- 725 97219 Look at creating incentives for stop-engine-at-idle equipped vehicles and require such engines by a date certain.
- 726 97219 Lower priority than Bike / Walk paths.
- 727 97219 Maybe. I think the pedestrian countdown is very dangerous. sometimes it is meaningful other times not. slowing down to not run a yellow light based on the countdown then when it doesn't change makes me risk getting rear ended.
- 728 97219 More emphasis should be placed on analyzing and strategizing improvements, numerically by civil/industrial engineers. Then determine the most appropriate technologies to implement these changes. Change for the sake of change, without a plan, can lead to a waste of resources. The plan should be created from detailed analysis. That may mean early expenditure on analysis equipment.
- 729 97219 Most drivers want to be "first" and are not generous or caring.

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- 730 97219 Safety of pedestrians and cyclists. More enforcement needed to get compliance.
- 731 97219 Signal timing is important to keep traffic flowing. The use of cameras to monitor and adjust traffic flow is a good way to go.
- 732 97219 Support for traffic advisory mobile apps.
- 733 97219 Technology is fine, but it has to be backed up (manually) in the event of severe weather, earthquake, and power outages.
- 734 97219 The fact that most people have smart phones and don't need traffic info. Keep it on the operational side.
- 735 97219 The new electronic signage on some of the major roads giving information to drivers are very helpful.
- 736 97219 This area is less of a priority than the transit system and walking/biking trails. Timing traffic signals during rush hours would go a long way in cutting down on gas use.
- 737 97219 This is an exciting and important area for research and investment.
- 738 97219 This is useful but not as relevant as other options mentioned previously. Drivers need to be educated not to idle cars.
- 739 97219 This just makes a lot of sense to help keep people safe.
- 740 97219 Thought this was already being done. Why not? Timing traffic signals and clearing crashes quickly appears to be more an issue of manpower rather than technology and should be a lower cost priority.
- 741 97219 Timing signals should be a priority.
- 742 97219 Timing!! This seems to cause lots of traffic in areas that I drive. Also, creating better merges; right now this is what causes most traffic back ups around town.
- 743 97219 UBER.
- 744 97219 Unsure.
- 745 97219 Use this technology widely and effectively.
- 746 97219 Where investments would benefit the most alternative-transit users, where they might convert the most from SOV to alternatives.
- 747 97219 Where it supports better mass transit, cycling, and pedestrian travel, I support more investment in technology. Funds spent to keep cars moving does not seem like a good investment at this point.
- 748 97219 Yes! The technologies listed above can make an enormous difference in reducing travel times and emissions. However they are also invisible to the public. This area is a great opportunity to make the public aware of the potential improvements and that many are cost effective.
- 749 97219 Yes, please. Traffic has been worse and worse in the Portland Metro area. Also, some lights seem to need to calibrated for better flow.
- 750 97219 Yes, this has proven to be a cost effective way of spending investment dollars throughout the regional transportation system resulting in positive and efficient improvements to moving vehicles, pedestrians and bicyclists.

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- 751 97220 A woman died in 2013 while walking her dog in a crosswalk on NE Glisan & NE 117th Avenue. I live on NE 117th Avenue and have never used that crosswalk in 13 years. There are bus stops on both sides of NE Glisan and it's very difficult to see people in the crosswalk. If the crosswalk had flashing lights, that woman's death may have been prevented.
- 752 97220 Again, issues are personal cost and taxation. I do love the idea of timing traffic signals better, though, but I have already noted great improvement in pedestrian countdown signs and don't think we need much more investment in this area. As far as giving transit priority at intersections, I think our current bus and MAX traffic laws are fine as they are.
- 753 97220 All of the above should be worked on.
- 754 97220 All of the stop lights in Portland could use an update on getting traffic moving. We're often forced to sit at a red light when no other cars are in sight.
- 755 97220 Anything to improve traffic flow on highways and main throughways.
- 756 97220 Better access to crosswalks with signals that alert drivers to pedestrians as well as better lighting at night at crosswalks.
- 757 97220 Consider the demographics - prioritize - get community feedback.
- 758 97220 Eliminating the signal lights at freeway on ramps would greatly decrease idling.
- 759 97220 Given evidence-based integration of such dynamic tools toward efficiency, this is the means by which to manage and monitor efforts to improve transportation.
- 760 97220 I support some of these measures, but too much flashing, timing and signs can be distracting. We love COMET.
- 761 97220 Lets time the lights so they are more efficient. Also try to get the max to not stop so much traffic on 122nd. it gets backed up pretty fast when the max comes one right after the other.
- 762 97220 More informational signs directing people away from heavy traffic.
- 763 97220 Portland has a growing traffic problem. Without investment in this area we will see this increase as a problem. Technology, timing of traffic lights in particular, can help with this.
- 764 97220 Traffic patterns. I live on the east side and am constantly being delayed by the max as one will come and the main cross streets aren't cleared before the next one comes. It backs up traffic considerably on the streets. also synching the lights is better on the environment as traffic idles less.
- 765 97221 Again, keeping cars moving reduces emissions.
- 766 97221 Being realistic - and getting competitive quotes. the city consistently overpays, and gets substandard products. like the disappearing ink (paint) that Sam Adams painted the stupid bike boxes with.
- 767 97221 Congestion pricing and more express bus routes.
- 768 97221 Cost.
- 769 97221 Good investments.

- 770 97221 How to implement it quickly and efficiently as possible.
- 771 97221 Keep it cost effective - no unnecessary frills.
- 772 97221 Prioritize ped/bike convenience and safety.
- 773 97221 Technological solutions can be expensive. Monitor cost-effectiveness within the larger context of improvements.
- 774 97221 The overhead signs (federal government?) on freeways predicting driving time, road conditions and accidents are extremely helpful. The cross walks lights on "major" roads are helpful to pedestrians but as long as they don't get overdone too.
- 775 97221 These are all great tools to wring the maximum amount of mobility out of current infrastructure. Great uses of money.
- 776 97221 This is a stupid question. Why do we even have lights that aren't "timed"? You've had the capability for a long time, but have failed to use it. I've always assumed that you time the lights for maximum traffic stoppage - because that's what you've achieved. Your engineers have not shown any ability to produce or even maintain traffic flow. Case 1: SW Broadway south past PSU was once timed for 12 mph traffic until the psu blocks, then 14mph got you out of downtown. Now it's fubar'd. Case 2: West Burnside inbound AM commute with timed countdown walk lights allows drivers to proceed or slow for lights (despite the rhetoric of some city engineers, the drivers I see do NOT 'push it' to make the next light, they slow when it's obvious they won't make it) It works - until the 5 way at SW Alder, where suddenly, we have an out of sequence light, a traffic camera to assign tickets BUT NO COUNT DOWN CROSSWALK LIGHT VISIBLE TO EAST BOUND DRIVERS THAT APPROACH FROM THE WEST. Of course you get to send out tickets, obviously you've set up the drivers to get caught and ticketed, and your disclaimer that "it only pays for the cost of the camera" is patently BS. If you wanted a safe intersection, you'd put in a count-down crosswalk light that drivers could see as they approach, before the blinding morning sunlight rendered traffic
- 777 97222 Cost of the technology and obsolescence.
- 778 97222 Depends entirely on what kind of technology is contemplated and what it's like cost-effectiveness might be. What do you have in mind?
- 779 97222 Invest our money on economically sustainable projects.
- 780 97222 keep cars moving to reduce pollution, but make driving less convenient than other forms of transit. maintain bike and ped safety first.
- 781 97222 Leverage the cell-based locators everyone has.
- 782 97222 Make walking, biking, and taking transit more convenient than driving a car, including signal priority and timing which favors non - car transportation choices.
- 783 97222 Man, some of the light times are SO ridiculous. And the back-up from 26 to 405/26 is just too much.
- 784 97222 Not sure.
- 785 97222 Prioritize pedestrian safety.
- 786 97222 Really great bang for the buck, this should be fully funded and made a priority.

- 787 97222 Seems to me this is a given. It has to happen.
- 788 97222 Smoother traffic flow.
- 789 97222 The signs giving time to a certain area are very helpful..More of this type of technology would be helpful as our freeways especially are getting more crowded.
- 790 97222 Traffic timing now is horrible, especially for bicycles. West end of the Sellwood Bridge is a traffic engineering disaster. Why do bicycles have to wait an extraordinary long time not just once but twice, and with no space to safely wait? Why not just go straight across from the sidewalk to the cemetery in one stop? Just plain stupid.
- 791 97223 Bicycle lanes need more frequent cleaning during the fall season, wet leaves and tree branches are hazards. Cleanup after accidents needs to be the entire crash site. Too many times I've come home with auto glass in the soles of my shoes or tires due to lack of cleanup. The lights on Scholls Ferry Road need to be timed better. They need to be synchronized, especially during rush hours, it gets absolutely ridiculously backed up because the lights are not synchronized. Please see downtown Hillsboro and downtown Portland for good examples of timing. There needs to be more bus turnout lanes, especially on high traffic roads so riders, pedestrians, bicyclists and drivers can be safer.
- 792 97223 Cost vs. effectiveness of technology, impact on traffic flow.
- 793 97223 Especially more work on the timing between yellow, red, and green on the traffic signals.
- 794 97223 Giving transit priority at intersections must include bike lanes.
- 795 97223 I do support this somewhat.
- 796 97223 I especially like pedestrian countdown signs as they let you know the time left to cross an intersection.
- 797 97223 Instead of using timed signals, use sensors, so that people don't wait forever for a light to change when no one is there.
- 798 97223 Love, love, love the flashing yellow left-hand turn lights. This is SO efficient as it's often safe to turn left and you don't need to stop the oncoming cars. More changes like this please! Love lights with sensors!
- 799 97223 Make sure changes to main flow don't overly adversely impact other traffic. Saving a few seconds on the main flow shouldn't translate to tens of seconds or minutes to the other users. Currently that is what happens so often and other traffic suffers through long waits or delays.
- 800 97223 Making sure collision debris is adequately picked up instead of left in the bike lanes or on the shoulders.
- 801 97223 Manage the car system by making it harder to drive and easier to use active transportation.
- 802 97223 Ongoing study of traffic signal timing. This seems to be rather opaque at many large intersections. Great idea to give public transportation priority at intersections.
- 803 97223 Safety and traffic flow, crash statistics and fatalities should be of primary importance. Intersection cameras on major roads slow people down and help control traffic. Timing the light systems to work in synchronization really helps the traffic flow well.

- 804 97223 The pedestrian countdown crosswalks are useful because they give a better idea of how long a person has left to cross legally.
- 805 97223 The Portland area has a history of messing up technology implementation. Whatever you do, do it COMPETENTLY.
- 806 97223 This should be lower priority than some others, but still worth working on.
- 807 97223 What would be economically practical while promoting optimum service?
- 808 97223 While it is wise to invest in transportation management technology, it can't be relied upon completely. It's a great tool, but should not be the focus of investments.
- 809 97223 Yes, please work on synchronizing signals on arterials. Driving from one yellow light to the next wastes time and fuel.
- 810 97224 Concentrate on developing a system that prioritizes rapid transit movement.
- 811 97224 I agree with everything except giving transit priority at intersections. I don't care for metro's focus of trying to shoehorn us into transit. Most of us like to keep our individuality. Life is too short to be pressed into the mass transit mold.
- 812 97224 I support any plan that uses smart thinking to solve problems at a lower cost.
- 813 97224 Keep traffic moving quickly.
- 814 97224 Limit UGB expansion where transportation infrastructure is inadequate.
- 815 97224 Reducing traffic and decreasing vehicle idling time.
- 816 97224 Synchronize signals. But those new stupid travel time signs are a complete waste and boondoggle...our smart phones, etc provide better info and it isn't always wrong like the signs.
- 817 97224 The additional investment can be done by the private sector. Smartphone apps and congestion pricing can be done with little or no additional tax money.
- 818 97224 The difference any technology will make should be measured in user minutes per mile saved. If it cannot be measured, then it is not worthwhile. The cost of the infrastructure and its support should be weighed against the user minutes per mile saved.
- 819 97224 This should be a top priority.
- 820 97224 Transit should not get priority at signals. Put the bus stops AFTER the signals, with pull outs so they are not blocking traffic that is moving. Washington County's blinking left turn yellow lights are an example of the best improvement I have seen since right turn on red was passed. Lights should be timed for the smooth flow of traffic.
- 821 97225 Although I hope its better that what Beaverton has done for the last forty years. I can be driving done a main road and hit every light that is on a side street. Main roads should be able to at least be timed to go through at least one light after being stopped.

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- 822 97225 Being one who does not drive and walk alot, the one thing that really burns me up is that I come to a cross walk and hit the button, but the light will stay green even when there are no cars coming and the walk sign with the flow of traffic flow turn white again - this happens when a Max train is coming, but they sometimes sit at the Convention center and Lloyd Center.
- 823 97225 Being stuck in traffic adds to air pollution and driver frustration, so having more ways to keep traffic moving is very important.
- 824 97225 Cost and effectiveness; safety if it's cost effective. We sometimes overspend for little return for safety. Also better strategies for clearing crashes. We must be the slowest place on the planet for getting traffic moving again.
- 825 97225 Efficiency.
- 826 97225 Everyone has a phone now. Tap that resource.
- 827 97225 Except giving transit a priority status. I'm stuck behind too many empty buses as it is.
- 828 97225 Explain this and tax us. Better yet, find a way to tax those of us who use the road and not those who do not. What a great innovation that would be! You could change folks patterns that way.
- 829 97225 I like the new informational signs on the freeways and the flexible speed signs. i like the timed lights downtown -- i believe they relieve congestion and pollution -- and frustration -- a LOT.
- 830 97225 I love the new advisory speed signs!
- 831 97225 I think good use of technology would be great in improving the transporation system. However, the new electronic reader boards are mostly a joke. Especially, on Hwy 26 west bound near Sylvan. The traffic jam caused by this reader board DAILY is ridiculous and will be the cause of many accidents. Just the opposite of the plan.
- 832 97225 Let people know how much faster the commutes have become.
- 833 97225 Make pedestrian countdown signs voice so that visually impaired and blind people can be safe.
- 834 97225 Manage these in a way that makes sense for safety.
- 835 97225 Mass transit, peds and bike travel prioritized.
- 836 97225 No point in not using it, even if it costs. I also have no problem with the speed cameras in Beaverton. People should just stop speeding. If we don't have enough police enforcement of traffic laws, then use technology for enforcement or to create efficiency in the overall so enforcement is not as big a problem.
- 837 97225 Reducing problems for pedestrians & bicyclists and public transit should be given first priority.
- 838 97225 Since 90% of Portland area residents use cars every day to drive to work, recreate, and shop it makes the most sense to invest in the infrastructure that needs the most attention. Portland is already famous for mass transit and biking. Why not make it a more well rounded City and expand the vehicular system as well?
- 839 97225 Smart sensors for signal lights so that lights change commensurate with traffic and time of day.

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- 840 97225 Social equity analysis of impacts and benefits -Opportunities to increase share of active transportation compared to traditional motor vehicles -Connectivity of different modes and between active transportation and transit -Opportunities to integrate active transportation infrastructure into communities in a manner that make their use an attractive and convenient part of daily life -Opportunities to address climate and GHG reduction goals -Refocus funding incentives away from metrics such as the increasing number of miles traveled and toward more sustainable measures such as trip quality, enjoyment, and efficiency.
- 841 97225 Speeding commute times.
- 842 97225 Studies show that pedestrian count-down signals encourage drivers to speed up through an intersection to "beat the light". Try to make the count-down not visible to autos.
- 843 97225 The flashing yellow lights are a perfect example. I would like to encourage more folks to live closer to where they work. The signs on 26 and 217 are a step in the right direction. A way to tell who is driving when and where and taxing them more would be nice. If you use it you should pay for it.
- 844 97225 The items above are all good.
- 845 97225 The new signs that indicate the time it will take to get to major points are an excellent tool for calming drivers and reducing crazy passing and lane changing. timing the signals is also excellent. i love that i can (usually) drive through downtown without stopping so long as i go the right speed. variable speed limits are useful, too.
- 846 97225 The traffic delay/travel time signs along I5 and Hwy 26 seem to have really cut down on frenetic passing. Using better technology to 'time' signals would encourage the speed limit, and improve fuel efficiency.
- 847 97225 This is a low-hanging fruit and should be first priority.
- 848 97225 This point sounds good, but I'm not sure what it actually entails.
- 849 97225 Use technology to slow traffic and provide pedestrian safety.
- 850 97225 Yes please!! Traffic is predictable month to month and in certain weather conditions. Use technology to keep the signals moving more efficiently.
- 851 97225 Yes, but...those new signs on Hwy 217 and Sunset Hwy are kinda dumb. Also, why is there a weird pattern southbound on 217 just before Allan Blvd? Traffic is so slow - always - but there's never anything there, and then it opens up, even though there isn't another lane.
- 852 97227 Get rid of "beg buttons"- ped activated signals- and encourage people to cross the street at every signal change. Work to change legislation to allow speed and red light cameras and install them EVERYWHERE! To be fair, add signs well in advance to warn people that speed and redlight compliance is being monitored, and violators will be fined.
- 853 97227 Improved signal timing, limit vehicle size for city streets, limit large-vehicle operation times within city limits.
- 854 97227 Support local companies.

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- 855 97227 This should be done all over the city, prioritizing communities with little or no (or ancient) infrastructure.
- 856 97227 Where technology can be used to improve transit, that is important particularly giving transit priority at intersections.
- 857 97229 Accommodate pedestrian movements while giving transit priority - downtown transit mall does not signal parallel pedestrian crossing when train captures traffic signal.
- 858 97229 Again, use the money we have wisely before getting carried away with projects that benefit only a few (if any).
- 859 97229 Balancing all users needs.
- 860 97229 Basic maintenance and reliability is more important than technology. Technology when used needs to have proven reliability. It also needs to be cost effective. Are the benefits worth the money?
- 861 97229 But this will only go so far.
- 862 97229 Come on, this is easy.
- 863 97229 Communicate clearly the benefits showing how the investment is worth it.
- 864 97229 Get rid of the countdown signs. They encourage people to cross against the wait sign and prevent vehicles from turning. especially irksome when a lane was stolen to accommodate bikes. Transit priority is counter to timing traffic signals. look at the congestion the light rail causes by overriding the timing system.
- 865 97229 Ideally a system should be less distracting than the new one recently implemented on our highways...great concept, but not easy to use safely.
- 866 97229 Increasing safety for walkers, bikers, transit, and other vehicular traffic. Reducing gridlock and its associated energy, economic costs, encouraging non-single occupancy vehicles by favoring other transit methods.
- 867 97229 Intelligent & connected traffic signals.
- 868 97229 Invest in new systems to inform drivers of bad and light traffic corridors. Use new systems to better manage traffic lights.
- 869 97229 It is a mess now.
- 870 97229 Keep it cost effective and use for only critical areas.
- 871 97229 Keep spending in check.
- 872 97229 Let's work on some kind of "automated" spacing system for cars on freeways and main roads -- that will even reduce or eliminate the need for bigger roadways if we can get it to work well.
- 873 97229 Look at how Paris' trains are all automated.
- 874 97229 Make main streets and commuter traffic the priority.
- 875 97229 Mileage taxes.

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- 876 97229 Of course! Use all the technology available to increase speeds. The faster each vehicle can travel, the more vehicles can use the same space thereby reducing congestion. Remove unnecessary signs like the new travel time signs. What are these for anyway? It seems like you want drivers to use surface streets instead of freeways. Really? Why don't you ask the neighborhoods about that idea?
- 877 97229 Pedestrian safety needs to be a priority.
- 878 97229 Private vehicle movement is the priority along with pedestrians.
- 879 97229 recognize that, at least for the mid-term, personal auto transportation will be a majority of the mix and provide incentives to move these participants into the public transition mix (higher usage fees, free and adequate parking spaces at transit hubs, etc).
- 880 97229 ROUNDABOUTS work really, really well in other countries so we need more and more of them in Portland which would increase the efficiency of moving traffic far more than traffic lights. IF, and only if cameras and computers can make traffic signals more efficient I'd consider that as well.
- 881 97229 should be a top priority. Use Blue tooth, cell phones etc.. to track usage and time lights. Use signals from police, fire, EMS vehicles to change lights to ensure ease of passage of emergency vehicles.
- 882 97229 stupid ODOT signs do NOTHING. Huge waste of money. Coordinated signals, load-sensitive signals.
- 883 97229 Support developing as much of the technology locally or regionally as possible. Funding must not be regressive.
- 884 97229 The auto isn't going away and today's roads are inadequate for commuting and most other purposes.
- 885 97229 The state kicker checks should not be returned but invested in transportation and education.
- 886 97229 This is a great way to leverage investment. The MAX smart-phone apps that allow buying tickets, or mapping buses/trains in real-time, are great. But how Metro expect to get ticket proceeds from MAX users when we can buy our tickets from an App, and not actually use the ticket unless we see a ticket-taker on the train? Who would bother to buy a ticket in that case? This needs to be re-thought.
- 887 97229 This makes good sense.
- 888 97229 This seems like an obvious solution. Why even ask the question?
- 889 97229 Transit should be under ground. Huge investment but I think it would be worth it. All the good systems have this.
- 890 97229 Use of technology to monitor compliance to traffic laws and to cite violaters.
- 891 97229 Use technology to help commuters, not as an enforcement mechanism. This is not to argue for speeding, running lights, or any other unsafe practice. I just think that sometimes money is spent unwisely to try to raise revenues.
- 892 97229 Would love to know how the stated stats are determined and measured. Too often , the interest is in tech for tech's sake and the benefits are assumed rather than actually proven.
- 893 97229 YES YES YES YES YES.

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- 894 97229 Yes, but make sure it has practical applicability, not just the appearance of a great new gadget. Make sure it actually serves the public and improves transportation.
- 895 97229 Yes, integral to road improvements. Do things that help traffic flow. Lay off the speed traps and let traffic move!!!
- 896 97230 An assessment by a professional of traffic patterns.
- 897 97230 Don't understand new freeway digital boards telling me how long until next freeway--as if I have another choice on which freeway to take to get there. Waste of money.
- 898 97230 Integrate to make the system controls smarter to enhance traffic flow during the various volume flows during the day.
- 899 97230 More of the flashing yellow arrow left turn signals should be installed throughout the city - there are several intersections where this would be safe and would reduce idling and congestion.
- 900 97230 Needs to actively provide the benefit, not just potentially. Potentially, the moon could crash into the Earth, but it doesn't do that.
- 901 97230 On-the-spot technology could be very helpful in keeping traffic moving - changing light timing during rush hour, for eg.; I like the pedestrian countdown signs
- 902 97230 Pedestrian count down signs are very helpful. I don't understand what the last item in the description means.
- 903 97230 Pollution, efficiency, safety and cost.
- 904 97230 The fact that we do not do this already speaks volumes about the ineffectiveness of our government and all levels. Government is spending more now in 2014 than at nearly any time in history and it fails again and again. And the recurring message is there is not enough money for schools, for roads, for job creation.
- 905 97230 The region is doing all of this now. So what is new and improved?
- 906 97230 This should be in the works already.
- 907 97230 Time the traffic lights to achieve a better and more efficient traffic flow.
- 908 97230 Timing traffic signals are crucial to implementing this policy.
- 909 97231 Focus first on the known choke points. And some of the timed signal sequences are set for the speeds that could be maintained 30 years ago; with more congestion now, the lights often "outrun" the traffic, making the roadway act like an untimed road.
- 910 97231 I am in favor of timing traffic lights to help alleviate congestion. I am even more in favor of a light system that would give the preferred right of way to public transit, bicycles, and pedestrians. Public buses should not be stuck in the traffic of personal cars. This does not encourage ridership.
- 911 97231 It is long overdue.
- 912 97231 Transit needs priority over any other mode of travel.

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- 913 97232 Absolutely. Period. We can have smaller electric personal vehicles, faster ingress & egress from the city, fewer accidents- vehicle with biker/pedestrian & vehicle with vehicle, &, finally, increase parking including "location notices" directing the car to the parking spot nearest the passengers destination.
- 914 97232 Aren't you doing that now? Of course, you have to keep updating the technology.
- 915 97232 As stated above, timing traffic signals, pedestrian countdowns, etc.
- 916 97232 If the city or county is required to purchase some system or software or other big technology package, make sure it is spec'd appropriately in advance, so that we don't have another Health Exchange disaster on our hands.
- 917 97232 Look at existing tech solutions and not designing a new tech program from start that often costs considerable more and often has big bugs in them, costing more \$\$\$\$. Cover Oregon a prime example. Don't always have to re-invent the wheel.
- 918 97232 Manual Transmission users!
- 919 97232 Pedestrians signals need to get smarter. I resent being a step or two away from a ped signal activation button when the vehicle signal turns green (at those signals that require a ped activation). I also resent going out of direction by a dozen steps to get to the ped signal activation button.
- 920 97232 Safety and enforcement.
- 921 97232 Start with projects that save on fuel -- like timing traffic signals.
- 922 97232 The cost of these technologies should be weighed against the benefit.
- 923 97232 Time traffic signals in a way that doesn't allow cars to gather too much speed between intersections.
- 924 97232 Timing stoplights to assist in traffic flow.
- 925 97232 Titanium Dioxide should coat all sound walls and lane dividers to help with air pollution.
- 926 97232 Traffic signal timing is obvious. We need more of it. We also need more automated traffic cameras. Slow people down, catch speeders and red light runners. That alone could pay for road repair.
- 927 97232 Using more sensors to help manage traffic flow and less on a pre written program.
- 928 97232 YES YES YES!!! WADOT has been doing an amazing job with this for years. The new speeds signs are a little bit but not all that helpful. I want more info about which way would be quicker - 405n or 405s?, etc. Smart signals that can tell if cars are coming and not just timed or tripped when a car arrives.
- 929 97232 Yes, but if there is a low tech solution that works just fine, use it!
- 930 97233 Clearing crashes quickly from the MAX tracks, especially.

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- 931 97233 I like some of the technology that I have seen that improves the flow of traffic. I definitely think that pedestrian countdown signs should have a audible component to help disabled pedestrians get around. I have seen the large highway signs that predict how many minutes it takes to reach I-5 and that seems like a waste unless they are completely solar powered. I like when a sign warns me of a crash up ahead but knowing how long my trip is going to take doesn't impress me very much. I can see how the traffic is moving or not and can use my brain to determine how long I'll be stuck in it. I don't really know about giving buses priority at intersections. Not sure how that would work. I wish there had been a "Sometimes" option on this survey.
- 932 97233 Pull transit stops off the road, so busses can be out of traffic while loading and unloading. Time pedestrian crossing signals that turn red not at signalled itersctions to not switch so frequently that traffic gets bogged down, by stopping at crosswalks and then a block later stopingg at an intersection. le Se 106th and 107th and SE Stark.
- 933 97233 Safety, energy efficiency, smooth traffic flow, preparation for automated vehicles.
- 934 97233 Yes transit priority needs to be enforced. We constantly see people flying by the bus as it has its blinker on trying to enter the lane again. We have sooooo many laws that are seldome enforced.
- 935 97236 A better way to make people aware of the technology and have a way for people to access data on their phone and get alerts for their desired route.
- 936 97236 As long as thr priority is on motor vehicle traffic movement and not mass transit.
- 937 97236 Flow of traffic at various times of the day.
- 938 97236 Traffic lanes and signal timing, again combining transit priority causes less real opinions from this survey.
- 939 97236 Your creating congestion and unsafe conditions by giving transit a priority at intersections. it creates a backlog on each signal then becomes a domino effect.
- 940 97239 Again, this works if part of a transportation plan. Show us the plan.
- 941 97239 Also include affordable and effective technologies for pedestrians, including way-finding for people with disabilities.
- 942 97239 Anything that increases safety for all and convenience for transit riders and walkers is important. Pedestrian countdown signs are great and transit priority at intersections is critical to maintain schedules.
- 943 97239 But mostly to give transit, pedestrians and bike riders higher priority than automobiles.
- 944 97239 Concentrate on safety and reducing pollution.
- 945 97239 Educate public - especially pedestrians - what a pedestrian countdown sign really means.
- 946 97239 I think this time signs on the major highways are ridiculous. They work for Seattle because there really are alternatives. But for portland what a waste of money!
- 947 97239 If we are going to continue to support commuting/travelling by car, we should take advantage of technologies that a) reduce starts/stops (saving fuel/wear and tear) and b) suggest best routes to avoid congestion/accidents.

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- 948 97239 Let's not turn this into a profit opportunity for anyone.
- 949 97239 Not only is technology effective for traffic safety and movement, but it should also be applied to limit resource use for road surfaces and energy for lighting, etc., eliminate Stormwater runoff pollution, prevent animal strikes, etc.
- 950 97239 One place that needs improvement is the big intersection where future light rail, rail and car traffic all converge in SE just north of Powell Blvd. The intersection at SE 11 & 12 is a mess and light rail hasn't even started moving through yet. The signals aren't coordinated and wait times are very long.
- 951 97239 Please get rid of beg buttons at crosswalks. This is frustrating, inconvenient, and discouraging to people on foot. If active transportation is really a priority, then we should be encouraging people to walk and giving them equal, if not better, treatment at traffic intersections than people driving automobiles.
- 952 97239 Simply give transit (MAX, Streetcar, buses) their own lanes! This would increase frequency (which would entice more riders), but also make transit a no-brainer when it comes to sitting in a car in traffic, or taking transit that has it's own lane and get you there in half the time!
- 953 97239 Sorry, but my experience is that pedestrian countdown signals encourage pedestrians to leave the curb until the signal says "0", impeding turning movements by vehicular traffic and not improving pedestrian safety.
- 954 97239 This is a no-brainer--good luck with Tri-Met, however!
- 955 97239 Timing traffic signals essential train volunteers to direct traffic in power outages.
- 956 97239 We should also use technology for variable pricing of roadways and tolling bridges to Washington.
- 957 97266 All of this is brilliant -- see the timing of lights through downtown that facilitates bike movement; the quick response to pedestrian input at 87th/foster crossing (and 81st/foster). Transit priority at intersections = more reliable transit timing = people more likely to take buses = we all win.
- 958 97266 Along the same lines, I would also like to see campaigns directed towards businesses to implement staggered start and end times for their employees, when reasonable, in an effort to reduce rush hour congestion and shorten commute times. Most offices do not need all of their employees at 8am and could shift some to earlier or later starts.
- 959 97266 At bike & pedestrian path crossing, offer a signalized crossing which will STOP the right turn on red. This is especially needed along the I-205 bike path. Drivers are looking left as they turn right, and the signals are timed so that they get a green as the bike path gets the "walk" sign.
- 960 97266 Funding and citizen priority.

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- 961 97266 Pedestrian controls only make intersections safer when they're working properly. We need a better way to keep track of ones that have broken. I've seen one that never changes to a walk signal (W side of SE 112th & SE Division St. moving S), causing pedestrians to cross against the control, and worse one that gave an audible walk signal before the light had stopped traffic (E side of 82nd & Sandy moving S). Hopefully both of these have since been fixed. Coordinating walk signals with MAX preferential treatment improves safety (and has been more evident recently).
- 962 97266 The problem seems to be gov. buys the most expensive systems, that on that overall under perform or just do not work, thus waste money with little consequence. Then complain there is not enough money to do what needs to be done!
- 963 97267 82nd Avenue.
- 964 97267 Better control of traffic flow and growth oriented projects.
- 965 97267 Focus improvements where transit is in use. Be creative without reinventing proven technologies.
- 966 97267 Go beyond just timing signals but actively monitoring and adjusting timing to balance system on the fly. Providing data to navigation systems and smart phones to shift traffic patterns to balance system.
- 967 97267 I support transit priority at intersections. In this category we should NOT prioritize single-occupancy vehicle speed.
- 968 97267 Look for areas with the greatest potential for immediate improvement.
- 969 97267 Making the system safer will improve the efficiency.
- 970 97267 Of course- who says no to safety. The problem comes in to play when government "plays" the system.. by messing with stop signals in an effort to raise money.. that's just one example of government's ongoing effort to find ways to assess average citizens using schemes that are simply a by product of a government class that feels it is entitled to feast on taxpayers at will.
- 971 97267 On-ramp traffic lights and freeway signs with time to popular destination do a lot to improve safety, help people avoid traffic tie-ups, and smooth the flow of traffic in metropolitan Portland.
- 972 97267 Please put pedestrian countdown signs EVERYWHERE. They are useful to pedestrians, bicyclists, and drivers. Cost-effective use of technology has the potential to better manage the region's transportation system.
- 973 97267 Put in as many pedestrian countdown signals as possible. They help the walkers AND the drivers, especially the drivers in order to reduce running red lights.
- 974 97267 The rivers!!!, available and cheap picturesque and neglected.
- 975 97267 This will help but building freeway capacity will make much more of a difference.
- 976 97267 Use more flashing yellow turn signals!
- 977 97271 Use the best data and behavioral studies. take the people out of driving as much as possible.
- 978 97289 Most definitely make use of technology to make the network safer(red light and speeding cameras) and more efficient.

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- 979 97302 Allow uber and other ride sharing to function uninhibited. Allow competitive transit instead of having a trimet monopoly.
- 980 97323 Digital signs indicating traffic jams, so drivers can avoid them.
- 981 97330 Needs to be a holistic strategy to provide a useable transportation system including the road system while encouraging people to use alternative means of transportation to keep car use at a minimum.
- 982 97333 Just because something is hi-tech doesn't mean it's good - make sure the tech actually improves things, but when it will, by all means do it!
- 983 97355 Use applications and technology with proven track record. Negotiate strong contracts to hold parties accountable for outcomes, not just implementation.
- 984 97401 Biggest bang for the buck. Safety, congestion, air quality and enforcement - all in one system.
- 985 97477 Roundabouts.
- 986 98642 Cost to lower middle and lower income families.
- 987 98660 Real time information of commute times comparing differing modes of transportation (e.g. smart boards listing MAX, Freeway, and Bus route ETAs).
- 988 98661 I support it if there can be a measurable impact. high tech signs and sensors are more expensive if they don't make an impact. I suggest investigating flex lane options where lanes on some high through put road and freeways may change direction in different conditions.
- 989 98663 Make sure that the emergency response system is robust, including the trucks that can come and help people with their breakdowns and fender benders. Post signs at regular intervals with the numbers to call so you don't overload 9711.
- 990 98664 Being used now with GPS systems showing traffic slowdowns; implement active signaling controls to address instant congestion.
- 991 98665 I do not believe transit should have priority at intersections. the other ideas are worth doing.
- 992 98675 I do not favor giving transit priority. I believe that pedestrians should have priority as they are unprotected from weather.
- 993 98682 AS LONG AS IT DOES NOT INFLUENCE MY PERSON RIGHT TO PRIVACY, BECAUSE OF CRIME!!
- 994 98684 The reader boards alerting drivers to traffic problems are a good investment.
- 995 98686 Tech can make the transportation system more fluid and better. But we need to make sure there are goals when implementing the Tech. If goals are not met, then funding isn't done or is lowered.
- 996 98686 Tech/system management to make flow of traffic better.
- 997 Accidents need to be cleared quickly so more accidents do not occur as the result.
- 998 As we are working toward reducing our usage of fossil fuel, we need to beef up mass transportation.
- 999 Common sense.
- 1000 Cost.

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- 1001 Give pedestrians higher priority at controlled intersections.
- 1002 How rapidly technology advances and changes. Need to develop/purchase a system that is easily integrated and capable of upgrading without causing a shut down of services. Security would also be a big issue since hacking a transportation system could cause traffic chaos.
- 1003 I like smart intersections and stop lights; it's a good use of technology.
- 1004 I prefer better countdown pedestrian signals & better traffic signal timing. Yes, breakdowns do need to be removed quickly so traffic isn't as delayed. Which vehicles get priority @ signals? Police, fire, ambulance, (for 5 minute response times) or public transit? This policy needs to be carefully considered. Emergency services takes precedence over public transit.
- 1005 Improving traffic flow to reduce idling and emissions.
- 1006 It seems very unnecessary to close down a road for hours to investigate accidents. Traffic signals need to be much better synchronized.
- 1007 Its all about use of resources....if we didn't spend so much on light rail construction and then subsidizing use, then we would have resources for dedicated bus lanes, upgrades to bus systems, for example.
- 1008 Maintenance of systems so it works as it should.
- 1009 Make sure TriMet has measure in place to handle more technology.
- 1010 Need to keep those teckies busy.
- 1011 Not a fan of pedestrian countdown signs. It is unlawful to leave a place of refuge once the countdown has begun, yet its purpose seems to be to tell the pedestrian whether he's really in danger or not when he breaks this law. The period of time when "don't walk" is flashing is for right-turns-on-red, not for daredevil pedestrians! Get rid of these. I am a huge fan of widespread video surveillance in public places, including red light cameras and the like. There is no expectation of privacy in public places. I want a video of the guy who stole my bike, for instance. Why can't I have that? And let's celebrate this enhancement! The sign should not say "This area is under video surveillance;" it should say "Say cheese! This area is under video surveillance."
- 1012 Only wise investment. We do not need pedestrian countdown signs, some of the new info boards on freeways are totally unnecessary.
- 1013 Pay more attention to traffic signals for bicyclist. Often times bicycles don't trigger the light and you are forced to go through a red or walk over and push the walk button.
- 1014 Require within two years all cars have interfaces to these traffic control system... the manufacturers of vehicles to provide these as part of support of the system for all vehicles build after 1995.
- 1015 Signal timing on 99E through Milwaukie, Oak Grove, Oregon City and Canby is atrocious.
- 1016 Tante cose .
- 1017 Tech can be a big time asset in this area.

- 1018 Technological solutions should be prioritized before capacity expansion, which almost always more expensive. Traffic lights should be demand responsive, giving longer/preferential greens when pedestrians/cyclists are present or to the street that has the longer queue of cars. Transit should be given signal priority region wide to reduce delays, reduce running costs, and speed up buses that would make them more attractive. Real time technology should be used to inform riders of which buses stop at which stops, when next buses arrive, and where they go, to make it easy to ride transit. technology should also be used to inform drivers where parking is available and at what cost.
- 1019 Technology is the way of our future. We need to embrace it and use it. Please make sure moral questions are asked in the use of technology. This is a new world to us and we need to be careful.
- 1020 Technology when applied correctly should have a major impact.
- 1021 That's tinkering at the edges. Invest in transit. Timing lights isn't going to do the heavy lifting for you.
- 1022 The life cycle of a particular technology.
- 1023 The technology exists, use it.
- 1024 This investment is needed to manage our system. Should be a funding priority.
- 1025 This was addressed with some of my previous comments. Clear, clean, and well marked safe roads, bike lanes, and sidewalks are imperative and whatever means necessary to monitor and maintain them are welcome. Implementing efficient technology to meet these needs is a must.
- 1026 This would help make more efficient use of what we have.
- 1027 Timing traffic signals to allow for pedestrians crossing and max/freight train road intersections.
- 1028 Timing signals has been a big help. As a cyclist I have noticed it when they have made improvements (like on the 12th street I-84 overpass). I would need some demonstration on why upgrading pedestrian countdown signs would be helpful. Using technology to control congestion pricing (and encouraging mass-transit use) would be welcome.
- 1029 Traffic lights all need to be on traffic flow sensors. Making vehicles sit needlessly for four minutes waiting for the signal to change with no oncoming traffic is just stupid. But the tech needs to be upgradeable as new monitoring systems come on line.
- 1030 Unless that means more stupid freeway signs as with the new ones that don't seem to provide anything useful. How much was that brilliant expenditure?
- 1031 Use technology to monitor traffic to reduce unnecessary waiting at controlled intersections.
- 1032 Use the best software and hardware available for guiding and controlling traffic.
- 1033 Accidents need to be cleared quickly so more accidents do not occur as the result.
- 1034 Common sense.
- 1035 Cost.
- 1036 Cost.

- 1037 Equitable distribution of benefits throughout the Trimet service area, with special attention to underserved areas. Conduct cost benefit analysis for each project before implementation. Do not implement technology that has not been tested and determined useful statistically and monetarily in a community or communities of equivalent size in the United States.
- 1038 Equity.
- 1039 Examples of great tech use: auto adjusting lights to keep green going as big trucks are approaching corner rather than have them heaving to sudden stop.
- 1040 Give pedestrians higher priority at controlled intersections.
- 1041 How rapidly technology advances and changes. Need to develop/purchase a system that is easily integrated and capable of upgrading without causing a shut down of services. Security would also be a big issue since hacking a transportation system could cause traffic chaos.
- 1042 I don't know but this is very important!
- 1043 Improving traffic flow to reduce idling and emissions.
- 1044 It is best to take into consideration the cost because if the cost is too high, the consumers pay more thereby making the cost of living unbearable.
- 1045 Maintenance of systems so it works as it should.
- 1046 More censor (non timed) traffic lights at intersections.
- 1047 Not a fan of pedestrian countdown signs. It is unlawful to leave a place of refuge once the countdown has begun, yet its purpose seems to be to tell the pedestrian whether he's really in danger or not when he breaks this law. The period of time when "don't walk" is flashing is for right-turns-on-red, not for daredevil pedestrians! Get rid of these. I am a huge fan of widespread video surveillance in public places, including red light cameras and the like. There is no expectation of privacy in public places. I want a video of the guy who stole my bike, for instance. Why can't I have that? And let's celebrate this enhancement! The sign should not say "This area is under video surveillance;" it should say "Say cheese! This area is under video surveillance."
- 1048 Only wise investment. We do not need pedestrian countdown signs, some of the new info boards on freeways are totally unnecessary.
- 1049 Promote faster traffic flow.
- 1050 Signal timing on 99E through Milwaukie, Oak Grove, Oregon City and Canby is atrocious.
- 1051 Tante cose.
- 1052 Tech may solve some problems, but so does no-tech and low-tech: good urban planning, neighborhood support, balanced-income "full-service" neighborhoods, etc.

- 1053 Technology should absolutely be used, but not to make it more convenient to drive cars. Implementation of congestion tolling needs to happen, as does signalling giving priority to bicycle riders, transit and pedestrians. If it is possible to reducing emissions and idling without negatively impacting more desirable travel modes than private autos, then it should be done; however, if there is a choice between using technology to give a rapid transit line or a cycle-track priority at a signal, or to speed cars through the same signal to reduce idling, then the choice should be made considering what sorts of long-term travel behavior we wish to insensitize in the region (hint, it's not maintaining the auto-centered policies of the status-quo).
- 1054 Technology to manage the existing transportations system unless it is combined it with building new roads, streets and highways.
- 1055 That the "Street fee" is completely bogus.
- 1056 That's tinkering at the edges. Invest in transit. Timing lights isn't going to do the heavy lifting for you.
- 1057 The best technology is between your ears. In congested traffic drivers who travel at steady pace use less fuel. Observe drivers are stopped. Traffic moves ahead. Driver floors the throttle and jumps ahead AS IF TRAFFIC WILL CONTINUE AT FASTER PACE. Instead traffic stops ahead in a few hundred meters so driver hard breaks. They move like inch worms. Who is thinking about this insanity that consumes oxygen that bicyclists can not use. Butterflies can't breath either. How can you educate folks to look ahead and moderate throttle rather than jackrabbit starts-stops. Insane. Wears out pavement too.
- 1058 The timing of traffic lights on heavily used corridors in Wa. County is a joke. Murray and TV Highway is a great example...it's simply broken. This can be solved with some effort and careful analysis of the timing problems.
- 1059 There needs to be a master plan in place for review by the public before these new steps are put into place. No one has been "at the wheel" with the latest SE Division changes. The SE has become a hazardous maze of congestion and confusion. Someone needs to plan ahead.
- 1060 This investment is needed to manage our system. Should be a funding priority.
- 1061 This is the only item that I completely agree upon! No new taxes to support this though.
- 1062 This would help make more efficient use of what we have.
- 1063 Timing signals has been a big help. As a cyclist I have noticed it when they have made improvements (like on the 12th street I-84 overpass). I would need some demonstration on why upgrading pedestrian countdown signs would be helpful. Using technology to control congestion pricing (and encouraging mass-transit use) would be welcome.
- 1064 Transit should have priority. Pedestrian walkways should be safe and allow the least fast cross safely.
- 1065 Unless that means more stupid freeway signs as with the new ones that don't seem to provide anything useful. How much was that brilliant expenditure?
- 1066 Use the best software and hardware available for guiding and controlling traffic.

Respondents who answered 'NO' said to consider the following when implementing Policy 4:

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- 1 979 Yes to public transit efficiency and safety; no to more hidden subsidies for autos.
- 2 97003 Proper and competent engineering would be cheaper and more practical. Technology would only come into play as far as traffic light signal timings during peak commute hours on weekdays.
- 3 97004 The idea is fine, but it should not use all the money needed for bikes and peds.
- 4 97005 I am not impressed with new signs on the highway. They seemed to be placed in the wrong area...i.e. I have already been stopped in traffic for a while by the time I reach the sign.
- 5 97005 I just don't think there is much to do here. I see the new active road signs (so many minutes to route xxx). What am I supposed to do with this information? There are no alternate routes. I can't go back and get my bike.
- 6 97005 Most of the new technology I've seen put in place lately has been pretty, but useless.
- 7 97005 The travel time signs are distracting and no help.
- 8 97005 This does not alleviate emissions.
- 9 97006 I do not understand what this means. need examples.
- 10 97006 Technology is overrated, especially when it is controlled and managed by people who have little respect for the intelligence of the average person using highways.
- 11 97006 the cost to tax payers and the bad economy.
- 12 97006 The point/use. For example on ramp lights are worthless --I don't see a difference between being parked on an on-ramp or stop & go on the highway. However, reader boards (if they were accurate) to warn of slow downs or the need to get off and go a different way are useful.
- 13 97006 Those highway signs ODOT put all over Portland are serious DISTRACTIONS! Buses are welcome to be a part of all the rest of the traffic. Timing traffic lights would help on many of the roads I travel.
- 14 97007 I will believe this when I see it work correctly. If traffic engineers haven't been able to figure this out in the last 80 years, why should I believe they now know how.
- 15 97007 It does not reduce traffic congestion enough to warrant the price of implementation.
- 16 97007 Not as important as other things. Should be concentrating on decreasing the need for automobiles and also to keep the population of the region low.
- 17 97008 Technology to manage transportation systems isn't much of a help unless the arterials themselves are able to handle the traffic. 217 is a nightmare; the reader boards do NOTHING to alleviate the traffic congestion and overuse of the freeway.
- 18 97008 These ideas are ridiculous. If you have extra money to throw around put it into the schools and quit raising my property tax.
- 19 97009 Build MORE Roads! Spending money on new traffic monitoring signs and technology has proven to be a boondoggle.

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- 20 97009 This doesn't appear to be needed in our area at this time. It seems to function pretty well now. If the people in charge of managing these things do their job, we don't seem to need anything additional now. Recheck every year.
- 21 97012 This money should be used instead to make public transit more usable.
- 22 97022 We need to repairing the roads now and pay for by more gas tax, we use the roads and we need to pay for them.
- 23 97023 This already seems to be pretty well managed.
- 24 97024 I don't have an idea at this time; your explanation is not thorough enough for me.
- 25 97027 ODOT wasted \$10 million dollars on fancy info signs, which rarely provides correct information. Radio stations have been doing it for 60 to 70 years for free and their information is a lot more reliable.
- 26 97034 Continue level of investment as is.
- 27 97034 Forget this. Obviously governance is inventing ways to spend money.
- 28 97034 It is fine as it is!
- 29 97034 Of all the issues, this one is much lower in priority.
- 30 97035 Too tied into the idea of car.
- 31 97038 Things already work pretty well. I see no immediate need for more of these things.
- 32 97038 YES I support efficiency using technology to properly and efficiently time traffic signals, clear crashes ect... BUT I support Doing this withing the current budget you already have! YOU DON'T NEED MORE!
- 33 97045 Already being done but could be improved. ODOT trucks are not being utilized as well as they could be.
- 34 97045 Current level is acceptable.
- 35 97045 I would support this as long as transit does not have "priority" at intersections. This is just another way for government to "nudge" us into riding transit rather than using cars. The lights are set to cause the most disruption, freeway on ramps are monitored when they don't need to be, (i.e. lanes that run from one exit to the next without requiring a merge), accidents are used to shut down the freeways completely while the accident is "investigated". There is no way that crashes will be cleared more quickly as long as the transportation policy is intended to get us out of our cars and force us to walk or ride a bicycle.
- 36 97045 Other things are more important.
- 37 97045 We need to make an honest evaluation of benefits from systems already in place (ramp meters that are rarely on or other metered ramps with huge back-ups, electronic signs with spurious messages (like click it or ticket) that only succeed in slowing traffic as drivers read the message, and do I really need to know it is "X" minutes to some key point when traffic is moving a highway speeds?
- 38 97053 Investment should be in alternative transportation systems.

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- 39 97062 After ODOT put up their fancy freeway signs, I'm not impressed by any more technology spending. Also, Transit should have the same priority as everyone else. NO special lanes. Improve the roads, so we all get where we need to go in a shorter amount of time.
- 40 97062 If you are referring to light rail-No Build more roads and consider a bus system.
- 41 97062 Timing traffic signals should not be that expensive. Giving preference to transit is unfair. Just like Tualatin gives preference to trucks. It sucks! Makes residents hate truckers. If you have enough roads you won't have to slow down traffic.
- 42 97062 We have cameras, talking walk signs and blinking lights for bicyclists - Tualatin has enough technology on the road for autos.
- 43 97068 The timing lights at the end of ramps only cause pollution as cars are forced to stop and then speed up.
- 44 97070 My observation is that freeway ramp signals, and other high tech machinery make travel slower. technology is not always the answer. new ODOT reader-board signs are a menace.
- 45 97080 A waste of money. Use that money for road maintenance.
- 46 97080 I think other things are more important. But for heaven's sake, get rid of those new left turn signals that blink and go back and forth from yellow to green. They are counter to all training and I'm getting tired of seeing accidents and near misses because they are so confusing.
- 47 97080 The value of technology is grossly overrated and priced. Using what should be common sense and getting people out of cars is a much cheaper alternative. We won't need this expensive traffic management if we can get employers to allow office workers to work 2-3 days from home.
- 48 97080 What is an example is unreliable.
- 49 97080 While more spending here would be great, I think dollars could be better spent elsewhere considering the existing system isn't being utilized well at this time. Improve what they have now before adding more to it.
- 50 97086 DO NOT GIVE TRANSIT PRIORITY.
- 51 97086 Not enough information about costs and advantages, if any. This might be another million dollar boondoggle.
- 52 97086 Traffic light signals can be adjusted without spending money.
- 53 97086 Ya causing cars to idle at lights increases emissions, tbats another brilliant strategy.
- 54 97106 Nearly half of congestion will removed. Get real, don't help that much now, too much feel good stuff!
- 55 97116 The new electronic reader boards that ODOT recently installed are a total waste and often slow traffic more as people read them. Technology can be great when used effectively, but it seems more often to be an experiment to see how it will work than actually working.
- 56 97123 I would but I think this is a financial black hole with millions spent on unproven technologies.
- 57 97123 Not if it is used to further automobile dominance.
- 58 97132 I chose no here because I feel the only thing needed here is to improve the timing of traffic signals to improve traffic flow.

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- 59 97132 Once again we see a recent display of government ineptitude in the recent use of technology. The electronic reader boards and speed signs on the area's highways have been a horrible waste of money. They add no help for drivers and serve only to distract drivers. Those millions of dollars wasted could have been better spent on additional transit lanes.
- 60 97140 Not a cost effective way of spending transportation dollars.
- 61 97140 Some technology improvements might be ok, but many projects seem overpriced for resulting value or usage.
- 62 97201 ITS is touted for being able to move more people and freight in a confined space. This is all well and good in computer modeling, but loses everything when distracted drivers, bike riders, or pedestrians introduce the human factor to the equation.
- 63 97201 MAX screws up the traffic light timing, so why bother?
- 64 97201 Money should go to public transit--not to encourage more car/truck traffic.
- 65 97201 The "advisory speeds" now in place on I-405 and I-5 are a waste of money.
- 66 97201 The advisory speed signs on 405 and 5 are a waste of money and out of sync.
- 67 97201 There is little benefit for non-automobile users.
- 68 97201 These technologies should only be implemented if they can be cost-saving. Millions should go to public transit and pedestrian experiences first, before they get funneled away to large capital projects that only benefit users of highways.
- 69 97202 How technology has worked in other regional bodies - my tally says the odds are poor!
- 70 97202 I don't know how technology will help really. I am a firm believer that we need to reduce technology in most areas of our lives.
- 71 97202 I don't think enough information is provided here on what "technology" is being proposed here, and there is no sense of the relative cost of technology.
- 72 97202 I was torn on this Yes/No. The technology choices listed above should include traffic enforcement cameras. I am very much in favor of more red light cameras and more speed enforcement cameras. An idea to make cameras more palatable to the public: send some of the fines collected to drivers who do not speed or blow through red lights. I recall reading that a city somewhere in Europe is trying this and it has been successful at getting public buy-in for more traffic enforcement cameras.
- 73 97202 I'm pretty happy with what we have now, and think money saved here could be used for other transportation priorities.
- 74 97202 It is not reasonable to say support technology. technology is a tool to support other outcomes. technology can apply to any goal, so approaching policy this way obscures the most important aspect of choice.
- 75 97202 Sounds like a boondoggle.

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- 76 97202 There are a lot more cost effective options for reducing emissions that the region has not yet implemented. Better technology is a good option for the future but there is lower hanging fruit the region should implement first.
- 77 97202 There is enough tech stuff out there but if the system in is disrepair and unsafe tech stuff won't solve it.
- 78 97202 These things are fine as is. The countdowns are misleading and confusing - one cannot tell if they will get to 0 and the light change or start again at 9.
- 79 97202 This doesn't seem to make that much of a difference.
- 80 97203 Have fewer cars on the road. Consider carsharing. Increase non-automobile options.
- 81 97203 See previous answer.
- 82 97203 Technology can not replace biodiversity and common sense. Technology is great at deconstructing personal connections and community.
- 83 97204 I support all of these propositions except "giving transit priority at intersections." We have already destroyed the traffic flow at many intersections for nearly empty street cars to pass by.
- 84 97204 I support using the money already in the budget for maintaining the roads, this is what is most important at this time. Seems like DOT would have already figured out how to time the lights. How much would this cost?
- 85 97206 Actual benefit, and other more relevant improvements to those who need them most.
- 86 97206 Again, I support some of this, but I think that the repair of the roads should come first. There are roads in outer SE that are not paved. Do you know that between 52nd and 39th to the south of Woodstock, there are sections where there is not a paved road that runs East o West for 10 blocks?
- 87 97206 I would support pedestrian countdown signs, and transit priority but not the rest.
- 88 97206 Where the money would come from for this is not addressed.
- 89 97209 I don't actually think technology is the key in managing our transportation system though it may be a tool on helping to decide priorities and maintaining an inventory base. If a person wants technology to help navigate the road system that's fine, but when it comes to a route needing work eyes on the road is still the key.
- 90 97209 This can be done without the level of wasteful spending you are positing for the other items in this survey. Without removing debt from our public spending, our system will collapse.
- 91 97210 "Do you want to spent more of your stolen taxpayer dollars to do wonderful things because we don't want to mention the pitfalls of it because then the poll results may not skew towards the answers we want?" Dumb ass question writers.
- 92 97210 This should be a lower priority than making non-car forms of transit more convenient to the average citizen.
- 93 97211 Already adequate.
- 94 97211 Fancier equipment won't make up for unsafe roadways.
- 95 97211 I think we have plenty of signage today, but cleaning up crashes quickly on major highways is an area of improvement.

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- 96 97211 If there are the resources, this is great, but it's important to focus on the basics.
- 97 97211 It seems to me that there is adequate technology in place now. Could it be better? Sure. Do I think this should be funded over the other issues listed here? No. If there's enough \$ to go around then, by all means, spend some of it here!
- 98 97211 These technological fixes seem to cost way more than the benefits that they provide. I love the bike traffic signals, but more thoughtful intersection and crosswalk design alone could do what they do. Transit should definitely have the priority at intersections, as should pedestrians, but again, I would want low-tech solutions explored before we invest in lots of technology.
- 99 97211 This is in place and adequate.
- 100 97211 This type of investment should be a lower priority than constructing new pedestrian, bicycle, and transit facilities.
- 101 97212 These sorts of improvements may be obsolete with autonomous vehicles on the horizon. even if they are not, they should be done after bike/ped connections as they don't have the return on investment that better active transportation connections would.
- 102 97212 This is a good idea but I think other options should be a higher priority.
- 103 97213 See previous answer. ITS is useful for enabling other modes (transit, bike) to bypass congestion, but alleviating congestion will only reduce the time cost of travel, encouraging more people to drive.
- 104 97214 Again, are pricey high-tech toys the best solution?
- 105 97214 Common sense should take priority over technology. Some of the stupid traffic circles and blocked streets cause more problems than through streets with good lights or stop signs.
- 106 97214 Metro spends too many community resources on planning. The approach on this should be to categorize intersections by number of crashes and near misses, fix the worst ones and monitor the changes for effectiveness.
- 107 97214 Should be implemented as the technology becomes affordable.
- 108 97214 Tech won't save us when the grid goes down. Stick to simple solutions and accepted risk and responsibility - like traffic circles; we have to hold up our part and get along to make it work.
- 109 97214 We already have technology but it isn't used wisely. Why can 2 1/2 cars go through a signal on 39th & Hawthorne and nine cars go through one at 39th & Burnside. It is not smart thinking.
- 110 97214 We're already using technology to actively manage the transportation system, and it seems to be working just fine. Why is this a policy at all? No other policy specifies how to accomplish a goal, it just specifies the goal, such as "actively manage the transportation system to improve efficiency and give priority to transit."
- 111 97215 Less supportive of this.
- 112 97215 Our current levels of technology are adequate and in line with most metropolitan areas. There is no need to be on the bleeding edge here.

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- 113 97215 Though I support using technology as much as possible to increase the efficiency of the transportation system, I don't feel that the priority of this would lead to yet more needing to be spent on this.
- 114 97215 What more needs to be invested. Are the current systems not working?
- 115 97215 You can't even remove abandoned cars from the streets and replace missing street signs. Why should we trust you with technology? But more to the point, why are even asking this? As a major metropolitan area, why aren't the lights already timed on major thoroughfares? Eugene has timed lights. Meanwhile, Portland has bioswells in rich neighborhoods and cameras at the lights in the poor neighborhoods.
- 116 97216 We already do this well.
- 117 97217 Cost. This is a waste of money.
- 118 97217 I do not see the value of most of the signs and technology used thus far in our transit system.
- 119 97217 Shut down the Street Cars and Make Crime-Met pay their own way.
- 120 97217 Technology in this capacity is only useful for automotive traffic. We should be investing in safety and active and public transportation. Reducing congestion and delay is just a way to make it more convenient for people to drive around. We should do the opposite and make it less convenient for people to drive around, thereby reducing the number of people driving, and making our streets safer and and really reducing air pollution and toxins.
- 121 97217 This stuff is pretty cool and it's important to keep traffic flowing as close to optimally as possible. Not my highest priority though.
- 122 97217 While I agree this needs to be done, I would encourage use of improved management patterns in street design rather than reliance on technology. For example, traffic circles have been proven to improve traffic flow more than timed street lights.
- 123 97218 Not sure what this means. More monitoring? More surveillance? More tech invading every aspect of our lives?
- 124 97219 I abhor the big brother approach to transportation management. Resist. the only thing I like are streetlights that have sensors to change to green when a car comes in the non-dominant direction. I also think that meters on onramps should default to green not red.
- 125 97219 I have seen very little value in the signage alerting drivers to travel time... it seems to want drivers to reroute themselves when warned of traffic jams, but since there is no alternative to existing routes in our freeway network, the warning is useless.
- 126 97219 I particularly don't like the OC MAX line having priority over buses. Also don't need talking pedestrian signals. Don't need highway signs that tell how long it will take to reach destination.
- 127 97219 I think this is a lesser priority - it is needed but we already do invest in this and at the current level we can manage for a while longer. I feel there are more pressing needs.
- 128 97219 It is a waste of money.

- 129 97219 Not until all streets are paved!
- 130 97219 Only once all streets are paved and there are sidewalks throughout Portland.
- 131 97219 Technology is good however I do not want that investment to be made before the concrete and asphalt is put down to enable folks to actively use their own street network to accomplish most trips without the use of a car.
- 132 97219 The new signs that ODOT installed indicating travel times are a waste of money. The advisory travel speeds are only slightly more useful. Spend the money on safety rather than management.
- 133 97219 The return on investment from technology of this kind has not been demonstrated sufficiently.
- 134 97219 We have so much technology now, and when it doesn't work, it's a major inconvenience. I'm not sure that throwing more money at tech is going to get us a significant return.
- 135 97220 Do not confuse things and increase idling by giving transit priority. People from out of town already hate visiting Portland because of the mess created down town.
- 136 97220 Giving transit and bikes priority is important, but I don't think that current system needs any more resources in terms of signage, signals for cars, or clearing crashes.
- 137 97220 I think that there are other ways that we could better spend our money.
- 138 97220 Save money and energy for important things.
- 139 97221 Things are OK as they are.
- 140 97222 High technology moves jobs out of the community and makes us all dependent on systems that are inherently unstable.
- 141 97222 Timing traffic signals, removing breakdowns quickly and pedestrian countdown signs, yes. Transit should flow with traffic.
- 142 97222 We already appear to do this.
- 143 97223 Already have sufficient systems in place. There are other higher priorities.
- 144 97223 More investment? I thought we're already doing this.
- 145 97223 Not a bad thing, but I would prioritize investment in transit, walking and biking infrastructure instead.
- 146 97223 Technology and government usually means we pay way too much for what we get, Cover Oregon, Portland Water Bureau billing process, FBI virtual case file system... Please leave this to the private sector, and those who have to be efficient.
- 147 97223 That's a soft "no, I don't support more investment..." Do not spend on technology for the sake of spending on technology. Invest where it is the best solution, not when it's sexy. For instance, the advisory signs on 217 are silly, inaccurate and not helpful at all. Those were a waste of money.
- 148 97223 The new sign and reader boards on 217 and nearby highways are pointless. That project was a make work waste of taxpayer money. It has zero effect on traffic.

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- 149 97223 Too expensive, doesn't really work. Just more toys for ODOT and Portland Transportation department is not what we need!
- 150 97223 We need less technology interfering with organic traffic flow. Eliminate all traffic signals in favor of roundabouts.
- 151 97223 WHat we have works well enough, this stuff just provides more distracting signage and more cell phone use while driving.
- 152 97223 Yes and know. The countdown signs are good, but the new freeway signs are useless. a driver can't go the advised speeds - it's either too fast, or too slow for traffic flow.
- 153 97224 Changing the turn lane signals to flash yellow like tigard did was smart...the stupid and always wrong time signs odot just put up are worse than worthless...they slow things down and are always wrong.
- 154 97224 Do not give transit priority at intersections. I'm sick of being held up at railway crossings so that a WES train with 1 person on it can go by.
- 155 97224 If technology includes the new digital signs indicating how long it takes to reach a major intersection or how fast you should travel, that isn't helping. Invest money in widening the highways and freeways. Keep traffic moving. That is the key.
- 156 97224 If you are talking about those new multimillion dolllar signs on the freeways....hell no...they could not be more wrong most of the time...but our phones are right....how can that be....in ompetence by government i guess.
- 157 97224 Those new traffic signs are never right yet...but like in Tigard where at turns they have flashing yellow arrows...that helps and should be used elsewhere.
- 158 97225 But only because I need to see data the indicates that the technology that is already in place to ease traffic (i.e. the suggested speed signs along the freeways) has been effective enough to justify the costs. Since this sort of policy has already been implemented recently, I would rather see one of the other prior policies receive some attention.
- 159 97225 I can't see what good it does to know that it's going to take you 7 minutes vs. 5 minutes to get to I-5 except to make you more anxious about every minute. It's good to know if there is a major accident if there's an opportunity to take a different route but usually there isn't. I think the limited funds should be put into basic infrastructure and the added technology is just a frill.
- 160 97225 I'm satisfied with the current way this is handled.
- 161 97225 Some of this is fine, like timing traffic signals more efficiently and clearing crashes quickly, but technology tends to be expensive. For example, the newly installed speed and notification signs on OR-217 are basically useless. I have never found them to be accurate. Focus our budget on services and maintenance for the things we know work.

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- 162 97225 What isn't working with current system with timed stop lights for transit and private vehicles? At some point, we all are no longer able to manage buses and bikes and will need a car. This type of preferential approach is punitive.
- 163 97227 Spend money on alternative transit options instead of managing existing roads.
- 164 97227 The traffice lights in Portland are timed wrong it is obvious to me or anyone that has lived here for any time... I in the 80's could drive Sandy, Powell, Lombard at 25 at 11 am on a Sunday and make every light or I could do the same at 50... I tested it.. Now I cant make it 4 lights at any given time... I think the leaders of our area really like pollution because there is some underlying need to slow traffic... Sam Adams said it did it and thats what causes traffic problems and more accidents is people wanting to be the last one through a short light.
- 165 97229 Cover Oregon. The technology won't work.
- 166 97229 Do not give transit priority.
- 167 97229 I'd rather there be aggressive action to reduce traffic overall -- reduce environmental pollution, climate change. Transit should definitely have priority at intersections.
- 168 97229 Little incentive here for people to leave their cars.
- 169 97229 Planners make things worse.
- 170 97229 This is not a bad idea, but I would rate it at a lower priority, because I think our transit issues stem from insufficient road capacity and parking capacity, not from lack of technology. One possible exception, if large parking structures would appear near downtown, would be smart garages that indicate how many places are available on signs that are on the thoroughfares, not just at the entrances of parking lots; this is commonly done in European cities.
- 171 97229 Too costly.
- 172 97229 We are not needing technology. We need more roads to get people to their destinations faster. Transit makes it take more time, not less.
- 173 97230 Only if voted on by public living in area of change.
- 174 97230 These items are expensive and rarely accomplish what they are supposed to do. Stop trying to control traffic and just let it flow.
- 175 97232 Not sure I trust this to be well managed.
- 176 97233 This is a clever way of saying "giving transit priority at intersections" making driving privately owned vehicles as inconvenient as possible.
- 177 97233 Unless you can find an inexpensive way to meld technology in to the infrastructure. It seems the State and Metro can not find someone, or group of someones, that actually has success in this area. (Health care?)
- 178 97239 Prioritize lower cost investments in active transportation systems over implementation of costly technology.

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- 179 97239 Technology is overstated as a solution to problems. Rather use good human-scaled design. For example: Nothing is more obscene than cities using cameras in speed traps. It is easy to use/blame technology instead of addressing the underlying bad blueprint for suburban sprawl. Your examples of transportation system management are examples of reshuffling problems, not designing better solutions.
- 180 97266 All the new cross walks are clogging roadways during high traffic. We have a serious problem on 122nd and Powell. And most ppl jay walk anyway. So much for all the money spent.
- 181 97267 It's not that I don't see a benefit from technology. It's just that I believe we ought to invest first in the proven, low-cost safety issues that exist: 1) Finish putting in sidewalks and curbs in the unincorporated area between Gladstone and Milwaukie; and 2) Finish lighting McLoughlin in the same area. Get that done, people will be much safer, and then we can talk technology.
- 182 97286 In short, it doesn't need it.
- 183 97292 What was wrong with using common sense? That is when city govt had any, if ever.
- 184 97305 Let's leave that to the DOT. At least where I live, lights are timed appropriately, and pedestrians have the necessary resources to get through safely.
- 185 98674 Technological fixes are just bandaids. Continuing to use the same tools we've used for the last 75 years and expecting a different outcome is one definition of insanity.
- 186 98685 "Transit priority at intersections"?? Currently in my neighborhood in unincorporated Clark County entire street corners with UNUSED wheelchair access already in place are being replaced with a more expensive upgrade. I do not agree with use of funds in areas unused with accommodations already in place.
- 187 98685 I support the part about timing the traffic lights. less time at lights means less time idling your car.
188 If that means giving more money to TriMet to waste on outdated and useless technology then no.
189 Low priority. Or use technology to encourage carpooling.
190 NO TO TRANSIT PRIORITY ! YES TO SIGNAL TIMING AND CLEARING INCIDENTS.
191 Same old same old. Money wasted on transit time signs that are a traffic hazard (people slow to read them) and are wrong. How many \$\$\$ were wasted on stupid signs? So what the new "thing" and who gets the payoff?
- 192 This is a loaded question aimed only getting support for spending more money on transit as is this entire survey. Technology can not clear crashes. It can manipulate signals. Giving transit priority at intersections is completely out of balance.
- 193 Too much is being spent on technology and not enough on basic maintenance.
194 A waste of money.
195 Low priority. Or use technology to encourage carpooling.
196 Not as high a priority, except for giving transit priority at intersections.
197 See previous answer on new electronic highway signs.

- 198 Sounds like more bureaucracy.
199 The electronic signs are a waste of tax dollars. Traffic congestion is reported by radio and anyone with a GPS phone app'.
200 This is a loaded question aimed only getting support for spending more money on transit as is this entire survey. Technology can not clear crashes. It can manipulate signals. Giving transit priority at intersections is completely out of balance.

Yes or no not declared or zip code not provided

- 1 97004 Coordinated signals is great, but why should this cost very much.
2 97007 Making travel time consistent is the priority. It will make it easier for commuters to pick the most efficient mode of transportation rather than dealing so much with the worst case.
3 97030 Rather than money we need an educated responsible population using our transit systems.
4 97034 In the rush to clear up crashes we are quite possibly not studying what led to the crashes. Perhaps it is road design or alignment. It would be useful if a "311" telephone service could report arrival of transit and know the delays due to road work or gridlock or crashes.
5 97045 Real-time gps in most cars and trucks would be cool, but I would really love to see transit be more resilient to hiccups in the system. I have spend countless hours of my life waiting for a bus or train that never came and/or made me very late getting to work or home. This is why I finally purchased a car despite my moral support for transit.
6 97202 This is hard considering our city's proclivity for ill-considered and wasted costs in the area of technology - so I would say there must be a strong focus on checking out tech upgrades before purchasing. I assume timing signals is already happening and maybe needs to be reviewed, like figuring out the bottlenecks - SE Cesar Chavez and Powell heading south is notorious for taking 3 lights to get the last 2 blocks to Powell. I'm not sure where clearing crashes and breakdowns can be that much helped by more technology. Transit priority already exists where it is most needed with MAX, even buses sometimes have a priority at some stops - SE Cesar Chavez and Belmont heading north - if the driver knows how to access it.
7 97204 No everyone has easy access to tools.
8 97206 All the above are great ideas!
9 97211 Sure, if it really can help to avoid widening roads or building new capacity, then it seems like a good use of resources.
10 97215 capacity to move vehicles in reasonable timeframe.
11 97219 How much do the various options cost?
12 97223 Not sure if benefits are matched by costs. Would support if outcomes can be substantiated.

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- 13 97225 Use technology to manage parking. There is not such thing as free parking! Invest in occupancy sensors and price so that there will always be 80% vacancy. Use technology to charge a toll for minutes driven/ entering and exiting key areas of the city. Use this revenue to improve the quality of life for all portlanders.
- 14 97230 Keep looking for improvement strategies.
- 15 97230 Love pedestrian countdown signs. Since bikes have priority and pedestrians have priority, I don't understand why people in cars who pay for the roads with their gas taxes don't get at least parity with SOMETHING.
- 16 97238 I would need more data to determine if I support this.
- 17 97239 If it's demonstrated elsewhere to be cost-effective and increase safety. Be very cautious about spending money to install new, previously untested systems. Be specific about what benefits are expected and track whether or not they are achieved.
- 18 Dumb question. Too vague. Who opposes improvements in theory?
- 19 Maintain current levels of investment.

5. Do you support more investment by your community and our region to provide information and incentives to expand the use of travel options?

Respondents who answered 'YES' said to consider the following when implementing Policy 5:

Zip Code

- 1 7236 Please do informational meetings and send out notices to residents to get their opinions and suggestions.
- 2 97003 I'd just like to see more people use public transit. But I'm not sure how we can convince Americans (who are bonded to their cars!) to use it more often.
- 3 97003 Limited investment in this area.
- 4 97003 Stop putting down black asphalt pavement as a driving/biking/wlking surfaces, furthering the heat island problem in Oregon. Clear pavement binders are readily available and only need serve as the top lift.
- 5 97004 While it is good for the public to do these things more, it would be BAD if this option used up the money needed for actually making biking and walking safe.
- 6 97005 A website?
- 7 97005 As a mom of young children, I find it more challenging than ever before in my life to use transportation other than my car. Between all the diaper bags, how tired kids get (and how tired I get carrying them), and that it takes 2-3 times longer to ride the bus or lightrail just makes it hard to make that choice.
- 8 97005 Build on way finding, route planning tools already in the market. Provide tax incentives? (some benefit/issues) for improved and functional bike parking in commercial areas and apartment/condo complexes. Keeping bikes safe, secure,(dry) and in highly visible areas may reduce barriers to more people riding.
- 9 97005 Financial incentives are ways to spur people to change their habits.
- 10 97005 Increasing options for low income workers.
- 11 97005 Make trimet a free service.
- 12 97005 Pay people to bike and walk - it's a great investment.
- 13 97006 Better signage on trails for directions and distance.
- 14 97006 Employer paid transportation or if apartment communities are built without access to parking a bus pass should be given, or cost shared by the developer.
- 15 97006 Employers need to be on board with this to provide opportunity and flexibility (and perhaps incentive) to make carpooling type things more accessible.
- 16 97006 Get people into better run mass transit. This includes better security on MAX (I gave up riding after being accosted on a loading platform), especially after dark.
- 17 97006 I think that people have to be informed about a topic a few times before it sinks in. As for incentives, I support measures that encourage people to reconsider habits such as hopping into their cars to run a single errand.

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- 18 97006 Let car owners pay extra for using their cars and spread that extra money as incentives towards non-car users. Increase the price for gasoline and use that extra income for incentives? Do not increase property taxes since that will also put pressure on the people who are already car-less and use alternative transportation.
- 19 97006 Look at the modes of travel for the area considered.
- 20 97006 Only if it does not take away the rights of those who own cars and if there are reasonable expenditures with check and balances so they are reviewed by an independent panel to make sure money is being spent correctly and wisely.
- 21 97006 This seems like a good idea--but i think it will be a hard sell as long as private cars are soooo easy and cheap to use.
- 22 97006 Who is the target? Commuters and students are the ones needing more travel options. We could stop building roads and that certainly would be an incentive to travel in new ways.
- 23 97006 Yes to public transit, walking and bicycling. In this day and age, any urban-area and suburban-area road should include sidewalks, and any road that has anything called "peak time traffic" should include bike lanes.
- 24 97006 Yes, in a small way. unless the price of gas doubles, the convenience of the personal auto will keep most people from using these alternates. so, while i support the idea in theory, i don't think there will many new converts. i do support raising gas taxes greatly.
- 25 97007 Adding parking structures and perhaps more locations for long-term parking for public transit users could add the number of people who ride who are not within walking distance of transit.
- 26 97007 Availability to the greatest number of end users, cost, and environmental impact.
- 27 97007 Bike boxes at intersections and green paint on the pavement for complicated right-of-ways is good. Signs that educate motorists regarding bicycle right-of-ways would be helpful.
- 28 97007 But this seems to be a much lower priority than the other categories.
- 29 97007 Collaborative effort between private and public
- 30 97007 How to provide for the greatest number of end users at the best cost.
- 31 97007 I believe the current level of available information is optimal
- 32 97007 Make sense.
- 33 97007 Many people are averse to ride-sharing, valuing their independence, I suppose. But information on all the above options, frequently updated and prominently displayed, can't hurt.
- 34 97007 More dedicated bike roads, paths, trails, etc.
- 35 97007 Much more needs to be done in the area of car sharing, carpools and vanpools. Also look at more HOV lanes.
- 36 97007 Raise the gas tax.
- 37 97007 See answers to previous questions.

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- 38 97007 The annual MAX pass that I get from my employer is like a golden ticket...saves me \$2500/ yr and nearly 8500 miles I don't drive. When balanced against the catastrophe of climate collapse, free public transit will look like a steal on the terrible day we realize we've passed a point of no return.
- 39 97007 Use social media to make car pooling safer with strangers.
- 40 97008 High gas prices apparently aren't incentive enough. More needs to be done to lower the pollution from cars and noise from traffic.
- 41 97008 However do not raise our taxes for these things you all seem to love raising taxes since it is not your money.
- 42 97008 No opinion.
- 43 97008 The powers that be i.e. Governor and his staff, mayor and his staff, city commissioners should set the example by riding the max, bus and biking every where they need to go. Don't expect the unwashed masses to something that their leaders are unwilling to do.
- 44 97008 This should be given a larger share of the resources than in previous years.
- 45 97009 Add incentives for employers to allow workers to work from home as much as possible and there is a win-win available for the taking.
- 46 97009 Central dispatch computer for public to access and sign up.
- 47 97009 First priority is safety. Drivers and co-riders need to know that the vehicle in which they are riding is safe, and that the occupants with whom they sit are safe as well.
- 48 97009 Potential is the key word. What has Really happened another places and here.
- 49 97012 Info about willamette valley ride share online got me out of my car and into a vanpool...less expensive than driving, less stressful and better for the environment.
- 50 97013 I think Portland currently does an extremely good job providing these services.
- 51 97013 Yes, spend money to provide information about travel options, but let's not overdo it.
- 52 97023 More connections for public transportation.
- 53 97023 Proper advertising and informational materials.
- 54 97024 We already have the info, we just need to be smart enough to use it!
- 55 97030 However, pools have never caught on or worked very well. We must concentrate more on modern public trans options, like in Europe.
- 56 97030 More room for bikes on transit and on cars for sharing.
- 57 97030 Tax rebates and stipends for those who use public transportation.
- 58 97030 This policy should be given high priority.
- 59 97030 You're going to have to make the info eye catching; people will tune out quickly and continue to do what they always do.
- 60 97034 Don't need incentives...people who want to do this will do so without the tax payer having to dig any deeper.
- 61 97034 I am skeptical of carsharing, carpools & vanpools. Much more computer rail is needed.

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- 62 97034 I particularly like variations of carpooling. However, the government needs to get out of the way and permit the private sector to develop the infrastructure to make ridesharing by private parties as convenient as possible - transit and taxi interests be damned.
- 63 97034 Information about these alternatives is fine, but I object to incentives paid for by the tax payers that actually already save the users money.
- 64 97034 Most effective marketing techniques to reach the greatest number of potential participants.
- 65 97034 Population growth projections, financial incentives through employers, more and physically separate bike lanes.
- 66 97034 Tax incentives for not driving alone in a car. Free, secure parking for bikes in business districts. Subsidized transit passes.
- 67 97034 The least amount of effort should be put into implementing any solutions involving cars and trucks. Focus instead on pedestrians, bicyclists, and public transportation like buses.
- 68 97035 As I said earlier, we should do everything we can to get cars (particularly single-occupant) off the road, with as many people biking and walking as possible, and the rest using transit. Also I'd like to point out that electronic bikes (e-bikes) are quite popular in other countries (particularly in Europe and Asia), and this technology should be promoted as a viable transit option for certain trips/segments of the population.
- 69 97035 Carpool/vanpool/sharing programs need to be more pervasive and easy to step into... Transit could be taken a step further to small bus routes that target commuters on popular routes that the larger TriMet buses do not/cannot serve. Provide workplace grants for vanpooling.
- 70 97035 For the people who don't need the auto for work this would be good.
- 71 97035 Looking out for long distance commuting from the suburbs to other parts of town, not just to downtown.
- 72 97035 Sounds like a place to begin the discussion on the hassle of driving in the Portland Metro area.
- 73 97035 Technology is already helping with car pooling options eg. uber and zipcar. The government should look at drafting policies to encourage these services.
- 74 97045
- 75 97045 A tax break for using public transpo or other non-car methods.
- 76 97045 Depends on how logical in Metro area.
- 77 97045 Do this in a way that reaches a lot of people with reasonable investment - that is don't over do it. As the transit system improves spend more resources letting people know about. Call it the transit awesomeness to braggingness ratio.
- 78 97045 Electric car plug-ins, expanding zip cars to the suburbs.
- 79 97045 Guard against un-licensed car-share operations.
- 80 97045 I like the idea of having more carless areas.
- 81 97045 Need more bus routes that can be in more areas and be more cost effective.

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- 82 97045 Not to punish those without an option - say driving to work during hours and areas there is no other access and implementing a highway tax.
- 83 97045 People need to be aware of their options for alternative transportation (biking, bussing, etc).
- 84 97045 perhaps a better network of ridesharing opportunities.
- 85 97045 The best incentive is probably getting people to realize the cost savings and convenience of alternate transportation.
- 86 97045 The use of technology should help with such
- 87 97045 This is an inexpensive way to save on fuel, pollution, enhance safety. More roundabouts!
- 88 97045 This is only partially helpful for those of us on the edges of the UGB. Yes, getting more people on public transit, walking, biking will make our commute better, but we still need a better parking strategy with the parking structures located more evenly around the city.
- 89 97045 This makes workers save time and gas when traveling to their jobs.
- 90 97053 That this is not new, has been tried before, and only a limited part of the population will use travel options. A "big" change is needed with "big" incentives. Only a few are inspired to change because it is the right thing to do; most need "what's in it for me" incentives.
- 91 97055 Businesses that hire workers at a specific location all day should be targeted.
- 92 97055 Provide education.
- 93 97058 Making public transit appear more inviting. No one wants to stand in the rain waiting half an hour for a bus that is steamy and smelly.
- 94 97058 The world lives on technology, being out front is important to keep people informed and getvinfo out in madses quickly.
- 95 97060 Don't know.
- 96 97060 Get the information out and market this strategy. It will work but it must be handled right, positive, and the public needs information on this program.
- 97 97060 Low cost.
- 98 97060 Reduced parking fees for carpooling, & above, vehicles.
- 99 97060 This would be the last item I would invest \$ in.
- 100 97060 Yes..BUT! (yes, always a "but"!) FIRST the Oregon insurance commissioner needs to change the rules. Car sharing, or even ride-sharing, leads to a deeeeeeeep! hole in the liability system, and it needs to be spelled out that, for example, someone who contributes "gas money" is not a "commercial hire" and the one who accepts the "gas money" is not a "commercial vendor". A member of my family "car-pooled" for several years until our insurance agent told us that, as a "tit-for-tat" driver, we were, in law, engaged in a "commercial" enterprise and our non-commercial insurance would not cover us in the event that anyone in our car, OR OTHERS involved, were injured or had property damage. FIX THAT!

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- 101 97062 Businesses see where the weaknesses are for mass transit commuting. Offer to assist with monthly mass transit pass. Perhaps local food establishments can offer percentage discount when showing a bus pass. City can help get workers to take care of errands/dental appts and so forth by connecting them to these services during their lunch.
- 102 97062 I don't know but getting information to the right people at the right time is very important communication as well as transportation go hand in hand.
- 103 97062 Interconnected bikeways that are also walkways. Better mass transit into the suburbs, especially into Tualatin and Wilsonville beyond rush hour times. Do they think we don't go anywhere or want to go anywhere during the day or in the evening? Traffic might be a lot better if people like me could get downtown during the day without having to leave with the commuters, or in the evening when we would love to go downtown for dinner and drinks.
- 104 97062 Of course. I've been pushing for a 'eHarmony' like webpage backed by W-4 data from the State showing how many people live close to me and work close to where I work. It would allow one person (who was looking to carpool) to send postcards to others who were possible candidates for carpooling to explore their options. Call me: 503.691.9530
- 105 97062 Perhaps good access to information via social media.
- 106 97062 Please bring back/institute HOV lanes, at least at rush hour times.
- 107 97062 The needs of the disabled and older folks who can no longer drive--or shouldn't be driving--and not just for workers.
- 108 97062 Yes but information is the most important. I believe if you build good paths, and people know about them, they will use them.
- 109 97062 Yes, however, I believe it to be weak and somewhat futile. Economic and development regulations favor travel alone by car. Period. No amount of ads or brochures or exhorting carpooling above and beyond what I've seen and heard is going to overcome that. For someone who is interested in riding transit, they'll simply use google or go to www.trimet.org for the info they need. Make a token effort for this policy, and spend more time and effort on the other policies.
- 110 97068 Carsharing is not possible on all routes, it seems as if people are already informed. MAX goes to Hillsboro and people use it to commute but the southern suburbs, where there are not clear work commute routes, are harder to serve. A subscription service like airport vans might be an option here.
- 111 97068 Enforce traffic laws on bicycle riders. They disregard traffic control lights, one-way streets, traffic lanes - you name it - bicycle riders thumb their noses at all traffic regulations. Bicycles should require licenses AND LIABILITY INSURANCE. Improve carsharing, carpools and van pools.
- 112 97068 Get the idiots in Portland to approve uber.

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- 113 97068 I support new dedicated funding for active transportation. It is important to take off as many trip from our road network as possible by using active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects should be prioritized.
- 114 97068 Limited resources for this option.
- 115 97068 Reduce the regulations on taxi cabs. In Washington D.C., cabs are everywhere and there is no need for a car because you can easily connect from rail to a cab to your final destination.
- 116 97068 Travel options will need to be convenient and affordable.
- 117 97068 You'll get much better participation and a happier public with," HONEY" than by trying to shove" vinegar" down their throat.
- 118 97070 Allow Uber in the metro area.
- 119 97070 Availability at time of day connectivity cost #1 consideration.
- 120 97070 I support additional information, but not sure about incentives.
- 121 97070 Information should be at every library in the region.
- 122 97070 Install HOV lane with congestion tolls as along Utah's Wasatch Front (between Ogden and Provo). Adopt congestion tolls during rush hour, as is currently done in London and Stockholm. We have had the technology for more than 40 years but not the political will.
- 123 97070 Local businesses could partner w/transit to provide "perks" (free soda, 15% off purchase, etc.) for riders who showed a pass stamped with that days' ride to that businesses' area. Also, an incentive to walk could be as simple as having many well-placed, safe, sheltered benches for walkers to rest. Van- and car-pools need their own "diamond lane" on the freeway. On toll roads, they could get free passage.
- 124 97070 Mandated employer sponsored programs with monetary incentives to encourage workers to use other means that driving to work.
- 125 97070 Public awareness is good - but you need to have a good product to market. Make travel options part of the planning process early on in any transportation project or construction.
- 126 97070 What is working today and why? My husband loves the bus/WES and his employer pays for the monthly pass so the company gets a green credit. Great for all. The bus/WES takes twice as long to and from work, so the dollar incentive is important for us as a family.
- 127 97078 Balance the funds between autos and alternative options.
- 128 97078 Energy efficient and environmentally safe transportation.
- 129 97078 I would be more inclined to car pool or use transit if incentives were an option. Taking transit requires more time than driving, and my time is valuable.
- 130 97078 See other responses.
- 131 97078 This is the key

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- 132 97080 At this time Eastern multnomah county, gresham, and Sandy would stand to benefit from incentives and more info in this regard. Surveying the needs in each area would be helpful to determine each community's desires and specific needs.
- 133 97080 My initial reaction is to reject government incentives. However, there is a large percentage of our population that deserves support from the government.
- 134 97080 Need to come up with new ideas. I don't have any and carpool/vanpool, walking and bike info has already been tried. Keep it up, and good luck. Maybe start with the schools and start folks walking, biking and taking transit early.
- 135 97080 Providing incentives in areas where people aren't taking advantage of carpooling, carsharing etc.
- 136 97080 Sadly, people are selfish and we will never get them to easily go to carpooling systems. People who are already aware are probably already using or have used public transit as much as they can.
- 137 97086 Get people out of cars as much as possible. When that reaches its limit, get them to share cars. Incentives are needed, what about free or reduced parking rates, and reserved places downtown?
- 138 97086 Make it cost effective.
- 139 97086 N/A
- 140 97086 Reducing frequency and quantity of business and personal trips.
- 141 97089 Availability.
- 142 97089 Cost effectiveness of communication. Many people will not be able (or willing) to use alternatives.
- 143 97089 Encourage, but don't punish or force people.
- 144 97089 How about incentives for companies that allow telecommuting, working from home?
- 145 97102 Better than widening street, eliminate the one-person auto ride as something usual and acceptable.
- 146 97106 Make transit free and plentiful bike parking.
- 147 97106 People need reasons and incentives to change current behavior. A few bucks or attaboys could go a long way.
- 148 97113 Do this without increasing costs to people who do not benefit from these.
- 149 97113 Use paper collateral only in places where a single flyer can be viewed by many. i.e. a community bulletin board. Otherwise, get word out electronically, through radio and TV announcements, at tabling events.
- 150 97116 Education is important but definitely not enough. Many people know that carpooling, ride sharing, public transit is a good idea, but still don't do it. You need to really investigate what incentives would motivate people to actually make a change.
- 151 97116 Getting people to the major bus routes is important especially during inclement weather.
- 152 97116 Make public transportation faster. Make walkways and bikeways more safe (lighting, maintenance). People will come. Quality systems do not require incentives to draw users.
- 153 97116 Target companies with large employee base more, like Intel or Maxim.
- 154 97123 Communication is always important. It should not be too flashy - but facts and helpful ideas.

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- 155 97123 Cost! Use taxation to lower the direct price of mass transit in order to maximize how many people choose it. Raise parking prices, too.
- 156 97123 I would focus more on safe walking and biking routes than carpools.
- 157 97123 Incentives, perhaps. Info probably not necessary. people that want or need it will find it.
- 158 97123 Information - yes. Incentives? Not so sure. The biggest bang for the buck would be in promoting better land use decisions by planning agencies in planning communities and by individuals in choosing to live closer to where you work.
- 159 97123 Keep signs in public transportation stops and email the community.
- 160 97123 Reduce automobile use and increase walking, bicycling and public transit options and really include this philosophy in planning and permitting all future developments.
- 161 97123 Think we should also use some congestion pricing.
- 162 97124 Absolutely! Incentives drive demand.
- 163 97124 Carpool lanes on hwy26 would be helpful. Discounts on passes for monthly and yearly max riders.
- 164 97124 Easy ways to find carpooling opportunities.
- 165 97124 I am in support of all efforts to increase options for non-car folks to get to jobs at all hours and on weekends.
- 166 97124 Incentive vs. value, other options that might be available i.e. don't offer car share incentives if the Max goes that exact same place.
- 167 97124 Like I said....carpool lanes. Why are there so few in the metro area?
- 168 97124 Metro should take an assertive standpoint in promoting active transportation for reasons related to public health.
- 169 97124 Publish "favorite walking routes" in brochures, newspapers, YouTube, etc. Encourage citizens to submit their favorites.
- 170 97124 Safety. Ability for people to get to their destinations quickly using alternative travel options.
- 171 97124 Social norming - "lowering your carbon footprint is the right thing to do, whether or not there are regulations - and get your friends to do it too."
- 172 97124 The costs and how well this system would work for a low income person. We must have safe roads with walkways to travel down to reach these options such as public transportation. If it isn't safe or well lit then it is wasted effort.
- 173 97124 This is not likely to create huge improvements, but if people don't know about options they won't use them.
- 174 97124 Very important. Should be a top priority.
- 175 97124 Yes but not much. Some face to face and use volunteers but not big add campaigns.
- 176 97124 Yes to all of the above!
- 177 97140 Good to get the information out, but not the top priority. Limited interest from those invested in a single vehicle philosophy.

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- 178 97140 I have no idea, but less single occupant vehicles on the road would be greatly appreciated.
- 179 97140 I'm not sure we need incentives. The cost savings of gas, insurance, etc. is incentive enough.
- 180 97140 Metro should contact and visit other locations in the country that have been successful. Why reinvent the wheel and end up with something unworkable that the public ignores. Types of choices you mention are a problem for families with children. Day care requires that you be on time every day!
- 181 97201 20 minute communities plan should be expanded upon and alternative transportation options between said communities.
- 182 97201 Actively disincentivizing single occupancy motor vehicle commuting should be part of transportation policy.
- 183 97201 Companies with lower wage earners should be given more incentives. Recreation centers should offer their customers incentives. Information should be easily search-able and verifiable and a safe option. And trips to and from work or school should of course be considered, but also trips to the grocery store or to other retail, restaurants, doctors offices, and every location can improve one's quality of life.
- 184 97201 Do it, but it's a low priority. Providing on the ground options is what really counts.
- 185 97201 Do not put the cart before the horse when it comes to information and incentives. Take care of the basics first. The cleanliness and safety of the transit as well as not long waits between times of transit are key. Waiting 20 minutes for a connection option in a rainy area is a non-starter for most and when this is solved with more connections this needs to be known. Informing people how great the transit is and then offering transit one to three times per hour is simply lying to people.
- 186 97201 I would like to see transit times printed on all transportation station shelters. I like the use of electronic signs to tell passengers when next their bus/streetcar/train is coming.
- 187 97201 Keeping Portland on the forefront of mass transit.
- 188 97201 Make it available for ALL people, esp those low income folks!
- 189 97201 Maybe educate people with cars that they can do without them. I've been carfree for all of my adult life (45 years) and have not had any trouble with it.
- 190 97201 Private auto rides should not be the first thought.
- 191 97201 Really look at the costs to DO something as well as the costs to NOT DO something. Sometimes you subsidize one thing that ends up with additional (hidden) costs.
- 192 97201 Reducing congestion, delay, pollution, and toxics.
- 193 97201 Require new building to provide parking! Levy property tax separately on parking space that is dedicated to all forms of transit.
- 194 97201 Social media and the internet are the primary ways I get information on different transportation options.
- 195 97201 Solo drivers should be discouraged. Perhaps parts of downtown served well by transit should be off limits to cars.

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- 196 97201 Strongest incentive I can think of is tying the proposed roadway maintenance tax to how badly your chosen method of transport degrades the infrastructure. Freight and private motorists pay (substantially) more, cyclists and transit riders pay less. Or nothing. This isn't preferential - it's just fair - and could provide a serious incentive to get people out of their cars.
- 197 97201 These investments must be approached very cautiously, very incrementally. Great risk of backlash. Give priority to M&R of the systems we have, over this expansion.
- 198 97201 This will have only modest impact, so not a lot should be spent on it.
- 199 97202 Affordability. Often incentives are given to people working in areas where they already make a living wage. People who work in non profit or service industry jobs often don't have access to incentives.
- 200 97202 As long as the options aren't just more big highways, parking lots, and convenience for drivers of personal autos.
- 201 97202 Businesses and organizations should fund incentives, not taxpayers.
- 202 97202 But I doubt information is limiting here.
- 203 97202 Communication is the key. Without communicating effectively, all the projects and programs you can come up with are next to useless. Information, incentives and good communication are extremely important.
- 204 97202 Cost and equity. This is a lower priority unless it is actively engaging communities with lower incomes in the process of program development and implementation. Partner with existing community groups to identify and build out projects for increasing engagement. Evaluate existing tools and keep the ones that are producing results and cutting the ones that are not - avoid short cycle collateral and program re-designs: stick with the stuff that works and don't waste time on continual incremental improvements - those can be done on a longer cycle (e.g.: create collateral and tools that are designed to last at least 2-5 years).
- 205 97202 Cost is the best incentive. Make driving expensive, other transportation cheap.
- 206 97202 Dedicate traffic lanes and parking to auto sharing.
- 207 97202 Demand based Tolls for driving with equity lens for low income people (should have said this earlier.all of these should be incentivized.
- 208 97202 Device a clear and efficient way to get people together in carpools. Also vet participants as much as possible to ensure safety.
- 209 97202 Disincentives to businesses that operate in ways that make travel options difficult (e.g. some sort of tax or fee for businesses that support automobile use (e.g. free parking) over transit use (e.g. giving employees free bus passes).
- 210 97202 Education and Encouragement are just as important as how we engineer our roads. I strongly support expanding the promotion of travel options, especially to new populations such as students.

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- 211 97202 Emphasize incentives, i.e. Convenient, free bicycle parking at large events to encourage people to bike rather than drive cars or trucks causing traffic jams. The Boston Red Socks does this to ease congestion on game days. Volunteer bike parking valets get free tickets to the game. win-win!
- 212 97202 How to best reach people that strictly drive a personal vehicle, and how to convince them to give up the super convenience of a car for taking the bus, etc. I recently found SmartTrips and that is an AMAZING resource. Gettin' the word out, word.
- 213 97202 How to reach the most people who aren't already doing this. Incentives.
- 214 97202 I have not witnessed this to be very effective. It is so hard to find folks that work the same hours and close by.
- 215 97202 I see this as a lower priority than infrastructure improvements. I would like support in this area to go to programs that show demonstrated results at increasing the number of people using different transportation options besides single occupancy vehicles.
- 216 97202 I support more incentives but there's already plenty of info out there.
- 217 97202 I think education is important, but how effective is another shiny brochure? This is not a rhetorical question. I really don't know the answer. People who carpool etc., should get to have stickers on their vehicles that say: "you're welcome" to the people who are not actively helping to cut down on emissions and use less energy. Can there be discounts or other financial or tax incentives for people who choose public transportation?
- 218 97202 I think incentives will help people "get their feet wet" in choosing more responsible options, and small incentives can have big payoffs for reduced road maintenance.
- 219 97202 I think there is quite a bit of this available already. I do not see the need to expend a lot of extra funds or time for this category.
- 220 97202 I would like to see businesses incentivized to have more people work from home.
- 221 97202 I would prefer more focus on walking, biking and public transit than vanpools or carpools. Car sharing--I'm not sure we need large investments in it.
- 222 97202 I'd love to see a tax incentive or rebate to encourage biking and carpooling for commuting to work.
- 223 97202 If it doesn't cost too much.
- 224 97202 I'm sure some people won't consider alternative means of transportation because they simply don't know to think outside the box.
- 225 97202 incentives especially. people should be encouraged, and rewarded, for nature- and socially-positive choices.
- 226 97202 Incentives should be provided to get the movement going. Employers should receive recognition for the percentage of their workforce that uses travel options. Employees should also be recognized in some way.
- 227 97202 Incentivising this option, or deincentiveize single occupanc vehicle use.
- 228 97202 Incentivize private employers to offset costs to employees.
- 229 97202 Including all options.

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- 230 97202 Information is always good regarding all of those options. But if the bus system is not on time , it will not work. And if you see the weight issue in Multnomah County, you know that folks will not walk that much . You also have to take into effect the age of the average commuter and the seasons.
- 231 97202 Information/advertising at DMV about carpooling options might be helpful for informing all drivers of their various transportation options. In Tualatin, I only know about the vanpool due to a co-worker riding it.
- 232 97202 It would be great if businesses had more tax incentives to provide transit passes to workers at greatly reduced costs, and to promote biking by providing incentives (small increase in pay?) to their employees who walk or ride their bikes.
- 233 97202 Low cost, low effectiveness. Minor part of the program.
- 234 97202 Make sure the systems are easy to use and are updated frequently. The rideshare program I tried to use a couple years ago was terrible.
- 235 97202 Make trip-planning by bike easy in the Portland Metro area. Provide info on very busy streets about safer alternate routes for biking. Make using alternate modes as easy as possible.
- 236 97202 Many neighborhoods are trapped from these alternative transportation areas. I live on a major thoroughfare, cesar chavez, and I fear walking up and down the street due to high, speeding traffic with no crosswalks.
- 237 97202 Most such "information providing" over the past three decades has been utterly ignored. Can I think it might get better? I think it will be of most benefit to a handful of ad agencies.
- 238 97202 No one wants to carpool.
- 239 97202 Not carpools, not vanpools. Carsharing I think is coming along nicely. More public transit. I don't think we need to provide incentives for people to do it, we just need to make it easy for them to do it.
- 240 97202 Please consider creating partnerships with surrounding counties/cities so that people who live in the metro pdx area but not in pdx or multnomah also have good mass transit options.
- 241 97202 Prioritize incentives for walking/biking/transit, fare abatement, and emphasize physical activity.
- 242 97202 Public service messages do work and an informed population is likely to adopt and drive further emissions reduction actions in the future. No pun intended.
- 243 97202 Right on target. Can you say carbon tax :-)
- 244 97202 Sure, but voluntary/education actions such as this are unlikely to make much of a dent in our greenhouse gas emissions. Other steps - like improving bus service - are far more important.
- 245 97202 Sure, why not. But the best ways to get people to bike and walk more is to make them feel safer doing it and make sure they can safely get to the places they want to go. More brochures won't help--we need more crosswalks, sidewalks, and protected bike lanes.
- 246 97202 Targeting populations that would be able to benefit with the least amount of urging first, from there expand out to populations that may not realize that these forms of transportation are a viable solution.

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- 247 97202 Test carefully to see what works. Use best practices. Be frugal-minded! Perhaps the rewards can be social instead of financial. Perhaps single-occupancy drivers can fund the rewards system.
- 248 97202 There should be a tax credit for those who take public transportation.
- 249 97202 Think about how to communicate effectively with the largest number of people at the smallest possible cost.
- 250 97202 Use local neighborhood newspapers to inform people of travel options use local art schools and art departments of grade and highschools to create art/billboards, etc. that encourage carpooling, ride sharing, etc.
- 251 97202 VERY IMPORTANT.
- 252 97202 We already do a better than average job of getting out the word on green travel options. Additional expenditure on this area should focus on incentives, and overall it should be less funded than the first four strategies that have been discussed in this survey, which are far more crucial to everyday habitability, safety and public expense.
- 253 97202 We are probably not going to get a large percentage of new cyclists without protected bike lanes, no matter how much information, programming and other incentives we provide. That being said I do support programs that encourage alternative transportation, such as the Bike Commute Challenge.
- 254 97202 We should devise ways to raise money from drivers to subsidize low income transit passes for the working poor.
- 255 97202 Yes, but these programs need to get to the top. Is there information regarding how much CEOs, executives and people in top management positions use these programs? They should be marketed to as well. They should not simply be the beneficiary of having less traffic in which to drive their expensive cars to work because the rest of us are taking part in these other travel option programs.
- 256 97203 Again not as high a priority.
- 257 97203 Considering people who do not live/work in "popular" parts of town, but still need access. People who work in the suburbs but live in Portland. People who work unusual hours, like evenings and weekends.
- 258 97203 Encourage more employers to offer transit pass options.
- 259 97203 Ensure that implementation addresses the needs of non-English speaking communities, communities of color, and people impacted by poverty.
- 260 97203 Geographic distribution of potential users. Income, ethnic and age of potential users.
- 261 97203 I support incentives for biking, walking and public transit.
- 262 97203 Individualized marketing needs to be expanded.
- 263 97203 It's great to encourage people to use what we have, but ST Johns really needs train service.
- 264 97203 More bike support structures. Encourage businesses to have showers for bikers. Allow carsharing.
- 265 97203 Need charging stations for electric cars.

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- 266 97203 Really a "maybe". Education with a goal of behavior change is seldom effective. Public awareness campaigns tend to preach to the converted. Need to go beyond the customary approach of "if only they know they'll change". Many good programs already exist within agencies and non-profit organizations. More about compliance/adoption than awareness.
- 267 97204 As long as no trees are harmed in the implementation of this, I'm in favor.
- 268 97204 Provided it doesn't cost too much so that the tax-payer isn't asked to spend more money on taxes, I'm in favor. But first try cheap or free advertising sources, please.
- 269 97204 Quit pretending that downtown Portland is the only transportation hub which should be considered.
- 270 97205 Even though managing supply (all the examples given are supply) is less effective than demand management.
- 271 97205 A series of free apps to assist citizens to plan their trips in various transportation modes / kiosks or other information tools for planning trips and connect individuals with options.
- 272 97205 Continue to fund TMAs and other similar programs.
- 273 97205 Give priority to info and incentives for trips made on foot, bike and transit.
- 274 97205 Group discounts on transit fare tickets for organizations (like the special rate for students and faculty of PSU).
- 275 97205 The region is very dispersed as a result of single use zoning implemented everywhere for decades. A better idea would be to have bus service based on demand as identified with smart devices.
- 276 97205 Use media - mass and social to spread information about transportation.
- 277 97206 A big part of this should be disincentivizing single occupancy vehicles. A good way of doing this would be to raise Oregon's stagnant gas tax and to install diverters that make SOV trips difficult while allowing transit/bikes/people on foot to pass in the most direct manner.
- 278 97206 A site to find others who want to share.
- 279 97206 Addressing the issue of crime in order to make people feel safe will go a long way to promote non-automobile forms of travel.
- 280 97206 All urban citizens should have neighborhoods with sidewalks.
- 281 97206 Also provide disincentives, i.e. congestion pricing, tolls, etc.
- 282 97206 Be cost efficient when designing a portfolio of encouragement programs. Walking, bicycling and transit encouragement programs yield far greater benefits on the basis of people converted to the target mode than do carpooling programs.
- 283 97206 Better marking and enforcement of bike lanes, including requiring bikers to follow traffic rules as well as motorists. More downtown bicycle parking opportunities for commuters.
- 284 97206 Bike-Sharing!
- 285 97206 Compare costs to car ownership.
- 286 97206 Education is great, but it will not go far without the infrastructure of bus lanes and protected bike lanes to offer a real alternative.

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- 287 97206 Education is huge. I would suggest investing in a community based social marketing expert.
- 288 97206 Education is power. New residents coming from auto-dependent parts of the country need someone to teach them how to get around without a car.
- 289 97206 HOV lanes, dedicated bike routes, requiring parking to be part of apt. developments to avoid forcing more vehicles into residential areas. Again, Clinton St congestion seems to be driven by the ridiculous explosion of apt.s on Division w/o parking. Quit kowtowing to developers.
- 290 97206 I am not sure that this would help change mind of those who are anti-transit but is worth trying.
- 291 97206 I think this area should also include the encouragement (through code) of building low or no-car housing projects.
- 292 97206 Incentives to stay out of cars should be the norm. Apparently there's an elaborate system in parts of London to capture license plates to assess tolls. This is a perfect use of high-tech coupled with fairness and equity. INVEST IN PEDESTRIAN INFRASTRUCTURE IN EVERY NEIGHBORHOOD, and NOT JUST IN THE PEARL, SW, or NW!!!
- 293 97206 Just a small investment. Carsharing, carpools and vanpools could be left to the private sector.
- 294 97206 Not as big a priority as other investments.
- 295 97206 Reduced parking fees for car pool vehicles that carry four or more people. Increase the number of car pool parking places. Reduce Trimet fares. Increase Trimet employer taxes.
- 296 97206 Study what they do in Cuba, as an add-on: make it legal for certain types of licensed vehicle drivers to pick up anybody waiting for a ride at specified intersections..... Also work with employers and schools to stagger schedules so not everybody is commuting at the same time.
- 297 97206 The fights happening over UBER car sharing already. People like it, taxis don't. Loss of taxes from taxi companies.
- 298 97206 The information is important; however, it is way more important to actually provide safe streets! I'm less interested in feeling good about the fact that I commute by bicycle than I am interested in there actually being a safe route for me to take.
- 299 97206 Think it is more beneficial to encourage biking, walking, and public transit than it is for carsharing and carpools.
- 300 97206 This education should also include materials for drivers on how to share the road properly with cyclists.
- 301 97206 This is absolutely imperative for our future growth.
- 302 97206 This is great, but the infrastructure and options have to be there first. Transit is way too slow and bike/ped infrastructure way too incomplete/uncomfortable to be good alternatives for many trips for many people in the area.
- 303 97206 This is great, TDM is good, but don't use this as a substitute, not everyone can participate in these programs. Encourage Cities like Beaverton who do not believe in the benefits of TDM to change their ways.
- 304 97206 Voluntary participation is key, with as little fees charged as possible.

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- 305 97206 What are legal barriers to sharing? Work to reduce or eliminate restrictions on sharing transportation or innovating new options.
- 306 97206 Yes, but don't break the bank and leave some money for the actual improvement.
- 307 97206 Yes, minimizing our dependence on private automobile useage.
- 308 97207 Incentive employers to subsidize transit use to the same degree they subsidize auto use such as my company that gives free parking in downtown parking garages but does nothing for those of use that use transit (which is a majority of the employees).
- 309 97209 I am a Car2Go member - primarily because I use that service when I travel to another city. It doesn't work well for me as a substitute for owning a vehicle because my office is in Tigard, and I have many meetings in Beaverton, close-in SW, Lake Oswego - and none of these areas are in Car2Go coverage areas. If Car2Go had a coverage area that also included all of SW Portland, Beaverton, Tigard, and Lake Oswego I would consider giving up my car and relying on Car2Go, public transit and walking and biking.
- 310 97209 I'd like to see the expansion of private-sector services such as Car2Go and Bike Share services. If incentives could be provided to Car2Go to allow their coverage area to extend from just downtown and eastside to include Lake Oswego, Tigard, and Beaverton I would consider getting rid of my car and relying solely on Car2Go and public transit. As it is, I have too many meetings and public transit is too cumbersome and time consuming for me to use, so I drive my own car.
- 311 97209 I'm all for providing travel options to get more cars off the road, but I don't believe in car pool lanes as they just seem to create more congestion by taking a lane for most users.
- 312 97209 Incentives for walking, not riding either in cars or on bikes.
- 313 97209 I've recently become a more frequent user of the streetcar system, and was impressed with the usefulness of the pdx streetcar app. Technology could help with expanding alternative travel options.
- 314 97209 Just do it!
- 315 97209 Limited. This should only augment existing programs. Not detract from actually providing service.
- 316 97209 PSA's can help with this.
- 317 97209 The working poor and people with disabilities. Ways to carry things on busses. It is very hard to get around with packages on Triment sometimes. Not everyone can ride a bike or walk and some people don't have time when trying to get from work to pick up their kids.
- 318 97209 This can be a worthwhile investment.
- 319 97209 This has worked well to reduce the # of cars on the road during commute hours for many cities.
- 320 97209 This is a relatively inexpensive way to improve transit efficiency.
- 321 97209 To connect with businesses to support this effort, like by providing adequate bike storage and on-site showers.

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- 322 97210 Additionally, there should be a disincentive for the use of private vehicles -- more paid on-street parking, congestion pricing, etc.
- 323 97210 Any steps taken toward increasing ride-sharing, mass transit use, and active transportation are worth-while and in the long run cheaper than expanding and maintaining our current automobile infrastructure.
- 324 97210 Coordinate information with the actual provision of travel options (bus service, bikeways etc.).
- 325 97210 I support not only incentives for car alternatives, but disincentives for driving.
- 326 97210 Information yes! Incentives NO...people will either do it or they won't. It is not taxpayers job to pay someone to carpool!
- 327 97210 Perhaps our biggest employers - like Intel and OHSU - could offer their own transportation (similar to the "Google bus") alternative to individual cars.
- 328 97210 Pre-tax transit passes are great. Providing a platform that makes it easy to find and vet carpool members is also a big help, and piggybacks on things that companies here in Portland, like AirBnB, already have.
- 329 97210 Providing information has not been very effective in the past. This policy should include removing incentives for single rider automobile use, such as tax breaks for parking, and should instead substitute employer paid transit passes for free parking.
- 330 97210 Providing this cheaply and measuring the effectiveness.
- 331 97210 Start with children in school. Get them away from their parents' cars.
- 332 97210 This information has to reflect real, tangible changes to the transportation system that will attract the average car-driving citizen.
- 333 97210 Use a strategy of communication that focuses on advancing change at a pace that our society can adjust to. My dream is that we have far fewer cars. But if we promote change that is too aggressive, we won't affect change well. It will take time.
- 334 97211 A monthly transit pass that is actually a discount over paying per ride would be a huge benefit. How about discounted passes for registered college and community college students?
- 335 97211 Absolutely!
- 336 97211 Accessibility to disabled people.
- 337 97211 But is it necessary for local governments to invest a great deal of money to "provide information" re: travel options?
- 338 97211 D/K
- 339 97211 Discouraging car ownership is critical to our success. Gas tax and license fees should be used to subsidize transit and car share.
- 340 97211 Encourage employers and school to supplement the cost of getting bus passes, etc.

- 341 97211 ENCOURAGEMENT. You don't even mention it as an option. Much of the urban metro area already has some sort of bike network but too many people do not understand or feel comfortable trying it out. We do nothing to encourage high school students to ride. THINK OUTSIDE THE BOX. What does science tell us about why people do not choose to ride.... FIX that. Bring professional sociologists and psychologists into the equation. Fund studies. Do more than just "build it". Fighting a carbon intensive lifestyle will take more than engineers. We must look at the people side of the equation. Change is difficult, even if there is a nice new shiny ap or bike network. Make driving difficult and make active transportation attractive. Increase gas and parking prices and make alternatives easy, affordable and socially expected.
- 342 97211 Enticement, rather than pedantry.
- 343 97211 For some it might help to emphasize doing one's part in fighting global warming, air pollution and such. Emphasizing cost saving (with motorized vehicles--gas, insurance, parking etc.) and health benefits (with bikes and walking) might make folks more likely to use travel options.
- 344 97211 Here's my take on this: If you want to get people out of their cars, all the information in the world won't help. We have to provide MUCH more frequent, convenient, and inexpensive mass transit--that's the only way. Incentives are fine, but they're no substitute for actually providing an alternative that gets people to work/school/home in almost the same amount of time as their cars. We have to focus on transit speed, and I think that express buses and tunneling MAX under downtown Portland have to be done.
- 345 97211 I don't think this needs to be a huge priority. The existing levels of publicizing of other travel options is sufficient.
- 346 97211 I have family members who should not have to drive as much as they do but they aren't aware of all the options listed here. When they think of "not driving as much" they think that means riding the bus everywhere. Carsharing & vanpooling would be great alternatives for them if they knew how it worked.
- 347 97211 i have no idea. i actually almost checked no because it sounds impossible: people are either into it or they're not. but they had to get there somehow so i suppose some form of education is needed.... certainly public biking safety classes for kids & adults sounds helpful, maybe information on how to use or combine the usage of public transit... i don't know, it sounds like a tough sell since everyone wants the freedom to go where they want, when they want!
- 348 97211 I love using Car2Go, and would explore additional options, as well.
- 349 97211 I think many people in our community are unaware of the travel options available to them. Information campaigns would be great, as would more companies providing transit passes. Employers should also be encouraged to compensate or give incentives to people who bike, walk, or carpool to work - their health care costs will be less, and their impact on the environment as well.

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- 350 97211 I think transportation to elementary schools should be considered, so that families have other options for getting kids to school without always having to drive or use buses. Have bike and walking school buses be an option with routes well thought out based on where children are actually coming from. Have the school itself become engaged in wanting to and actively urging and encouraging families to use active transportation. My son's school makes no effort to encourage this. Even having covered bike parking would be helpful.
- 351 97211 Incentives but most importantly, location and convenience of transit.
- 352 97211 Incentivize those who live/work in close proximity.
- 353 97211 Increase the state gas tax and make it a percent of retail gas price.
- 354 97211 Information is useless without improved infrastructure. When are we adding lanes to the Vista Ridge Tunnel?
- 355 97211 Like all of these options. More carsharing type options like zipcar and car2go! Bike lanes are great, more more! But keeping bikers in those lanes are as important. So dangerous when the biker jumps from the bike lane to the sidewalk to ride through the crosswalk, instead of stopping at the light.
- 356 97211 Limit growth and encourage car pooling, mass transit, etc.
- 357 97211 Mass transit, alternative modes like Uber & bike/ride share.
- 358 97211 Monitored bike transportation centers where riders can shower and change before and after work.
- 359 97211 Not only incentivize the options like walking, transit, biking, skateboarding; but DISINCENTIVIZE private car usage. Or at a minimum, tax private car users for the toll they take on our urban communities. Many of the private car drivers are coming in from outlying suburbs, create mechanisms to recover cost from these users. I drive a big truck for work and own the business. Our business would be happy to pay more for the impact our private vehicle makes on our community.
- 360 97211 On line citywide ride share boards, commuter matching services.
- 361 97211 Paper materials aren't enough - work with schools, colleges, workplaces to support folks who want to walk or cycle or carpool. Coordinate bus schedules with major class/work schedules.
- 362 97211 Parking free for car/van pools.
- 363 97211 Parking incentives for carpool and vanpool go a long way.
- 364 97211 People will continue to drive their own cars unless driving is penalized (too expensive) and transit is accessible or they have incentives to use transit or walk/bike.
- 365 97211 Prioritize Safety first, then pedestrians, then bikes, then transit, then car sharing, then private automobiles.
- 366 97211 Publicly shame big employers like Intel Corporation that do a very poor job of encouraging their employees to use alternative transportation.
- 367 97211 Smart marketing should be used to "sell" the concept. We know it's needed, but we have to convince others.
- 368 97211 The amount of money dedicated to this shouldn't be too great, but I think it is a productive idea.

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- 369 97211 The best to make this happen is to make it less convenient and more expensive to drive a car.
- 370 97211 This should be priority #1. Smart Trips program is great - expand it, or create new ones that build on the lessons they've learned.
- 371 97211 Traffic would be helped by staggered start and stop times at businesses and some judicious placement of traffic police. I have witnessed again and again, traffic 'stuck' because someone pulled forward and the light changed so they're blocking traffic. Rush hour traffic doesn't function well on the honor system - people behave badly!
- 372 97211 Uber maybe? Anything to increase carpooling/sharing would be huge.
- 373 97211 Work with schools and employers to provide incentives.
- 374 97211 Yes but at some point single occupancy vehicles must be de-incentivized.
- 375 97211 Yes, but in keeping with the use of new technologies, let's focus on electronic communications, rather than mailers. Workplace incentives are also excellent. I can get a discount for taking the bus through my employer. Shouldn't I also get some reward for riding my bike?
- 376 97211 Yes, but only in conjunction with making transit, biking and walking safe, easy and affordable.
- 377 97212 A lot of people are moving to Portland. A lot of them bring their cars, and don't know what the other transportation options are. Is there a way to target and educate them?
- 378 97212 Allow and encourage new ways to get around up to and including different ways to ride share.
- 379 97212 At present these options aren't well-communicated. Businesses should do more to expand carpooling to their sites.
- 380 97212 BTA, Bicycle Transportation Alliance, does a fabulous job of informing their members, past & present, of opportunities, concerns and ways to help. If other "Public awareness, education and travel options support tools" used their practices, word could be rapidly spread about non-polluting commuter options.
- 381 97212 But affordability needs to be a central part of the equation as well as communication/technology that allows for convenient access.
- 382 97212 Centralized ride share program with information on routes and transit planning would be beneficial.
- 383 97212 Community.
- 384 97212 Do more to encourage private service outlets to offer transit tickets as well as parking validations. E.g. physician & dental offices.
- 385 97212 Do NOT just send out cheery messages/flyers/etc about these things - intelligent and useful as such things seem, they've not done nearly enough to make for action and changes of mind/style "incentives" is an interesting concept here - wonder how that'd work?
- 386 97212 Do what is cost effective.
- 387 97212 Encourage TriMet to bring back bus lines and frequency that seems to have been lost in the move to provide more rail options.

- 388 97212 Higher prices of gas through taxation if necessary to encourage ride sharing. Support development of apps for ride sharing. Work out safety/security issues.
- 389 97212 I am not sure.
- 390 97212 I support investment through communication and increasing public awareness. It shouldn't be a financial priority. If it works, people will use it.
- 391 97212 If we are encouraging people to use alternate transportation, please educate them on bike rules, etc. Bicyclists want to be treated like a car when they are on the road then they need to act like a car while on "said" road.
- 392 97212 Incentives are a drop in the bucket. We have to invest in alternative infrastructure. Until it makes more sense to leave the car at home, people won't (especially the newcomers who hate rain and brought their cars with them)(nothing against newcomers in general, just the ones that complain about rain and Oregon drivers/bikers/walkers - there are lots of other places without those things).
- 393 97212 Incentives should focus on active transportation: transit, cycling, walking. Carsharing and carpooling are good short-term fixes, but we need to get more people using active transportation to make a serious dent in reducing our climate impact in order to reach our climate goals.
- 394 97212 Lower priority. Young people will find the attractive alternatives. Monitor the 20s & 30s to see what works.
- 395 97212 Make public transportation affordable or even free, it is way too high priced to ride the bus and MAX, especially for the working poor and students. Make drivers pay for how much they use their car. Restore the free zone downtown. Make walking, biking (although a lot of money has gone into improving that method of transportation already, and many people cannot get places on a bicycle because they are incapable of it or have to go a long way and don't have the time to spare) and WHEELCHAIR USE safer and more convenient.
- 396 97212 Many of our highway entrances already have 2 lanes for cars to alternate with. these would be great places for queue-jumpers for carpools and buses to save a bunch of time and improve the incentive to rideshare.
- 397 97212 More efficient and cost effective.
- 398 97212 More private employers should offer incentives for their employees to use alternative forms of commuting beyond the individual automobile.
- 399 97212 Not everybody can walk or bike. There need to be other options. A lot of car sharing can be implemented over the internet, and shouldn't require government funding. And if somebody wants to act like a taxi, they should have to pay taxes just as taxis do.
- 400 97212 NYC has an app that provides alternatives to taxis and buses. Should consider this for PDX.
- 401 97212 People using active transportation make certain sacrifices to better their community and should be rewarded.
- 402 97212 Social media is a great way to encourage involvement through friendly competition.
- 403 97212 Some sort of clearinghouse for carpools and car-sharing would be great.
- 404 97212 Sure, let's promote this stuff - but please make sure we have good infrastructure in place, too.

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- 405 97212 The new tax benefit for parking should be offset by incentives for biking, transit, pooling, and walking.
- 406 97212 The sole priority here should be to make driving unattractive while making more environmentally sound methods of transport more attractive.
- 407 97212 There is no silver bullet. It will take many options that all add up to better transit.
- 408 97212 This category has the potential for BIG return on investment in terms of utilization of existing and scheduled capacity. Increase use of interactive media outreach and tools.
- 409 97212 This entirely depends on how well the incentives perform. Keep very good track of returns on investment. Might be counter-intuitive what actually works to change behavior.
- 410 97212 This will result in a lower climate impact while enhancing community and social connections, equity, and health.
- 411 97212 To be effective, information must be delivered continuously in multiple formats. Use the tech industry in Portland to develop phone/tablet apps that will help in all of these areas (including questions 1-4 that is).
- 412 97212 Transit options to Salem are ridiculously sparse.
- 413 97212 Unceasingly educate the public at large about the stark reality of the near- and long-term future of transportation planning, and what strategies are necessary and unavoidable. Unceasingly educate the public at large about the need to provide for the needs of a constantly growing regional population while decreasing traffic injuries and deaths and improving public health by returning to non-sedentary lifestyles by more widely adopting active transportation. #1 cause of death among children and adolescents in the USA: automobile crashes. #1 cause of death among adults in the USA, diseases stemming from inactive/sedentary lifestyles, a problem that only emerged with the age of the auto-oriented lifestyle.
- 414 97212 Working with employers to support alternative transportation to and from work.
- 415 97212 Yes, but, millions of dollars have been poured into these campaigns. What have been the results thus far? Have the campaigns been successful? Before spending more money on information campaigns and incentives, please study what has been done before and weigh what works and what doesn't.
- 416 97212 Yes, yes, yes, yes. This should be the number one priority.
- 417 97213 Depends on the programs. Some are effective, some a waste of time, effort and money.
- 418 97213 Fiscal incentives for carpooling, and potentially regulatory requirements that a certain percentage of employees carpool in congestion management areas (e.g. Downtown Portland, Airport Way, etc.) Explore ways that smartphone technologies can facilitate carpools, including participant ratings and cost-sharing payments (but no uber taxis, please).
- 419 97213 I support outreach for supporting marginalized communities and outer communities. I don't think that more options education in inner SE Portland, however, would be as high a priority as encouraging more affordable housing. Income is a top predictor of car ownership.
- 420 97213 I think this should be a lower funding priority than bike/ped and transit projects, but included.

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- 421 97213 Information and incentives should reach a wide swath of people including vulnerable populations.
- 422 97213 Lower overall taxes.
- 423 97213 More dedicated, protected bike lanes and bike parking.
- 424 97213 More places to park your bike in shelter so it doesn't get all wet. The bikes on the max are great but not really available in the prime commute time - people are uptight about it. Bike racks on buses - great idea. Some how getting a bonus- more time off, or some other incentive for those who use public transportation or bike or walk.
- 425 97213 Mostly give (additional) incentives to employers who can document a high percentage of employees who use public transportation or avoid or reduce single use of personal vehicles.
- 426 97213 Newsletters about transit opportunities and how they can improve neighborhoods and communities.
- 427 97213 Offer incentives only where public transit is unavailable.
- 428 97213 People who use their cars do so for convenience and flexibility, so not likely to do carpools since that locks them into structure of timing and routes. Carpools happen when transit (which is just a giant carpool) is not an option. Get transit so it is perceived as giving the convenience and flexibility that having your car nearby gives you. The bus should always be nearby, come soon (without having to check a schedule) and go "most places."
- 429 97213 Performance measures should be required so that only the most effective ways are used again.
- 430 97213 Positive feedback for low VMT, negative feedback for high VMT.
- 431 97213 Public input.
- 432 97213 Put some of the cost back on employers especially those getting tax breaks already.
- 433 97213 Rationale persuasion. Our government's sometimes tend to try to force things on people, which is detrimental to the larger goals.
- 434 97213 See my note about city managed/maintained bikes earlier in this survey.
- 435 97213 Start with major employers and ask how their employees get their. Expand the employer tax credits. Give a coupon on the back of bus passes. It has been done in San Diego.
- 436 97213 The actual viability of the options. Trying to get people to use options that are not easily accessible or safe from their neighborhood. I counter productive. Find out what people in various low use areas of town need/want in order to make more use of the options and then do those things.
- 437 97214 Although, as always, I see a lot of wasted money in this, like all the stupid Transportation Dept. mailers I get that tell me it's healthy to walk, and other inanities. Waste of money!
- 438 97214 Any approach in this direction needs to go further and work to actively remove existing incentives to drive alone. Trying to win with transit, active transportation, and smart lifestyle choices is nearly impossible when the alternative (driving alone) has been re-making the rules for decades.

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- 439 97214 But this is a lower priority because I don't expect it to have much impact. I believe that people will choose convenience over car-pooling and ride-sharing.
- 440 97214 Carpool Information probably doesn't do anyone any good - but information about travel behavior in the aggregate could make people think more clearly about transportation. Billboards explaining how many more parking spaces would be needed downtown without transit, bike, and ped commuters.
- 441 97214 Commit to a regular, ongoing communication plan. Billboards, signs, radio and TV commercials.
- 442 97214 Difficulty of getting people out of their cars, need some really good incentives.
- 443 97214 Direct more support and information about car sharing to low income areas.
- 444 97214 Don't do what California is doing around ride share.
- 445 97214 Encouraging less polluting activities.
- 446 97214 I think Portland's travel option program focusing on different parts of the city has been effective. Please consider impact on on-street parking by designated carshare/pool spaces. Have the latter but not to the exclusion of non sharing spaces.
- 447 97214 Information is not as important as more and safer paths.
- 448 97214 Information yes, not so sure about incentives.
- 449 97214 It needs to be easy to do. No stupid government websites that hardly work. A unified login and one site would be amazing. It needs a flashy app that works well and is simple. Unfortunately, that's just the world we live in.
- 450 97214 It won't make much difference if there isn't any real reliable improvements to the new options.
- 451 97214 just make sure what is done is effective.
- 452 97214
- 453 97214 No new taxes or fees for consumers or businesses.
- 454 97214 Not sure.
- 455 97214 People need encouragement to do the right thing.
- 456 97214 Personalized marketing works. It can seem expensive but it pays off. huge companies like Facebook know this. people listen to people. invest in personalized marketing.
- 457 97214 Provide a dozen free bus passes to employers of 50 or more people.
- 458 97214 Remembering to maintain public transit within the inner city of Portland before expanding further outside to the suburbs of Portland.
- 459 97214 Set up tables at grocery stores and big boxes such as Costco, Wal-Mart.
- 460 97214 Some spending on education/outreach seems reasonable.
- 461 97214 Sounds positive, but once again, the real solution is a strong public transit system and a city that encourages biking and walking.

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- 462 97214 Sure, but how much good does this really do? I'd want to see a study first showing that spending money this way actually makes a difference.
- 463 97214 Tax incentives for people who use bikes.
- 464 97214 The two things I think that would be necessary for carpooling to increase dramatically, is a public internet site for matching up potential carpool partners and television advertising to promote carpooling and the website. For public safety people who sign up for carpooling site would need to be vetted, no sex offenders, felons or drug addicts.
- 465 97214 This has really great potential allow Hulu to be used in the Portland region.
- 466 97214 This is a great low-cost way to improve use of our system.
- 467 97214 This is important but won't substitute for ensuring the safety of bike/walk commuters.
- 468 97214 Use of the Internet for communicating should be supplemented by regular mail for the benefit of those who do not have Internet access. It should be noted that not everybody can get to a library to make use of public Internet access!
- 469 97214 While it can take more time and effort, I feel personal, one-on-one outreach is very effective when encouraging new travel options.
- 470 97215 Carsharing sounds an awful like Uber, and that would a NO. We don't need anymore "businesses" cutting into our minimum wage utopia. Vanpools are too slow, walking is great, and biking we covered in earlier questions, which leaves mass transit. And I say sure, but where will it go? The NIMBY mentality keeps mass transit from going anywhere near where people could actually use it. Every day on 205 I see the few people walking out across the bridge to get to the MAX there in the middle of the freeway. Sure glad I'm not disabled and/or really poor (I'm a teacher). What about low impact streetcars? What about a MAX line up Burnside right through the heart of Laurelhurst? You do that, and I'm on board.
- 471 97215 Consider free transit passes for all. Stop ticketing kids who ride the MAX.
- 472 97215 Convenience re including children in all the alternative methods of transportation.
- 473 97215 Direct vanpools from downtown to major companies on the west side like Intel and Nike. With bike parking downtown, would increase alternative car usage.
- 474 97215 Giving public and private employers a subsidy so their employees can use alternative travel options to/from work. I would buy a discounted monthly pass from my employer Portland Community College if they allowed all employees to receive a discounted Tri-met pass to use the Max or Bus to get to and from work, rather than driving. Currently they only provide this to employees who work at the Downtown Center not on each of their campuses.
- 475 97215 Helping people understand the options is useful but good design should make the system easy to access, understand and use.

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- 476 97215 I do, but I think that networking with the business community is essential. There needs to be a program for employers to easily incentivize their work force to use reliable alternative modes & means of getting to and from work. But we need 24 hour transit to be part of that conversation. I think Govt can provide the education/networking and help business to see why it's important that they participate.
- 477 97215 I support more direct incentives such as property tax rebates or some valuable incentive to coax people out of their cars and off their couch.
- 478 97215 I think people do this informally, so it isn't so necessary (relatively speaking) to spend \$\$ on this.
- 479 97215 Identify pockets where there are patterns of travel behavior that conflict with regional goals. Improve services and target populations that live there.
- 480 97215 If possible, public transportation fare for regular people should be lowered.
- 481 97215 If we are to avoid paving everything, we have to use the existing road system more efficiently and provide more realistic and safe alternatives to the car.
- 482 97215 Information is key, incentives don't seem sufficient to influence ongoing travel choices.
- 483 97215 Information yes, propaganda, no.
- 484 97215 Look at international examples of regulated ad hoc private jitney services. With everyone carrying smartphones that give pinpoint location accuracy this is attainable.
- 485 97215 Minimal costs.
- 486 97215 More incentives is great. If people don't know by now about carpools/walking/biking/transit, they live under a rock and there will be nothing to help them. The rest of us are ready for incentives.
- 487 97215 Only use incentives in order to promote market transformation. Be careful not to use incentives where they aren't needed. Information is great.
- 488 97215 Providing incentives for folks to walk and bike and base car registration fees and insurance on the mileage a car uses.
- 489 97215 Public work places should provide incentives to cyclists and pedestrians in the same way they currently reward to carpool and public transport users.
- 490 97215 Similar to "Healthy Choices" type programs that result in reduction of medical premiums and co-pays, a program that encourages carpooling and transit use by offering a reduction in DMV license renewal fees (vehicle or driver's license) might be effective.
- 491 97215 The best incentive as proved many times over, again in Northern Europe is to provide the infrastructure needed to get people out of their, cars. No amount of spin will make a person get onto a bike if they don't feel safe or if routes are obscure and indirect. Make rial bike and ped use fast safe and easy. Make car use whht it should be in cities, slow, expensive and inconvenient. Sorry, this is the only real way to get change - again not a theory; just look at where it has worked.

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- 492 97215 There should be a website similar to Trimet.org that presents all options in getting from A to B; pedestrian routes (when feasible), bike routes, bus/max info, perhaps even carshare locations. Then, folks would be made aware of all travel options with each query. Carpooling is dead. Americans hate the inconvenience of having to accommodate anyone else's plans, they enjoy the time alone in their cars and often want to run errands on the way to/from work.
- 493 97215 These are investments with good ROI, as long as we make the infrastructure and service investments that make transportation options a rational choice for people.
- 494 97215 These options need to be actively encouraged. Car pool services like drive less connect are functional but just barely. If the state wants people to carpool more better websites along with mobile versions need to be created. Also services like Uber and Lyft should be actively encouraged. Car share services need to get special credits and tax breaks to account for the savings on public parking facilities and general congestion. Owning a personal car needs to be more expensive.
- 495 97215 Think about how to move jobs closer to neighborhoods so people don't have to automatically drive to work. Expand telecommuting or create neighborhood job hubs. Let us manage robot stand-ins at work so we don't actually have to be physically in meetings.
- 496 97215 This seems like an area where a small increase in spending could lead to significant gains, and where it wouldn't take much of an increase to see significant improvements.
- 497 97215 This should be heavily weighted in the direction of public transit, especially means of subsidizing fares for poorer people.
- 498 97215 We have to do this, it's so late already to be making these changes.
- 499 97215 What if you built a streetcar and nobody knew about it? That is what happened on the eastside loop. With some robust promotions, the cars have ridership. Let's not make the investment in our infrastructure if we aren't going to aggressively market it. We need to get the most out of our system.
- 500 97215 Yes, but information maybe, but not a bunch of big, splashy (expensive) PR campaigns. Not sure about incentives.
- 501 97216 How do we ensure lower income individual shave incentives and that they don't just go to people who already have the most resources?
- 502 97216 Incentives are helpful, but I think providing the physical infrastructure is more important. People will use what is convenient.
- 503 97216 Not sure what incentives could be provided other than reduced fares, parking fees, etc. Money for advertising should be kept to a minimum as that budget can go nowhere fast.
- 504 97216 Only if you make public transit more frequent and accessible, otherwise this won't work. If I have to wait for two trains to pass before loading my bike to go across town, I won't do it.

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- 505 97216 People who choose not to drive should receive a tax incentive and/or employer incentives. That includes public employees.
- 506 97216 This is something that I think we pay for through TriMet - they should lead this up and Metro can broker the partnerships with the Zip Car and Car to Go and other private companies that stand to gain from increased collaborations..apps, street side systems.
- 507 97217 A combination of Bus, Max, Car2Go and other options can make it much easier to get around.
- 508 97217 Bicycle lights should be distributed free, to increase visibility and safety!
- 509 97217 Bike share would be great!
- 510 97217 Can we provide really serious incentives? A water bottle or t-shirt really doesn't cut it.
- 511 97217 Cheaper public transit.
- 512 97217 Congestion taxes/fines would be amazing at reducing traffic at peak hours and incentivizing people to find other forms of transportation. As it is, it costs me \$5 for a trimet day pass, or ~\$10 to park downtown - this isn't enough of a cost incentive. I choose not to drive for other reasons than cost.
- 513 97217 Create community groups to organize.
- 514 97217 Develop more incentives, advertising campaigns, rewards to bring new people into the fold. More free days, or perhaps a sweepstakes for a lucky new rider of mass transit.
- 515 97217 Education and safety.
- 516 97217 Education. I'm embarrassed that bicycle commuting did not occur as an alternative to me until 2005. A coworker parked her bike after her commute in a pouring rain and I realized I had to have it. Anything new takes adjustment, but I believe many don't even realize the alternatives that are available.
- 517 97217 Encourage businesses to subsidize or offer transit passes and bike amenities, make transit reliable, frequent and accessible, expand lines and routes, push for quality separated bike infrastructure, create bike highways!
- 518 97217 Encourage private businesses to provide shuttle service for employees, encourage businesses not to provide free parking for employees and to reward using alternative modes.
- 519 97217 Glad city and other groups offer trimet passes or pay you to bike.
- 520 97217 Help people understand how positively it can affect our environment and standard of living. I think bribing people to do it can only work in the short-term, but helping people realize actual positive impact on their lives can help make it a long-term habit.
- 521 97217 I think quite a bit has been done locally on this. At a federal level, there needs to be tax deduction/credit parity with what is done for parking.
- 522 97217 Incentives for this: not DISINCENTIVES not to do it.
- 523 97217 It really is easy to not own a car here, all the car drivers must not realize it yet.

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- 524 97217 More support for TMAs and other community organizations to do great work with businesses and other community members to promote walking and biking and transit. Broader efforts should promote transit, walking, and biking. Carshare/vanpool efforts should be more targeted, working directly with large employers as opposed to trying to drive region-wide pooling system.
- 525 97217 People should know the benefits to transit and bike commuting.
- 526 97217 Please prioritize active and public transportation over your three forms or ride sharing ("carsharing, carpooling, and vanpooling" are all the same thing. Please just use one of the terms, this does not make a significant enough impact to warrant triple the attention).
- 527 97217 Right now many of these options are harder to do than driving a car by yourself, we need to reverse that.
- 528 97217 Tax breaks or incentives for businesses, institutions, and schools that reward people for biking or walking.
- 529 97217 The info is out there and available so that brings us to "incentives". What incentives are you talking about?
- 530 97217 Vanpools and Carsharing is great. Please consider the limitations of parking already in place before adding more of these signs and spots for vanpools and carsharing.
- 531 97217 Walking school buses, biking to school. Get kids moving.
- 532 97217 We should increase the gas tax. It is good for the earth and will make some money now, instead of arguing about how to make more money later. Coupled with coat savings from having fewer car streets, this method can meet our needs.
- 533 97217 We should NOT consider the current taxi services in this city as competition or even a similar service to carsharing carpool services.
- 534 97217 What gets people to carpool or chose to not use a car all by themselves.
- 535 97217 what number do we have to reach to achieve the potential benefits listed above?
- 536 97217 What will get people out of their cars and into alternative forms of transportation.
- 537 97217 Yes pay me to ride my bike.
- 538 97217 Yes, education. Not wonky government web sites, though. Hire someone (an outside firm) to make a really great consumer-friendly web sites, apps, maps, etc.
- 539 97217 Yes, incentives work great. Support for social supports.
- 540 97218 Easier access to mass transit, frequency, reliable times, ease of access at transit stations (better design - the stations at Hollywood and 60th are horrible with the long steps and creepy elevators).
- 541 97218 I dont think the printed literature has the impact that it is intended for simpley because i ha a hard time accessing such things and have found they are not in accessible locations.
- 542 97218 I would like to propose isolation lanes on interstates for motorcycles. The smaller bikes get upwards to 85 MPG and would improve both air quality, and would require far fewer square feet of parking for many more vehicles.

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- 543 97218 Information is key, especially when it's matched with new and improved services. For example, our bus system needs to be significantly improved in terms of its frequency and reliability. Once that's accomplished, get the word out!
- 544 97218 Safety of riders. Provide free parking at centralized "meet-up" spots. Free lattes for riders? :)
- 545 97219 Americans will not ride-share or carpool in great numbers. But tremendous investment in public transport is needed.
- 546 97219 Carefully identifying and working with people most likely to convert to alternative modes.
- 547 97219 Concentrate funding on the programs that show results.
- 548 97219 Continue/expand discounts to local union members.
- 549 97219 Discounts for using public transportation to events, volunteering and work.
- 550 97219 Education about the benefits of alternative transportation options should be incorporated into the curriculum at all public schools.
- 551 97219 Enable disruptive approaches like Uber and free-form ride share. No more protections/subsidies for taxi fiefdoms or top-down imposed solutions like TriMet.
- 552 97219 Encourage living close to work. Staggered work days.
- 553 97219 encourage reduced car use.
- 554 97219 Especially biking.
- 555 97219 Focus on the incentive side. The reality is people tend to not want to take alternatives if there is a net-negative amount of time to get to/from work. That means infrastructure improvements in transportation may be more important than incentives.
- 556 97219 High employment areas, making mass transit easy to use.
- 557 97219 I clicked yes on this because it's not expensive and might make a difference. Especially things like bikePortland maps, etc.
- 558 97219 I say 'yes' with some hesitancy. Dollars for these investments mostly go to urban areas with good transit and TDM programs and not to areas such as suburban areas. In the suburban areas we need assistance to do this but really don't know where to begin with such a daunting project. I would prefer that fewer dollars be used in this category as it's inherently inequitable in terms of dollars spent regionwide. But, I would support working with Metro to create a TDM and/or incentive program that is effective in the suburban setting.
- 559 97219 I shared the idea of promoting carpools and ride sharing earlier. Make more car pool lanes on highways.
- 560 97219 I think bicycles need to pay their share of infrastructure costs, like the bike lanes. License them and enforce it. Carsharing, etc are all good and to be encouraged.
- 561 97219 Incentives have to be meaningful to those you target - find out from the target group what they (we) want/value.

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- 562 97219 Information and incentives can be very effective in supporting a culture that embraces travel options. It takes continuous support and broad campaigns can be very effective. The recent Metro campaign of Choose What Moves You is a wonderful example of inspiring people to consider using something other than a car. the campaign is fresh, resonating and not pedantic.
- 563 97219 Involving the public and transit advocates in the discussion and coming up with viable solutions.
- 564 97219 Lots of internet and computer support.
- 565 97219 Make rideshare meetup points "rain friendly." Provide plenty of parking. Situate them at optimal sites. Consider tolls into downtown routes during commute hours and utilize electronic monitors to avoid time-consuming toll gates. Run small buses from rideshare points to light rail and bus terminals. Provide rideshare lanes/times throughout the freeway system and on major thoroughfares.
- 566 97219 More park & ride parking on impermeable asphalt. If you made stacked parking, we wouldn't need so much space taken.
- 567 97219 More ride-sharing!
- 568 97219 More van pool or other shared transportation up and down the I-5 corridor. Why not have high speed train to and from Salem/Eugene?
- 569 97219 Not sure how to make this happen. Again, not as high a priority but if you go to the trouble of creating a better transportation system you should advertise it a little.
- 570 97219 Only for education on options. I already carpool and did not need a subsidy or incentive to do so. It's just the right thing to do.
- 571 97219 People are selfish and lazy and they want to be in their own little cocoons.
- 572 97219 People are selfish, want to get there first, easily.
- 573 97219 Prioritize where it can be most effective and prioritize cost-effective approaches.
- 574 97219 Provide great incentives for employers, as well as employees, to give individuals and entire organizations the opportunity to sign on.
- 575 97219 Provide statistics on automobile deaths and injuries--in the tens of thousands every year nationally, and I don't understand why we accept this--as well as on the benefits of walking, biking, or busing.
- 576 97219 Providing incentives is almost always tricky. How to get the word out most effectively is often a trial-and-error process.
- 577 97219 Safety. As I understand it that is what the city is worried about concerning "Uber", however there is also the underlying economic reason about depriving the cab companies of their share of the pie. There is also a an undercurrent about bicycles and whose using them. Remember, Portland is made up of lots of people of all ages, many of whom do not use bicycles, but who do pay taxes.
- 578 97219 Sure, but don't count on a lot of payoff from this.

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- 579 97219 Tax breaks to people who drive less -- biking, busing, walking, working from home all reduce the issues here. make more transit/bike dedicated roads. incentivize alternate ways to commute by making it harder to drive.
- 580 97219 Tax breaks/added incentives for monthly mass transit passes would be a smart approach.
- 581 97219 The LESS people DRIVE, the better it makes cities in EVERY possible way!! Again, visit ANY city in Europe.
- 582 97219 This helps but is lower priority than safety for vulnerable road users.
- 583 97219 This is helpful and effective, but people really need to be educated that every action they take makes a difference and is vitally important.
- 584 97219 This is important for access to weekly community activities, such as Farmer Markets, and school sporting events to help minimize traffic and parking concerns along our already crowded streets.
- 585 97219 Time required to use alternate forms of transportation, employer time incentives.
- 586 97219 Walking and biking should be the primary areas of emphasis.
- 587 97219 What are the obstacles to using current alternatives? a.) I can't avoid driving in rush hour because childcare arrangements make my daily routine inflexible. b.) I can't ride my bike because there is no safe, direct route between home and work. c.) I can't take public transportation because it's too slow to be practical. Remove either b. or c. obstacles and I would be more than happy to abandon my car.
- 588 97219 Work backwards from the workplace and commercial centers to coordinate similar destination transportation.
- 589 97219 YES, this would go a long way toward changing the commuting mindset - certainly has at OHSU.
- 590 97220 As targeted by empirical data; people more likely to use their own motor vehicle are not likely to use mass transit based upon their reason for choosing the motor vehicle in the first place.
- 591 97220 But don't people already know they can walk, ride a bike or take the bus and train instead of drive?
- 592 97220 Cost and taxation issues, however I do support public education and incentives to reduce greenhouse gases, but again I personally cannot afford to pay for this education.
- 593 97220 Demographics - analyze frequency of use.
- 594 97220 Don't make the perfect the enemy of the good - car sharing is not a substitute for public transit.
- 595 97220 Many of us still commute long distances where biking, or transit does not work. There will always be a need that cannot be met for everyone, but options will help. Safer communities would encourage us to walk or bike more. I walked over to my 7-11 and was screamed at by a truck load of men driving by. Even in Gateway we get panhandled by the homeless or mentally ill. Last time I rode my bike I was harassed by a driver on NE 148th. I like the idea of Uber.
- 596 97220 People need to know that there are options so it needs to be publicised.
- 597 97220 Public transport, especially.
- 598 97220 Special discounts for people/families below 40 or 50 percent median income.
- 599 97220 To not take away from car traffic. there are times that people are not able to carpool or use transit however when the focus goes there then people want to take away from car drivers which only makes things worse.

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- 600 97220 Unfortunately, I think the bulk of people are not going to read the stuff put out or watch it on TV or anything else. Most people, run errands on the way home, which requires I don't have to haul people around with me to do those things or go home first to get my car to back track and do those errands, pick up kids at school, etc... I just don't think the bulk of people are going to do this stuff. It's not convenient.
- 601 97220 Yes, financial incentives are always popular. Transportation is expensive and many families would be motivated to shave some money off this part of their budget.
- 602 97221 Again, good use of money to wring more mobility out of current infrastructure.
- 603 97221 Education most important and options. Passes such as they do on Hwy 101 in Bay area for carpool lanes are efficient and means of revenue and less strain on police patrol or keeping the car pool lanes as current. Unfortunately, there are professions where one must use a car and it may also double as an extension of their office. They can not ride the Max or bike if they wanted to. Their needs must also be considered too.
- 604 97221 Eliminate barriers that are keeping this from happening NOW.
- 605 97221 Emphasize "cost-effective"
- 606 97221 First, your "more information" buttons are useless! When I ask for more information, I want to know what you are proposing, not pie in the sky ideals that were written by a salesman. I'm beginning to believe this "survey" is just an attempt to get buy-in for you to spend money, not in any way an honest attempt to ask for citizen input. Despite that, I'll add my opinion. Ride share should be available on the web and as an app for a smart phone that clearly defines the prospective drivers driving record, insurance and safety rating. Drivers should be required to take a FREE safety class that verifies credentials before they are allowed to ask for riders. Any 4 person or more vehicle should receive dedicated parking at a reduced monthly rate. TriMet needs to make their signboards accurate and needs to post clearly stated delays when buses are stuck in traffic.
- 607 97221 Prior comments cover this.
- 608 97221 Stop making driving irresistible. Any plan you read supports less driving and more walking, bicycling and transit use. However, the actions of ODOT, Metro, and most local governments focus first and foremost on making driving safe and convenience with the "options" as an afterthought.
- 609 97221 While there should be more incentives, it is likely that investing in infrastructure will be more productive. People need safe ways to walk, bike or take transit. If they don't feel safe, incentives won't be persuasive.
- 610 97222 "Local, regional and state agencies work together with businesses and non-profit organizations to implement programs that provide information about travel choices, maintaining vehicles to operate more efficiently, and adopting driving habits that help save time and money and reduce emissions." How about embracing telecommuting? This would reduce all of the above concerns.
- 611 97222 Comparisons between transit and private vehicle travel times including time spent finding and using parking at destinations.

- 612 97222 Equity among all communities.
- 613 97222 Great! Perhaps give companies some tax incentive or individuals?
- 614 97222 Match types of incentives to target demographics.
- 615 97222 This also is an essential. The more information in the most formats is essential to demonstrate the personal, economic and environmental benefits to reducing our dependence on fossil fuels for transportation.
- 616 97222 Uber.
- 617 97222 Very important program, high priority, fully fund this immediately and continuously.
- 618 97222 With caveats. People still drive and always will, regardless of what TED Talks say. Make options viable for all times of day - not just 9 - 5 commuters.
- 619 97223 Comprehensive on line schedule of all potential methods of travel.
- 620 97223 Educate motorists how to safely drive around cyclists and pedestrians, especially in high traffic areas and areas with non-continuous sidewalks. Educate the public about how to be safe using their bicycle and the benefit of lights whether on foot and on a bicycle. Talk to employers about giving employees an incentive for carpooling, such as help with gasoline, a small bonus, or a free gift on the company (i.e. gift cards).
- 621 97223 Effective use of social media and websites to disseminate info.
- 622 97223 How to get private companies to fill transit gaps. How to increase interest and penetration of private industry in transit (e.g., van pools, carpools, express buses) and minimize government involvement.
- 623 97223 I think governments do a good job of advertising those options already. Besides, most people I know make their transit decisions for reasons other than a PSA.
- 624 97223 More support for car sharing like Zipcars.
- 625 97223 Need to adjust attitudes of both drivers and cyclists to better encourage sharing the road.
- 626 97223 RESTORE FREE SERVICE ZONES! Give kids in school free transit!
- 627 97223 Suburban employers especially need to implement this policy as they have less access to transit and more congestion on their limited access highway systems. If we do this, we need to have more investment in parking garages and Park and Ride lots near commuter rail and Tri-Met bus stations to make it more convenient.
- 628 97223 The biggest incentive to leave the car at home is to make the active trans. system easier, cheaper, more frequent and safer.
- 629 97223 The roads have reached beyond critical mass.
- 630 97223 The waistlines of Americans are on average larger than ever before. If more folks bicycled or walked to work, the average waistline would begin shrinking. Encourage folks to use active transportation for their health, which will lower health care costs and overall transportation costs and maintenance.
- 631 97223 This is all good stuff. Keep in mind that not everyone has a regular route that is easily scheduled and matched.

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- 632 97223 Use positive reinforcements, NOT negative ones. Use programs that cost little and make common sense.
- 633 97223 What information would be most useful to the most people, and what would be the most effective ways of communicating what is available.
- 634 97224 The best incentives are safe pedestrian and bicycle routes, low transit fares and fast transit service. Expand WES hours and extend it to Salem.
- 635 97224 The past suggestions of "jitney" systems were not widely accepted but with the technology of calling for transportation by cell phone has great potential.
- 636 97225 Again, lower mass transit fares are key. Carsharing and carpools are great resources as well. Making sure neighborhoods are set up in a way where people can walk to services they need, i.e. supermarket, pharmacy, etc, makes it more likely that they will walk. If there was a more tangible incentive to use alternative modes of transportation, like a tax credit or something, I think it would be more appealing to some.
- 637 97225 Car pools are not likely to be a great sell. Americans do not like strangers in their space and I doubt you can sell this one to very many folks. It seems like a good idea but culturally I do not think it will fly.
- 638 97225 Carbon foot print.
- 639 97225 Encourage car pooling. My father-in-law was in the same car pool for over 25 years in the Wash. DC area. Maybe this could happy more here if encouraged.
- 640 97225 HOV lanes. Plain and simple.
- 641 97225 How to actually engage people to do these things.
- 642 97225 How to best get young people to use mass transit.
- 643 97225 How to make this attractive for the general public. Having carpool parking only would be a real advantage.
- 644 97225 I'm curious about what the travel options might be.
- 645 97225 Instead of car-free apartment buildings, i believe there should be one carshare place per every 'x' number of apartments inside the building. zip car probably has the data to determine what 'x' should be. people DO need vehicles occasionally, and it would be awful to have a number of rarely-used cars parked in front of homes in the neighborhood.
- 646 97225 My sister earns a great salary and is given a yearly Tri-Met pass for free, yet she drives every day. She uses Tri-Met only on weekends when she wants to go into downtown. How fair is that? How about giving a tri-met pass to people who need it, like poor people earning minimum wage?
- 647 97225 Pay attention to what and where the transportation patterns are changing.
- 648 97225 Since 90% of Portland area residents use cars every day to commute to work, to recreate, visit friends, and shop, we should promote ride sharing as much as possible at major employers such as Intel, Nike, Addidas, the universities, and downtown financial institutions such as US Bank and Wells Fargo.

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- 649 97225 Social equity analysis of impacts and benefits -Opportunities to increase share of active transportation compared to traditional motor vehicles -Connectivity of different modes and between active transportation and transit -Opportunities to integrate active transportation infrastructure into communities in a manner that make their use an attractive and convenient part of daily life -Opportunities to address climate and GHG reduction goals -Refocus funding incentives away from metrics such as the increasing number of miles traveled and toward more sustainable measures such as trip quality, enjoyment, and efficiency.
- 650 97225 The more incentives people have for using alternative transportation, the better. make it appealing, inviting, easy, rewarding from as many aspects as possible. save time, money effort. enhance self-identity, values, desired outcomes. discover more rewards than appear at first thoughts.
- 651 97225 There would need to be a real commitment here, as opposed to half-hearted previous attempts. The push needs to be felt on all types of media (radio/TV/web/social networks), and in schools (make active transport a goal for our children, instead of making "my first car" the goal).
- 652 97225 Use all types of media, particularly on transit vehicles and at transit stations and stops.
- 653 97225 You have not included land-use planning and its considerable impact on vmt.
- 654 97227 Again, incentives should not be targeted at middle and upper class folks who use transit, but at making the system more effective for lower income consumers.
- 655 97227 If the transit was better and more complete (see response to previous transit-specific question) I think ridership would increase dramatically. As it is, with its limited hours and service (especially late, affecting service industry workers and businesses and patrons) it's not a valid option for those who would benefit from and need it most. Seriously, go to any bar and ask your server if they've ever been stuck across town all night because they missed a bus. I think Zipcar and Car2Go have been great for Portland. It makes it possible (even if only mentally) to not own a car if you don't have need for one on a regular basis. I'm not so sure about programs like Uber and Lyft. It seems predatory and like it has the potential to damage the livelihoods of regulated cab drivers who are supporting their families. I would have to learn more about this issue to form an opinion.
- 656 97227 Raise gas tax, expand paid parking, raise taxes on surface parking lots, provide parking incentives for car-pooling. Pro-rate vehicle registration by weight and fuel efficiency (the heavier the vehicle, the more you pay).
- 657 97227 Raise parking fees and expand pay-to-park throughout the city. Raise taxes on surface parking lots to promote redevelopment. Combine this with incentives for carpool, carshare and vanpool. Use increased revenues to subsidize transit, including passes for students and bike/ped projects.
- 658 97229 Again, keep spending in check but keeping the public informed of transportation options is always a good idea.

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- 659 97229 Anything that reduces traffic volume is a good thing for economic/time efficiency and reduction of air pollution.
- 660 97229 As long as a financial evaluation has been performed that shows a cost-benefit. Not a emotional-benefit.
- 661 97229 Carpools, vanpools and car sharing can mitigate TriMet's horrible lack of service to suburban residential and business locations.
- 662 97229 Does it make sense for the dollars.
- 663 97229 Education/incentives through work/school.
- 664 97229 Employers could give a bonus to new hires who move to be closer to work.
- 665 97229 Encourage corporate assistance with transit passes.
- 666 97229 Focus on making a comprehensive network.
- 667 97229 Funding must not be regressive.
- 668 97229 Have to get people convinced these are convenient and worthwhile.
- 669 97229 I am opposed however to these uber cabs.
- 670 97229 I believe the fares on TriMet are unreasonably LOW. Moreover, parking should not be free at MAX stations. Greater use of buses would move more people more efficiently than new rail lines or streetcars.
- 671 97229 Mass transportation needs to be more frequent and more accessible if you want less cars on the road.
- 672 97229 More car access to public transit. Expand the parking lot at Sunset transit center for example. I'm not going to ride my bike or take the bus there, and I think 95% of my fellow riders say the same thing. There's no shower at my office, it's dark and wet when I'm coming and going, so biking is not an option. And the bus connections are a joke so let's not even go there.
- 673 97229 My answer is really a maybe. Some stuff that looks good on paper just doesn't work and cause un intended consequences.. if u want to cut down emissions build more roads so traffic can move.
- 674 97229 Need to reduce traffic -- see previous answers. Reduce environmental pollution; address climate change. Need to do this NOW and DRAMATICALLY.
- 675 97229 Publicity, publicity, publicity! Lots of small signs, notices in neighborhood papers, bus posters, mass mailings, etc., whenever options change so EVERYONE knows about them, and knows how they work.
- 676 97229 Raise the gas tax - that's all it takes!
- 677 97229 See previous responses.
- 678 97229 Smart phone Apps are a great start. Beyond that , I don't think "lack of information" is a big issue right now.
- 679 97229 Taxing forms of transportation other than cars.
- 680 97229 We should be using smart Jitneys which collect people going to the same destinations at the same time.
- 681 97230 Efficiency and cost.
- 682 97230 How to disseminate the necessary information.

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- 683 97230 Make public transit less expensive - I can actually drive my prius to work and back everyday for far less than it would cost me to ride tri-met everyday. Also, as an employer, I can't afford to provide tri-met passes to employees as a benefit, because they are so expensive - employer discounts for benefit programs should be better.
- 684 97230 This is all good stuff but not as important as the former items on the list.
- 685 97230 Too much emphasis is placed on bicycles.
- 686 97230 Variety of choices is good.
- 687 97231 Educating the public. Public service announcements.
- 688 97231 Getting the word out to communities would be a good way to encourage active transportation models. Perhaps aligning with neighborhood associations to teach each member of the community the options they have for travel around the region.
- 689 97231 If the options are pollution-limited.
- 690 97231 There's a lot of information now, but there are so many proliferating venues (electronically) that it's hard for some people to find a complete or updated source. Could there be an ombudsperson phone number that correlates info.?
- 691 97232 Actual improvements in safety and efficiency are more effective than PR.
- 692 97232 Ad campaigns, posters, educating school kids, requiring bicycle education. Target the users or potential users.
- 693 97232 And don't forget that often the best incentive for alternative ideas is to provide disincentives for driving alone. Toll the bridges, tunnel, etc.
- 694 97232 Do this in close dialogue with community-- the complaint often seems to be a lack of input or listening to locals. Doesn't mean that larger area-wide priorities are not emphasized, just engage more and be more visible. Also the issues that are often behind why transit is rejected needs addressing-- that "those people" will come into the community, causing theft and other crimes, has racial and ethnic undertones that never seem to be talked about. Somehow this major underlying issue needs to be brought into the discussion.
- 695 97232 Education is more cost effective than infrastructure when it comes to safety. require proof of knowledge of basic rules of the road to renew drivers licence (testing).
- 696 97232 Especially where increased density is being encouraged. We should not be building apartments/ condos that have no parking requirements without landlords being able to prove they are renting at least a sizable percentage to non-car owning tenants, or are providing reasonable incentives to attract non-car owners - lockable bike storage, car-sharing immediately adjacent to buidling.
- 697 97232 Get more people on the bus.
- 698 97232 Incentives need to include tolls once Washington drivers enter Oregon and/or fees to drive/park a car within some defined area (maybe the downtown core).

- 699 97232 Incentives would be amazing!
- 700 97232 P.O.V.'s with manual transmissions!
- 701 97232 Single occupancy cars are a tragic thing.
- 702 97232 Sure - no real opinion - seems to be fitting with the rest of the initiatives.
- 703 97232 Tax gas (and use the revenue to maintain transportation infrastructure, not build new stuff) until people stop using their cars for every little errand.
- 704 97232 The concept that alternative transportation options are good for families and good for health should be promoted. It should be safe for kids to walk or bike to school and parents should be encouraged to let there kids walk or bike. I'm in inner the inner Eastside and always have been shocked at how many parents drive their kids a short distance to school. That should be an exception to typical circumstances.
- 705 97232 Yes and no on this one. The HOV lane on I-5 northbound to Vancouver doesn't seem to help. I don't commute to Vancouver, but I have family there that I visit frequently. From about 1-2 pm forward, the traffic northbound is backed up. The HOV lane is practically empty. Either build another lane or remove the HOV lane.
- 706 97233 I wouldn't waste ads on television ads to newspaper. Use billboards and busses, max cars.
- 707 97233 My roommate had a job that was far away and his employer provided bus passes at a discount or for free. I think encouraging employers, or giving tax breaks, to offer this kind of incentive to use transit is great. Currently I am working a split shift and driving about 80 miles a day. I thought that I could commute to and from work in the middle of the day by bus and save money doing it. I bought some bus tickets but the increased fares have created a situation where riding the bus is not any cheaper than driving and it takes twice as long.
- 708 97233 Provide incentives to employers for them to provide incentives and rewards to their employees (for example, they might provide their employees with free TriMet pass in lieu of a free parking space).
- 709 97236 Expanding the transit system to include furthest reaches of east Multnoamah county and the surrounding communities.
- 710 97237 Tax breaks for bicyclists.
- 711 97239 Assume that people are eager to walk or bike (and they really are, while our built environment discourages these activities) instead of always assuming people would rather drive. Otherwise you just perpetuate the auto-centric disaster.
- 712 97239 Can you give us some substance with the questions.
- 713 97239 Continue to expand programs with trimet and others for area employers.
- 714 97239 Depends on what you mean by incentive. A dedicated bike path from home to work is all the incentive I need. I support this kind of incentive. Direct payments to people to encourage them to use bad systems is not so great and a misappropriation of funds.

- 715 97239 Education and marketing must go hand in hand.
- 716 97239 Expanding available public transportation!
- 717 97239 Find more ways to combat the suburban/rural opposition to public transit: better public education, enlisting the support of businesses, community groups and leaders in those areas.
- 718 97239 Increase use of Internet to provide and exchange real-time transportation information for local and regional travelers. Accelerate and legalize means for cooperative/joint travel like sharing transportation means among neighbors, friends, business associates and strangers. Try to make sharing the preferred mode by making it culturally preferred.
- 719 97239 Information is readily available, but incentives need to be expanded. Increase disincentives for driving; make transit more accessible and less expensive, especially in the burbs. Washington DC area provides a free service to get you home in an emergency if you carpool or take transit. Have a contest to invent more incentives; tie incentives to taking initiative to get the info for your transit route; whatever it takes to get convert drivers to riders!
- 720 97239 Require businesses to provide subsidies to all workers for bus passes and incentives for walking or biking to work. Make your public awareness campaign smart, not cutesy.
- 721 97239 This is a given in any effort to increase travel efficiencies and reduce single-person car trips.
- 722 97239 This should be a no-brainer in government and private sectors. Yes, please give incentives. Commercial business should understand the benefit of healthy consumers - traveling, working and yes spending locally - along with the social advantages of sharing transportation alternatives. It promotes a healthy lifestyle, a healthy environment, and saves on costs associated with unhealthy lifestyles and unhealthy environments - costs that are local, regional, national and global!
- 723 97239 Use public funds to support private enterprise efforts- e.g. SmartCar, Zipcar, BikeShare, While I don't use vanpools/carpools....I can easily imagine a 'app' that links drivers with those who're look for a lift- e.g.
- 724 97266 Focusing the campaign on youth will have the best long-term adoption rate.
- 725 97266 Funding availability and citizen priorities.
- 726 97266 My real answer is maybe.
- 727 97267 Again, governments waste tremendous amounts of money- it is trickle down waste, starting with the federal government. Government subsidies of mass transit, in order to make travel available to everyone, might be a cost-effective way to "waste" money.
- 728 97267 Be open to new ideas. Spur private companies in addition to public transit options.
- 729 97267 Businesses who match employees cost for transit should be the norm. Figure out a way to make this a preferred option for businesses. The behavior of single occupancy driving has to change in order to improve travel in our region.

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- 730 97267 Continue to address the difficulties we face with the wide scattering of jobs versus the areas where those job holders live. I am not sure this can ever be resolved under our present form of government (which I want to maintain).
- 731 97267 Cost, availability and better access.
- 732 97267 Educate, educate, educate. Cover person economics and expand people's ideas about their zone of influence and zone of concern from the common myopic view to the level regional and global concern.
- 733 97267 Help businesses design programs to meet the needs of their workers. Not every business needs the same thing--help them find the best combo of options given their location and where their workers are coming from.
- 734 97267 Monetary incentives are especially important.
- 735 97267 Not as big of a deal as the others so far.
- 736 97267 Not to individuals but to entrepreneurs and businesses.
- 737 97267 Problem most people avoid the message.
- 738 97267 Targeting home to work transit ways.
- 739 97267 To make this work, communication is key.
- 740 97267 We need to do all we can to increase the number of passengers in vehicles.
- 741 97268 More busses.
- 742 97289 People need help reducing single occupancy vehicle trips.
- 743 97305 It seems that many people don't know that alternate transportation means are an option. I have a co-worker who lives about a mile from the office; she drives to work every day. My suggestion that she could walk or bike and save hundreds a year in gas and parking fees came as a shock to her as if she'd never even thought of it before. Let's get the word out that bike lanes are generally safe and that, contrary to stereotypes, public transit can be for everyone, not just the homeless or mentally ill.
- 744 97323 Don't know.
- 745 97330 I live in a nearby Oregon city, and it would greatly increase the number of trips I make into Portland if rideshares were available.
- 746 97330 Needs to be a holistic strategy to provide a useable transportation system including the road system while encouraging people to use alternative means of transportation to keep car use at a minimum.
- 747 97333 People need to know what's available, but this should be a small part of the budget.
- 748 97355 Partner with business! Limit expense of communication and incentives for population segments of untested or poor use until return on investment is assessed to be reasonable or exceptional.
- 749 97401 This is really a maybe. This is either ITS or mass transit or ped lanes. Seems redundant. For adaptation, keep in mind that all roads work for bikes and vehicles that have access to power. Really the investment should be to aggregate people, have them use their own power or streamline freight.

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- 750 97402 Better ways of getting from Vancouver, WA to Portland, OR and vice versa would be helpful.
- 751 97477 Personally walking, bicycling and public transport only. Too many crazies for ride share ideas.
- 752 98642 Cost to lower middle and lower income families.
- 753 98661 Yes, but also include low EV emissions vehicles. incentives could be low cost such as allowing access to HOV for single passenger hybrid or electric vehicles.
- 754 98663 Public transit is critical. Not everyone can or will bike; weather is an issue; speed and connectivity are big issues for livability.
- 755 98674 Travel smart programs, coupled with basic infrastructure before capacity improvements and increased transit are some of the lower cost ways to achieve the climate change goals.
- 756 98682 CRIME!!!
- 757 98684 While I would commute regardless, when there are incentives it makes me commute via bike even more. Im willing to do it in rainy days versus just nice days if I need to make a minimum to get an incentive.
- 758 98685 Provide interactive maps from and to locations for people to find share opportunities.
- 759 Are areas close to schools? Kids should get priority and we should encourage safe ways for kids to walk and bike to their schools.
- 760 But more importantly there should be systemic disincentives to regular use of personal vehicles. Such options could include cheaper rent in inner Portland for renters who don't own cars, increased taxes on individual vehicles that are not a necessity for work, a more efficient commute by bus, prioritizing public transportation in traffic planning, employer support to employees choosing alternative means of transportation during the work day and commuting to and from work.
- 761 Cost effective incentives.
- 762 Digital technology should be able to build "on the run" travel matching systems....making car pooling and car sharing more accessible and intuitive. If we can waste a quarter billion on Oregon's Obamacare, maybe a couple million on websites and related techology to connect commuters would be money well spent.
- 763 Each different type of area requires different approaches. Bike lanes with 3 foot distance passing requirements for cars in some areas. Mass transit to mini-town hubs where almost all needed consumables can be purchased and return home without a car. Multi-faceted approach.
- 764 Ending vehicle CO2 emissions to mitigate climate change....if that is possible.
- 765 Examine other communities' (including foreign) use of regulated private ad hoc jitney services. This is a very exciting area, especially with so many people carrying a smart phone with pinpoint location accuracy.
- 766 I work for a nonprofit, so please consider small budgets into this plan.
- 767 It's true not everyone can get around by bicycle - but many more can than currently choose to. Bus rapid transit! That's the way to go - more flexible than a MAX track, better service, and much more affordable.
- 768 Make parking on street [and lots] more expensive and use that income the fund the alternatives initially.

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- 769 More investment- sure, but maybe not as easy as one thinks.
- 770 Participation of community groups and large employers
- 771 Partnering with certain large employers in the area (e.g., Nike, Columbia, OHSU) to set up ride share and carpooling programs.
- 772 Programs like the Bike Commute Challenge work well. Publicize these successful programs and do more of what resonates with people.
- 773 Subsidize public transit, tax driving (vehicle miles traveled).
- 774 The fights already happening about car sharing platforms like UBER. People love it, Taxi companies don't. Governments don't like losing taxes from Taxi companies.
- 775 This has the greatest potential for return on investment.
- 776 TV advertising, as well as educating the public through available avenues.
- 777 Yes, I support this, but for me it is less of a priority than preceding items 1-4. I don't think the public lacks information; I think the problem is that the public doesn't perceive the transportation system sufficiently safe for walking and cycling. Tri-Met defunded a few years ago, and now their various buses don't connect well. For example, it now takes 45 minutes for me to go from Garden Home to PCC Sylvania because the #45 and the #44 schedules through Multnomah Village are incompatible. Also, some buses run rarely--#45 Garden Home. And the \$2.50 fare is pretty high compared to other cities. (Is Portland more spread out?) Bring back the the 1 zone fare for short hops. The ticket should allow there-and-back within 2 hrs for a quick stop somewhere. I used to take the bus all the time but stopped when service was cut and fares increased. Now I can bike from Beaverton to NE Alberta often faster than I can take the bus, but the bus would be nice on a really rainy day.
- 778 "Bikers ride free on TriMet!" People don't want their CARS, they want the FREEDOM that a car gives them. TriMet means being dependent. Having a bike fixes that. There's a space issue, but maybe one of you is more clever than I and can solve that one.
- 779 Allowing experimentation in transit options.
- 780 Examine other communities' (including foreign) use of regulated private ad hoc jitney services. This is a very exciting area, especially with so many people carrying a smart phone with pinpoint location accuracy.
- 781 I don't support vanpools except where the population numbers don't support buses or rail. However, we need commuter rail or BRT between Salem and Portland.
- 782 I ride the bus home every day. There are 50 people on the bus, but we get stuck in traffic. Why? Personal vehicles with 1 person in the zoom past us, coming off the highway, to get stuck in a car traffic jam. These people are greedy and lazy. The vast majority of drivers can ride the bus. Think about what all that bus ticket revenue could do for the system.
- 783 I support car pooling and other ride sharing.

- 784 It makes sense to consider and respect peoples timing how to get from one place to another.
- 785 It's true not everyone can get around by bicycle - but many more can than currently choose to. Bus rapid transit! That's the way to go - more flexible than a MAX track, better service, and much more affordable.
- 786 Main focus on biking and walking.
- 787 ODOT should consider widening freeways to add HOV lanes.
- 788 Raise the cost of parking.
- 789 See comment immediately above.
- 790 That all alternative drivers have insurance, seat belts, etc.
- 791 The fights already happening about car sharing platforms like UBER. People love it, Taxi companies don't. Governments don't like losing taxes from Taxi companies.
- 792 These questions are pretty vague. If you are trying to find alternatives for automobile transportation, good luck. Senior citizens who don't live close to mass transit are pretty much stuck in autos, whether they be their own cars or calling a cab. Young parents with multiple children aren't likely to be using Smart Cars or bikes to get their kids to daycare or school, especially not bicycles in inclement weather. What do you mean by incentives?
- 793 This has the greatest potential for return on investment.
- 794 TV advertising, as well as educating the public through available avenues.

Respondents who answered 'NO' said to consider the following when implementing Policy 5:

- 1 666 Plenty of options already out there. any idiot can figure out how to ride a bike, what bus route to take, or a better route to take to work.
- 2 7089 It all sounds like marketing, and doesn't help those of us in rural areas.
- 3 9730 I think this is already being promoted enough. This budget should not be enlarged at all.
- 4 97002 It should be an individual's decision and public money should not be spent on incentive programs. Fix the roads first, money left over can go to pet projects.
- 5 97003 Either you get it, or you don't. Private autos are used primarily for convenience, and time saving. Just look at the Westside Bypass-it doesn't exist for several reasons. It'd be great having quick mass transit from S.W. Portland to Sherwood/Newberg, but not in our lifetimes.
- 6 97003 Is there anybody out there who isn't aware of the choices? I don't think so.
- 7 97003 There is already plenty of information available, the only thing is to make it more readily available and economically advertised.
- 8 97005 Sounds good, is relatively cheap and easy, but will have limited impact. There's no getting around the need to invest real money in infrastructure.
- 9 97006 Are people not capable of managing their lives themselves? People are quite innovative, and can most certainly find ways on their own to carpool and make it from point A to point B, dontcha think?

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- 10 97006 I think if the price of driving (in road repairs, maintenance, etc...) is accurately reflected in user fees and gas tax then that will be incentive enough. I can't help but think drivers are subsidized and not paying the true costs associated with roads. And I'm a driver, albeit a light one.
- 11 97006 If it is cost and time efficient consumers will naturally use those options. Using tax payer dollars to encourage a cost inefficient measure is bad policy
- 12 97006 Incentives don't change what people can do, just give away money to people already doing something. incentives don't help solve expanding need and growth demands on roads and transit
- 13 97006 No. People know. It's a matter of making NOT doing the more community-friendly options more painful. You need disincentives to continue the status quo, not bribes toward desired behavior.
- 14 97006 People have enough information and usually make the best decision for themselves. Most don't need government agents to think for them.
- 15 97006 Some people will appreciate the incentives, but usually it's the people already inclined toward carpools and biking.
- 16 97006 The cost to tax payers and the bad economy
- 17 97006 The public knows what works. The government does not. One of the worst ideas ever is carpool lanes. Government decides to deny the largest % of those using the highway a resource that they've paid for. Please, learn some respect and humility and stop all efforts at social engineering through selective punishments.
- 18 97006 This is a low priority for me. experience suggests that people will drive because it is so convenient. this policy would not really address that.
- 19 97007 Current policy is adequate.
- 20 97007 I believe an efficient and effective transportation system sells itself. If its usefulness is not self-evident, it probably isn't as useful as it should be.
- 21 97007 just robbing Peter to pay Paul. I don't think incentives work. but the management of them is a drain.
- 22 97007 NO. No more "incentives" that I end up having to pay for!
- 23 97007 the government should never be in the business of rewarding with incentives.
- 24 97007 There is enough information out there already.
- 25 97007 We already have these and have spent a huge sum of resources promoting.
- 26 97007 What people are willing to pay for and what they are not.
- 27 97007 You cannot provide enough incentive for me to ride a bicycle in Portland / Beaverton traffic. Are you mad?
- 28 97008 For those that are young and live close to their jobs (if they have one) it is fine to walk and bike. Transit is terrible. To get from Beaverton (Wash Sg) to NW Portland is an hour and thirty minutes minimum and two hours to get home. Is that quality of life. I own a home. I'm not about to pick up and move closer to work, and I surely can't find a job out where I live. This program has merit, but should not forced on everyone.

- 29 97008 No. This only works for folks who live in urban areas and actually have transportation options available. Elitist.
- 30 97008 Whether these are actually viable transportation options for real people, or whether they just make politicians feel good.
- 31 97009 Government should not spend money to induce people to change their behaviors.
- 32 97009 I live outside an area where this would be a benefit. People run errands on their way to and from work. Park and rides at the edge of the cities might be of benefit, but single patron cars will drive there.
- 33 97015 Information yes, incentives...not really.
- 34 97023 I doubt lack of information has much effect. Improving the choices would be a better plan.
- 35 97024 Create a freeway from Portland to Mt. Hood as was planned years ago.
- 36 97024 I believe that individuals will establish patterns that best serve their interests.
- 37 97027 I believe that if there was better utilization of the current funds and thinking "out side of the box" adequate information dissemination of this information could be taking place now.
- 38 97027 It been tried in the past...DOES NOT WORK!
- 39 97030 People are aware of the options.
- 40 97034 Carpools and vanpools - although a nice idea, simply do not work.
- 41 97034 Communities know what options are available. Not all communities have access to public transportation.
- 42 97034 Don't we already know how to find a bus to ride? Not sure what the point of this would be.
- 43 97034 Economy will drive use. It needs to make economic sense to work people will use public transit only if is practical to do so and convenient.
- 44 97034 Has been tried and does not work.
- 45 97034 Information and incentives are already available.
- 46 97034 Not really, we should try to make the existing system work better, we have billions invested in MAX and the streetcar and other infrastructure, lets wring every last bit of use and efficiency from the current system before we run off and build new items.
- 47 97034 The information is already out there.
- 48 97034 This hasn't work. Move on!
- 49 97034 This is not necessary. Governance should start thinking about ways to save money, not spend it unnecessarily!
- 50 97034 While having travel options is very important, having government spend money providing info is very inefficient. A better strategy is to reduce the regulatory burden on people who want to car share and use services like Uber. Also, private bus companies should be welcomed and not overly regulated if they want to provide service in certain areas.
- 51 97035 People know they have options.

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- 52 97035 People know what to do...they won't do it if it's not available....other use of money provides the means.
- 53 97035 People will either use it or not use it and no one can talk them into it. Tried to talk people into using buses with me for over 30 years with little success.
- 54 97035 Too broad.
- 55 97038 I Believe ride sharing, use of public transit and alternative transportation that lessens the number of vehicle on the road can be encouraged through NOT penalizing or restricting Ride programs such as UBER, LOWERING the costs and/or hassle of using public transit, and encouraging ride sharing, carpooling and alternative transportation by allowing tax reductions and/or write offs to those who practice such behavior at NO TAX INCREASE to existing drivers who may choose to continue driving solo and not changing their habits.
- 56 97038 There are already a ton of these programs.
- 57 97045 Already being done. No more money.
- 58 97045 Current level is plenty.
- 59 97045 Don't try and tell me how to travel. I will make my own rational decision on it. Spending money to fund government staff to manage and implement an incentive system that will yield at best marginal improvements without measuring the true costs is a poor use of resources and bad implementation.
- 60 97045 I think money would be better spent on other policies prior to this question.
- 61 97045 I wouldn't spend much time or money on this except many car sharing.
- 62 97045 Money can be better spent elsewhere. The policy is flawed.
- 63 97045 People do all of these efficiency efforts now. They are cost and convenience conscience and don't need advertising blitzes to make them informed. What kind of incentives are you considering? Car pooling for example has its own builtin incentives.
- 64 97045 People have the information they need now.
- 65 97045 There is only so much that can be done in providing information and incentives and if through redirecting investment dollars away from fixing real serious congestion bottlenecks is like not understanding, when someone is Bleeding to Death and/or is Not Breathing, you do not start with a Physiologist to fisure out how it happen.
- 66 97045 This is exactly what I'm talking about. It is not government's role to push us into using transportation that is inconvenient, expensive and unwanted.
- 67 97045 We don't need money-wasting add campaigns. People know how to find the info they need.
- 68 97055 PEOPLE OUGHT TO BE ABLE TO RETAIN THEIR FREEDOM, NOT BE FORCED INTO COMMUNALISM AGAINST THEIR WILL ONLY BECAUSE IT IS YOUR WILL.
- 69 97060 I find it very hard to understand that anyone could lack information on the systems and availability. At some point, continuing to "pound" the message becomes redundant and counterproductive. Spend on facilities!

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- 70 97060 If it's not practical for people to ride-share or give up their car, they aren't going to do it for incentives. Public relations and providing information is a huge waste of money. If something new and useful is available, people will hear about it and use it.
- 71 97060 The market will take care of this, doesn't need to be a government function.
- 72 97060 There is already enough emphasis on this besides the economic of the suggestion: "road diets" are already part of the mix in sucking more time out of my day. In the desire to make public transportation the same time as commuting in my car, Metro's and Portland's planners are coming mightily close. If you could just get all of the bums off of the trains and busses and have it a place that I could feel safe traveling with my 7-year old, it might be different. Until there is a place where I don't find meth needles or have to suffer gang bangers and abusive teens, I will chose the relative safety of my vehicle along with its freedom of movement and carrying capacity.
- 73 97062 "If you build it "correctly" they will come."
- 74 97062 Current funding is adequate and appropriate.
- 75 97062 If you want to waste time telling people to walk, bike etc. when we get rain 3/4 of the year knock yourself out. I am not falling for it. When you live 15+ miles from work and there is NO PUBLIC TRANSIT to your job you are not going to walk/bike to work. Cannot afford to move. Apartments are dangerous. Look at disease outbreaks now. Single family homes are a safer place for families to live to prevent the spread of disease. Metro is going to try to kill us all with their idea to force everyone into multi family housing. Shared air systems are a no-no to prevent disease. Get yourselves into the present and encourage single family homes for healthy Oregonians.
- 76 97062 Not if it is going to be for light rail. Buses are more cost effective and flexible.
- 77 97068 \$ should be used to keep roadways in total metro area usable before pushing travel options.
- 78 97068 Allow those that desire to use this transportation and increase its use to do grass roots marketing to inform consumers.
- 79 97068 Another example of government overreach. Let people use their own initiative (such as the internet) to meet their needs. Let transit companies provide schedules and maps and let government provide maps of cycle routes, that's all.
- 80 97068 I can not support incentives... History shows the fraud and abuse that these types of systems create.
- 81 97068 I feel that any incentives should come from companies offering it to the employees.
- 82 97068 It is happening without the aid of regional investment. Personal choices is what drives these activities as it should.
- 83 97068 Let the market determine this.
- 84 97068 Let the market drive this. If an idea cannot stand on its own, maybe it shouldn't happen.

- 85 97068 Most people in the region are pretty transit savvy, so don't waste money on unnecessary education. Apps are useful, though.
- 86 97068 This has been done for years by cities and it's just not working. I think businesses should provide the information and incentives to their workers like many are doing now.
- 87 97068 This is a good idea that is not often used by the public at large.
- 88 97068 Waste of money people will do what they are capable of doing.
- 89 97070 All of that has been tried many many times and it is not successful. Build Roads!
- 90 97070 Investment in the transporation systems is the least efficient use of our captial money. The premisss presented here is false. Invenstiment in and expansion of the road systems will meet the goals. Spending money on public transporation options is the most expensive and doesn't provide better solutions for citizens to access the locations they desire to go.
- 91 97070 Let the free market make their choice.
- 92 97078 Craigslist is free. Viral marketing.
- 93 97078 These have been around for a long time, they never work well and I do not believe they ever will.
- 94 97080 Another waste of money. People will use the most convenient mode of transportation. We need to make car commuting unpleasant.
- 95 97080 Enough incentives are in place already. JUST MAKE THE OPTIONS SAFER .. SAFETY FIRST .. PUT REAL TIME CAMERAS ON EVERY BUS AND TRAIN. HAVE SAFETY OFFICERS ON THE TRAIN, INSTEAD OF DRIVING AROUND IN CARS.
- 96 97080 I don't believe people in general are willing to give up their individual cars. Jobs are too spread out to make vanpools efficient; that would be better done under larger employers. There is already plenty of info about public transit, but until Trimet improves their operating and attitudes of drivers, more ads will not help.
- 97 97080 Respond to citizen's demands, rather than using incentives to influence their travel choices
- 98 97080 There is plenty of information about this out there. Unless Portland is going to permit more carsharing companies to operate in the city.
- 99 97080 This is mostly a waste of money. Let it get totally congested. Then, and only then will employees demand and employers grant, work-from-home days.
- 100 97080 Waste of money.
- 101 97086 Avoid social engineering schemes.
- 102 97086 Stupid.
- 103 97086 What about all the people who work from home or do not work? What is the perk for them? If I carpool to preschool or church, what do I gain?
- 104 97089 Don't waste the money because the investment does not make sense.
- 105 97089 Look to places with a long history of public transportation for ideas; i.e. London.

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- 106 97106 People who buy into it already do it. Those that don't never will as decades of history demonstrates all over the US.
- 107 97106 Stop using the gas taxes for bikes etc. gas taxes should pay for roads only!
- 108 97106 There are those who believe in these alternatives and those who don't. More information or incentives will not convince those who don't to do so. They want their private vehicle and will drive it no matter what.
- 109 97116 Anyone with a brain knows what transportation options are available. Do not spend any more money on this goal.
- 110 97116 Let people decide what is best for them. They will find the information themselves.
- 111 97116 Remove the HOV lane from I-5... it DESTROYS the use of that highway during rush hour.
- 112 97116 The market will decide how people select travel options. Don't try to tell people what to do.
- 113 97124 "Incentives" in this context normally means punishing/taxing/assessing fees on all drivers instead of providing some type of positive incentive to carpool, walk or bike. ALSO AVOID ROAD TOLLS! You also must understand that walking and biking are not necessarily safe because of the criminals that frequent the walking and biking paths (murderers, rapists, thieves, etc.). Do your homework and figure out what the real safety issues are.
- 114 97124 Current methods and measures seem appropriate.
- 115 97124 Fix and update what we have before adding more travel options.
- 116 97124 I will not support adding more fees, etc. to vehicle use. We need to make people want to use alternate sources.... peer pressure to use.
- 117 97124 Information and incentives are not going to change the way people decide to travel.
- 118 97124 Is there any proof of a high benefit cost on this?
- 119 97124 IT rains in Oregon!!! I am not riding my bike in the rain!!! I am not carpooling because I have other things to do when going home. I have a life and waiting for someone else or a bus for 2 hours when I can be home in 30 minutes is silly to me.
- 120 97124 No. Too much social engineering to use my tax dollars to alter people's choices. Provide the options. An individual makes and pays for the choices they make.
- 121 97124 Seems we have enough currently.
- 122 97124 Stop spending too much on the small percentage of people who use these options. The people who want to use these are, those who don't, won't.
- 123 97124 This is a good idea. What prevents me from carsharing/pooling sharing is convenience and time of day each person needs to commute. If there was a community effort where you could hook up with someone via website that happens to share your exact commute I would need a way to verify they are a credible person and safe driver and feel that the website organizing this has my safety in mind.
- 124 97124 We need to provide safe means to walk or ride bikes before we ask people to use them.

- 125 97132 These are nothing but money pits. If the already heavily subsidized transit systems do not already attract users throwing more of the taxpayers money at it will not help. And or course, as soon as those new incentives run out the new riders will return to their previous means of transportation. This will result in a perpetual use of incentives to shore up a failed mass transit system.
- 126 97139 These are two separate questions, children. 1. Do we provide more information ? I could live with that. Do we use incentives? No, because local agencies within the Portland metroplex have generally done a poor job of determining who should get the subsidies.
- 127 97140 The is no point in providing information and incentives until you have a viable system that works for everyone. Americans (aside from those who already embrace alternative transportation philosophically and in reality) take driving as a right, and unless you can offer them the same convenience with the above mentioned alternatives, no amount of information nor incentive will sway them from this fundamental right. That just seems like a waste of funds that could be channeled toward making the alternatives as convenient and even more attractive than driving.
- 128 97140 These are, or could be commercial endeavors and could be marketed by the business.
- 129 97140 This has not really worked for all the years that it has been in place. That lane for commuters with more than 3 in the car on I5 is a waste. It slows up all traffic because most are relegated to only 2 lanes because of it.
- 130 97201 Government involvement is not needed or wanted in these areas. Also, allow Uber to operate in PDX.
- 131 97201 I really don't think most people are unaware. They just have more convenient or affordable options so would work on making the other options cheaper and better. Little marketing is needed, but good services are.
- 132 97201 Improve our highways and freeways.
- 133 97201 It is not the role of government to tell us how to travel.
- 134 97201 People know how to get around, government doesn't need to spend money to tell them.
- 135 97201 These are already well known. It will take attitude change not knowledge.
- 136 97201 This is something private industry and nonprofits can do. But government can require real-estate listings to include transit information. Too many people buy a house without giving this a thought.
- 137 97201 Within their first week of moving to the Portland metro region, most self-sufficient travelers will learn the most efficient and appealing options for getting where they need to be. Beyond that, such information quickly becomes unwelcome noise.
- 138 97202 Bike maps provided at all libraries, same with local bus schedules. Walking happens because we have to or we want to, no need for more funding. Car sharing is growing in Portland, but along with carpools and vanpools these things grow through word of mouth and are probably not that big on involving strangers, so this would not be a priority for me as far as funding - at the same time I appreciate all of these things that are happening through people making contact at work, school, etc.

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- 139 97202 For the most part these sorts of programs are a waste of time and money. Nobody carpools because of incentives - they carpool because they can stand to ride together and it is convenient. Incentives would have to be clear, and monetary - and probably too expensive. However, a good use of such money would be to help people live near where they work - and to make it easier to take public transportation than to drive.
- 140 97202 Government promotion of other travel options is ineffective. people can figure this out for themselves.
- 141 97202 I don't think more investment in providing information is needed, but am supportive of these options. We're doing pretty well already, would prefer investment be targeted to road maintenance and increased transit.
- 142 97202 I think behavioral modification efforts to encourage alternative mode usage are a waste. It would be much more productive to spend this money actually designing and building facilities.
- 143 97202 I think the market can take care of these type of options, and additional government incentives may be unnecessary.
- 144 97202 I think there is enough information out there on these options. Please direct funds to actually doing things - e.g. implementing traffic calming, providing incentives to car-sharing startups, etc.
- 145 97202 I'm not sure that public education in this area is going to effectively change long-ingrained habits. Make walking, biking and public transport more available, faster and more convenient, and people will try it out. No preachy ad campaign or well-intentioned websites, please.
- 146 97202 Just do what's right & don't worry about the people. what must be done must be done. announce it in the paper, people will be mad but they'll get over it. Especially when it WORKS.
- 147 97202 Just isn't very efficient. Too many different work hours and job locations to make much of an impact.
- 148 97202 People are going to do what they will.
- 149 97202 The best incentives for bike/walking/transit are safe routes to desirable destinations with convenient travel times.
- 150 97202 The city's policy of allowing huge apartment buildings without parking should be incentive enough for those people to look for their own options. (Or was this a big scam on the part of the city all along to find more ways to waste money?)
- 151 97202 These programs are good, but ultimately people will make decisions based on what is most convenient for them. I think limited funds could be better spent on capital projects.
- 152 97203 I feel more energy should go into building durable, desirable alternative transportation networks rather than frittering large portions of the budget away on ephemeral behavior campaigns.
- 153 97203 I have never once found carpooling or van pooling that met my needs or worked for me. I like the IDEA of van pooling. The only bicycling I'll willingly do is on car-free pathways. Looking forward to North Portland Greenway Trail. It seems to be taking for ever to be done.

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- 154 97203 If you build the infrastructure right, then everyone is going to make use of it. Web site designers, advertising campaigns, and so on are parasitic costs that good transportation strategy does not need. You can count on the free market to come up with ways to blow your horn for you-- provided you actually do the job right and there is something to shout about.
- 155 97203 When I was growing up, annual incomes over \$250,000 were taxed at 91%. Unless there is an adequate tax base to support public infrastructure, additional investments are consistently too little too late. Failure to promote progressive taxation undermines all government services.
- 156 97204 I support transportation funds being used to maintain roads. MAX has not improved congestion. We already have all of these options. I drive because it saves time. It doesn't matter how much information you provide to me about other option I will continue to drive.
- 157 97204 We should not use tax dollars to incent modes of transit above and beyond the subsidies mass transit already receives.
- 158 97205 If it's convenient people will use it. This is an area where costs might be saved.
- 159 97206 Better to spend money actually making the options available than advertising them.
- 160 97206 Doesn't seem like the best use of funds. I think people generally know their options.
- 161 97206 I think cost and convenience are going to determine travel methods people use, no matter how much info we provide. Increasing the gas tax would create incentive for all the options listed.
- 162 97206 I think people will use these modes when it is convenient and affordable not because of TV or radio advertising.
- 163 97206 If someone wants to drive themselves to work and the grocery store, no amount of incentive will sway them.
- 164 97206 If transportation costs are right, you may not need to spend much on public persuasion. Transportation should be more heavily subsidized.
- 165 97206 People are not going to carpool because you give them money. There are bigger issues afoot here. One of them is that most of the people who are driving into SE and NE are people who have been forced out by raising rent prices and all of the building that is going on of \$1200 a month apartments. The people who are driving work in coffee shops and markets and cannot live where they work. Please do not spend the city money to make people feel better about biking to work. Please spend it to, in some way, keep rents down so that the people who live here can keep living here.
- 166 97206 The only 'incentive' should be safe and police-monitored street crossings and cheap, easy, frequent BUS transportation!
- 167 97206 The system should be built to get rid of subsidy for car travel...beyond that, information and incentive programs are wasteful stopgaps for what should be built into the system.

- 168 97206 This is a qualified no. People are so connected these days, the best travel options are not hard to find, and the incentives to use them arise naturally from the economics. On the other hand, targeted, proven campaigns can be a part of that. I just don't see this being a priority for public investment.
- 169 97206 This should not be expensive. It is important to advertise the range of transportation options available but the only thing that will get people out of their cars is the availability of a less painful option.
- 170 97206 We've been doing this for over 20 years. Keep it at the same level.
- 171 97206 Where the money for this would come from is not being addressed.
- 172 97209 There's lots of information available already.
- 173 97209 Without "incentives", this can be done without the level of wasteful spending you are positing for the other items in this survey. Without removing debt from our public spending, our system will collapse.
- 174 97210 A boondoggle to provide additional financial incentives to get people out of cars and onto buses and trains.
- 175 97210 Everybody that WANTS to use those extra options don't have problems finding out about them. Some people just don't realize that most people don't want to do that.
- 176 97210 Honest benefit/cost.
- 177 97210 Most of this stuff is less important than infrastructure except for transit. Transit information could be much improved.
- 178 97210 Transportation dollars are better spent in building and maintaining roads, bike paths, etc. people aren't stupid and can figure out for themselves what travel options are best for them. cost and convenience are the two factors that people can figure out without the help of a government agency.
- 179 97210 We have blown through too much money already in alternate transit and the number of people who travel this way is still tiny.
- 180 97210 Write some fair questions! So much bias in these lame questions make me vomit a little in my mouth.
- 181 97211 I think that there is a core group that wants to push their agenda through and those people are uniting and forget the rest of us and our opinions.
- 182 97211 If the services/alternatives correctly meet the needs of citizens, then people will use them without need for incentives.
- 183 97211 Investments should be made in building out the regional bicycle, pedestrian, and transit network, so that these networks are ready for people to use, rather than trying to convince people to use a network that may not yet be complete to a degree considered safe. If an incentive needs to be provided to encourage people to use non-single-auto modes, it should be enacted by pricing the single auto mode and thus creating a disincentive for that mode.
- 184 97211 Making cars expensive and a hassle is the best way to incentivize those other things and that requires no investment. Higher gas taxes can pay for the investments in other categories and has the benefit of also incentivizing "travel options".

- 185 97211 Spend the money on infrastructure not on middle class perks.
- 186 97211 There is already enough.
- 187 97211 We don't need to waste money on these kind of programs.
- 188 97211 We have enough resources committed to this currently.
- 189 97211 What kind of information and incentives besides already offered for decades?
- 190 97212 I believe people will do what they want to do here.
- 191 97212 I don't believe these campaigns make a difference, at the end of the day the travel option has to be convenient and make people feel comfortable utilizing them.
- 192 97212 I think that has a low payoff.
- 193 97212 I think this is a wonderful idea but I don't know if we need to spend money on it. Most people probably know someone who bike commutes or can even go into a bike shop for information. I think the money can be more wisely spent on improving the safety on the roads.
- 194 97212 Information, incentives no. Incentives are just a nice word for coercive moves by a dictatorial government.
- 195 97212 People continue to choose auto transportation for life reasons, NOT because of lack of info.
- 196 97212 Providing information is fine - I've no real objection. but in prioritizing spending I think there is more benefit from actually creating the system that lets people move efficiently across different modes of transportation and people will start using them. Trying to do it in the opposite order just frustrates users who find the connections they need missing.
- 197 97212 Stop creating more departments and jobs for paper pushers. Just keep our roads etc working and in repair and let adults figure things out.
- 198 97212 The only incentives needed are managing what we already have better!
- 199 97212 The programs should be as self sufficient as possible.
- 200 97212 This would be a waste of tax payer's money. People will find information on their own if they need to get somewhere. Incentives may be an interesting way to go about it, but I would have to understand what kind of incentives you could provide. Tax credits? I think one should get tax credits if they can prove they own one or no cars.
- 201 97212 What is the social benefit of moving people from fast, safe, efficient, low cost cars to alternatives that are either: slow, costly, dangerous , inconvenient.
- 202 97213 How to achieve this within the existing funds (using the money efficiently, so as to leave more funds for other matters) - How to incorporate more market-driven innovations instead of bureaucracy-driven regulations (that are prone fostering waste and mediocrity).
- 203 97213 Good info already available. Open source data will allow third parties to make it further available. Skip the marketing.
- 204 97213 I am not convinced that Metro's spending on this kind of outreach gets results.

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- 205 97213 I think there is currently adequate information to expand the use of travel options. The challenge is changing the culture and impacting the values of the population. Not something you have the money or expertise to do. Use your money to improve the systems... that will attract more users.
- 206 97213 I think we are fine in this area. Let the markets decide.
- 207 97213 Is there data to suggest that greater information leads to more good outcomes? Does that data suggest that this money is better spent on infrastructure or on education?
- 208 97213 One of the primary reasons the Portland-Metro area and Oregon have a lower average wage than much of the nation is the anti-car mindset imbedded local governments. This mindset that views bicyclists superior to drivers is no different than how the Nazis viewed and treated the Jews. There are far too many other transportation needs for the money to be wasted on programs like drive less and save more, especially when the title is not even a true statement in that all the program does is attempt move people to a transport option where the taxpayer subsidy is much higher than driving the same distance. Also, with such a shift, private sector jobs are eliminated replaced by more government jobs (such as in transit operations) growing government and costing the taxpayers more.
- 209 97213 This kind of seems like a waste of money.
- 210 97213 With financial resources in short supply and the subsidies already being spent on alternative transportation options, motorist paid user fees must be spent on road improvements only. A taxpayer transit subsidy of over 60 cents per passenger mile is already way too high. Alternative transport options need to become more financially self-sustainable with transit passengers paying for transit and bicyclists paying for bicycle infrastructure.It is called equity!
- 211 97214 I only check no because the current investment on information around this seems adequate.
- 212 97214 I'm not sure incentives work here. Lean on workplaces to help their workers.
- 213 97214 Let the private sector drive this area.
- 214 97214 Metro's incentive programs are manipulative and insufficiently transparent. I favor the dissemination of maps and little else.
- 215 97214 Most people have more sense than our traffic engineers and can figure out which is the best mode of transportation and route to get from place to place. We don't need more waste on colorful brochures that wind up in the trash.
- 216 97214 Not much impact for the dollars spent unless focusing an specific employers.
- 217 97214 People know what's out there ... quit wasting money on PR.
- 218 97214 Region should look at what is needed by private sector to facilitate marketing, information and incentives. Should also look at real-time technology and multimodal trip planning spending money on these types of investments rather than way its been done in the past. Need to move forward with thinking.

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- 219 97214 There is more information than is needed for people who desire to ride the bus, walk or ride. If they don't have access to a computer one can go to a local library and get anything they need to travel within the city.
- 220 97215 Good infrastructure is its own incentive.
- 221 97215 I support the modes, but don't want to see money spend on information or incentives.
- 222 97215 I support these options but feel that the private sector can take care of a lot of this need.
- 223 97215 I think people are "aware" of options like walking, they just suck as options. This money would be better channeled into lower bus fares/more buses.
- 224 97215 I think there are enough incentives for those methods of travel in the current system. One primary disincentive is that it costs people closer to downtown (paying more taxes already) the same bus fare as it does for people in Clackamas. This makes it hard to spend \$5 a day to ride a bus.
- 225 97215 People already know all this-newcomers move here because it's already deep in the social structure.
- 226 97215 Some people would love to share. I'm an introvert, so not so much. I'm neutral, but you didn't provide that option.
- 227 97216 Advertising costs are outrageous, I don't think they really do anything.
- 228 97217 Also important, but not top priority.
- 229 97217 Encourage more transit ridership by making it economical to ride, by lowering fares.
- 230 97217 I think by now most people are well aware of the options and have selected the ones that work for them. I support some investment in public information campaigns, but the question was whether we support "more" investment. I would prefer the investments go instead to infrastructure that supports walking, biking, and other reduced carbon travel modes.
- 231 97217 Not governments job. Let non-profits educate and try to change peoples lifestyle. Government should not be in the job of telling people what they should do.
- 232 97217 People already have the options they need/want.
- 233 97217 Some investment yes. All of the above options will still be in the minority for a variety of reasons.
- 234 97217 Stop trying to social engineer. You are not my mother.
- 235 97217 Waste of time, money, and resources.
- 236 97217 We want to use our cars as buses no longer go where needed due to light rail.
- 237 97218 Am not sure how we can do more than we already do.
- 238 97218 I think people are already aware of these options.
- 239 97218 If you make it user friendly and advantageous, people will use it. I'd use mass transit if it was fast. I choose a much more costly alternative because I can't deal with the more than double commute time. I've even been offered free transit passes for the summer and still chose to drive because I just get too tired having to be out of bed an extra 45 minutes early and getting home to dinner an extra 45 minutes late.

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- 240 97218 What a waste!!! I get stupid flyers all the time (4-color, photos, etc.) telling me that I can walk¹ And it's healthy! Etc. Absolutely inane, only morons could benefit, and they won't read the stupid things. Waste waste waste. What's new?
- 241 97219 Are these programs effective, i.e., do they change behavior? This should be piloted before any thing is done or before the public is asked for their input. My understanding is that similar education programs are not effective.
- 242 97219 Basic info. In a tech society people should be able to find what they need.
- 243 97219 Believe people know the options without being told. Focus needs to be in areas of safety, convenience and efficiency. Only then will people make use of the options available.
- 244 97219 Disincentives may be more effective.
- 245 97219 Er.....really? We already have an unbelievably well-stocked information system in place. People have access to transit info and options across numerous platforms in Portland, as you can see by how many people are using it.
- 246 97219 I support continuing to provide info, but not any expansion. There is more than enough info out there right now. And I'd need more info about the funding of any "incentives" before I'd support that.
- 247 97219 I think it is happening anyway -- we have a concerned population.
- 248 97219 I think we should just spend the money building these options for people, not marketing them. As they are implemented they will be utilized. I do not support increasing the spending for marketing transportation options. I understand some is needed to make people aware of their options, but this can be accomplished without spending more, but rather remaining at current levels.
- 249 97219 I'd rather money be spent on physical improvements such as more sidewalks.
- 250 97219 I'm not sure that this is as effective of a use of dollars. Carpooling and carsharing only works in limited situations for those living and working in the same areas.
- 251 97219 Insightful people figure it out without the government throwing money at it.
- 252 97219 Motivation should be internal not external, it won't lead to lasting behavior change.
- 253 97219 Not everyone is capable of carsharing, carpooling, walking, using the bus or bicycling to and from work. There has to be a happy medium somewhere. But, again, you already have the plan and you don't care about how anyone feels about this - don't you?!
- 254 97219 Not until all streets are paved!
- 255 97219 Only when all streets are paved and have sidewalk.
- 256 97219 People are either going to use public transportation and/or cycling or they're not. I think incentives have relatively little impact for their cost. Put the money towards infrastructure. That would incentivize me more than prizes for riding my bike.
- 257 97219 Should be driven by pricing signals.

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- 258 97219 There does not need to be incentives to get folks to do the right thing, let the "market" work; it is less expensive to use public transit in many instances than driving when considering all the combined costs of operating a car. If people had the street facilities (e.g. Complete Streets) they can make a choice then and do not need incentives. However without the necessary street facilities in many instances these dollars are not invested wisely.
- 259 97219 This can be better done by a smartphone app written by someone else. Stay out of it.
- 260 97219 Total waste of money to fund.
- 261 97219 We have far too many PR flacks as it is; we certainly don't need more.
- 262 97219 What the heck does this mean?
- 263 97219 What would be the incentives? i think there is good information on google maps and trimet about how to get around.
- 264 97220 Ban cars and it won't be necessary.
- 265 97220 How effective have these activities been so far?
- 266 97220 I think that there are enough ways to provide information and incentives to expand the use of travel options now if a person is really interested in finding them.
- 267 97220 Let's take care of what we have first and make it more reliable and safe so that people will use it then have the larger discussion.
- 268 97220 You aren't going to make people bike no matter how much you punish them.
- 269 97221 I do not think it is an issue of availability which determines their use. It just is not convenient in the real, unpredictable schedule of the work day.
- 270 97221 Means already exist for people wanting to use these options.
- 271 97221 Parking is expensive and that is the best incentive etiquette carpool/ take public transit.
- 272 97221 The market should drive these decisions. government already has too many people employed with our tax dollars in stupid role like Sunday Parkways.
- 273 97222 Information is always good. Incentives are not needed for a system that meets the community needs and approval. Too much money is wasted on multiple systems over the same area traveled. Buses, trains, trollies, bikes, cars, are redundant. Buses and cars offer max. flexibility for all areas and situations.
- 274 97222 Public funds should be spent on infrastructure.
- 275 97222 Should be a private industry function, not a government function.
- 276 97222 Stop spreading politicized propaganda.
- 277 97222 Stop wasting our money on economically unsustainable projects.
- 278 97222 There are far better ways to improve urban mobility and access - apparently you don't know anything about any of them.

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- 279 97223 I don't think this is a priority for public dollars. People already know these options exist. It's not a matter of information - it's a matter of personal choice and logistics.
- 280 97223 I don't think we need to push incentives until our communities are able to support walkable routes and safe cycling routes. The incentive to ride or walk will be a clear choice as fuel costs rise and congestion increases.
- 281 97223 I think current levels of funding are adequate.
- 282 97223 I think there's a lot of information out there - we need to work on improving what we already have.
- 283 97223 If people want to do these things, they will do them without the government spending money to tell them to do them.
- 284 97223 In my experience, spending here has little effect. People either already care about this, or they don't. I've seen little other than workplace incentives that work.
- 285 97223 It is not the roll of government to tell people how they may move about the community!!!! Read the Constitution.
- 286 97223 It's a waste of money.
- 287 97223 People are smart enough to figure this out for themselves.
- 288 97223 Private sector, not for government to get involved in.
- 289 97223 The options are there and most people know about them. They are simply choosing not to use the alternatives. Let's not waste money on preaching to the choir. TriMet can run their own website. The cities can produce their own walking/biking maps. We don't even have a truly functional carpool/vanpool system.
- 290 97223 This hasn't worked for our region - we have an incredibly poor carpool/vanpool system. Unless Metro is going to realize this, and purchase 1,500 vans for vanpool use, let's focus on other things.
- 291 97223 This is a firm "No." Don't spend our limited funding trying to spoon-feed people information or engineer behavior. People can and should be responsible participants in this.
- 292 97223 This should be done by the private sector.
- 293 97223 We already have excellent informatoin sources for these options.
- 294 97223 We can do this ourselves, we do not need to use taxpayer money to arrange ride sharing, or biking to work. Are you listening to your own questions?
- 295 97223 We have the options; we have spent millions on communicating the options. We still choose to drive; transit usage is not going up despite our "reputation". It's time to accept defeat in trying to force people to transit; it's time to accept that people ARE CHOOSING to drive.
- 296 97224 Again, give us solutions that allow us to maintain our individuality. Without that, life becomes rather dull and uninspiring.
- 297 97224 Another waste and subsidizing is a boondoggle...people need to pay their own way.
- 298 97224 Current funding level is about right.

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- 299 97224 Government often does a poor job of picking the correct solutions that work for the most people. I'd rather see the incentives be correct. If mass transit is a good solution to get people to work, they will figure this out on their own and it shouldn't require big subsidies to make it work.
- 300 97224 Incentives are used to sell inferior products. Make the product so good that people use it without incentives. Don't waste our tax dollars trying to convince somebody that something is good. If people aren't using it, it is useless, and you are pouring money down a black hole. WES is a perfect example of obtuse waste. \$ 50,000 per month to maintain a moving roadblock that stops more people at every intersection it crosses than are riding on it.
- 301 97224 It isn't always possible for employees or citizens to use these options. Please invest in our highways and freeways. I drive a Prius and am doing my part to keep the emissions out of our air. Please provide better highways and freeways that can keep up with traffic.
- 302 97224 Just never gonna amoun to much in our society.
- 303 97224 More information can be provided by the private sector. Smartphone apps, companies like Uber, etc. There are incentives enough without government getting in the way.
- 304 97224 NO public money should go to "expanding the use of travel options." This is a matter for personal choice and the private sector to address.
- 305 97224 People will use other modes when they are convenient.
- 306 97224 Stop trying to force engineer society....nobody deserves subsidies....we are all broke and why should i pay money to peoe on loot rail or carpools...nobody is giving me money.
- 307 97224 Stop trying to redistribute wealth...everyone should pay their share or should walk or bike.
- 308 97224 Stop wasting tax dollars trying to get people to change their preferences. People will flock to a superior service or method of transportation. The free market will decide whether travel options are viable. It is not Government's job to determine how people get from one place to another. It is Government's job to make the free flow of commerce possible.
- 309 97224 The geography of the Metro area and the impracticality of serving it with transit.
- 310 97225 For the most part, people can figure out what's available, especially if it's on the internet. Put the money into creating the options and people will find them.
- 311 97225 Honestly, I think employers should be doing more to incentivize this.
- 312 97225 I see little help from this over the years. If folks see a better way to get to work, they are likely to take it. Advertising van pooling does not seem to be something I would like to pay for.
- 313 97225 I think that this is a great idea and would support it, but with the intrastructure of our streets and max tracks not being where it really needs to be, I cannot support more investment at this time.
- 314 97225 If people want these options they'll figure out how to use them.
- 315 97225 Lower prioirity - let the private sector take the lead on this aspect.

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- 316 97225 Not until it is safe to use alternative methods. It is not currently.
- 317 97225 People will drive or share as it is needed in their daily life. I prefer to drive and pay for the gas I consume.
- 318 97225 There is information out there, but the people that are too lazy to look into it will probably be too lazy to give up their cars and pursue any of the alternate options. Besides, if the prior policies aren't implemented first, this policy will be less effective.
- 319 97225 This is already being done. Don't spend any more on it.
- 320 97225 We shouldn't have to provide an incentive for people to make positive changes.
- 321 97227 And why exactly is the government getting involved in this... it should be something employers do not the government.
- 322 97229 Carpooling and ride-sharing initiatives have been in existence for 30 years in the US. If they do not catch on, it is not for lack of awareness, but for other reasons, such as incompatibility with people's commuting patterns. This should be undertaken by volunteer organizations, not by tax dollars.
- 323 97229 I don't like "incentives" which actually means subsidies for a few individuals. If these are actually cost-effective and do not offset other programs that would improve traffic for a far greater number of people, then perhaps. But they must be clearly cost-effective. Some advertising, if it gets the appropriate results, is probably warranted.
- 324 97229 Let the value proposition of each option sell itself.
- 325 97229 Looks like an unnecessary justification for Metro to waste money.
- 326 97229 People don't need incentives; if the system is developed in a way that makes it easier and better to use public transit, they will use it.
- 327 97229 People need cars not rapid transit which brings crime to a neighborhood near you.
- 328 97229 Sounds good, but is generally a failure.
- 329 97229 Stop spending money trying to get people to car share or pool. People have their own schedules and it's not a reality. Make bicyclists take a rules of the road class before they get any incentives.
- 330 97229 The incentive should be convenience. A better system will be enough incentive.
- 331 97229 The public will gravitate to the most cost effective and convenient options, so don't spend a significant amount of money incentivise.
- 332 97229 This gets ridiculous.
- 333 97229 This has been done to death in the past decades and NEVER seems to be very effective - have you ever suffered in a carpool? People do the cheapest, most efficient mode of transportation available without prompting in my experience.
- 334 97229 This kind of planners-dream stuff should not be forced. Let them develop freely with market forces.
- 335 97229 Waste of money.
- 336 97229 Where is the personal incentive?

- 337 97229 You'll use it to attack cars.
- 338 97230 Carsharing, carpools etc.. already have a benefit to the users. It costs them less to get where they are going. If people want to set something up, they can use Craigslist.com.
- 339 97230 I think in more urban areas this makes sense but convenience has to be some importance for those who don't walk and stand on moving platforms so well.
- 340 97230 I think we have seen that the ride share idea doesn't work that well. Options for transportation must be convenient and offer "door to door" access. Anything that involves long waits, riding to other destinations first, or long delays to get where you are headed will not get people out of their cars.
- 341 97230 Let the private market do this. it will be more effective and tax payers won't have to pay for more PERS employees.
- 342 97230 This is what people do already by themselves. We do not need public money to incentivise people.
- 343 97230 Waste of time and money.
- 344 97231 Yes in urban areas. However, this is not a one size fits all situation!
- 345 97232 I do not believe incentives make people use other forms of transport.
- 346 97232 I do not believe people really pay attention to ads enough to equal thxpense of such
- 347 97232 Items 1-4 have considerable higher priority in my mind. Just the legal nightmarish possibilities of ride sharing make me look fondly at trolleys & computer directed roads & driving.
- 348 97232 Sounds like it could lead to fraud, graft, and corruption.
- 349 97233 I fail to understand METRO being so driven (What a pun) to suggest that their power is to shame people in doing everything but drive privately owned vehicles.. How is it the regional governments mission to do this instead of letting the citizens to decide on the choices above on their own?
- 350 97233 The govenment has no business being in the travel business. Leave it to the private sector.
- 351 97236 The fact that we have already put Max lines along most freeways and it has done nothing to reduce congestion.
- 352 97236 The information is already out there if people want to know, spending money on this is a waste of money.
- 353 97239 Hasn't this been done before? I don't think it was tremendously successful even in the 70's when the gas shortage shocked people to awareness.
- 354 97239 I think enough is being spent on promotion of alternative travel options. That should be maintained. One thing that should be increased is encouragement not to let cars idle. Turn off engines while using phones, waiting for long trains to pass, waiting for passengers to arrive, etc.
- 355 97239 Let the market decide which travel options are selected. Eliminate incentives altogether.
- 356 97239 This relies on behavior changes that are not realistic given the current infrastructure, habits and options. It also unfairly shifts the burden of improving conditions onto individuals without the support of regulation and resources.

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- 357 97266 For all the answers I have previously written, it all applies to this too. For gods sake you can't fill a pot hole or pave a road here in Powellhurst/Gilbert. And you want to start something new?
- 358 97266 I believe we've convinced as many people now that we can to walk, drive, or take mass transit. Count our blessings and spend the money on more worthwhile causes/needs.
- 359 97266 These are adequate information and incentives currently.
- 360 97266 Where this can be done at little or no cost, go for it. Remembering to think about our options is important. I have enjoyed the Ten Toes Walks program, but I have also seen how many Voters Pamphlets were in the recycling -- and the trash -- at a local post office this week. Getting people to care, notice, and read something is hard.
- 361 97267 First pave and sidewalk the streets. Try to keep the cost of TriMet fares low to the point of subsidizing the fares to encourage people to use mass transit. Build more bike lanes after all roads are paved and sidewalks added. Again, government does not seem to get this --- pave the streets! No more gravel roads!
- 362 97267 Most "solutions" that government prefers to impose have more to do with building monuments, bureaucracies, and expanding "turf".. like choo choo trains that are enormous wastes of money and inconvenient for users. Projects beyond a certain size should be put to vote...the temptation is too much for bureaucrats to build monuments when someone else must pay the bill.
- 363 97267 Most of those who are able to carpool, walk, bike already do so. Making public transportation more attractive may be the most successful strategy.
- 364 97267 Not that I'm opposed to paying for various forms of promoting ride-sharing, etc., but let's spend the money first by fixing our roads, including residential roads, and establishing a dedicated revenue stream for keeping the roads in repair. Paved roads were a good 20th Century invention in Oregon; let's keep them paved in the 21st Century and put the potholes out of business. Then we can talk about more sophisticated "travel options."
- 365 97267 People generally know about options. The investment needs to be in the infrastructure, not in marketing.
- 366 97292 First, end the traffic calming program. Next, seriously consider things like Uber and challenge the established taxi companies.
- 367 97302 You do not need more investment which is a euphemism for more spending to tell us where to walk and ride bikes. And government does not have to run ride sharing when there are companies eager to start doing so without using any public money.
- 368 98675 I believe that promoting flexible work schedules and telecommuting are far more cost effective to achieve the same means.
- 369 98686 People can find out how to use these options, the government does not need to spend money on promoting them.
- 370 98686 These are things the public should use if it wants. It is not the governments job to expand their use!

371 A very small % of expenditures should be spent in this area (less than 1%).
372 All of these options have been around for years. People know about them already. I used to belong to the Tri-Met Carpool system for YEARS. A big waste. Never could get anyone going from my home area to my work area at times that were good for all parties.
373 Doesn't work now, won't work if you throw more money at it. Outsource it to Craigslist (although have them use a different domain!).
374 Effectiveness.
375 I think there are enough options that most people know about already. You won't get all people out of their vehicles entirely. That's a superficial goal & unrealistic. As people age, they will rely more on private transportation vs. public transportation. Infill development without driveways & or parking is ridiculous. It creates more opportunities for auto thefts, thefts from vehicles, & car prowls. No one should lose their garage for infill development & be left with nothing but an asphalt or concrete driveway to store their vehicle. This is a bad planning policy.

376 I think there is already plenty of info about options. Keep up the good work!
377 Incentives shouldn't be necessary if the program overall is designed appropriately.
378 It hasn't worked very well so far. Stop the social engineering. Remember that Portland is diverse. Metro's transportation policies are so upper-income white oriented. Bike mode share has stalled. The only reason even more people aren't driving is telecommuting.
379 No comment.
380 Personal electric vehicles will be dramatically smaller and reduce congestion. Services like Uber should be encouraged.

381 Programs like this have never worked and never will. We are Americans and independent. Good choices come from within, not from so done paying us.
382 Provide the options and public will know about them.
383 Raise the fuel tax.
384 The money should go to basic maintenance.
385 There is no reason to beleive that more dollars thrown at transportation will help. ODOT and county planners motto should be "Planning for yesterday, tomorrow."
386
387 An even greater waste of money.
388 Doesn't work now, won't work if you throw more money at it. Outsource it to Craigslist (although have them use a different domain!)
389 Effectiveness.
390 Fringe transit options should fund themselves.

- 391 How to make public transit not dependent on tax dollars.
 392 I really don't think incentives work. Getting peers to talk about experiences and make it the "in" thing is more likely to work.
- 393 I think there is already plenty of info about options. Keep up the good work!
 394 It would depend if the use of information and incentives have proven to be cost-effective.
 395 No comment.
 396 NO!!!! This does not work!!!! People have busy lives and it does not make sense to ride share, etc. The only thing that makes sense would be to allow cars onto a rail-car on Amtrak (like the ferry system in Washington, but by rail) to travel to places. Then I can take the train and have my car!
 397 Raise the fuel tax.
 398 Sort out the existing system first.
 399 This includes too many options.
 400

Yes or no not declared or zip code not provided

- 1 97004 Formation is great, but incentives?
 2 97006 I don't think we need "more" investment in this.
 3 97030 Again its responsibility.
 4 97045 carsharing, carpooling -- these don't really work in today's society. We want to get there by ourselves - either drive, or bike or walk. Public transit is no longer considered safe if you watch the news. Good luck with all of those. I would like to see safer biking connectivity between towns.
 5 97080 We have no money for this. Taxpayers and Businesses are over-taxed already. Have you really looked at how there is no real economic recovery to the middle-class?
 6 97116 Rewards like zoo passes for people who consistently use transit, for example, people who buy monthly bus passes for a whole year. Free pedometers for everyone.
 7 97123 A centralized website where one can state where start and finish points of one's commute with specific dates and times would allow others to find partners, rides, etc. Right now people look at different places online-- unify it!
 8 97202 It's fine but it will not accomplish much, and it is requires actually having travel options! So one needs the transit, bikeways, and sidewalk network if this is going to make a contribution.
 9 97202 The information is only helpful if the alternative infrastructures (i.e. bikeways, carpools) are comprehensive and readily accessible to the average person!
 10 97204 Making single car occupancy less attractive would help.
 11 97210 Increase safety for pedestrians, we have to dodge automobiles and bicycles.
 12 97213 Return back to the car pool lanes again for car pools and motorcycles.

- 13 97214 Charge for parking and charge tolls on congested roadways, and use the resulting revenues to expand the availability of various non-SOV options.
- 14 97214 I think this is less important than improving the safety of bike/pedestrian infrastructure/bike routes and having more frequent busses, but incentives could also be important. My employer has a biking incentive that, while I would bike to work anyhow, makes me bike more regularly b/c of the incentive and bike-friendly culture.
- 15 97214 There should be more incentives for people to take public transit.
- 16 97216 This is a tough question!! People should be concerned about the quality of life they experience. Adding more cars does not do that. Paying people to do the right thing is something I am not in favor of. Ride shares, car pooling, etc should be the way it is!!!! Sadly incentives may be necessary.
- 17 97223 Low costs Low hanging fruit probably already plucked.
- 18 97230 Replacing taxi service with uber doesn't qualify as an improvement, IMHO. Car sharing (car rentals) has its place, but would rather see more incentives for tri-met vs toward companies that "disrupt" heavily regulated car companies because they ignore said regulations that protect the public.
- 19 97238 The problem with carpools is that I can never find someone going from somewhere near me and going to somewhere near where I am going. I have used some of the online services before, but have not found them useful. I also live on the outer edge of car sharing zones and often would need them while travelling outside the zone -- which defeats the purpose of something like Car-to-Go. If I could ride the bus, I would need the car share program.
- 20 97239 I think the incentive needs to be self motivation. I don't think citizen's should be bribed to do what is right.
- 21 97239 What kinds of incentives are being considered?

6. Do you support your community's implementation of parking policies to make efficient use of land and parking spaces?

Respondents who answered 'YES' said to consider the following when implementing Policy 6:

- 1 **Zip Code**
- 2 666 Efficient use of parking and land are counter intuitive. there is no issue of parking unless you are referring to the BID.
- 3 7089 Many of us avoid urban destinations just because of this.
- 4 9730 Make commercial only zones for service type vehicles.
- 5 97002 To an extent, but private lots should be utilized as much as possible, get the government out of it.
- 6 97003 The area has so many new apartments being made with barely any parking for them. They need to have adequate parking spaces for each development.
- 7 97003 Stop putting down black asphalt pavement as a driving/biking/wlking surfaces, furthering the heat island problem in Oregon. Clear pavement binders are readily available and only need serve as the top lift. Businesses should be supplying their own parking spaces as a rule.
- 8 97003 Make meters cheap and easy to maintain like they used to be (the old coin machines). Go back to the parking hours that were in place in the 1990's when people actually used to enjoy going downtown. Window stickers are just more litter to throw away. Parking hours and rates should ENCOURAGE people to go places, not discourage.
- 9 97003 I don't want to see developers encouraged to build apartments and condominiums with no parking spaces. I don't think people's use of public transit should be mandated in this way.
- 10 97003 I agree parking is essential and needed but if areas stop overdeveloping there will not be a shortage of parking or areas for transit to drop off.
- 11 97003 Do a better job of educating the public that there is no such thing as, "free" parking. Remove underused asphalt parking lots for housing/retail purposes. Good "infill" potential in the suburbs.
- 12 97004 While it is good to encourage transit, it is BAD that Portand doesn't have parking options for out-of-town visitors.
- 13 97005 This is a tough one. Allowing development without dedicated parking seems like it is exacerbating the problem in older neighborhoods. Shared parking with business seems challenging as businesses may change but are then "stuck" with something they didn't negotiate. Park and rides do seem to be at capacity but that is probably very expensive for the return on investment over a reasonable time. Don't really have a good idea other than to price it at an amount that begins to manage it. However that hasn't seemed to be effective in other big cities.
- 14 97005 The location, the demand, and the amount of space available.

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- 15 97005 The focus must be on more efficient use of existing spaces and not addition of more spaces. There should be an equal focus on reducing the need for parking by fostering alternative transportation and enacting policies to discourage personal automobile use in the city center.
- 16 97005 Realistic assessments of how many drivers there are so that there is adequate parking for the neighborhood. Paying attention to sufficient business parking so residential neighborhoods have room to park.
- 17 97005 Provide enough parking at Max stations to cover volume of riders.
- 18 97005 More park-and-ride needed! Beaverton transit center please!
- 19 97005 Less space for parking.
- 20 97005 Free or more park and ride.
- 21 97005 Discourage large surface lots. Build (pay) structures at MAX stations.
- 22 97005 Build multi story parking garages.
- 23 97005 Build garages.
- 24 97006 Yes, lighten up on parking restrictions. We don't go downtown anymore because parking is such a pain and it is clear that cars are less and less welcome. Too bad for downtown, we spend our money in places that welcome us in our car.
- 25 97006 With so many people driving compact cars, couldn't we make most parking spaces smaller, which would allow for some extra spaces (esp for mass transit). offer free parking for car pools and zero emission vehicles. shuttles for distant parking, to keep core areas car free.
- 26 97006 There must be far more disabled parking made available, especially in downtown Portland, NW Portland, and the entire Lloyd Center area. Many disabled people I have known have had to spend 30 - 60 minutes driving endlessly around and around trying to find parking that will permit them to watch a ticketed performance, shop, go to a professional appointment, attend to banking/insurance matters, participate in a conference, eat at a restaurant, address governmental matters, or otherwise engage in necessary activities. There are no designated disabled parking areas, so it is quite easy to find oneself half a mile or further from where one is trying to go, just to find available parking. That's unsafe, unjust, and unreasonable for all who may be either temporarily or permanently disabled. It, especially, puts an enormous physical and financial strain on those who usually have the least of those resources to waste. Designated disabled parking needs to be created and enforced.
- 27 97006 Sure ... get this constructed better so users can easily park their cars somewhere if they need to connect with public transportation. Increase the price for gasoline and use that extra income to implement better parking structures. Do not increase property taxes since that will also put pressure on the people who are already car-less and use alternative transportation.
- 28 97006 Provide better parking options at max entry/exit points so people are more apt to use max.
- 29 97006 No thoughts at this time.

- 30 97006 Need more park and ride spots on west side (Beaverton). Milliken and Sunset Transit Centers fill up by 8 or 9 am on weekdays.
- 31 97006 Make downtown Portland accessible to cars again with better on-street parking and changing the free hours back to where they were.
- 32 97006 In particular, park and ride lots need more spaces. the sunset transit lot could squeeze in some more spaces by making most spaces smaller, for example. perhaps giant cars should pay a fee for the extra space they take up--airlines and theatres are thinking of doing this with oversize patrons.
- 33 97006 If we restrict certain areas for pedestrians only, we could build areas like the MAX parking structures where people would leave their cars and ride to the commercial centers in which they could have a car-free environment.
- 34 97006 I'd hope this wouldn't be terribly expensive!
- 35 97006 I guess. I live and work in Beaverton so this isn't super relevant to me on a daily basis.
- 36 97006 Few transit centers can expand their parking--and more spaces are needed. please consider re-stripping so that more spaces for small cars exist--that would make as least a few extra spaces in each center. i think there are a few more spaces that could be gained by allowing a bit of parking where there are now no parking signs. a bigger fix is to improve bus service to transit centers so that fewer people ever get in their cars. i used to live on Leahy. the 60 ran from there to sunset transit, but stopped long before i needed to go to work. too far for me to walk, but often, there were no parking spots at sunset transit. i was sometimes late to work because of this.
- 37 97006 Cost. Maybe we should just have less parking to force people to use alternatives.
- 38 97006 Communicate well and frequently with businesses.
- 39 97006 Certainly existing parking resources should be used efficiently, but let's not be in a hurry to add parking. I'd rather see a park than a parking lot.
- 40 97006 As long as its fair and equitable and does not discriminate against those who needs their cars and that there are reasonable expenditures with check and balances so they are reviewed by an independent panel to make sure money is being spent correctly and wisely.
- 41 97007 This is fine for downtown Portland. Make sure that you keep it in Portland. (Where I NEVER GO)!
- 42 97007 The City of Portland has been reducing the amount of available parking in order to subsidize their parking garages. I detest having to pay to park; however, there should be a dis-incentive for parking for longer than a given period in a single spot.
- 43 97007 The Beaverton Transit Center has no long term parking. How can it be a transit center if there is no parking. To use the airport (Red Line) MAX you have to park at Miliken Way and change from Blue Line to Red Line.
- 44 97007 Sounds good, but if I'm staying for 3 hours and all the spots are designated for one hour that will be a big problem. Shared parking lots sounds appealing.

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- 45 97007 Priorities should be directed to the electrification of personal transportation options. EV's should given priority and a robust charging infrastructure with tax dollars assistance requires integration with any parking plan under consideration.
- 46 97007 Portland should not allow the building of multifamily housing that does not have sufficient parking on-site.
- 47 97007 Parking policies should maximise space for business development and encourage mass transit and biking.
- 48 97007 More secure bike parking areas is needed most.
- 49 97007 More parking spaces so I can do park and ride on Max would help.
- 50 97007 Metro and other regional transportation planners are currently underestimating future parking needs. Recent research has indicated that residents in housing with no or limited parking are not giving up their vehicles.
- 51 97007 How to provide for the greatest number of end users at the best cost.
- 52 97007 Have a mix of longer-term spots. Those of us who go into town less frequently sometimes need more than the 1 hour allowed in many business areas. I like the Portland system of portable tags: I can buy the tag at one spot, drive to another and still use that tag until its time expires.
- 53 97007 Focus on parking policies and build-up of infrastructure specifically for electric cars. EVSEs, rules for use, etc.
- 54 97007 Every Transit Center should have a park and ride lot. It's ridiculous to have central locations where commuters could be catching any form of transit to get pretty much anywhere in the metro area, but nowhere for those who need to get there by personal vehicle (due to lack of service/frequency to outlying areas, as mentioned previously) to park.
- 55 97007 Effective use of parking is welcome. This need to be driven for efficient use of existing space and allocation of more parking space. Future development must include parking as part of the approval process.
- 56 97007 Do where it is needed.
- 57 97007 Availability to the greatest number of end users, cost, and environmental impact.
- 58 97007 All of the above.
- 59 97007 A fair way to have people have access without parking space and/or cost prohibiting it.
- 60 97008 We need more parking. We also need parking that allows people to park for extended periods of time.
- 61 97008 We have more than enough wasted space taken up by heat reflecting asphalt and parking lots. Park-and-ride is good, but no more land paved for lots that sit empty.
- 62 97008 The most effective way to manage parking is to make it cost money.
- 63 97008 Please stop allowing high-density residences to be constructed w/o adequate parking spaces.

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- 64 97008 One big beef: park & ride parking at many more transit stops (None at Beaverton TC? What's up with that? Secure free parking there would go a long way to lure us onto the MAX--bussing rather than driving to the TC dramatically increases transit time into Portland). More parking garages incorporating the availability signage used at PDX. Better exit strategies for private garages to reduce idling when a major event lets out. Reduction of empty acres of parking lot (again, Beaverton...) in favor of smarter, more compact but still adequate parking and expanded greenspace.
- 65 97008 Eliminating parking spaces has never reduced auto traffic. It just increases time spent looking for parking. Make parking easy to find and plentiful. And charge for it.
- 66 97008 Better enforcement of handicapped spaces, park and ride and better meters.
- 67 97009 Timed parking spaces - 15, 30, 45, 60 minute, etc. in heavy use areas. No parking meters or timed space away from heavy use areas.
- 68 97009 This is a hot button issue for many. Knowing that, do not ignore it. Metro can be sunk politically for many years, and not having the trust of the population it is designed to serve (and trust levels are already low, low, low) can sabotage worthwhile efforts in areas besides the seemingly simple one of parking.
- 69 97009 Provide more parking spaces and provide more time per parking episode.
- 70 97015
- 71 97015 Making parking more productive is important.
- 72 97015 Affordability.
- 73 97023 Parking facilities should be expensive so that commuters are encouraged to use public transportation.
- 74 97023 More park and ride areas.
- 75 97027 I would love to see more free and safe park and ride options.
- 76 97030 Safe and secure bike parking for free.
- 77 97030 Replace unused large parking areas such as Kmart parking lots with plants.
- 78 97030 Must keep parking in mind when allowing multiple family dwellings, retail, schools, etc. to be built.
- 79 97030 More park & ride lots for MAX. Some metered & designated areas are appropriate for special circumstances. But charging for all parking will discourage use of public trans.
- 80 97030 Make it affordable.
- 81 97030 High rise parking buildings are a great investment.
- 82 97030 But doesn't parking stimulate car use?
- 83 97034 Very complex issue. Good luck.
- 84 97034 Use appropriate pricing and technology (e.g., Montreal's system for providing info on available spaces), but do not artificially restrict parking to force people into less effective means of transportation.
- 85 97034 Should avoid excessive parking.
- 86 97034 Realistic need.

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- 87 97034 Parking, like any form of public policy is just one of several options that should be available. It is unwise and uneconomic to penalize one particular mode in favor of others.
- 88 97034 Parking is necessary for many and should remain affordable for those with no other viable options.
- 89 97034 Parking is a mess in downtown Portland, I know a lot of business people who have moved out of the city core due to that alone. Quit wiping out parking spaces by putting bike racks in there or restaurant seats.
- 90 97034 Make sure machines are in good working order and lines are clear in delineating spaces.
- 91 97034 Like everything travel related here, especially in Portland parking is terrible and expensive. I for that reason alone rarely go downtown or areas where I have to find parking and pay for it. In my area there is no train, I am too far to walk and unable to bike that far. Buses are also subject to traffic and so if I am stuck in a car I only go where I can avoid being stuck in traffic and park in a business parking area.
- 92 97034 I support only if it means more (not less) parking spaces per unit.
- 93 97034 Government should NOT determine the minimum or maximum number of parking spaces required for a development. Government should also not dictate size and number of compact parking spaces. Let the property owner decide. However, metered parking as now exists in downtown Portland is a great idea. Shared parking should also be allowed and cities' zoning codes should be amended where necessary to easily allow shared parking. Transit park and ride should never be free. It should be metered so it pays for itself.
- 94 97034 Evaluate neighborhoods where street parking is problematic. Don't allow construction of new multi-unit buildings without adequate parking in these areas. Consider funding new parking structures (underground would be great) through building taxes on new multi-unit permits.
- 95 97034 All public parking should cost money.
- 96 97035 We need parking structures in dense areas and get rid of parking on the street.
- 97 97035 There is no such thing as "free" parking. The public pays for it, and it's actually quite expensive. Instead of wasting money by providing "free" parking, we should be encouraging other modes of transportation.
- 98 97035 Park and rides near transit hubs.
- 99 97035 Much of the suggested programming cannot be sustained by governments of smaller communities. Metro-level policies must be sensitive to this.
- 100 97035 But have no hope that the community will look to its best interest and people will find a way to get around restrictions.
- 101 97035 You probably need parking structures as on street parking is a nightmare and parking around, for example, Portland State is unrealistic, the fines are way too high and the whole thing makes the area one to be avoided.
- 102 97038 So long as the policy pays for itself within existing tax revenue through parking meters, paid parking or utilizing efficiently existing funds then I think implementing this development would be a good idea.
- 103 97038 Especially park and ride for transit.

- 104 97042 Adequate parking for transit users.
- 105 97045 You also need security at the park-and-ride or it won't be used. Too many break-ins. Now I understand they're building apartments without parking which seems illogical.
- 106 97045 This is helpful for those of us on the edges of the UGB.
- 107 97045 They should hurry up on this one and get spaces. Portland is already allowing lots of apartments with parking in residential areas. Is this really SMART?
- 108 97045 Simply need MORE parking. There is already enough park-and-ride!
- 109 97045 Shared parking between businesses, churches, etc.
- 110 97045 secure parking for park and ride.
- 111 97045 Public and private partnerships would be the most benefit.
- 112 97045 Personal and rental / hire cars are not going away -- make more parking slots available rather than reducing parking spaces !
- 113 97045 Parking is part of the transportation picture.
- 114 97045 Maximize space available for parking and limiting congestion on arteries.
- 115 97045 Making parking in Portland reasonably priced during the workday.
- 116 97045 It is a qualified yes! Business models have to show ROI.
- 117 97045 I think that police should ticket more folks who have disabled permits in their cars and who aren't disabled and doctors should get a slap on the wrist for issuing them. We don't use battery operated cars out here in the rural areas, so why do all of our stores have 6 dedicated spots for them? We can't park close to the door because there are SIX EMPTY dedicated battery car parking spot. Nice idea but how about have ONE or TWO. Most of us drive trucks in Clackamas County for instance so please don't mandate that we have these silly battery car parking spots. I think in terms of available parking, there is ample. Especially if you get rid of the battery car ones.
- 118 97045 I love free parking, but I don't have a right to it and either do you. Get rid of free parking - especially for employees. Direct some of the revenue to increase transit options and frequency of service.
- 119 97045 Don't raise the fee for parking. Community gets priority compared to visitors.
- 120 97045 Creating parking that works but also encourages people to ride bikes or public transit.
- 121 97045 But must also have a way to enforce parking rules.
- 122 97045 Build underground parking beneath retail operations, freeing up acres of land used just for parking.
- 123 97045 A major issue is that buildings and arena are being updated such as Providence Park with no parking. Apartments should only built with appropriate parking.
- 124 97045
- 125 97051 Whenever you approve expansion or new buildings mandate that the company and builder/designer client or public parking.

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- 126 97055 Make sure that there is free parking for local residents, especially in low income areas.
- 127 97055 Increase parking required on new multi family construction.
- 128 97055 Adequate parking availability will reduce driving to find spaces thus reducing fuel waste.
- 129 97058 Preserve and enforce convenient parking for disabled persons.
- 130 97058 Parking is needed. The parking issue and alternative transportation go hand in hand. Other means can free up parking.
- 131 97060 Very large parking areas with shuttles to nearby businesses.
- 132 97060 This would be a low priority also.
- 133 97060 Keep parking costs so that the average person can afford it! I'm from a rural area and "pay for parking" is a foreign concept to me! So make it work and use the fees in this program (turn them back to this program so that maintenance and security is available).
- 134 97060 First, Downtown Portland needs to decided if it wants us suburban and rural shoppers. If it does NOT, then continue as the current implementation. If you want money from those of us who do not live downtown, make it easy and convenient to find parking (signs, entry and exit lanes from parking and parking structures, real-on-street parking (not most of the curb space taken by loading zones, drop-boxes, etc.). Otherwise, of course, we will continue to spend our money at suburban malls and on-line.
- 135 97060 Everyone LOVES the parking at the airport where it shows how much and WHERE parking is available. Should be more of that!
- 136 97060 Don't know.
- 137 97060 Businesses should not get a dollar break for services - everyone pays the same.
- 138 97062 Yes, I'm hesitant, only because I drive and like cheap (or free parking), but I admit the policy is rational and more importantly I'm familiar with some of the research behind it. I do have a specific request: I like much Portland maintains downtown a system of discounted public parking garages. Both on-street and garage fees are a bargain. Please keep this system and have such a system expand to other dense areas of Portland and city centers in the region. If I drive and know there's a "park once" garage I can go to that will always be cheaper than a private parking lot or garage, I will park there immediately. (Corollary: If an on-street space is cheaper than a garage per hour, I will circle and hope for a space. If you want to curb this behavior, in general I believe the price per hour needs to be the same for public garage and on-street spaces, but, keeping a daily price cap for garage spaces. Also, please have Metro twist the arms of the 'burbs to not require off-street parking and have stricter maximum parking caps -- the Metro 10% less than the common nationwide requirements (e.g. 2.7 per 1,000 sq feet of office instead of 3.0) -- from the 1990s is a good step but not nearly strong enough.
- 139 97062 Um yes as long as this isn't planning code for raising the taxes on parking spaces, time of day 300% increases in fees, etc. Don't lie, I know that's what's going on here.

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- 140 97062 Tualatin is really restricted when it comes to parking availability, and I think it was short-sighted to leave out a parking garage at Nyberg Rivers shopping center. It could have been useful for so much more during off-hours.
- 141 97062 The most important thing is to HAVE parking and that people can use this to get in and out of places via park and rides for transit or sufficient time allowed and at a manageable price for parking in all places to help spur support of business in small cities in the region as well as being able to truly enjoy and utilized downtown Portland.
- 142 97062 Realize that residents in a suburb view what is convenient parking differently than if they are in downtown Portland. I'm not in favor of more gigantic parking lots in the burbs but planners need to acknowledge this different view as they plan for the future.
- 143 97062 As long as parking and planning "guidelines" do not become hard and fast rules.... every community has different parking priorities - one rule/spacing does not fit all.
- 144 97062 All of those options are important. Park and ride for transit is probably my priority IF transit was available at all hours. I love to travel in Europe; we always use the trains everywhere we go; have never rented a car there.
- 145 97068 Type of neighborhood - commercial or residential. Make sure multifamily structures provide parking for their tenants.
- 146 97068 The Region should use new technologies to assess parking availability and relay supply information to the driving public to reduce autos driving around in circles to find a place to park. Providing times, metered, shared parking or designated parking for certain uses are needed to help grow our economy in business districts. Park and rides are needed to encourage transit. Security is a big issue for park and rides as well as parking lots and on street parking.
- 147 97068 Proceed with this option one step at a time.
- 148 97068 Portland State parking is a nightmare. There could be an offcampus parking lot with van service to address this problem.
- 149 97068 People get discouraged due to poor management and foresight for parking and parking resources.
- 150 97068 Parking needs to be considered in junction with other transit policy vs. after the fact.
- 151 97068 Park and Ride areas are always over-used in my experience, and it impacted my use of transit.
- 152 97068 Make parking space construction MANDITORY when adding residential housing units.
- 153 97068 Make no parking zones more visible. I have gotten a ticket because the sign was blocked by a truck.
- 154 97068 Make it easy and clear. Do in high use areas.
- 155 97068 Just remember, not everyone drives a Fiat 500 or Mini. Make sure that the spaces are adequate. Remember, this is the Northwest. A lot of drive SUVs.

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- 156 97068 Increase parking in areas you desire more commerce. The downtown areas are a huge deterrent to those wishing to conduct business due to horrendous parking fees and limited use.
- 157 97068 I would like to see technology link to smart phones that can tell drivers WHERE there are available parking spaces.
- 158 97068 I suspect your underlying objective is to reduce the number of parking spaces. WRONG! Reducing parking in a business area punishes business. That may not bother you government employees. ADD Parking!!!! Add park and ride. This will increase use of public transit. The use of connecting buses to connect to rail is futile and burns precious hours.
- 159 97068 Create hubs of parking for use of transit. Fairness-some will hog parking spots.
- 160 97068 Allow more room for parking so I don't have to drive around forever to find a place to park downtown.
- 161 97070 We need more park and rides and garages.
- 162 97070 Provide efficient mass transit to areas and then charge for parking cars to those places.
- 163 97070 Parking lot off 4th Ave/ I-405 near PSU closed on the weekend all the students are moving in to campus? really? Bad planning. The whole community should coordinate events...even "small" ones to be sure the appropriate parking is available. Amount of time someone is expected to stay in the area. Where the alternatives are? Perhaps even "post" where alternatives are..."if planning to stay longer try..." and list the three to four closest facilities. Those facilities can "pay" to be listed, but either way, there is no loss of income because all feel the city is more friendly, visit more often, use different parking because not so frustrated. Coordinated efforts.
- 164 97070 No need for a bunch of money-wasting studies, we need more parking in the Greater Portland area. All of the above suggestions (timed, metered, specific-use, no restrictions, and free) are good. Park-and-ride is good, too.
- 165 97070 Need to supply on site parking to handle multi-family residential development in Portland and the Region. Examples of multi-family residential development in SE Portland on Division Street are not the right way to go if you want to have safe, reliable, transit, bike, pedestrian, and vehicle transportation.
- 166 97070 More local control of implementation. Local decision makers understand the specific issues of a community better.
- 167 97070 Increase parking around transit stops.
- 168 97070 Get vehicles off the streets by centralizing parking for neighborhood centers so streets no longer bisect them.
- 169 97070 Build parking garages up not out.
- 170 97070 Allow PCC Cascade to build a parking structure as the campus expands westward.
- 171 97078 Use shared parking between businesses when possible.
- 172 97078 stop downsizing parking spaces.
- 173 97078 Plan for adequate parking as new construction occurs.

- 174 97078 Consider whether integrating some peer to peer processes into the public transportation mix might strengthen infrastructure.
- 175 97078 As much parking as possible should be free.
- 176 97078 Also make new apartments have built in parking, not on street.
- 177 97080 Use technology to help people find parking. Aggregate the available parking lots into some kind of website PORTLAND PARKING, so that when people need to be somewhere (particularly downtown), they can find a parking lot or structure without driving around and around. Try searching for SmartPark .. instead of a map of locations you get a list of locations. GET VISUAL with search results please.
- 178 97080 Smartphone apps to locate open parking .. locate nearest parking structure.
- 179 97080 Require parking in all residential units. This no parking apartment buildings is like no openings in the bottoms of skirts or pants. Useless. Make all parking multiple levels. Waste of money and space, when overhead is not used.
- 180 97080 Require all new domiciles, whether single-family or multi-family, to include sufficient parking for the number of adults who will live in the new structure. It is downright silly to build an apartment which will house 20 - 40 adults, who likely all have cars, and provide no parking for them. Subterranean parking lots should be put in for all of these projects if there is not sufficient space on the property for parking.
- 181 97080 Reduce the waste of space held exclusively for handicap parking. For example, nearly 1/5 of patient/visitor parking spaces near hospitals is virtually unused handicap spaces. Secondly, I see cars displaying handicap tags, parking in handicap spaces in retail parking lots every day and the only occupant was the driver who is totally free of physical handicaps.
- 182 97080 Parking needs to be economical, easy to use and safe.
- 183 97080 Parking downtown in particular is very costly and often inconvenient. While I would love to see everyone take transit, that isn't always an option. Some of us need our cars or the transit options don't work for us anymore.
- 184 97080 More loading zones downtown!
- 185 97080 Making sure that fees are fair area wide and not burdensome to the community at large.
- 186 97080 If housing, and apartments are built the plan must include adequate off street parking.
- 187 97080 I like the light system at PDX which lets me know if there is parking available, and if so where, in a particular level and aisle. This technology should be implemented for all parking garages and large lots. REQUIRE APARTMENT AND CONDO UNITS TO BUILD PARKING GARAGES OR UNDERGROUND PARKING FOR THEIR TENANTS! It is foolish that large apartment complexes are being built for hundreds of tenants but there is no parking for them. Businesses are going to be hurt by this policy and will move out, making those neighborhoods less desirable.
- 188 97080 How much parking might be needed and a better way to police handicap parking.

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- 189 97080 Generate revenue by requiring businesses to purchase parking spaces. On the other hand, reward businesses that discourage parking with incentives for use of alternative transportation. However those systems must be efficient and in place. Strongly discourage public transportation on main streets. Look at the Champs-Elysees or Italy. We need more pedestrian only streets and markets. Encourage freight deliveries prior to 6am. Look to the infrastructures in place in European large cities. They get the people moving and encourage economic development within the neighborhoods!
- 190 97080 For the downtown core, more attention needs to be given to the people who have to drive there in connection with work. Now a lot of spaces are limited to cater to shoppers. Shoppers are better able to get rides or use public transit for short visits.
- 191 97080 Can the cost for parking be shared by all, even non-users?
- 192 97080 Again, it depends on the implementation. Market-based parking fees (e.g., based on the time of day) seems to be the fairest to me.
- 193 97086 Recognize that everyone will need an all season method of transportation, and that travel will frequently move outside the metro area. Consequently most everyone will need access to a car, and many will choose to own one. Parking requirements for apartment blocks need to reflect this, even in areas close to mass transit.
- 194 97086 N/A
- 195 97086 Force businesses to internalize the cost of their vehicle-borne employees and customers.
- 196 97086 Find the middle ground between urban sprawl parking and north Portlands no parking make sure there are other options to offset reduced parking.
- 197 97086 All MAX stops should have park and ride areas--not just the outer ones. New housing should require parking for all inhabitants. Even those who use public transit or walk have a car that they use some times and need a place to park it!
- 198 97089 Would like to see real-time GPS location of available parking spaces in high-use areas and in peak times. This would save on aimless driving, waste of gas, and reduce pollution.
- 199 97089 Why not use the program that is used in SFO to show where there are vacant spots to park. also..no virgin land should be used for parking lots..unless there is more green ...trees in them.
- 200 97089 We need more parking at Carver Park.
- 201 97089 No more restrictions on metered parking. Less metered times making it affordable for people to come and park in downtown.
- 202 97089 More car sharing.
- 203 97089 Consider incentives companies that allow staggered shifts for better traffic flow and more parking flexibility.
- 204 97102 Developers need to provide on-site, off-street parking.

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- 205 97106 Reduce the need for parking by building smart - planned communities where most goods and services are within walking/biking distance. Options for transporting goods by bus. Shared parking is a must.
- 206 97106 A lot more light rail parking would help! Look at the Sunset transit station, Parking is a joke!
- 207 97113 Pervious parking surfaces.
- 208 97116 stop building apartments that lack parking spaces.
- 209 97116 Simply provide sufficient parking - free.
- 210 97116 Probably starting with an inventory and needs assessments is best and then decide which solutions to implements based on your findings.
- 211 97116 More convenient parking at Trimet stations.
- 212 97116 Maybe more businesses could have their parking lots with designated park and ride spots on the outer edges of their lots which also tend to be close to the sidewalks and the bus stops.
- 213 97116 Make sure that new housing developments have sufficient off-street parking, as well as for businesses for their employees. Parking on street should be for business customers, or residential visitors.
- 214 97116 Just make parking plentiful, convenient and free.
- 215 97116 If you want people to use transit, then parking needs to be very inexpensive or free for that purpose. Also people who need to use a vehicle to get their bicycle to a point where they can ride (or possibly walk).
- 216 97123 Yes and No I support this. You put a lot into the description. Yes, I support more park and ride options and sufficient parking for those that already exist. I don't necessarily think we need to spend a huge amount of time/money on other parking issues.
- 217 97123 The current policy of less than one vehicle space per housing unit is not tenable. What about roommates living together?
- 218 97123 Neighborhoods and residents need to be given priority. Others should have time limits or be encouraged for carpool and electric., etc.
- 219 97123 Max and buses are not the best way for some. As long as we have cars, we should provide plenty of parking - no more apartments/condos with inadequate parking. The Pearl is a nightmare. If there's not a way to provide parking, then don't build the buildings.
- 220 97123 Limit handicap-access permits. They are being abused. They should exist, but the proof of disability needs to be adjudicated.
- 221 97123 Find a way to encourage businesses with large parking lots to designate a portion of their property for public parking.
- 222 97123 Don't build more buildings, especially multi-unit dwellings without at least one parking space per dwelling unit.
- 223 97123 Continue to raise parking rates and places within a few hundred meters of a MAX stop. Metering Washington Park and the zoo was brilliant!

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- 224 97123 concerned about taking the same approach for all portions of the region. Need to recognize the impact parking policies may have on businesses in lower performing market areas.
- 225 97124 Yes! However, as a Timbers fan, I can say that a lack of available parking for games acts as a disincentive for driving (and, conversely, creates an incentive for taking public transit). If parking is scarce, public transit needs to be widely available/accessible and convenient.
- 226 97124 Use vs value. Incentives to use park/ride options. More spaces in highly traveled areas where other public transport is not easily accessible.
- 227 97124 There should be more park and ride at MAX stations. The Sunset station fills up every week day by about 8:30 a.m. yet spaces were taken away for bike parking which is underutilized. Zoo parking should be able to be used for the MAX during the winter months when the lots at the zoo are 3/4ths empty.
- 228 97124 There needs to be a variety of parking spaces available at park and rides. There needs to be lots of open spaces with no restrictions. If there are too many restricted spots people may opt to drive instead of riding the MAX. The spaces at some park and rides are very small and not labeled compact. I refuse to park at Sunset transit station because the spots are very narrow. I understand trying to squeeze in as many spaces as possible, but not to the point where it is very difficult to get in and out of your vehicle. I have a narrow vehicle.
- 229 97124 Require businesses to re-stripe their parking lots so that 75% of their parking spaces are for small cars or hybrids only.
- 230 97124 Population density and close proximity to shopping and businesses.
- 231 97124 Planning and zoning should help offices churches and entertainment venues to share parking opportunities.
- 232 97124 More park and rides. Fewer all-day parking options in areas easy to get to by public transit and more short term parking.
- 233 97124 Make sure there is parking available for cars don't end up circling an area constantly looking for parking.....Also watch how much you are charging or it will discourage people from patronizing business areas.
- 234 97124 Increase park and ride supply near freeway bottlenecks (e.g. Sunset TC). Active parking management through products like Streetline are a good idea. Promote car sharing and uber to reduce demand for parking.
- 235 97124 I understand that Insurance and liability issues are reasons for businessness to close their parking to NON-customers, durring NON-business hours. Something should be done to make all parking OPEN to the public durring off hours.
- 236 97124 I support this policy, but it should include allowing more land to be available for parks and green spaces, not just for other development.
- 237 97124 Give priority to park-and-ride and to loading zones for car pools. People who want to drive their own cars should have to walk farther.

- 238 97124 For some communities a starting place to implement some kind of policy.
- 239 97124 As long as parking in employment areas is free people are less likely to find other options. We need to aggressively manage parking in these areas.
- 240 97133 Raise parking fees and put the money toward helping people kick the automobile habit. More park-and-ride spaces -- transit stations are not always that close to residences, and people won't walk great distances to transit stations, especially in bad weather.
- 241 97140 Try not to charge any more for downtown parking than you already do.
- 242 97140 Shared parking between businesses would be great. Many large businesses currently have an over abundance of parking, I would assume there is a more efficient use of the land for all parties involved (businesses, landowners, and the general public). I am very supportive of the idea of increased park and ride capacity, but I think it just transfers a parking problem from one area to another. As long as the park and ride system can show reduction in miles being drive or a reduction in congestion I am not sure of their true value. Also an increase in neighborhood parking permits would be nice. No major fee per year or month, but enough to encourage people to think about the use neighborhood street parking as a public good. This would also, hopefully, reduce that number of people visiting the neighborhood in private vehicles and encourage the use of active or mass transit.
- 243 97140 Parking should be stacked. Flat lots just take up space.
- 244 97140 BART in SF Bay Area is an example of how NOT to do it. Many of the stations have very inadequate parking that make it impossible to commute to work via BART. Also, for a variety of reasons frequently the bathrooms or escalators aren't working which presents a problem for many people so they still drive.
- 245 97201 Utilizing vacant land and county abandoned properties for the efficient use of parking and transit uses.
- 246 97201 The true cost of parking should be calculated and passed on to users. Tax money should not support parking.
- 247 97201 Suburban parking lots should have multi-level garages rather than surface parking in order to meet the needs of commuters. The central city cannot accommodate too many more vehicle commuters, so parking in close-in suburban park and rides have to be rebuilt to meet the growing demand.
- 248 97201 See previous comment.
- 249 97201 Same as with cars, this should be the lowest priority.
- 250 97201 Raise cost of parking and make it more affordable to take public transit by subsidizing the latter, giving free transit passes to lower income workers. (Like free passes to students.) As long as parking is affordable, people will drive.
- 251 97201 Public land (including rights of way aka streets) shouldn't be used to provide free storage for private cars. Public paid parking makes sense if the private sector isn't providing enough. Where private paid parking is used policy should ensure that there is a competitive market (i.e., choice and price competition).
- 252 97201 Policies to discourage use of individual motor vehicles in the downtown core altogether.

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- 253 97201 Parking, especially surface parking, is a blight. On street parking is a hazard, and there's no reason it should be free of charge anywhere in the city. It seems like charging market rate for parking could generate much-needed revenue and reduce the amount of auto traffic. I think the most important thing to consider is that the public needs to be reeducated about the value of 'free' parking. There's no reason the rest of us should be subsidizing private motorists.
- 254 97201 Parking for turnover and long-term are different, and should be thought of separately. Have business responsible for all-day parking.
- 255 97201 More sharing of parking. Careful look at handicapped spaces and where they are actually used and needed. Easier system of paying for parking.
- 256 97201 Maybe more awareness that Park-n-Rides exist (seems like drivers from Beaverton/Hillsboro area drive all the way downtown when they only need to drive to Sunset Transit and take the MAX into town).
- 257 97201 Make parking expensive during work hours; make it free at play times (i.e., Sat., Sun.).
- 258 97201 Laudable goal, but not high priority.
- 259 97201 It's self evident. Why not?
- 260 97201 I think neighborhoods and business communities should have some input and control over the parking policies in their area and have the ability to make changes when needed.
- 261 97201 Good move stopping the all day parking for people with handicap tags but why should anyone have free parking? If they can afford a car, they can afford to pay to park; having designated spots is enough of a subsidy.
- 262 97201 Given that we live in a world of limited resources, a lot of attention shouldn't be spent on this. But where it can reduce cruising / looking for parking spaces, it can help reduce congestion and alleviate traffic. Cost should also be considered here - raise the gas tax to pay for these improvements.
- 263 97201 Getting feedback from all stakeholders continually. We are doing a poor job of enforcing and fine-tuning the policies we have, so should fix that before new developments & policies. For example, the parking zone policies in my near-downtown neighborhood are not working well for the homeowners, have generated distrust over the long haul, and are grievously abused by residents & visitors. Enforcement and feedback loop.
- 264 97201 Folks who drive have to park.
- 265 97201 Fixing the "handicap" parking downtown was a step in the right direction. Possibly more park-and-rides for Max in the suburbs. I think they fill up sometimes. Also electronic signs at the parking structures to let people know how many open spaces there are.
- 266 97201 Do everything to discourage driving and parking in downtown! Let people use the new improved efficient public transportation!
- 267 97201 Add free parking at max and bus stops.

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- 268 97201 Accessibility including socioeconomic.
- 269 97202 Yes. make sure regulations aren't overly complicated (I've lived in LA where there were 4 different signs for a single space), and avoid residential permit parking.
- 270 97202 Yes, part of the get people on their feet plan requires making driving costs more transparent--so making people pay those costs up front will help to tip people in favor of more active modes.
- 271 97202 We have way too much space devoted to parking cars now. Look at ways to encourage/require shared parking and enable markets for private parking spaces to develop (e.g., allow apartments buildings without new parking if they lease a few existing spaces at a nearby commercial establishment that does not use them all most of the time). Evaluate using variable parking meter rates based on time of day/location/capacity. Reduce drastically the parking allowed/required at shopping centers, etc... especially in suburbs. Tax surface parking lots a lot.
- 272 97202 Variable rate parking that increases in price in response to demand.
- 273 97202 Totally unrealistic to allow housing development without providing parking. Crowded Street parking is ruining neighborhood livability. Boo!
- 274 97202 This is certainly an area for improvement. Perhaps modern technology can make this more efficient. Reserving a parking spot via the internet?
- 275 97202 This could help encourage people to take alternative means of transportation
- 276 97202 These revisions need to be made simultaneously with improvements in public transit. Neighborhood parking permits, especially in rapidly developing districts, will help solve many of the bad-neighbor and NIMBY problems hitting Division, Hawthorne, Williams etc.
- 277 97202 The tricky thing here is people might disagree as to what "efficient use of parking" means. Some people might say lots of free & convenient parking is efficient. Others might say its more efficient to make parking less convenient to encourage people to use transit. At grocery stores, big box stores, and most malls, parking is plentiful and free, so many people are used to that. You need to do a better job explaining why that is not efficient.
- 278 97202 The parking needs of retailer customers in the downtown core should receive high priority.
- 279 97202 Take the needs of the neighborhood into account first.
- 280 97202 Since you are allowing folks to build apartment complex's without any consideration for parking, I didn't realize that we had a parking policy.
- 281 97202 Rights of property owners to park on street in front of their houses.
- 282 97202 Restrict parking requirements for all large apartment complexes and commercial areas regionwide - suburbs, too. We have way to much land devoted to parking cars.

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- 283 97202 Requiring developers to have basement, or rooftop parking would be a major benefit to residents in popular neighborhoods like Richmond. Currently, people are taking up all residential parking spots in a 3 block radius of SE 34th & Division on many weeknights, and most weekends.
- 284 97202 Reduce the need for parking.
- 285 97202 Recognize that the region's residents need cars.
- 286 97202 Quit allowing developers to build without appropriate parking.
- 287 97202 Public parking is just that-- public. We shouldn't waste this resource for free.
- 288 97202 Please find a better way to balance development with parking needs. I'm optimistic that the new developments on SE Division will lead to a lot of walking traffic, but I'm quite worried about competition for parking and unnecessary "cruising" of the surrounding neighborhoods for limited parking. I'm astounded the city didn't require underground parking for those new live/work spaces in that area that will no doubt generate millions in profits over the next decades to their owners.
- 289 97202 People should not influence their leaders to usurp public parking as private. There is no guarantee that your house has a vacant spot in front of it. That's why it's called PUPLIC parking. Also, this is a terrible metric often mistaken as "livability."
- 290 97202 Paying for parking is the NUMBER 1 reason people use transit instead of driving,so it's about time employers and all cities in the region start managing and charging for parking.
- 291 97202 Parking should be demand regulated in shopping areas. Neighborhood parking permits will go a long way to easing issues with car-free development.
- 292 97202 Parking is like a quarter of our land, and is a huge source of potential revenue. Parking spaces belong to all of us, but are only used by drivers - free this space up for non-drivers to use, or use the revenue to promote sustainable active transit options.
- 293 97202 Parking around periphery of urban centers with inner transportation by bike, walking or public transit.
- 294 97202 On-street parking (for instance, on extremely dangerous SE Milwaukie Ave) should be eliminated and bike lanes created so that bikes can move through the area efficiently and safely. It is not helpful to use the designated bike friendly street (17th) because it does not go all the way through. Bikes have to detour and detour and detour all over the city because of on-street parking and traffic-dominant streets. It is still WAY TOO DANGEROUS to bike in Portland.
- 295 97202 Oh, go ahead and try it. I'd rather see us squash half the automobiles, but go ahead.
- 296 97202 No single use parking lots. No flat parking lots (multi-use buildings are good, buried parking lots with parks or public spaces on top.) But not more parking. more work on making parking unnecessary, by making the city denser, and more walkable and rideable.
- 297 97202 No idea.

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- 298 97202 No big flat parking lots. Parking should be in multi-use multi-story buildings, if there's parking. Businesses should be required to share parking as much as possible. Less parking is better. Park and Rides to get people onto MAX lines and transit. If we can make the core of the city as car free as possible we will have succeeded.
- 299 97202 Need to have new multi family units have onsite parking to keep neighborhood parking for homeowners in front of their property.
- 300 97202 More paid parking, and higher parking prices in Portland (the cheapest hourly parking of any major west coast city).
- 301 97202 Making sure there is adequate and/or zoned permit parking for residents in neighborhoods that are rapidly increasing in density - I don't want to have to walk several blocks to my house in Sellwood b/c I can no longer find street parking in front of my own house b/c so many apartment buildings are going up with no parking.
- 302 97202 Make sure parking is available and not hogged by people parking all day.
- 303 97202 Make parking more expensive to discourage the practice.
- 304 97202 Make parking expensive where it is in high demand.
- 305 97202 Make parking expensive and difficult, as long as there are "park and ride" lots near handy mass transit, so that people have realistic options.
- 306 97202 Lower priority than safety and expanding biking and walking.
- 307 97202 Keep it simple. No blizzard of signs and times. Just places you can park for free, places you pay to park, and places you can't park.
- 308 97202 It's time we stopped giving away the precious commodity that is parking. We need to charge for car parking region-wide, and use parking management as a way to help get more people onto transit, their bikes, and into their walking shoes. We should stop putting more parking in, unless it's the kind of parking that bikes and people's bums can use. A climate smart & multi-modal transportation system needs multi-modal parking, too.
- 309 97202 In the long run, we need to get away from free parking on the public right of ways. There is definitely a dollars and cents cost to our society for building and maintaining the public right of way. There is also a lost opportunity cost to us for the land being used for parking private vehicles. Just because we have allowed it to happen over the last few decades does not mean it is right. Please work towards getting rid of all free storage of private vehicles on public property.
- 310 97202 In some cases due to high density infill with no parking required, it's a little late for this.
- 311 97202 Implement alternative transportation parking. preferred parking for carpool and biking. park and ride would be great for commuters. Gets people off the road in high density slow moving traffic areas. Spike strips in parking lots would be great too!
- 312 97202 Impact on neighborhoods: require new apartment buildings to have parking under the building. Make parking more efficient in core business areas so street parking can be converted to bike lanes.
- 313 97202 Impact and low-income and moderate-income families.

- 314 97202 I'm all for using land more efficiently.
- 315 97202 I would love to see permit systems in close in SE and NE similar to what is in place in NW Portland. I would like implementation to focus on more efficient use of parking spaces, not the addition of parking spaces.
- 316 97202 I support this on a case by case basis. I advocate for a moderate / middle of the road approach to most issues and topics, such as parking. For new housing projects, for example, I like to find a balance between existing neighborhood residents that often want copious amounts of parking, and developers, that want to save money by using on street parking only.
- 317 97202 I support an organized approach to managing parking, but again the information here is not sufficient to know what you're really talking about. Why would "more land be available for development," for example - wouldn't community consultation mean that communities could decide whether they wanted more development or not?
- 318 97202 I believe that all businesses in specific areas should be required to allow after hours parking in their park in their parking lots. I often see under utilized spaces with signs threatening to have a car impounded if used. What a waste.
- 319 97202 Help ensure parking is available to those who work and live in a given area, not park-and-ride/park-and-walk.
- 320 97202 Have people park outside of downtown.
- 321 97202 Free parking is not free. Somebody pays. The driver should.
- 322 97202 Focus on park & rides Allow for people to park long term in a park & ride if they are traveling via mass transit to the airport.
- 323 97202 Expand more dense housing options without parking.
- 324 97202 Every bit of public right of way that is used for parking and storage of personal vehicles should be metered or permitted. There should be no free parking and no one, including those on neighborhood streets, should be able to use the public right of way for the storage of their personal vehicle. The fees can be through meters or permits or annual parking stickers or whatever, and it can be a very minimal amount of money. We need to stop thinking that the public right of way is "free" because it isn't.
- 325 97202 Even while we encourage less car use we need to supply parking in new developments (condos, apartments, etc) or our streets will be clogged with parked cars and those looking for spaces. Also we need more park and ride lots for MAX etc.
- 326 97202 Emphasis should be on making efficient use of current parking resources, not expanding areas designated for parking.
- 327 97202 ELIMINATE STREET PARKING. make designated bike valets & charge a high hourly price to park a car on the OUTSIDE of the core area. Go visit some of the European cities to learn how to manage cars. An added benefit of walking is that people will lose weight.
- 328 97202 Do not make parking harder until improvements in transit are made.

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- 329 97202 Cost and equity. This is a low priority strategy. We should just invest as much as necessary to make the most of any parking we do have with an eye to projects that will serve lower income residents.
- 330 97202 City of Portland needs to understand that most apartment occupants will have a car even if on a bus route. Not all people work downtown and will not spend the time to commute if they have to transfer which includes waiting. Also if the person takes the bus, then the car just stays on the street. Also inner city neighborhood houses do not have driveways (about 1/2) and that needs to be taken into consideration when allowing apartments to be built w/o parking. Also if I had to pay to park in certain city shopping areas ... I would just go to the mall. I do not shop on Sundays downtown now due to the parking meters.
- 331 97202 But we need to let people know there are ways of getting to where they're going without the car. Put signs on parking garages and along streets with transit information. The middle class is just going to have to get "on the bus."
- 332 97202 Better enforcement of parking zones to eliminate park and walkers.
- 333 97202 As long as we have cars we need parking. Phase out cars by making mass transit cheaper and better -- not by punishing drivers.
- 334 97202 Are we talking about car or bike parking? I'd like to see more bike parking available in all major retail areas like Division, Hawthorne, and Belmont.
- 335 97202 Also, reduce the quantity of parking where supply exceeds demand.
- 336 97202 All neighborhood commercial districts should have parking meters. Revenue should go towards transportation improvements and services in the local area.
- 337 97202 Again, more resources should go to public transit than parking.
- 338 97202 Again, although effective parking management is important, this should not be as heavily funded as the first four strategies covered in this survey.
- 339 97202 Access for disabled.
- 340 97202 Free parking is a powerful disincentive to making good choices about travel mode, development, etc.
- 341 97203 We should have more metered parking to generate revenue for other transportation projects and repairs/ maintenance.
- 342 97203 The region has an abundance of parking. Pricing parking and using parking management begins to show the true price of the automobile. This needs to be done if we want to truly prioritize and create a multimodal transportation system in the region.
- 343 97203 The Pearl is a nightmare to find parking if you commute into work there. And the parking meter maid is a b*tch.

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- 344 97203 Parking is VASTLY underpriced in Portland. Metering should be expanded to include all of the major business districts: Hawthorne, Alberta etc. I would even (as someone who parks their auto in the street) support a yearly permit fee for most inner Portland neighborhoods. Parking is a huge subsidy to auto use and should be priced accordingly.
- 345 97203 Park and Rides are demonstrably effective ways of reaching better transport goals. Just look at how hard it can be to find a parking place at these. They work. It will be a lot cheaper to expand existing P'n'Rs (even building parking garages on their sites) than just about any other single action. More P'n'Rs properly located will do more good than anything else. Meanwhile, I oppose any funding for increasing other parking in congested areas.
- 346 97203 OK
- 347 97203 Not allowing land to be solely used for parking lots -- every parking lot should be dual purpose instead of wasting valuable space to house cars. That dual purpose could be shops and offices, but it could also be green space/green roof/solar panels, community space, possibly even housing.
- 348 97203 Incentives for owning less/no cars.
- 349 97203 In the higher density inner urban areas, it will be important to provide on-street parking to neighborhood residents. Also need to question the land use policy of increasing density with multi-family buildings with no provision for resident parking. Decentralize development (commercial and residential) so parking demand is spread out within the city and county boundaries, creating pockets of employment in proximity to neighborhoods.
- 350 97203 I travel to the central city for events like the Symphony and Soccer. Often when several events occur at the same time parking is difficult. Is there a way to make this better by using more parking?
- 351 97203 Ensure parking is paying for itself/ remove subsidies on parking.
- 352 97203 Enhanced priority for handicapped.
- 353 97203 As long as it city wide. Not everyone lives works plays shops in inner Portland.
- 354 97204 Spend more \$'s on park-and-ride.
- 355 97204 Free parking just encourages people to drive.
- 356 97204 Do whatever is necessary NOT to increase parking spaces!
- 357 97204 Again, I'm in favor if this doesn't result in increased property or other taxes.
- 358 97205 Work toward a future of automated people moving systems that reduce the need of individuals to park in high density area. Return to a systems where businesses deliver goods and purchases [my childhood experiences where Meier and Franks and other stores provided same day delivery services even for small items].
- 359 97205 We need to end public subsidy of parking private vehicles and charge for all use of streets for parking.
- 360 97205 There should be no free parking.

- 361 97205 Put a price on every curb-side parking opportunity to reduce the privatization of on-street (curb-side) parking.
- 362 97205 Parking should be MORE expensive so people will use, bikes, MAX and busses.
- 363 97205 Parking policies are not cohesive and vary from place to place.
- 364 97205 Parking demand vs. parking availability. Make it clear whether or not parking is allowed and under what conditions.
- 365 97205 More parking for bikes and other vehicles like Segways too--not just cars. Disincentivizing free employee parking as a perk--even in suburbia.
- 366 97205 Make money off of public parking areas/streets, shouldn't be free.
- 367 97205 I only support it if it entails charging more for parking. End the free parking.
- 368 97205 Expand metering and apply Donald Shupe's pricing strategies to get cars into structure.
- 369 97205 Eliminate all free parking. Add residential zone permits. All meters should be timed so that they are more expensive during peak hours.
- 370 97205 But I don't agree with the current policy of building housing anywhere, including in the downtown central city, without parking. Even if people use their cars only a couple times a week, they still own one. The language should be changed from parking to car storage. Mothers with children will own a car even if the walk or streetcar most of the time.
- 371 97206 yes, maximize the revenue stream by fee-based personal vehicle storage on public roadways.
- 372 97206 Yes, conditionally. It would always be better to promote non-auto means of transit. If shared parking and park-and-ride help us achieve that larger goal, ok.
- 373 97206 Use parking as revenue stream as well as way to incentivize low-car living; parking should be connected to affordable housing production; downtown parking lots should be dismantled and/or heavily taxed; TriMet should raise revenue from park-and-ride users.
- 374 97206 Unpriced parking is a huge implicit subsidy to driving. Eliminating unpriced parking in the Portland area could do more than any of these other strategies to decrease greenhouse gas emissions.
- 375 97206 There is no "free parking." Businesses act like the on-street parking is "theirs" and scream bloody murder when anyone suggests using the space for actual transportation. We taxpayers are footing the bill for on-street parking. Perhaps more paid parking will help to offset transportation funding shortages.
- 376 97206 Reexamine car filing system to maximize vehicle parking density.
- 377 97206 Reduce long-term parking in town centers. use variable-rate smart metering. eliminate parking requirements for development along or near transit corridors. tax surface parking lots.
- 378 97206 Private developers and property owners should pay for parking, not the public.
- 379 97206 People shouldn't be allowed to park on public property for free. I'd much rather see the space used as a park. There should be a fee for all street parking 24/7. Think of all the potholes we could fix with this money!

- 380 97206 Parking structures as needed.
- 381 97206 Parking rules are already too complex and too many areas are metered, effectively driving business away from critical areas. The decision to meter parking in Washington Park is simply ludicrous.
- 382 97206 Parking needs to stop being free. If it is no longer free to store multiple cars in the public right of way, a lot of revenue will be produced, and space will be freed up for more important transit/active transportation projects.
- 383 97206 Parking is way too cheap on streets.
- 384 97206 Overbearing parking requirements are remnants of a bygone era. Parking requirements stifle development that makes our region more dense and ultimately more efficient and more affordable. Stop caving in to entrenched xenophobic interests in wealthy neighborhoods that complain about the "difficulty" of parking in Portland when in fact it's one of the easiest large cities in the country to find a parking space in.
- 385 97206 Not building so many condos/apartments. And not building them without recognizing there will be way more new cars and people than suggested.
- 386 97206 Multilevel parking structures, esp at lightrail sites.
- 387 97206 Look at examples in Europe and Asia.
- 388 97206 Increased density on corridors such as SE Division in the inner SE is allowed without the addition of parking, as it is assumed new residents will use public transportation. This is not happening, so either a provision for parking needs to be incorporated into these developments OR public transit needs to be highly incentivized (i.e., free).
- 389 97206 I think we need to consider metering a lot more of the parking in the city.
- 390 97206 I support this, but only in the sense that we need to be thinking about LESS parking, especially in the downtown core.
- 391 97206 I support this in certain areas. Part of the reason there is no parking in SE and NE is because the people who live in all of these new buildings, do not have parking with their units so they are parking on the street where business customers could be parking. Also the people who work in the businesses are driving into town from outlying areas because they cannot afford to live in town anymore. What's wrong with building a couple of centrally located parking garages in the outer boroughs where the parking is 25 cents an hour with no lease spaces except maybe on the very top level?
- 392 97206 I support restricting parking, limiting times and charging more for on street parking. I do not support spending money to make parking more accessible.
- 393 97206 I live in a part of town that seems to be developing with no oversight of parking needs. Truth is---people (even bikers and transit users) have cars they need to park. And consider the needs for parking spots for those coming to eat and shop in this area.

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- 394 97206 Have more 'pay to park' areas within business districts! And I support having a fee for parking on the streets vs a general street maintenance fee that we all have to pay for.
- 395 97206 For park and rides, consider bicycle access before construction.
- 396 97206 Fine with demand-sensitive metering and expanding metered areas.
- 397 97206 Efficient use is a key phrase. Again, the more cars off the streets, the less problems with parking. The more car shares, the less problems with parking.
- 398 97206 Demand parking be provided by apartment builders for their tenants.
- 399 97206 By all means manage parking, do not designate spaces for certain uses, don't make the system anymore difficult than it already is. Parking limits, meters are all good. Stop assuming everyone in PDX is going to ride a bike and take transit, you are creating a revolt in the SE, require a reasonable amount of parking to maintain livability, most people own cars, plan for it. We are not manhattan, nor do I think anyone here wants to be manhattan. I frequent division and hawthorne less, because when I go I need to take transit, now I head to west moreland and selwwod where I can park.
- 400 97206 As noted before, assess tolls on everyone entering a congested area. REQUIRE businesses AND BUILDERS to create underground parking when feasible, and above-ground multi-level parking when not feasible. STOP THE INSANITY OF ALLOWING BUILDERS TO BUILD WITHOUT ANY PARKING IN OUR RESIDENTIAL NEIGHBORHOODS!! Like the Pearl Dist., it's ridiculous to suggest that apartment builders, business builders, etc., need an 'incentive' to build in this city! That couldn't be a bigger pile of shit!! Absolute nonsense. Builders will build without incentives. Don't give our city away (tho with waterfront, Pearl dist., and other big business giveaways -- corporate welfare programs -- that continue to be the norm, it's probably too late. You've stolen from the poor and given to the rich, business as usual).
- 401 97206 As long as small businesses and residents are taxed.
- 402 97206 Address big box/mall surface parking that is "free" everywhere but downtown.
- 403 97206 Accessibility and safety.
- 404 97209 Why build apartments w/o adequate parking? If you want cars off the street then give people a place to park. You will never eliminate a certain percentage of car users. Make it easier to park and walk or park near transit to ride.
- 405 97209 The use of reduced parking options, and higher-priced parking options, should be studied as a means of favoring more environmentally and socially means of transportation.
- 406 97209 Safety, cost.
- 407 97209 New buildings without parking are a good thing, and we should encourage them.
- 408 97209 It would be good to establish a link between transit service improvements and efforts to manage parking.

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- 409 97209 I live in the Pearl and watch employees consistently park in front of the place of work and buy time needed again and again. The problem of moving folks further out to park and then use public transport to get to work needs to be better addressed.
- 410 97209 I live by 21st and NW Everett and am very excited to have more parking. I ride the bus or telecommute almost all the time but when I do need to drive somewhere it is hard to find parking when I get back especially when there are Timber's games and if I have packages it is really hard!
- 411 97209 Heavy increase in bike parking, not just car parking.
- 412 97209 Fairness. I should not have to pay to park in my own neighborhood because a soccer stadium opened up 4 blocks away. And if I have to pay \$60 a year, why don't the people who are driving in from Beaverton and Gresham have to pay to park in front of their own houses? Penalizing the residents is not a good solution, or a fair one.
- 413 97209 Dynamic pricing at market prices for public parking.
- 414 97209 Do you want to make driving somewhere more painful than taking public trans? Or do you want to attract people to shop and find free/plentiful parking. The malls have chosen the 2nd.
- 415 97209 Be careful of current trend to build apartment buildings without adequate parking for residents or visitors on the expectation that will force the use of mass transit, walking, or bicycles when instead it may contribute to congestion and pollution as cars circle looking for parking. Develop realistic disabled parking policies that address the reality that disabled as not just those who are mobile in wheelchairs but more critically those who are unable to walk the distances to parking kiosks and back to vehicles before moving on to destinations.
- 416 97210 Yes but have some consideration for rsidents. i live in the nw district and like my neighbors are very concerned about having those dreadful meter boxes in front of our homes. thank you for taking down our property values.
- 417 97210 When it comes to parking, one thing I hope you'd consider is aesthetics. Parking meters and parking lots are ugly and should be minimal. Lots should include vegetation and the surfaces should be made to absorb water, to reduce run-off.
- 418 97210 Provide as much parking as is possible. No restrictions.
- 419 97210 Parking spaces should have multiple uses. Office parking available at night for restaurants and theatres, school and church parking lots available off hours for other uses. It's crazy to have spaces open and not used when the parking needs are so great. Quit dreaming about people living without cars and require residential buildings to put in parking.
- 420 97210 Parking and gas are too cheap. Until the prices rise, people will prefer to drive and demand free parking.
- 421 97210 I will always support efficiency, but parking should cost more than public transit for the individual.

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- 422 97210 I live in NW pdx and after 15 years of people parking free and riding the streetcar free they finally are doing something. Like bike stuff this was something the city did to put it on some planners' award list. Poorly planned and executed clogging up parking in NW typical tired of story not enough funds to ensure riders pay.
- 423 97210 Efficient land use and people's safety.
- 424 97210 Cruising around looking for a parking spot is one of my pet peeves. When I drive, I'm happy to pay for parking. Lots should be cheaper than street parking. I support the move to the NW parking plan. Even better will be if it is enforced.
- 425 97210 Consider reducing parking close to intersections. Everywhere else I have lived, you can't park 10-15 feet from an intersection. It makes a HUGE impact on visibility for all users.
- 426 97210 Charge for parking wherever market for parking will support it, including on-street parking in neighborhoods. Do not force buildings to have off-street parking. Create policies that encourage more smaller businesses close to customers. There is no reason all the public including those who do not own cars should pay for public facilities to store private vehicles. Ownership of a vehicle (or many vehicles) does not entitle the owner to free storage at public expense.
- 427 97210 Charge for on-street parking wherever demand will support it. Free up on-street parking by reducing long term storage of multiple vehicles instead of forcing apartment dwellings to have off-street parking.
- 428 97210 Apartment dwellers are not well served by new parking regulations in NW Portland.
- 429 97210 Admitting the inescapable fact that we need parking structures, a lot more of them, and that they ought to be underground, no matter how much developers might whine about the cost.
- 430 97211 Yes, shared parking is great. Increase the cost of parking wherever possible. Parking is one of the major drivers of mode choice.
- 431 97211 Yes - BUT doesn't making parking more efficient promote more 'drive & park' behavior? There's a part of me that definitely wants to make parking harder in order to drive people to public transit... but that seems too mean spirited to really enact!
- 432 97211 While no one likes it (including me) it seems to make sense to increase the areas where street parking is metered, e.g. like the recent change at Washington Park.
- 433 97211 We should really curtail parking in the downtown and centers near public transit.
- 434 97211 We should dramatically decrease the number of on street parking available metro wide. We should lower the number of parking spaces required for apartments/ condos. We should get rid of free on street parking.
- 435 97211 Using existing funds.
- 436 97211 There should be no free city-sponsored parking. On-street parking should be at market rates, and should be dynamically priced based on demand.

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- 437 97211 Some caution needs to be exercised so that businesses with only paid parking aren't at a disadvantage with malls. Or have more businesses give a discount on customer parking. Improve the ease of using parking meters--I find it tricky to pull out the receipt.
- 438 97211 Require local governments to include shared parking policies in Comp Plan/Transportation System Plans, especially when property is developed/redeveloped. Also, find ways to encourage (not sure you can require) suburban communities to reduce available free parking in their town centers, employment centers, etc. to reduce SOV vehicle travel.
- 439 97211 Require developers to include some parking on their projects; no free parking anywhere, including in Northwest Portland. Put even more restrictions on the use of handicapped placards. Reinstate fareless square - I never go downtown anymore.
- 440 97211 Reduction in personal car ownership would mean fewer needed parking spaces.
- 441 97211 PLEASE INSTALL A CITYWIDE PARKING PERMIT SYSTEM NOW. This would be the best way to capture costs from all private auto users in the city, manage parking demand (especially in rapidly developing corridors), and also alleviate tensions with existing residents and newcomers. Please consider this ASAP.
- 442 97211 People will drive less if it is less convenient, don't prioritize making parking convenient or cheap, make parking expensive and use those funds towards public transit.
- 443 97211 People need to pay for the use of public space. parking is underpriced or free all over the city.
- 444 97211 Parking spaces should be priced, if public, and taxed, if private, to encourage the best and highest use of the land required.
- 445 97211 Parking should not be subsidized.
- 446 97211 Parking should be more expensive. The private use of public space should be paid for.
- 447 97211 Parking must be priced in more places.
- 448 97211 parking management is key to making the other strategies work.
- 449 97211 Park and ride, parking structures in places like Alberta Street and Mississippi Ave, with a little trolley going up and down the street to take people to shop and eat. Keep popular shopping streets car free.
- 450 97211 No parking mandates for new construction. Free street parking is not a right. Users of parking should pay for it.
- 451 97211 No more rate increases.
- 452 97211 No more condominium/apartments permits without adequate on site parking.
- 453 97211 New multi-family housing units being built should be REQUIRED to have underground parking facilities. 40+ units/parking doesn't cut it... ALL new multi-fam housing developments should have deeded parking for residents. Pressure on neighborhood streets (and neighbors) is souring the perception of urban density. Even with great transit, most people are still going to own a car, for travel out of town.

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- 454 97211 Need parking meters everywhere; reduce the size of business lots or penalize businesses for offering free parking in places like Lloyd Center or Washington Square. Make them have pay lots and offer subsidized transit passes.
- 455 97211 Need LOTS more park and ride options. Currently they are filled shortly after 7 AM on weekday mornings. I can appreciate that the new 'meters' are a lot cheaper to maintain - but it is awful when you're shopping..... You might take a lot longer, or a lot less time shopping than you think - so you either risk getting a ticket or wasting money. Isn't there a technology that would allow charging after the fact for the actual time you used a space?
- 456 97211 More park and ride.
- 457 97211 Low priority as much has already been done.
- 458 97211 Let the smart cars park the way they were intended, they take up less space (two per space!) and maybe there would be more on the road!
- 459 97211 Larger vehicles should be required to pay more for parking - motorcyces, scooters, smart cars should be given incentives for use by reduced parking fees.
- 460 97211 Incentives should be given to people who do not commute alone, who use alternative means for commuting -- make it cheaper to park if you car share, make cheaper if you ride a scooter, make public transport a really good deal.
- 461 97211 I would like to see a transit systems development charge instead of onsite parking.
- 462 97211 I think the county is moving to fast on this and people cannot afford the money that is being invested at this time. People need time to catch up. It would be nice to see a little more accountability and transparancy on the gov. agenda's.
- 463 97211 I think metered parking should definitely be on the list.
- 464 97211 I think increased investment in park-and-ride or bike-and-ride sites is important.
- 465 97211 Funneling those in transit toward mass-transit or bike or walking transit as much as possible, when possible.
- 466 97211 Eliminate free parking on public streets. Charge progressive development fees/taxes for establishments that require large amounts of parking.
- 467 97211 Efficient is good.
- 468 97211 D/K
- 469 97211 Congestions pricing. Meters on Hawthorne and Alberta and Mississippi. Remove parking and replace with protected bike lanes. Parking downtown should cost a lot more than a round trip bus fare.
- 470 97211 Citywide parking permits districts ASAP please! I live in NE Portland, with tons of infill and you can see a cultural battle as new hhouseholds are built and former residents compete for limited parking in ROW, surprisingly, no one parks in their driveways or garages!? Please charge for parking citywide to reduce these conflicts and recuperate expenses associated with private vehicle storage in city ROW and our public spaces.

- 471 97211 Charge for all on street parking.
- 472 97211 Available parking is important to any business, i love the idea of park & ride for transit like lloyd center cinemas was for the fareless square access to the max... more parking is not necessarily the answer but more efficient would be great!
- 473 97211 All while keeping them affordable, or restrict parking so more people use public transit and improve overall public transit so I can get anywhere I want at the same speed I could in a car.
- 474 97211 Absolutely need more managed parking. Important to price parking appropriately. As a home owner, I would be comfortable buying a parking permit for the right to park overnight on the street.
- 475 97212 Yes, but - it's already a crazy experience trying to figure out the specific parking rules in areas of the city. If going in this direction there needs to be a simpler set of tools available for finding spaces & figuring out what rules apply at any given time.
- 476 97212 We should not privilege driving and parking above other forms of transportation. It's okay to ask us to start paying to park in our neighborhoods, especially if it's well-managed.
- 477 97212 Utilize existing space more efficiently.
- 478 97212 Too often cars are parked right up to the crosswalk on all sides on narrow streets (busy streets, too) making attempted crossing dangerous for pedestrians, cyclists, and motorists.
- 479 97212 This is especially an issue in the areas where apartment buildings without parking have been built. I don't think cities should allow this -- there needs to be a minimum amount of parking provided, even if tenants have to pay for a parking space.
- 480 97212 This is a no-brainer. Free parking is bad.
- 481 97212 The very large lot at the Regal Cinema at Lloyd Center is a potential source for more park and ride. City should work with Regal to work out a system that uses the space better. Perhaps a portion could be a daily or monthly fee lot. Use income for staff to enforce and share "net" profits with Regal.
- 482 97212 Stop building apartment complexes without parking.
- 483 97212 Policies encouraging shared parking, gradual reduction in surface parking lots.
- 484 97212 Please see my earlier comments.
- 485 97212 Parking should be a much bigger revenue generator than it is. Not only would that increase use of alternate transit, it would erode the sense of entitlement homeowners have towards street parking. That entitlement drives nimbyism which in turn limits housing in the inner city where it is has the most environmental benefits.
- 486 97212 Parking on public property should cost more than on private property. at least the same. street parking should be much more expensive than off-street due to the convenience factor.
- 487 97212 Parking is currently highly subsidized and should be expensive in order to use the roads and space for their greatest good (which is definitely not storage for private vehicles).

- 488 97212 Parking is already oversupplied in our region and should be reduced in favor of other land uses. Park-and-ride facilities for transit are not money well spent - they primarily benefit higher-income residents and do not meaningfully impact transit mode share.
- 489 97212 Parking for homeowners in neighborhoods that are growing more dense and have more commercial traffic, maybe we need neighborhood permits such as are used in San Francisco.
- 490 97212 One thing to consider is the continued emphasis on building high-density multi-unit housing with no off-street parking (especially underneath the structures). This frees the developers from the cost and responsibility of providing a proportion of the tenants with off-street parking, while adding pressures on the city and neighborhoods and leaving them with even less parking options. I believe that those who choose to take one of the off-street parking spaces at a new development should expect to pay for the use of that space, thereby giving a cost advantage to those residents who do not need to use a space (e.g. they do not have a vehicle).
- 491 97212 Motorcycles should be allowed to park in the yellow area between two car-parking spaces. With today's smaller car, it is not so important to have this "escape" space for cars.
- 492 97212 More pricing is needed.
- 493 97212 More park and ride options. Many people will take a car part way but finish the trip by bike/walking/mass transit if there is a safe, reliable place to park. It's not 100% car free but it's a major step.
- 494 97212 More light boards about available parking in downtown and similar areas. Get Regal Cinema to share Lloyd Center lot with people using MAX. Perhaps charge a fee, especially for Blazer games. Encourage churches to consider developing their parking lots for affordable housing with parking garages built in for Sunday services.
- 495 97212 Metro needs to stop giving developers a free pass on parking and putting the burdon on local neighborhoods. If the developers say they can't turn a profit by building parking for their developments, then they don't have a good business plan. Period. The city doesn't let restaurant not pay plumbing and sewer addition fees, or pump it out on the the street, why should housing developers be able to?
- 496 97212 Like all the others, this is important and valuable - though hardly where I'd want lots of money spent.
- 497 97212 Keep reducing free parking and use interactive technology and pricing to increase utilization of parking inventory and minimize congestion caused by parking search.
- 498 97212 Investments in smarter use of existing parking could offset the opportunity cost of wasting more space on additional parking.
- 499 97212 In places where parking is in high demand, the price of parking should rise to meet and collect on that demand. In locations equipped with the networked pay stations, prices should also rise/fall during times of high/low demand. Generally, public parking spaces should be a source of revenue, and should take into account the true value of the spaces were they to be allocated to some other commercial purpose.

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- 500 97212 In inner northeast there are high rises being built that are bringing greater density. And most of the people have cars. I would love to live in a community where this wasn't necessary, but we are too spread out and have too few transit options. So parking should be a part of any housing developments.
- 501 97212 I live in a high density, close-in neighborhood in Portland and am constantly frustrated about finding parking. I just want to park my ONE car in front of my single family home. I have two kids in car seats, so parking up the street is not safe and very inconvenient. Portland is pushing families out by not allowing for parking permits for home owners in front of their house. I wonder too if our neighborhood is being used by Max riders since we are in walking distance.
- 502 97212 I have to say I'm very disappointed in the parking program. 1. Who is the brain (or lack there of) that put two hour meters that go until 10:00 on NE Broadway near the Moda Center? Essentially you're saying you can't park there and go to a concert or Blazer game. Hogwash. 2. It seems you're putting parking meters in places that should have free street parking (low volume retail and commercial areas) and that it isn't fairly spread around the city. 3. You're parking fines are way too high.
- 503 97212 I am concerned about the City of Portland's approval of apartment buildings that don't have adequate parking for tenants. That's inconsiderate of neighbors.
- 504 97212 How other cities do this?
- 505 97212 Hopefully both parties can reach a compromise about shared parking.
- 506 97212 Eliminate half the "loading zone only" spaces & restrict trucks to late night & early am deliveries, or to certain days. FAR too many spaces downtown that most drivers can't even use.
- 507 97212 Downtown parking should cost significantly more. Congestion pricing. Parking spaces near cross walks should be eliminated to allow drivers to see pedestrians.
- 508 97212 Don't know, but again positive incentives for walking, biking and public transit should reduce the problems related to parking. I often use the bus or MAX to get downtown because i don't want to pay for parking, it's getting more difficult to drive downtown and back, parking is hard to find and getting more expensive and taking public transit reduces my opportunity to be involved in an accident.
- 509 97212 Don't allow apartment buildings without enough parking for residents. It only compounds the problem.
- 510 97212 Cost and efficiency.
- 511 97212 Charge for parking at transit stations -- that's the way it works in any major city I've lived in, and people never seemed to have trouble paying for it (including myself, considering the alternatives).
- 512 97212 Change zoning laws so that parking isn't required. Don't require auto space for homes. Focus on development for people and living rather than for autos.
- 513 97212 But I still prefer less focus on cars and more focus on pedestrians, bicycling, and public transportation.
- 514 97212 Bring demand based parking meters to all neighborhoods with meters. Bring parking meters to business districts.

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- 515 97212 As someone who parks downtown twice a day, there is not enough parking to meet demand. Nevertheless, it is better, in terms of a sustainable system, to control supply than try to meet the demand.
- 516 97212 As other communities in the world have demonstrated, public spaces can be transformed to active human uses when parking management strategies are used that disincent auto use and incent biking, walking, and transit use.
- 517 97212 As I say, the way these questions are worded it is hard to say no. Of course I want our parking policies to make efficient use of land and parking spaces. who wouldn't?
- 518 97212 And be really careful when building new retail/residential in-fill that we aren't assuming people won't drive when they actually will.
- 519 97212 Address resident parking vs. limited parking facilities for new multifamily housing in neighborhood or small town center areas.
- 520 97212 A fair price needs to be established for parking so parking isn't free.
- 521 97212 Allows more land to be available for development, generating local and state revenue". This is the buzz phrase for building on every sliver of land. Large apartment complexes being built with no parking because the people who rent them won't have cars. That's a laughable assumption. I do not support the intense infill density. I am a lifelong Portlander. One of the aspects of living in Portland was the breathing room. We're destroying that part of the city and creating a city where only the hip and rich can afford it. I marked this question as "yes" but with many, many caveats.
- 522 97213 Yes - but I am concerned about the cost of disabled parking. There are very few public parking spaces designated - but now we pay no matter where we park. More input is needed by the affected communities.
- 523 97213 With reservations. Making more land available for development should not be a goal... it's the damm problem! Parking is a cost of doing business for businesses... generating income for the city by charging citizens for the right to spend money in Portland is wrong headed. This is business managing government, not the other way around. Parking is about efficiently getting people to businesses and residential destinations efficiently and effectively. You are clearly thinking about this the wrong way.
- 524 97213 When parking in the right of way is in high demand, it should automatically trigger parking management strategies that properly assess value to these spaces. Paid parking in commercial corridors with neighborhood permit programs for the side streets should implemented in many of Portland's inner neighborhoods. Revenue raised by charging for parking should be reinvested into these neighborhoods to improve sidewalks, create street seating instead of car parking at key destinations, and provide access for people on bikes with bicycle facility improvements and bicycle parking on these same streets.
- 525 97213 We need to price parking everywhere. Parking isn't "free" and should not be treated as such.
- 526 97213 This might be the most overlooked land use lever we have in changing behavior. It might not be popular, but it needs to happen.

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- 527 97213 There are so many new apartment complexes being built on the eastside of Portland without parking. this is pushing new residents to park on the streets. high density housing needs to include sufficient parking. its not ok to just assume that everyone who lives in the new housing will bike or walk.
- 528 97213 The volume of vehicles that will be parking at a park-and-ride location.
- 529 97213 The above examples cover most of what I would address in this category. I would like to see parking lots utilize more bioswales and/or build of solar collection capacity. I would give incentives for parking lots that retrofit my suggested improvements.
- 530 97213 Street parking charges should be implemented in centers and corridors before public money goes into transportation improvements there.
- 531 97213 Should review handicap placards every year. Make sure they are not being abused. Training on how and when they are to be used. I often see individuals using them when the person they are given to are not in present.
- 532 97213 Raise parking fees and parking tickets. There is already enough parking spaces downtown portland already.
- 533 97213 Portland's done a pretty good job of limiting parking. People complain about the lack of parking, but a little pain will get them to get out of cars.
- 534 97213 People are not entitled to park their cars on public property.
- 535 97213 Parking should be priced everywhere that demand frequently exceeds supply.
- 536 97213 Parking is part of our transportation system. One thing I have observed lately is the development of multi-story housing, with no onsite parking. This puts a strain on our neighborhoods, as we now have to accommodate these additional cars. The cars crowd the streets, and make cycling that much more risky in some places. Portland should not allow such structures be built without onsite parking.
- 537 97213 Park-and-ride options, higher inner-city parking fees, shorter time allotment at meters, more meters in high traffic areas.
- 538 97213 Park and ride for transit would reduce some congestion and therefore is a plus. All new apartment developments should be required to provide off street parking spaces for each unit.
- 539 97213 Park and ride at least encourages people to get out of their cars for part of the ride ... probably to the first point in the route where transit is available. Make parking expensive. Tightening up the handicap rules has helped. Now we need more enforcement of who really needs it. Shorter times on permits, make people get "re-evaluated" more often.
- 540 97213 Only support part of this: more shared parking, with an emphasis on helping people park once in a neighborhood and then do all their errands within that area on foot.

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- 541 97213 More parking meters in business districts; If the parking isn't important enough for people to pay for, then replace it with bike lanes. Increase public ownership/management of parking facilities outside of Downtown Portland. The MLK Blvd. and Powell Blvd. corridors have a number of publicly owned parking lots (owned by PDC and ODOT, respectively) that reduce the need for individual businesses/apartments to provide parking, lowering the cost of housing/doing business, and increasing parking utilization.
- 542 97213 Market pricing wherever possible would accomplish most of this.
- 543 97213 Maintain and strengthen codes that require businesses to provide for adequate parking and/or contribute to funding alternative transportation options for customers/employees prior to approving development plans or permits. Locate bike warehouse options like OHSU around town.
- 544 97213 Lower parking fees and taxes.
- 545 97213 Improving parking should not be equivalent with more development or more parking lots.
- 546 97213 I also think any development must have parking connected with it, instead of depending on neighborhood street parking. This burdens areas unduly.
- 547 97213 Eliminate free parking.
- 548 97213 By all means, charge for parking. Parking costs money.
- 549 97213 Assess the use of handicap cards and stickers being used with on street parking downtown.
- 550 97213 Are we making parking too cheap? Has everyone at the table read "The High Cost of Free Parking"? (author Donald Shoup).
- 551 97214 We should go back to free parking on Sundays and after 6 PM. People should not have to be penalized for driving. If we had less parking meters in neighborhoods we would get traffic flowing easier. It should also be mandatory for business and apartments owners to provide some parking.
- 552 97214 We should definitely manage parking, and use it as a transitional measure to a reliable public transit system.
- 553 97214 Use technology to make paying for parking convenient (SMS payments, for example) and charge a lot for it. Provide district parking programs for residents and meter more close-in neighborhoods.
- 554 97214 This is going to be the most important strategy for the region to tackle. We are already doing lots of good work in land use and transportation infrastructure, but nobody wants to talk about parking management. Messaging is important - parking management does not necessarily mean charging for parking. There is a whole range of tools out there that we are not using or not using enough.
- 555 97214 Stop providing free parking. Charge for all publicly provided parking.
- 556 97214 Seniors and people with disabilities need access to convenient parking, so we need to make sure their needs are kept at the forefront.
- 557 97214 Right now we have socialism for parking. why is this valuable resource, public right of way and land for parking, not better managed? We need public information about parking. right now people expect free parking either in front of their house or in the middle of the city as a God given right.

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- 558 97214 Requiring new residential development to provide SUFFICIENT parking for residents. Prohibiting commercial vehicles from parking on residential streets. Close-in park and ride facilities.
- 559 97214 Private bus or passenger van parking spots.
- 560 97214 Please require parking spaces in new apartment buildings. Not having parking isn't going to make people drive less--we'll just turn into San Francisco where people still drive but have to circle the block a million times to find a parking spot.
- 561 97214 Please please push to implement parking pricing and management region-wide. Market based pricing - we should not subsidize parking anymore.
- 562 97214 Parking spaces are often very close to the intersection, leading to blind corners (especially in residential neighborhoods). There should be a somewhat larger no-parking zone around intersections.
- 563 97214 Parking should not be free in business areas, and should be removed strategically to allow dedicated bike lanes and transit.
- 564 97214 Parking should be priced - that space in Portland is incredibly valuable.
- 565 97214 Parking should be metered or designated. I live in inner se Ptld where street parking has become contentious for residents in a neighborhood with many shared driveways or no driveways. Narrow streets.
- 566 97214 Not sure. Maybe more park and ride? Ongoing attention to problem areas. Better communication with neighborhood and business groups.
- 567 97214 No new taxes or fees for consumers or businesses.
- 568 97214 Neighborhoods should have the final say in parking in their own neighborhood. We do not need city leaders dictating how and where we can park. We need more free street parking for business, not less and not the stupid less than 2 hr. limit.
- 569 97214 Many more designated spaces for electric vehicles, especially in downtown, and allow designated EV spaces for residential neighborhoods in front of people's homes & apartments (with help/incentives to set up charging stations) & apartments. Also significantly more bike parking across all commercial areas.
- 570 97214 Make sure that longtime residents still have a free place to park and aren't squeezed out by parking meters or parking garages or new residents. I say this as an 11-year resident of Portland who has not owned a car during any of my time in this city.
- 571 97214 Let's do away entirely with free, subsidized on-street parking. What about requiring an annual parking pass for every vehicle?
- 572 97214 It is ridiculous that there isn't more shared parking between businesses. Be creative re parking policies.
- 573 97214 It depends on what they are. as appropriate turn underutilized parking into public use like parks and plazas.
- 574 97214 Implement the Denver model of tying the cost of street and other subsidized public parking the cost of a bus ticket. Implement more metered parking throughout Metro.

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- 575 97214 I think free parking should be discouraged except in transit lots. Neighborhoods should have parking permits and metered parking.
- 576 97214 I support the idea of less free street parking - the streets are a shared resource, and people should pay for the ability to 'store' cars on the street at all times. More efficient use of the space is good.
- 577 97214 I suggest more free parking for residents in neighborhoods and timed restrictions for people who don't hold parking permits in that neighborhood.
- 578 97214 I say do away with free parking throughout downtown or in other high-traffic areas. And up the rates! Make convenient parking expensive. Have lots of free parking at transit centers and quick, convenient shuttles. Maybe even a toll to just drive through downtown.
- 579 97214 I hope the need for parking will be reduced and excess parking can be used for public needs.
- 580 97214 I don't have enough knowledge to answer this question - so I guess we all need more of an introduction and discussion to parking options.
- 581 97214 I do support more careful limitations and management of parking, however, I don't think every residential area or main street needs to have parking permits.
- 582 97214 I checked yes for implementation of policies to reduce space taken by parking. Downtown is full of empty lots; researching how to cut back on wasted space and still meet the needs of drivers could be a good investment.
- 583 97214 HELL YES!
- 584 97214 free parking...it will overwhelm the current parking infrastructure FORCING people to bike, walk etc.
- 585 97214 Free and underpriced parking is an egregious example of the mismanagement of public property. Nowhere else in our community can a private individual monopolize a public resource (to the exclusion of all others) virtually indefinitely.
- 586 97214 Depends on how you do it. But I see opportunity there... Church parking for one thing could be used at other times... So could mall parking.
- 587 97214 Creative ways to share parking in existing lots and on-street - or even in private driveways. Ex: I would love to be able to rent out my driveway to people shopping on Division (or Hawthorne). I live between the two streets. In some cities people are willing to park several blocks away to frequent a shop; or live in an apartment. There's no need to create parking for everyone exactly where they need it at all times. That's 1960s thinking.
- 588 97214 Conflict between regional policy and city policy that allows apartment building with out parking planning.
- 589 97214 Charging high prices for parking -- prices that make it a cheaper option to walk, bike and bus-- should be an important part of this equation.
- 590 97214 Charge more for the parking spaces we already have.
- 591 97214 Bike parking and EV parking with charging are important too.

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- 592 97214 As Portland grows, parking is going to become a bigger problem. We are already seeing it in East Portland where there have been many major apartment buildings built without on-site parking. I don't think putting in meters everywhere helps. And I think it's stupid to assume everyone will just ride bikes. Even bike commuters have cars they park and drive only on the weekend.
- 593 97214 As much as I dislike promoting driving it is unfair to local residents when new developments don't include sufficient parking.
- 594 97214 As long as the costs are small.
- 595 97214 Apartment buildings with more than a few (3 or 4) units should be required to furnish off-street parking for their tenants.
- 596 97214 again, I support this, but priorities are safe, reliable street/lane/pathways for biking and walking, and more FREQUENT busses (particularly at night, when service plummets).
- 597 97215 Yes, yes, 1000 times yes. Current parking is offensively cheap.
- 598 97215 Yes, but we need to make this one EASY to use. Not walking a block to a machine that might or might not work, return to the parked car etc...we need something more efficient for quick stops, especially in areas of congestion. I also think the more challenges urbanized drives have with parking, the more they will start thinking outside the box and again, if they have RELIABLE frequent affordable public transportation, that could be an easier choice.
- 599 97215 We need to manage on-street parking using pricing and other tools, and let the market decide on off-street parking. Let's have local jurisdictions stop forcing people to have parking on their private property whether they want it or not.
- 600 97215 We have to figure out how to charge for the use of the public right of way which is now being used for private storage.
- 601 97215 Use price to control density. No sense in a standard price.
- 602 97215 Those who value and propagate the "free market" should be the first to want the cost of parking to at the least, pay for itself, and let supply and demand dictate. Without massive public subsidy parking a car would quickly rise to a level where people will seek to avoid motor vehicle use in a dense city.
- 603 97215 This is the least important of the suggestions so far.
- 604 97215 Stop permitting multiple-unit housing that has no designated parking. Stop selling out neighborhoods so developers can make more money!
- 605 97215 Stop allowing businesses to turn parking places into outdoor seating. Do they pay anything for this? or this is just another example of anything business wants is ok by us and oh by the way let us stick the taxpayers.
- 606 97215 Safe bike routes should have priority over parking (this did not happen on the 28th Avenue bike route).
- 607 97215 Prioritize providing park-and-ride for transit.

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- 608 97215 Performance parking is a necessity. Rates should change based on time of day, availability, etc. and set high enough to discourage driving. Also, users should be able to pay for parking using smartphone similar to Washington DC's Park Mobile app.
- 609 97215 Parking policies are a great way to make mass transit or biking more convenient than driving.
- 610 97215 No comments.
- 611 97215 Make parking in congested areas more expensive. Expand park-and-ride options. Do they make folding cars? Smaller cars means more room for peds and bikes.
- 612 97215 Lots of new multi-units are being built with no internal parking spaces, forcing more pressure on the limited street parking. This is just plain silly. Every new structure needs to include parking spaces to support its residents.
- 613 97215 Like using technology, managing parking seems like a key part of the plan. People always gripe when their parking is limited in any way, but clearly there are too many cars and not enough spaces (in the core area at least), so it needs to be managed somehow.
- 614 97215 Implementation of policies that improve efficiencies is desirable, but no significant additional spending, other than for increasing parking at park-and-rides that are woefully short (such as Sunset Transit Center), should be necessarily considered.
- 615 97215 I'm frankly not so interested in parking except for needed services like delivery. I don't think we should do anything to make driving a car easier.
- 616 97215 I support enforcement of current street laws. I see no enforcement in my local or work neighborhood. Allocate more money to the parking resources of enforcement before anything else. Park and ride for transit areas seem unnecessary right now and possibly detrimental--these just become dead zones in the community.
- 617 97215 I live in a dense area and street parking is a mess. New buildings should have required off street parking.
- 618 97215 I feel that on street parking often compromises the safety and efficiency of our roadways.
- 619 97215 I am a bit weary of people complaining that they can't park in front of their houses. Managing parking means that parking is not the domain of the people wealthy enough to own a house here. More management is needed to maintain that balance of driving and other modes.
- 620 97215 Free parking is one of the greatest inefficiencies in the urban environment. Anything that can be done to improve the use of this resource is great.
- 621 97215 Free parking is not free. Most public parking should be metered in some way. The state could help make existing parking more efficient by using smart phone apps which show real time parking availability or forecasting.
- 622 97215 Economist say that if you want less of something, tax it. People will drive less if it is more expensive to park and the alternative is made less risky and cheaper.

- 623 97215 Businesses rely on convenient parking for their customers.
- 624 97215 all of above verb important.
- 625 97215 Absolutely! Look into Parking Benefit Districts.
- 626 97216 Parking in Portland needs an overhaul: allowing free on-street parking on both sides of the street creates visibility hazards and entitlement, and is a significant loss of potential revenue that could be used to maintain roads and build needed infrastructure for bicycling and transit. Change parking to include: resident-only (permit) areas, metered parking in business districts, and alternate-side parking only on residential streets.
- 627 97216 No residential building without adequate parking included. That does not mean clogging streets of private homes with cars from apartment dwellers.
- 628 97216 more metered parking, and rates should increase during peak density times to de-incentivize single-occupant driving in the city core.
- 629 97216 Get cars out of inner city!!! Clogged streets are not safe and the fumes are a hazard!
- 630 97216 Any new residential building must include sufficient parking for full tenancy, problems only created when this doesn't happen. Parking must be fair to all users in an area and not favor a group over another (shoppers vs workers). Also need to revisit disabled parking downtown as many cannot move their cars 2-3 Times per day.
- 631 97217 Yes, right now parking is too cheap for the space it takes up.
- 632 97217 Yes, also bike to work areas in parking areas. Incentivizing public transit and non motor vehicle programs.
- 633 97217 What about a Personal Property tax for any car? rather than pay for parking?
- 634 97217 The cost of parking, especially "free" parking, needs to be more obvious and understood, perhaps more priced by the market. Increase expectation that storing a vehicle costs money. When I pay to park my car, I realize that I put myself in a position to pay extra because this doesn't come free.
- 635 97217 The amount of wasted parking out there at any one time is sickening. Between empty lots, empty garages, and on-street parking, we have vastly too much parking. As long as "managing parking" goes along with reducing overall volume, I would support it.
- 636 97217 Require business to open their parking lots to non-customers during the business's own closed hours. Use a tax incentive - either a tax if they don't comply or a tax-break if they do.
- 637 97217 PRICE PARKING!
- 638 97217 Please stop subsidizing cars!
- 639 97217 PLEASE stop giving away free parking. All of our city's parking spots should be metered or permitted. Car owners really should be paying to leave their cars on our streets.
- 640 97217 Parking should not be free. Those parking spaces belong to all of us, and would be far better used as green space or public meeting space. This increases safety and reduces maintenance costs.

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- 641 97217 Parking should be premium. Permit parking in more neighborhoods, increase the cost of on street parking, increase the areas that use paid parking to the east side, encourage home owners to build garages and driveways on the property if they are able, and make it a law that if you have a driveway/garage, your vehicle needs to live there and not on the streets. So many people do not use their driveways/garages for their vehicles and then people complain their is no street parking.. your property should be stored on your property. You should have to pay a fee to store a car on city streets.
- 642 97217 Park and ride is a joke as there is never enough room or it is located so far from neighborhoods that it makes driving easier.
- 643 97217 Park and ride for transit is the most important piece of parking resources.
- 644 97217 Park and ride for transit is needed.
- 645 97217 No metered parking on streets that are predominantly residential.
- 646 97217 Need to provide park and ride in more places where shopping is done, ie lloyd center to downtown shopping.
- 647 97217 My above answer of "yes" is qualified. In some places it seems planners have decided to limit parking so much as to attempt to discourage driving at all. While I can appreciate their good intentions, this can limit access for some (older people such as my parents just avoid certain parts of town altogether), and make it difficult for visitors to the city.
- 648 97217 Meter every spot. also institute a street cleaning schedule and make a ton off of people not paying attention to the street cleaning schedule, and we'll clean streets too! (cuz right now they suck).
- 649 97217 Making people think about limited places to park may help people to chose better modes of transportation to that location.
- 650 97217 Lower priority.
- 651 97217 Just don't dissuade drunk people from leaving their cars overnight. Better to let them leave their cars and get them in the morning.
- 652 97217 I wish businesses would be able to get a pass for occasionally utilizing loading/unloading zones; it's quite difficult to deliver things to our office downtown without parking several blocks away.
- 653 97217 However it you are going to build more light rail and street cars we need larger and more accessible parking structures.
- 654 97217 How will you measure these forecasted outcomes?
- 655 97217 Demand pricing for parking spaces, less public roadway devoted to on-street parking.
- 656 97217 1) Don't allow Central City Parking to monopolize parking. 2) In Washington Park, since meters are installed, increase the free time on a meter from 15 minutes to 1 hour. 3) Transfer ownership of the parking lots at the Oregon Zoo from City of Portland to Metro, and then provide free parking for visitors to the Zoo.
- 657 97218 Workers cannot leave the office every couple of hours to feed the meter or find a different parking space.

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- 658 97218 There is a direct correlation between providing many non-auto transportation options and restricting parking. If you simply restrict parking without providing alternatives, you will not have community support.
- 659 97218 Provide information to the public on the times meters are enforced. The 823-4000 info person told me Sunday parking downtown was not enforced until after 1:00pm but the meter had no information on that at all. Provide internet info on what the parking policies are throughout the city in garages and on streets. Allow for free parking near places where one only needs to drop off/pick up or spend less than 10 minutes like near a bank or post office or library.
- 660 97218 Motorcycles and mopeds take up less space (and fuel), but are treated the same as any SUV. We should use policy to encourage more 2-wheelers downtown.
- 661 97218 More park and ride for transit, incentivize.
- 662 97218 Improve motorcycle parking access to encourage motorcycles and scooters. They are far more efficient and practical for commuting short distances (ie most commuters).
- 663 97218 If it is safe, efficient and designed to help folks not punish them. If you make it so difficult to park expecting folks will then take transit, you might find business declining because no one wants to go there any more. I would dearly love to go to the Stepping Stone for breakfast but finding/paying for parking and then finding a two-hour wait to get seated - not going to happen. But then they have enough business that it doesn't really cause them any harm.
- 664 97218 Employees cannot run out of the office every two hours to plug the machine or look for another empty parking space.
- 665 97219 Yes, yes and yes. The business case is to maximize the value of the land by using it either for creating revenue or to have a car sit on the space for free or at a very low value. Shared parking also makes sense, though the parties sharing the space should share the cost of maintenance and liabilities.
- 666 97219 We need to price parking accurately! It is currently WAY underpriced. Read excerpts from Donald Shoup's "The High Cost of Free Parking." It's *critically* important for everyone in Metro to become super familiar with.
- 667 97219 Until transit is improved, park and rides are necessary and need to be expanded. Currently, to get from house to a MAX station takes close to a hour to travel 5 miles.....I usually drive and park on the street because there is no available park and ride.
- 668 97219 Unsure.
- 669 97219 This is a weird question. How could I say no to more efficiency? My only comment is that parking downtown on Sundays should be free again. And if it's not going to be free, it should be metered all day like any other day. Why do churchgoers get free parking?

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- 670 97219 This is a real tough one: Parking lots and on-street parking are notoriously difficult to manage efficiently, and yet, the reason I rarely shop/eat downtown is due to parking issues. My wife has cerebellar encephalopathy, so I need a parking spot when she's with me. I wish you luck on this one.
- 671 97219 This does not seem as much a priority as other things.
- 672 97219 There should be free parking for 3 hours downtown, and then metered time. We need more parking structures or underground parking. People don't want to come downtown because it is hard to find a parking space and it is expensive. An increase in transit service would also help.
- 673 97219 The work that Commissioner Novick did in accessing and changing the street parking meter policy and the use by disabled parkers has seen incredible results; my personal experience being a downtown employee. It is this type of thoughtful and aware policy implementation that needs to be brought forward to address this issue. Yea for Commissioner Novick.
- 674 97219 The lack of parking leads to people driving around and around wasting gas. enough of the bio-swales.
- 675 97219 Take public agencies out of downtown Portland and site them at lightly used traffic locations. So many disabled and challenged people have no good options for avoiding the new parking fees because they are also heavy users of these services. The fees are onerous to many. Also, please provide more handicapped parking near parks and other public event locations.
- 676 97219 Start promoting the use of smaller vehicles with cheaper parking for only smaller vehicles.
- 677 97219 Small park and ride areas near bus stops.
- 678 97219 Shared parking is a great idea and hopefully property owners can be approached to opt in, rather than passing regulations requiring shared lots. I hope the ideas will include solutions for issues for businesses such as who pays for maintaining a shared lot. More on-street parking can be evaluated for time limits.
- 679 97219 Shared parking between businesses and between businesses and the public during off-peak hours would be very helpful. Would like to see structured parking w/commercial enterprises on first floor rather than any surface lots. Dense neighborhoods like Northwest and Division Street will need to provide parking in the near future.
- 680 97219 Set aside spaces with EV charging.
- 681 97219 Sadly, Portland needs greater parking restrictions.
- 682 97219 Requiring new car purchases to have a designated parking location.
- 683 97219 Provide proper enforcement of the parking regulations, such as NO PARKING in bike lanes - ticket violators regularly to get the message out to the public - walk, bike, and/or share rides.
- 684 97219 Probably among the most controversial and difficult policies to implement.
- 685 97219 Penalize residents of no-parking apartments who have cars.

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- 686 97219 Parking is horribly mismanaged in this town with a patchwork system of meters and/or lots. Also, there's no shortage of bicycle parking, but virtually no purpose-built slots or incentives to accommodate scooters or motorcycles, which are incredibly space and fuel-efficient vehicles. Seems hypocritical of city leaders to stress using more sustainable and efficient transportation methods, but not reward those who do.
- 687 97219 Parking in lots should be easier and incentivized; it should cost LESS than parking on the street. Right now, street parking is cheaper, so people choose to drive around and around and around looking for on-street parking. This causes people to pay less attention to bikers, walkers and increase pollutants. If people want the quick park and go on the street, they should pay for the convenience.
- 688 97219 Off street parking is needed throughout the region, but we need to right-size the amount of off street parking and where off-street parking is located.
- 689 97219 No more residential or commercial development without off-street parking.
- 690 97219 Need verses want.
- 691 97219 More stacked parking. Parking with new construction. I haven't been down town in years. It's too difficult. I'd rather drive 10 miles to Beaverton than drive 10 miles in circles looking for parking. Don't even go Downtown for shows, etc.
- 692 97219 More safety for storing Cycles that are parked with night lighting.
- 693 97219 More and/or larger Park and Ride locations would be great. Redesigned street parking would be good too.
- 694 97219 Make sure there is ample parking, and there's no disincentive to come downtown.
- 695 97219 Make sure parking options meet area needs.
- 696 97219 Lots of shared reduced free hard surfaces.
- 697 97219 Limited benefit, but still a good idea.
- 698 97219 Let's not pave paradise to put up a parking lot!
- 699 97219 Important to give consideration and priorities to other modes of transport in addition to bicycles -- scooters and motorcycles are far more efficient than cars, tax the infrastructure at the same level as bicycles, don't take up anymore space and yet don't get any parking perks whatsoever in "green" Portland. Hypocritical.
- 700 97219 I would support some dollars invested in this category however, it is somewhat more difficult to do in a suburban area as those areas have limited transit service and other travel options. Jurisdictions should have zoning code language that more than just allows for shared parking between businesses - it should be a requirement in the code.
- 701 97219 I would like to see a reduction in parking downtown and the close-in east side and an increase in park and rides nearby. Drive parking costs up so they are not even close to the cost of taking MAX or the bus.
- 702 97219 I think parking rates should be raised. Parking lots in Portland should also be assessed for not implementing storm water reduction strategies.

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- 703 97219 I support actual consideration of this option not another strategy to reduce automobile use. It is pleasant when cities make streetscape improvements that enhance the experience of shopping or dining in those areas.
- 704 97219 I honestly don't know what level of priority is should be. I think we need to support this effort, but I don't know how it compares to other needs. I think it's awful that my employer doesn't have a parking lot, for instance, with close to a thousand people working there. Similarly, apartment complexes being built without adequate parking... and the need for more free park and rides...parking is a huge problem in Portland.
- 705 97219 Good information about where parking can be found to reduce driving around looking for parking, which is a distraction that increases risk for non-driving people.
- 706 97219 Focus certainly needs to be on how spaces are used and when the greatest need is. Event parking in downtown is terrible, and alternative sources for transportation at night is not much better. Spent about 10 minutes waiting to get into a parking garage for last night's symphony performance. Attendants were slow at making change, etc. Should require all parking garages operating in d/t to implement electronic machines and gate such as PDX and Portland Center Parking (I believe that's the one) where you receive a ticket upon entering then pay before you get back in your car.
- 707 97219 Eliminate onstreet parking. Reclaim the streets for travel lanes to immediately relieve congestion and provide safe cycling and walking options.
- 708 97219 Don't eliminate spaces. That's a terrible trend.
- 709 97219 DO NOT charge people to use park & ride lots. they will get back in their cars.
- 710 97219 DEPENDS!!! - Just making fewer spots or increased rates are NOT the answers! I have already stopped going downtown because of limited & overpriced parking options.
- 711 97219 Auto use should see a relentlessly increasing user cost for parking.
- 712 97219 Assume people will have cars first of all. Don't build apartments that don't have parking spaces. Beyond that, perhaps larger sections of the Pearl and NW 23rd avenue areas should be pedestrian only or have payable lots rather than fighting not only street parking, but the traffic issues that come with lots of pedestrians, one way streets, and stop signs rather than actual signals. No one likes meters that you can't refill if you need more time....sorry.
- 713 97219 Taxing parking by making it harder to find and more expensive is a way to nudge people to alternative transportation, but alternatives have to be viable first.
- 714 97220 We cannot sacrifice long-term environmental health to short-term convenience privileges of personal vehicle drivers who have alternatives for transportation.
- 715 97220 They need some kind of security persons at those park and rides. My best friends car got stolen from the Gateway park and ride.

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- 716 97220 The problem of individuals with handicapped passes needs to be addressed. There is no reason they should be parking for free the entire day on an otherwise metered street.
- 717 97220 So far parking is such a pain I never come downtown by car anymore. I also avoid neighborhoods like NW 23rd or the Pearl because it is just too much trouble to drive down and park. Make shuttles that connect with MAX to shopping neighborhoods that are fast and efficient. Or shuttles from larger parking lots, like park and rides.
- 718 97220 Provide 2 parking spaces per unit, be it multi or single-family dwellings.
- 719 97220 more park and rides for the max. They fill way to fast. make sure there is parking for business. sometimes you can't find a place to park and then there's the open lot across the street you can't use because of restrictions. it's a crazy mixed up system.
- 720 97220 Make damn sure that new housing includes adequate parking for each unit!
- 721 97220 Maintain only existing parking access and avoid additional parking access. As well, reasonable parking access to electric vehicle charging stations in order to maintain and improve interest in alternative motor-vehicle fueling choices of consumers.
- 722 97220 If you are not in the core downtown areas then there is a significant excess of parking available in lots. In downtown Portland it always seems like a significant # of on street spaces are always unavailable. I usually use the smart parks when visiting but if I was just going somewhere for 5 minutes, using a garage would be foolish.
- 723 97220 Encourage large retail businesses to rethink parking lot size. Most sites provide entirely too many parking spaces, resulting in valuable green space covered over with concrete.
- 724 97220 Don't take parking away for transit. there tends to be a lack of parking at apartments and business so that we are forced to take transit. Not everyone is willing or able to take transit so that needs to be considered.
- 725 97220 But I think Portland does a good job here already, with some few exceptions.
- 726 97220 Are no vehicle zones being considered? Could all of downtown Portland be designated as only pedestrian?
- 727 97221 We need to stop providing free parking. Obviously easy to say and very difficult to do. However, as long as motorists generally have free, convenient, and plentiful parking - why would they chose a transportation "option?"
- 728 97221 We have way too much land tied up in parking places. Anything to reduce the amount of parking is great.
- 729 97221 The use of public right of way for parking should be compared to the benefit of using that land for transportation options, including sidewalks, bicycles lanes, multiuse paths and express transit lanes. We cannot afford to just give away vast amounts of right of way to store cars and trucks.

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- 730 97221 SW Portland needs a NO CHARGE park and ride for the MAX line. There is very little parking near the MAX for long term parking e.g., at least 3-4 hrs. MAX is more convenient and runs longer hours than buses in SW Portland. Buses are not available in most of SW Portland after rush hour and walking 1/2 mile + on dark, narrow streets with NO sidewalks is not a safe option for pedestrians using buses that run past rush hour.
- 731 97221 new building plans/permits should make sure there are adequate parking, and even additional parking. downtown is already over-restricted making it a deterrent to working, shopping, living. Also the park-ride needs to be patrolled like they do in Seattle. and the transit centers need to allow for overnight parking so people can park and tax the max to the airport.
- 732 97221 More park and ride resources.
- 733 97221 More park and ride.
- 734 97221 More park & ride spaces for close in SW MAX riders. Add more floors to Sunset Park & Ride structure!
- 735 97221 Modern technology makes this a no-brainer. Just do it.
- 736 97221 Many parking business parking spaces are empty at night but inaccessible to the public. Timed parking would allow this space to be used efficiently.
- 737 97221 I do not think parking will have a great impact on emissions, but it would bring more people to downtown for even further revitalization.
- 738 97221 Have more businesses/gov't. pay for employees public transportation passes.
- 739 97221 Design parking incentives to support transit use.
- 740 97221 But only if the "community's implementation" recognizes people drive--sometimes have to drive--and that parking is a real need.
- 741 97222 The number of apartments and businesses in an area.
- 742 97222 Surface and structured parking should be minimized and well managed to bring income to communities and also discourage driving where possible.
- 743 97222 Please avoid the godawful 3 foot long signs of when and why a person can park.
- 744 97222 More metered and paid parking to encourage use of other options.
- 745 97222 Medium priority.
- 746 97222 Maximize efficiency, maximize cost vs. benefits.
- 747 97222 Invest our money in economically sustainable projects.
- 748 97222 Increase parking fees.
- 749 97222 Incentives to remove surface lots - replace them with multi-level mixed-use facilities or underground parking.
- 750 97222 If we can reduce the use of cars, can we reduce the need for more and more parking?

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- 751 97222 I find the recent building of large apartment structures in already populated areas without providing additional parking spaces very hard to understand. The impact on neighborhoods is terrific. Is there not a better way to go?
- 752 97222 Green practices, reducing heat island effect, reducing impervious area.
- 753 97222 Do we really need all those loading zones? Do we really need to block off street parking for weeks on end using those red and white traffic signs? Load ins/out only take a few minutes, 30 tops, and I understand we don't want to block traffic but it gets rather frustrating when I can never park in that loading zone that is never sees any loading.
- 754 97223 Why would we have implemented policies in the past that were inefficient? We should make more parking available too, that would be even more efficient.
- 755 97223 This should actually provide adequate space for parking, and not be an excuse for limiting parking opportunities.
- 756 97223 Some of the restricted areas are too restricted and unable to understand (NW).
- 757 97223 Only use permeable surfaces when building more parking and install bioswales and other runoff traps in existing parking lots.
- 758 97223 Number of spaces needed to support local businesses. More spaces reduces amount of orbiting drivers will do, thus reducing pollution.
- 759 97223 Not sure.
- 760 97223 Not a fan of metered parking in Tigard... would probably kill downtown Tigard. I support park-n-ride lots where people can leave their cars and ride an express bus/Max to work.
- 761 97223 Need to insure that new housing have adequate parking in there site plan.
- 762 97223 More parking at Sunset Transit Center!! this is an absolute must! I would be willing to pay a monthly parking pass fee so I can ensure I have a spot! It fills up by 7 :15 am and spots often do not open up until after 3 pm. Students should have priority on spots.
- 763 97223 Make more parking available.
- 764 97223 Long term investment without clear short term benefits clarifying short term benefits will make more politically palatable option to use vs requirement to use strategies.
- 765 97223 It would save a lot of gas if we could buy a parking spot, convenient to our destination before we left our home PC.
- 766 97223 It would be nice to have a section for motorcycles because several of them could fit into the same space as one car and seeing a space taken up by a moped is rather annoying.
- 767 97223 It really ticks me off to be called to high-density development (townhouses and row houses) that have no place for visitors to park. And Portland in particular needs to stop allowing development without adequate parking.

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- 768 97223 Instead of large, single-level parking areas, we need to build more underground/multi-story parking areas.
- 769 97223 I support my city in developing parking plans - parking is a LOCAL matter that needs to be addressed by locally elected, locally accountable city councils. NOT the regional Metro that is Portland heavy, Portland centric. Portland does not know what is best for Forest Grove or Oregon City. Forest Grove knows what is best for Forest Grove. Oregon City knows what is best for O.C. They both have very different parking management programs. Why should we force Forest Grove into Oregon City's plan?
- 770 97223 I support ****MY**** (Tigard's) parking policies. I do not support Portland's parking policies. If Portland is going to demand they be the center of our region and want the region to be a part of its city, it needs to understand that the vast majority of regional residents drive. If it doesn't want to provide parking, it should fully expect regional destinations be located outside of the City of Portland.
- 771 97223 Facilitating more parking spaces just encourages more single occupant car driving and is a poor use of tax dollars. However, park and ride facilities are a good use of public funds.
- 772 97223 Churches, theaters and shopping malls all have underused parking lots during the working day and then maxed out on the evenings and weekends. Let's look at established parking lots first and work out shared parking agreements beneficial to those businesses before investing in more Park and Ride lots.
- 773 97223 All the things listed above, including ways for people to use cars for essentials without exorbitant costs for parking or using alternative transportation.
- 774 97223 But we should limit the number of car parking spaces in the central city. Back to the future, the parking lid was a good idea.
- 775 97224 There should be a sufficient number of parking spaces for the expected number of vehicles. If parking spaces are consistently lacking, it results in wasted trips around the block "shopping" for parking spaces. More parking garages should be added to those areas where parking is lacking. New houses and apartments/condos should be required to provide a minimum of 1.5 parking spaces per unit, unless they are large family sized units, which would require 2.5 spaces. Parking rates could be raised in areas where parking is at a premium until parking garages are built to accommodate the persistent need.
- 776 97224 Require developers of apartments and retail space to provide adequate underground and surface parking.
- 777 97224 Providing more underground parking at destinations.
- 778 97224 People who drive eco cars should pay the same as people who drive traditional cars. Do not regulate the price of parking garages. The market will show where the price point is and street parking prices should be slightly higher than what the parking garages can get so more street parking will be available, maximizing the amount the government gets for the parking spaces.
- 779 97224 Parking is a big issue. Reducing it is counterintuitive.

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- 780 97224 More parking is why I moved our business OUT of Portland proper. More parking is a good thing. Also, technology that helps us find parking spaces is also very good. PDX has a very good system for that. Build on it.
- 781 97224 More park and ride stations would be wonderful. Large chain stores should be made to plan for parking needs and pay for them. Tigard, Tualatin, Lake Oswego area is immovable around rush hour.
- 782 97224 Large parking areas should be minimized or placed on the outskirts of areas to encourage using transit, bikes, or walking into high density areas.
- 783 97224 Increase shared parking. Reduce set-asides for people who aren't there. Reduce restrictions.
- 784 97224 I'm all for making driving and parking unattractive in order to entice people to use alternative transportation choices. Pedestrians, bicycles, public transit should have priority access to key areas, but easy access to these transit options should be made available.
- 785 97224 Emphasize shared business parking space and park and ride.
- 786 97224 Efficient management is always a good idea. However Portland often adopts policies based on bad assumptions. Since many young people bike or take transit to work, the city has allowed apartment construction without parking spaces for residents. The problem is that most of those people who bike and take mass transit also own cars for shopping or weekend trips. So they still need to park somewhere and when they leave their cars on the street, it hurts local business and is very inefficient.
- 787 97225 Yes, BUT, I would hope that we're moving in a direction of needing less parking. A pipedream, I know.
- 788 97225 Why isn't this being done now?
- 789 97225 The biggest problem in our area is insufficient parking at the Sunset Transit Center. The parking garage usually fills up by 7:30 AM on weekdays. More people would take the MAX (and hence not drive on Rt. 26) if they could park at the transit center. Trimet should make some kind of deal with the operators of the shopping center on the south side of Rt. 26. They have a large parking lot that is not used much.
- 790 97225 Stop accommodating free parking. Charge for parking, or better yet remove parking so that people who walk or ride can use that public space. Our public space should not be used for people to store their private property!
- 791 97225 See previous comments related to the STC. I expect there are similar problems at other transit garages.
- 792 97225 Perhaps people don't need all of the vehicles they own - one per driver sounds good. Also, encourage people to clean out their garages so they can be used for vehicles. Smart people and employers will consider parking options as they're locating life/work. Paid parking isn't a bad idea.
- 793 97225 Parking needs of the neighborhood should be seriously considered. I still think there should be a parking garage in NW Portland even though the residents say no. What are they thinking. Apartments shouldn't be built without adequate parking.

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- 794 97225 Parking and roadways should be used as efficiently as possible to mitigate their impacts. -Parking and roadways should not be expanded if possible -Active transportation and alternative transportation options should be prioritized as ways to decrease the need for additional parking or roadways -Greater emphasis could be placed on car-share programs and other infrastructure to help reduce the need for multiple-car households -Large-scale above-ground parking at transit centers should not supplant mixed use development and infrastructure that can create vibrant community centers around important transportation hubs.
- 795 97225 Park and ride for transit is really important, especially for the MAX. In neighborhoods where parking has become an issue, i.e. Division, it would be interesting if businesses and community spaces could devise a way to share parking lots. For example, during the day the public couldn't park there, but during prime dinner time they were open to the public when those businesses would be closed anyways. I am not supportive of parking meters on the East side. Many houses on the East Side do not have driveways, and these homeowners would be unfairly affected. The possibility of houses renting out their driveways during the day is also an interesting idea.
- 796 97225 Once again deincept the use of vehicles that create pollution and congestion.
- 797 97225 Of course the neighborhood needs to be considered BUT sometimes like in NW Portland they are just stupid. They want people to come to their businesses but don't want a parking structure because more people would come. They can get over themselves. So guess what, I don't go there even though I'd like to. It's no fun looking for a parking space of a half hour or so.
- 798 97225 More park and ride lots in outlying areas should be considered, for both bus commuting and for the MAX trains.
- 799 97225 Make sure that there are enough parking spaces at the park and ride lots. Having carpool only parking spaces. Have enough alternatives for street parking, which is less expensive than parking at meters. Right now, the parking lots cost the same, and sometimes more.
- 800 97225 Make parking lots like Costco parking lots: extra wide, with a double line to make sure today's giant cars and pickups fit into the space.
- 801 97225 Make monthly parking passes! They could be time restricted, and they could be assigned to specific garages. Then TRIMET would be better able to forecast parking space requirements for specific regions.
- 802 97225 IMPORTANT: apartment/condo complexes need at minimum one carshare (zip car) parking space per x number of units; this would make it easier for residents to actually give up owning a car which they park in the neighborhood even though they rarely use it (plus, it's usually a sort of a junker, as they don't use it much). ALSO: the beaverton transit center needs a big parking structure. tailor parking times/prices to needs of the neighborhood.

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- 803 97225 I'll respond to Park and Ride in particular since I have been a longtime user of it. More thought needs to go into design. The Sunset Transit center is poorly designed. Why do you actually enter a parking garage to drop off and pick up people? That should have a separate entry and exit point. And why are there not more level parking structures? And also, if the Beaverton Transit Center is such a hub for intersecting lines, then it should accommodate the level of usage that center has.
- 804 97225 If anyone builds a new development or a new apartment/ condo they should be forced to build parking for the folks who are going to live there. They should not be allowed to count on street parking! This seems a no brainer and yet is not being done. It is very hard to park downtown and in the Pearl and almost impossible in the 23rd area.
- 805 97225 How to do this in a way that does not increase people using private automobiles.
- 806 97225 Easy parking conflicts with efforts to reduce vmt.
- 807 97225 Beaverton transit center needs a multi-story parking structure!!! it's crucial to get the communities to take the lead on any of this, or for sure they'll claim it's being 'crammed down their throats.' it all needs to work as a system, appropriate to the area. i notice that the sunset bike storage, wonderful idea that it is, has very few bikes in it, ever. find out why. are people walking to get there? being dropped off? driving? riding their bikes all the way to their destination? keep things in better proportion to their need.
- 808 97225 As a car driver more parking is always welcome - especially since spaces seem to keep disappearing to dining patios, bioswells, bike parking, and bike lanes. I just don't see Portland residents and businesses would be happy to lose valuable real estate to cars.
- 809 97225 Add more meters. Add neighborhood only parking near transit centers to discourage people using trimet from taking spots from the people who live in those neighbourhoods. Raise ticket rates for people blocking sidewalks and parking in disabled spaces without being disabled.
- 810 97225 Ability to use parking lots for businesses that are closed nights and weekends.
- 811 97225 A few more structures would really help. How about near 23rd? How about making folks build a lot under any new building? You have the power to do this but no one seems to want to go there. The developers will do if required so screw up your courage and make them There are too many folks having to park on the streets. We were hoping to eat out last night on East Burnside and drove around for 15 min trying to find a place to park. Wow, have you tired that lately? Many places in the city are like this as there is so little parking near/in apartment buildings and condos. Come on, do it, have them build space for the tenants.
- 812 97227 Raise meter rates, expand meter times, add meters along commercial streets with permit parking zones in adjacent neighborhoods. Raise taxes on surface parking lots to encourage redevelopment. Expand transit to run later in the day (2:30 or 3 am) so people have the option to leave the car at home. Increase the number of taxi licenses and allow Uber-type rideshare into Portland to provide practical alternatives.

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- 813 97227 Parking should definitely be regulated! And parking lots should never be exempted from something like a street fee or transportation fee. That is madness. Look. It costs money to park in the city. That's how it goes. If it becomes too much of a pain in the ass or expensive, you'll figure out another way (such as bus or bike) just so you don't have to deal with it any more. (This happened to almost everyone I know who moved to the pacific NW with a vehicle).
- 814 97227 Parking for the over abundance of apartment buildings going up.
- 815 97227 More paid parking for more of the time, increase taxes on surface parking lots, limit on-street vehicle parking times to 1, 2 or 3 hours in commercial districts.
- 816 97229 This is a need that could easily be filled by private enterprise if the land use process enabled it. I suspect that NIMBYism and other barriers to commercial lots is the problem.
- 817 97229 The degree to which the local neighborhoods are overloaded with cars parked from elsewhere on a regular basis, i.e., around the Beaverton Transit Center, or Sunset Transit Center, or other locations where folks are desperate to use the Max or bus, but have to use their car to get to a station or stop -- because there's insufficient local transit they must drive to where they can access it! Beaverton Transit Ctr, especially, needs a 2- or 3-level parking garage, and Sunset needs to add a floor or two.
- 818 97229 Should have parking designation for those who work in the area versus those who are there to "shop" or do business in shorter spans of time (1-2 hours). make it more expensive for long-term parking and promote park-n-ride areas. adjust short-term metered parking to not give shopping a prohibitive cost (but promotes business).
- 819 97229 Parking policies should be established that encourage alternative transportation methods. Do not waste land and other resources creating more parking.
- 820 97229 Park and ride! Put something closer to beaverton/portland border. Sunset parking is too small, expand parking at Sunset transit center! There's plenty of room and all the families out there will use it to get into the city.
- 821 97229 Park and ride needs MASSIVE expansion.
- 822 97229 Nothing, do it.
- 823 97229 Neighborhood input.
- 824 97229 Needs to be tried on a trial basis and honestly evaluated.
- 825 97229 More parking spaces. Increase times allowed.
- 826 97229 More parking is needed and for the parking to be maintained.
- 827 97229 Making parking expensive and inconvenient for single occupancy cars is a good thing -- leveraging parking management to reduce traffic volume and encourage people to use non single-occupancy vehicles.
- 828 97229 Increase the capacity at some of the MAX park-and-ride stations. Provide park-and-ride lots at more of the bus stops. More downtown parking available. Do not take parking away from commuting workers.

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- 829 97229 Increase park-and-ride at Sunset transit center - make use of adjacent property for this purpose, even if this must be reversed with later development
- 830 97229 Improve parking in some needed areas otherwise it hurts fuel efficiency and some neighborhood businesses.
- 831 97229 I think that better planning for parking is important. However, in a city that allows high-density residential buildings to be constructed with not just insufficient parking, but no parking, I am very wary of trusting planners and politicians with authority and tax money to carry it out.
- 832 97229 How will compliance be ensured?
- 833 97229 Don't displace car-parking spaces in favor of bike-parking spaces until you've made it convenient to use bikes in the first place. I am thinking of the Sunset Transit Center, where parking space is already WAY too small, and some of the few spaces available were given over to bike parking. But how many of those bike spaces are actually used? Not many: no dedicated, physically-separated bike lanes are available nearby. The parking spaces dedicated to bikes are now largely just wasted space. Nice idea; poorly thought out.
- 834 97229 Create a system to help drivers identify parking spots without a lot of driving around looking.
- 835 97229 Again, this seems obvious. Why aren't you doing this now?
- 836 97230 Who would support an implementation of parking policies that make inefficient use of land and parking spaces? Who writes these surveys? This is very slanted to investing in larger government at the local level, and trying to justify it.
- 837 97230 Shared parking between businesses should definitely be considered. I get aggravated when I see a mostly empty lot for one business while the entire street in all directions is taken.
- 838 97230 Population, congestion , efficiency and cost.
- 839 97230 Park-and-ride for transit users could be expanded as possible; meter more spots; increase parking charges.
- 840 97230 Park and ride for rural suburban areas is the only way to access public transportation. I don't know enough to have an opinion about the other items.
- 841 97230 Only if voted upon and details are included.
- 842 97230 Must be enough parking spaces to accommodate need of folks. driving around to find a spot is crazy. visit the suburb malls instead of downtown.
- 843 97230 Much like the handicap parking issue downtown, addressing incentives and perks with I intended consequences is a great place to start.
- 844 97230 Careful consideration to all options.
- 845 97231 Yes in urban areas, but not in rural sections.
- 846 97231 We need a smart and comprehensive policy regarding parking across the region. There is so much unused space, and the space that is used for public parking is priced well below what should be the true cost of parking your car around the city.

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- 847 97231 Keep it simple for drivers new to an area, or occasionally there, to understand without having to park somewhere in order to read 2 or 3 little signs on the block (I'm thinking of NW Portland especially,) figure out which sets of rules for which days and times might apply to them, then move the car to the "right" area ... or give up and vow never to return.
- 848 97231 Free street parking on main connecting roads should be replaced with bike lanes/wider sidewalks when possible, such as on 28th Ave and Willamette Blvd. in Portland.
- 849 97232 Yes, as long as we are not creating policies that encourage more access to parking in lieu of encourage people to take alternate transportation. parking should be expensive and density focused.
- 850 97232 Trimet prices should cost less the further out you live to promote use.
- 851 97232 Too many housing unit projects are being built without parking under the assumption that the inhabitants will use public transportation. Some own cars and it ti difficult to find off street parking.
- 852 97232 Reducing parking could help disincentivize driving.
- 853 97232 People's Voice!
- 854 97232 Parking policy should support business- especially small business. Building a ton of infill with no on-site parking means that local businesses are inaccessible because all the street parking is in use by residents instead of customers.
- 855 97232 Parking policies now are sometimes punitive and merely revenue generators, not to turn over parking for retail. No parking requirements in residential areas just creates conflicts and lowers quality of life for residents. Many people still own a car, even though using alternatives 5-6 days a week. The car goes to the coast or the mountains. We don't have hourly rail service everywhere like small European countries... Also, parking policies that ticket my car parked in front of my house for 5 days while I bus or walk to work are punitive and lower my quality of life. Stupid unintended and climate changing consequence is I have to drive my car around the block and park in different spots every day to avoid a ticket, though I had no reason other than that to start it and spew pollution.
- 856 97232 Parking is not a given, not a right. I would like to see more space given to bike lanes than parking.
- 857 97232 Parking for residences but encouraging people to use public transportation when possible. the only places that are really , .easy to get to in portland is downtown and PSU.
- 858 97232 Park and ride is an efficient waste of space around transit stations that could be used for transit oriented development. The city needs to charge for on-street parking city wide. Free parking encourages auto use and is a poor use of a city resource (road space).
- 859 97232 On street parking is the largest give away we have. There is no need for a street fee if we just raised parking fees and charged for parking in trendy spots - 23rd, Hawthorne, Alberta, etc.
- 860 97232 Nothing else to add to what the question addresses.

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- 861 97232 Make parking alternatives obvious. Where is the closest parking lot? Is there easy bike parking where there is little car parking? New apartment buildings should be required to provide a certain amount of parking and if they can't do that, perhaps they should increase the amount of green space in their projects and increase their setbacks from the street.
- 862 97232 It would be great for drivers to know where the empty parking spots instead of blindly driving around trying to spot them.
- 863 97232 I believe that each home owner should be allowed 1 space in front of their home with restricted parking for them or the guest of their choosing.
- 864 97232 How is it then, that all sorts of micro-and other small apartment buildings are going up around town without insisting having to provide appropriate parking for the new residents?
- 865 97232 Eliminate free parking - duh.
- 866 97232 Create incentives for property owners (even single family homes) to provide covered, street level bicycle parking. I look forward to the day when the planting strip in front of every home (where there's a planting strip) has a dry place to lock a few bikes.
- 867 97232 Car storage on our streets should not be free.
- 868 97232 And signal our cars where the next available nearby parking space. Come on guys...21st century.
- 869 97233 The differences in communities and their transportation needs, which are often affected by the built environment.
- 870 97233 Any new construction must provide for maximum parking. Too much construction on division already and there is no parking. That's dumb. Even our neighborhood is crazy, it's been built up with one car garages, but each fool in the area has a full garage of boxes and 2 or 3 cars. Raise the taxes on cars, increase the parking.
- 871 97236 again no details. HOW are all of these things to be achieved?
- 872 97239 Use this to make better use of existing parking. Providing more parking just encourages more driving.
- 873 97239 This is absolutely key to reforming our built landscape. Free or cheap parking (including parking minimums in building codes and other parking subsidies paid by taxpayers) is the scourge of a city's life and so many good things will follow when it is priced according to its real value.
- 874 97239 Sacrificing parking in high-density areas in favor of bioswales isn't a good idea. Bioswales are excellent features but there must be a way to design them so that they don't pre-empt parking spaces on busy commercial streets, i.e. SE Division.
- 875 97239 Perhaps provide incentives for smaller vehicles (smart cars, bicycles, etc) by having more small spots and charging more for larger parking spaces.
- 876 97239 Parking is a pretty big problem with all the high density residential buildings going up. Again, if we have small village-like neighborhoods that have shops and services close by then perhaps cars would be left at home.
- 877 97239 Parking has destroyed and will continue to destroy our urban environment.

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- 878 97239 Park-and-ride is essential - this is a no-brainer! Prohibit employers from providing parking close in to downtown; instead give incentives to provide transit passes.
- 879 97239 Increase availability of parking with charging stations for electric vehicles.
- 880 97239 In addition, there should be an increased emphasis on reducing the number of spots available as they only serve to encourage travel by automobile.
- 881 97239 I think that there should be less parking to encourage more use of transit.
- 882 97239 However, parking is limited further when developers are allowed to build without providing parking for the building they are constructing. This needs to absolutely halt. Parking should be available under or on top of all buildings with/in city limits - including apartments. All new commercial buildings should be required to be "green" energy buildings- no exceptions.
- 883 97239 Have a REALISTIC estimate of how many parking places each new dwelling will require and INSIST that developers provide that much off street parking.
- 884 97239 Emphasis on assessing parking supply needs. Often times parking spots are over developed and sit empty. Implement a no minimum parking for new developments.
- 885 97239 Eliminate the parking permit program that requires homeowners to pay a fee to pay on the streets in front of their own homes! The people who should pay for parking are those who do NOT live in the neighborhood. Payment at parking meters should be required all day on Sunday, not just after church. Government should NOT be subsidizing church goers at the expense of all of the rest of us. Parking meters need to allow parking for a reasonable length of time. For example, it is almost impossible to accomplish errands and appointments in downtown Portland in an hour.
- 886 97239 Don't build more parking lots.
- 887 97239 But shift automobile parking from 'day care' mentality of an entitlement to a shared resource. Turn asphalt fields into water treatment, CO2 reduction, renewable energy producing, and habitat providing "fields of dreams". It and happen!
- 888 97239 All needs including TRUE handicapped parking!
- 889 97239 Accelerate use of real-time, internet-based parking information. Provide economic incentives for sharing use of private parking with public users. Increase park-ride options with better park and better ride options.
- 890 97266 With an inclusion: Your allowing too much space for business and not enough for parking.
- 891 97266 More security at park-n-rides. Create a site for airport park-n-ride with extended, gated parking for a fee.
- 892 97266 I'm all for those outcomes, but I really don't care about parking. If parking is challenging, people won't go to an area -- and that doesn't have to be a bad thing.
- 893 97266 Emphasis on creating alternatives to automobile traffic in high density areas so parking does not need to be expanded, requiring developers to factor in parking requirements when developing projects within the urban boundaries.

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- 894 97266 Charge more for parking - especially during peak hours. Allow the option to automatically recharge parking and/or pay on a check in-check out basis.
- 895 97266 Can we get rid of the permit only parking - i.e., by the stadium. Around Rose Festival time, there is a great need to park in that area and there is simply no parking available. The more difficult you make it to attend events -- the less attendance you're going to have. Buildings should be constructed with parking attached -- no more of this building and requiring the tenants to park on the street. It is congesting our neighborhoods and driving people outside of the city. To be honest, I avoid downtown like the plague because it is too difficult to drive down and park.
- 896 97267 Some areas need more creative parking options, like underground parking garages with parks and surface areas used creatively. Adequate parking near Providence Park inhibits the optimal use of the facility.
- 897 97267 Size of cars.
- 898 97267 Rethink "minimum" parking standards. Offer incentives for lower parking in trade for more bike/ped access and transit passes for residents.
- 899 97267 Recognize that not everyone can use public transit to complete trips, and that the automobile will continue to be a vital part of a successful economy.
- 900 97267 Parking should not be free, because it is not free. It has a cost and the users should start to pay more for it than they do.
- 901 97267 Our population growth rate and the area's ability to offer attractive alternatives to the residents.
- 902 97267 Lower priority, too.
- 903 97267 Let's be more efficient rather than just adding more parking.
- 904 97267 Just what the question says -- efficient use of land.
- 905 97267 Having parking availability at park and rides similar to Tri-Met's website which details bus and MAX arrival times would help alot.
- 906 97267 Every Park & Ride lot I have seen is over utilized. If they aren't over utilized, it is usually because of poor siting.
- 907 97267 Consider incentives to incorporate bioswales, solar power units and permeable pavement in parking lots.
- 908 97268 More busses.
- 909 97271 Parking is a huge problem, especially in neighborhoods that are developing. Division, Williams, Mississippi, etc. People that drive want to visit shops and stores too, I'm sure the businesses would appreciate the action. We need parking in these places.
- 910 97289 Parking should be more expensive. Price what people are willing to pay.
- 911 97302 More park and ride locations.
- 912 97302 Charge for parking based on supply demand. Have price rise and fall with demand as they are testing out in SF now.

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- 913 97305 Park-and-ride is an underused resource. If I could park at some big lot in Portland and get a ride to where I needed to go, I would visit Portland much more often because I would have to deal with less traffic. I also think that some drivers avoid meters because they don't carry cash (relying on credit/debit cards instead), and I know I'll go out of my way to find cheaper or free parking.
- 914 97323 But if there were fewer parking spaces at places well-served by transit, fewer people would drive to those places. Would it work to have nearly no parking downtown and have shuttle buses?
- 915 97330 Needs to be a holistic strategy to provide a useable transportation system including the road system while encouraging people to use alternative means of transportation to keep car use at a minimum.
- 916 97330 I'd like to see on-street bicycle parking everywhere on-street car parking is located, including all residential areas. This takes a current parking system, increase the transportation options, and greatly increase the number of vehicles that can be parked (one car spot can hold 8-12 bicycles). Is converting 1% of car parking spots to bicycle parking spots too much to ask?
- 917 97333 If I can't park there, I probably won't go there - NW21/23rd is a prime example. The smart parks downtown work very well and I'm pleased to see they're adding EV charging stations. All parking garages should have EV charging spaces, with effective policies to keep them from being blocked with non-EVs.
- 918 97355 Include elements that are less costly and more commuter friendly at all points.
- 919 97401 Parking is still needed for many areas to thrive. Connecting parking to transit and alt modes is key to solve last mile problems.
- 920 98642 Effect on the price of housing for lower income families.
- 921 98661 I would rather see an increase in parking garage space (build new or add floors) as opposed to addition of single spot meters in high density areas such as city centers.
- 922 98663 More park and ride for transit. Please, please make it safe and clean.
- 923 98664 Different rates for E/V's vs. ICE's; dedicated E/V parking; increasing high-capacity charging stations at parking locations.
- 924 98674 A qualified yes. Parking is a tool, just like bike lanes, transit and street capacity, to achieve other goals. Parking management is not, itself, a goal. You first have to know what kind of place you want, how many jobs you want, what density of people, then determine what tools to use to achieve those goals.
- 925 98682 CRIME!!!
- 926 98684 Cap parking resources so it forces more mass transit use.
- 927 98685 Focus should be on carpool, bike and mass transit providing spaces and charging individual travel.
- 928 98686 I believe the government has a role to help ensure people have a place to park, by providing space and permits to private entities that want to provide space. Roads need to allow street parking in residential areas!
- 929 98686 Again, volume of use should dictate investment.

- 930 With the construction of all these apartments in our neighborhood that have no off street parking, this is going to get pushed aside for more punitive measures.
- 931 Why would we not want to implement improvements?
- 932 We need to change people's mindset about cars and their negative impact on the environment.
- 933 We need more park and ride places. Sunset Transit Center is impossible to park after 7 a.m.
- 934 Using available resources, maybe contracting with rural churches for week day parking spots.
- 935 This will have to happen if bad planning policies remain in place for infill development. People should be able to park in their own driveway, on their street in front of their home or apt., or have some designated parking place for their personal vehicles in some fashion. Metered parking in residential neighborhoods should not happen. In commercial districts, it's used for turnover so no one extends their stay in an area too long so businesses can have more customers. End the bicycle corral & restaurant seating in the curb lanes on streets. This is a bad planning policy & takes away needed parking for businesses.
- 936 This is a no brainer. However, reducing the amount of cars with better bike lanes, mass transit that centers around a commerce hub eliminates this problem.
- 937 The safety of pedestrians, bikes, and cars.
- 938 Reduce restrictions and special designations. It wastes fuel and time looking for an open site with the right time limit.
- 939 Provide short term parking spaces in front of buildings for drop off of carpool riders. Downtown if you park temporarily to drop off you get harassed by parking patrol.
- 940 No net loss in downtown parking, require parking for new developments in downtown in the 1:1ratio range to ensure businesses have clients from the suburbs in the core. Consider restoring free zone to complement this to encourage downtown business viability.
- 941 Include mass transit; stop letting irresponsible builders ruin our city by building condos that don't provide parking.
- 942 If public transit modes were improved, then less parking would be needed.
- 943 I was thrilled when the disabled tag was no longer carte blanche. It's still too powerful, but we're getting there. When and where parking is too crowded, increase the price. When it is underutilized, reduce the price. Very simple. There is no sense in a standard price across the city.
- 944 Emphasis on bike parking, electric vehicle parking and charging, and park and ride for transit is imperative in today's over polluted world.
- 945 Don't take up downtown parking spaces with pop up restaurants etc.
- 946 Cost.
- 947 Charge for parking in areas like NW 23rd. And have permit only parking in places surrounding transit center instead of allowing MAX riders take all the spaces from the residents.

- 948 Better park-and-ride options within the city of Portland.
- 949 Also, have apps that tell drivers where parking spaces are available so you don't have to drive around looking. This would reduce the amount of driving and be safer than trying to drive and look at the same time.
- 950 All businesses should be required to provide adequate parking as part of the expensive of running a business.
- 951 All areas where there is more demand than spaces should be priced, with pricing varying dynamically according to demand during the day. Technology should be used (e.g. via mobile apps) to allow drivers to quickly see where parking is at what price. Parking requirements should be reduced wherever shared parking between compatible uses is possible, where there is high quality transit, and where there is available parking nearby. Parking should be priced, which would encourage developers to build paid parking garages in areas with higher need.
- 952 A small % should be spent here.
- 953 A qualified yes. You threw a ton of stuff in there. Downtown, Sellwood and NW Portland are nightmares--as well as other areas. Too many restricted parking spaces. Shake things up. Open up those truck delivery spaces during the day and only allow them to deliver at night when less need for parking in those busy areas. Park and ride is good--use it often. Times at meters are sometimes too short. I'm disabled and by the time I get to where I need to go to do my business, I have to turn around again to get back to my car.
- 954 A focus on removing the subsidized street parking we have, including metering more locations to reduce incentive to park on busy streets.
- 955 All businesses should be required to provide adequate parking as part of the expensive of running a business.
- 956 Ban apartment developers from building apartments without parking. Having tons of apartments without parking creates a huge parking mess and it doesn't really help anything.
- 957 Cost.
- 958 Forget the ideas of generating local and state revenue. The developers are loping away with mega revenue right now. How does this work? In my neighborhood, I would like to be able to have permit parking for residents on our block -- most single-family units or multi-family units have parking provided -- so our neighborhood doesn't turn into the parking nightmare residents face if they live around NW 21st - 23rd. As for other options, how about you provide free parking for automobiles owned by seniors, handicapped people, parents with small children And charge tenants who move into buildings that don't provide parking for parking anywhere in the neighborhood.
- 959 I was thrilled when the disabled tag was no longer carte blanche. It's still too powerful, but we're getting there. When and where parking is too crowded, increase the price. When it is underutilized, reduce the price. Very simple. There is no sense in a standard price across the city.
- 960 Incentives to encourage parking garages instead of surface parking.
- 961 No free parking. No free parking. No free parking.

962 No net loss in downtown parking, require parking for new developments in downtown in the 1:1ratio range to ensure businesses have clients from the suburbs in the core. Consider restoring free zone to complement this to encourage downtown business viability.

963 Parking policies should not be used to promote less car use/ownership.

964 Reduce restrictions and special designations. It wastes fuel and time looking for an open site with the right time limit.

965 Remember always that complicated parking restrictions are intimidating to visitors.

966 The safety of pedestrians, bikes, and cars.

Respondents who answered 'NO' said to consider the following when implementing Policy 6:

- 1 979 The correct approach is to apply substantial charges to all parking to help meet our climate goals -- that's the point, remember?
- 2 7236 There are fewer and fewer parking spaces and streets are crowded as it is. People will not give up their cars and with all the housing that is being built that do not provide parking the streets are only getting worse.
- 3 97003 Don't the Goodmans have enough money?
- 4 97005 Whether to devote any more space than absolutely necessary for parking (the answer...is no).
- 5 97005 This does not alleviate emissions.
- 6 97006 The cost to tax payers and the bad economy.
- 7 97006 I am one of the very unhappy consumers who has to deal with Portland Parks and Recreation parking at the Oregon Zoo. Poor public relations, a detriment to the zoo, Forestry Center, Children's Museum :(
- 8 97007 While a good goal, and i support it, i think other items have a higher priority at this time.
- 9 97007 parking is already over complicated. and I simply do not trust Metro to implement anything vis a vis parking that would actually make it better.
- 10 97007 If you bike or walk or transit, no parking needed.
- 11 97007 But more park and ride would help.
- 12 97008 Thus far I have seen nothing that makes sense. The city is allowing builders to put multi-family structures up with no parking with the city thinking that only people without vehicles will live there. So, people move in, and most have 1 or 2 cars and are then parking in the neighborhoods to the detriment of home owners.
- 13 97008 Like in cities such as Washington D.C the people that get penalized the most are the people who work in the city and either have to move their cars every hour or get ticketed when the meter runs out. If i wanted live in a big city with all it's problems i would move to one.
- 14 97008 Concern that adding more metered parking areas is just to create more revenue for the city and not necessarily to benefit persons living in the community. I cannot afford to pay for more metered spaces. I have a handicapped placard and concern that making all spaces metered limits my access.
- 15 97009 No on street parking here.

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- 16 97009 Let the Free Market determine how the land should be used. Keep Government out of parking garages.
- 17 97009 I don't know what is meant by "your community." If you mean Portland, then yes. If you mean where I actually live, then no.
- 18 97009 My "no" would turn to a "yes" were there more common sense flexibility built into the policies I have seen in the past. For smaller communities, e.g. Troutdale with which I am most familiar, parking regulations handed down from above have stifled economic development in the downtown area. And, I am in general, a supporter of such guidelines. Note the wording there: guidelines. Hard and fast regulations do nothing to solve such issues.
- 19 97013 I don't live in Portland but the thought that apartments are being built without parking associated with them is next to criminal. Most of the people will have cars and will be parking in neighborhoods that are not able to accommodate them. I live in a rural area so this is not an issue for me personally.
- 20 97013 Does not seem like a high priority.
- 21 97023 Parking is already ridiculously expensive. Low cost park and ride I could support.
- 22 97024 Utilizing penalties through parking fees to force altered behaviors is probably effective, but it is certainly not my desire. When you begin eliminating my parking at the destinations of choice, I will turn to the internet and eliminate the need to go to those places...the demise of the brick and mortar system the finances our governmental structures.
- 23 97024 Taking parking away to install bubble curbs is a waste of space for parking. If you need the sloped sidewalk create it without the bubble extending into the highway and parking space so far. We use the roads and the speed bumps in most instances are an utter waste of money.
- 24 97027 I do not frequent down town Portland due to the need to pay for parking. I do my shopping where there is free parking.
- 25 97034 We already have enough parking Nazis.
- 26 97034 Studies have shown that increasing parking does NOT make urban areas more pedestrian nor bicycle friendly. Make it HARDER to park and people will finally use other forms of transportation.
- 27 97034 Portland has spent 40 years making itself as unattractive as possible to private vehicles. Since we have not convenient bus service, I probably never visit, shop or dine in downtown Portland again. Continuing to allow "planners" to dictate parking and transit policy will result in region-wide chaos and downtown Portland gridlock.
- 28 97034 Our city has created a parking nightmare with every new parking development. They don't want people to drive so they are reducing the size and number of allotted spaces. Lots of unhappy parkers who give up and drive off and end up not supporting our restaurants and retail.
- 29 97034 Metro has already made their point that they want to discourage cars in Portland. There should be ample parking available for anyone who wants to drive into the city.

- 30 97034 Let's face it: metered parking is simply a revenue source for municipalities. It could serve a useful purpose, but has become too important a source of money to them. Parking is so difficult and expensive in downtown Portland that I no longer go there. I don't shop, don't dine, and don't do business in downtown Portland because the City Council no longer sees anything but dollars on the streets.
- 31 97034 Let the parkers aka the market, figure it out. There are so many signs already they are a distraction to driving. Parking signs that indicate how much time here, how much time there, are safety hazards because drivers are spending time and attention reading signs and they're not watching conditions. Trying to read those parking meters after dark is a joke. There is no indication whatsoever how to start the process on those meters.
- 32 97034 I support doing all of this but do we need to spend more money on it? Aren't we already doing this?
- 33 97035 No, very regressive.
- 34 97035 No, especially if it anything like what has happened policy-wise for parking along North Mississippi.
- 35 97035 New community's and infill are very short on parking.
- 36 97035 My community is cutting back on parking spaces in the mis-begotten belief that people in the suburbs will walk or take transit and get rid of cars. Ha! Our town is horribly underserved by transit, its hilly (hard to walk) and spread out. It's using a cookie cutter to design an individual community.
- 37 97038 I think this already works well.
- 38 97045 The city of Portland has taken this policy to ridiculous lengths, to the point that it is very difficult to park downtown, and the downtown area has become a haven for panhandlers and drug addicts. Instead of a lively and inviting downtown area, they have developed a place that makes even getting there more difficult than necessary. I refuse to even go there unless I need something immediately that I cannot obtain elsewhere. Government may envision a max train down McLoughlin all the way to Oregon City, but I believe the voters have already weighed in on that one.
- 39 97045 Shorter parking times cost local business money because people will not shop in impacted areas. Also, more fuel is used driving around looking for a place to park.
- 40 97045 Government planning is rarely effective or efficient in dealing with these issues. They over-require politically favored slots, such as carpool-reserved parking or bike parking slots and create unintended consequences. I would prefer co-investment through a public-private model in adding additional parking to high-need areas.
- 41 97045 Focus should be away from cars. Other countries have done it. It can be done.
- 42 97045 Except for planning park 'n ride facilities, this is not an field where the public sector outperforms the private sector, for that reason it is not a good use of limited public resources.
- 43 97053 The more you invest in parking spaces, the more cars there will be to fill them. Make it difficult to drive downtown, for example, so people will have to change. We're at a point in the climate crisis where leaving it up to individuals to change is just not enough. We need a "royal" mandate.

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- 44 97060 While it is understood that parking management and cost can function as a disincentive for automobile use, it has little or no application in suburban environments.
- 45 97060 There are no parking problems in my community. Portland is overpopulated and parking problems are to be expected.
- 46 97060 The more I read this questionnaire, the more annoyed I get. Parking policies are the most frustrating part of living or working in this area. Artificial and part of the goal to move people into the cattle-car transportation for the sheep of Portland, dwindling supplies through increased density requirements without parking consideration has made it like lord of the flies when parking. Add in the regulation by the city with meter maids hovering like vultures, and I want to move to Bend or Boise. How about taking a break from all of the over-regulation of parking and let the dust settle a bit? See where things are before implementing broad and sweeping changes for several jurisdictions trying to be in "substantial compliance" with Metro's goals. Enough with the parking meddling. Please. We are begging you to take a break from parking issues.
- 47 97062 Tualatin offers considerable parking except for its library.
- 48 97062 Less parking more mass transit.
- 49 97062 Current funding of parking should be adequate; I see no benefit of more spending here.
- 50 97062 All you want to do is restrict parking and charge more, more, more. Many people in the metro area do NOT live in Portland and do NOT have access to Tri-Met the more you limit parking the less we drive into that city. Notice to all store owners in Portland - we will not be shopping at any of your businesses any more because you and Metro don't want us there.
- 51 97068 Policies have reduced parking spaces while increasing living units without provisions for parking. Bad policies.
- 52 97068 I don't believe government should be managing most parking matters. Let private industry take care of this.
- 53 97068 Constricting parking/managing parking should be done by market demand not Metro.
- 54 97070 We remain a vehicle-oriented culture & cities need to allow development's to have adequate parking; changes to code would be more useful.
- 55 97070 Parking is an important way to help reduce driving and traffic, but building multi unit dwellings in existing neighborhoods with zero parking seems too harsh.
- 56 97070 Not necessarily for sub-urban areas. Codes could be more flexible in allowing reduced parking and in-fill where existing parking is consistently under-utilized. But I would not support anything that might result in pay to park, except maybe in Town Center parking garages.
- 57 97078 I would not support timed and or metered parking lot. The MAX stations should have more free park-and-ride.
- 58 97080 We waste precious parking spaces for seldom used handicapped parking. This is particularly true around newer parking lots.

- 59 97086 Possibly depending upon a detailed policy which does not get changed.
- 60 97086 Policies need to be fair for the largest number of people.
- 61 97086 Park and ride for transit is the only thing I can support on this one.
- 62 97086 Building homes. businesses or apartments without adequate parking assumes people are willing to give up their cars. NOT!!!
This is a planners delusion. Let them work and live without parking and let the rest of us have parking spaces.
- 63 97106 Let the private sector deal with it.
- 64 97106 Let the free market work it out.
- 65 97116 This goal primarily benefits the city of Portland, where many of us don't live or travel to very often. Always prioritize resources to focus on the greatest good for the greatest number!
- 66 97116 Shared spaces with local businesses sounds like a fine idea provided there is enough business parking to allow them to operate normally.
- 67 97116 I'm concerned public focus on this as an objective will encroach too much into private property use. With the exception of publicly-owned space (park-and-rides), I do not support public management of parking. Let the system bring commerce and the market drive the parking to support it.
- 68 97123 I don't trust my "community" to make good decisions.
- 69 97123 Free parking should be expanded. Parking spaces should be required for new apartments and condos and office buildings. Restrictions on parking should be deminished.
- 70 97124 There are more important areas than this.
- 71 97124 Sounds like you'll end up restricting parking spaces or moving them and making them inconvenient. Many existing park and ride lots are little used.
- 72 97124 Generally I do not support this because you don't work very well with businesses. An administrative minority foists their will on the public. Way too many nonsensical regulations already.
- 73 97124 Again, too much social engineering. Overuse as a revenue source is frustrating to the consumer and can often hurt businesses. Modest fees for parking is fine because it is a pay-as-you-go strategy, and isn't too high of a hurdle. Need more parking at Sunset Transit.
- 74 97139 Not if you intend to reduce the number of parking places.
- 75 97140 The more parking, the more people will drive instead of using public transportation or alternatives.
- 76 97140 Seems as though that system is already in place and that the funds could be better put to use making our limited and rather exclusive mass transit system work more effectively and efficiently for all.
- 77 97140 Now the businesses have to provide way more parking places by statute than they really need. Most centers already have lots of shared parking. I agree with parking for Park and Ride but it should be paid for by the bus and public transit system.
- 78 97140 New development should require off street parking.

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- 79 97201 You probably mean taking parking away. I love downtown. Some of my friends don't visit because parking is limited as it is.
- 80 97201 We should end mandatory parking minimums and charge for parking.
- 81 97201 We need offstreet parking for new construction projects. The new apartments without parking degrade the existing neighborhoods.
- 82 97201 Too keep a vibrant downtown, we NEED parking-more not less.
- 83 97201 Public land (i.e. roadways) should not be used for the temporary or permanent storage of private vehicles.
- 84 97201 Parking needs to cost money, for everyone and that especially means no free parking for the elites in government and business.
- 85 97201 No government involvement is needed.
- 86 97202 We are already building many buildings in the City of Portland that have no parking so this policy is in serious straights before it ever gets off the ground.
- 87 97202 This question as phrased is too vague. Do I support managing the parking we have? Yes. Do I support forcing low and middle income people out of their cars by jacking up the cost for them to park where they need to be? No.
- 88 97202 This doesn't seem as much of a priority to me, but surely better organization and efficiency are good things. I'm not against better use of parking resources, but compared with some of the other policies, I'd say it's less important to focus on that policy.
- 89 97202 The ride free area should be put back in place so people can visit the most congested area (downtown) via transit from nearby areas without having to wander around downtown looking for parking to avoid a \$2.50 fare each way from areas that have much more parking.
- 90 97202 The policies applied to Division st development are terrible. Any commercial development needs to provide 100% of its own parking.
- 91 97202 The City needs to understand that parking fees will decrease shopping to area businesses . And allowing apartment complexes to be built in neighborhoods w/o parking is not a good policy for those who live in those neighborhoods. Also the City Parking Lots ..what stores (that the City advertises that there are many) actually validate ? It is very hard to find one .
- 92 97202 See comment re improving and widening roadways. they must become less attractive than mass transit.
- 93 97202 It seems like Portland is already doing a good job of this. Ensuring that technology for metered parking is working is important though.
- 94 97202 I think this is a bill of goods that will not be fulfilled!
- 95 97202 I think mass transit must be encouraged and parking deficits are an asset.
- 96 97202 Fewer cars solves this problem.
- 97 97202 Efficient parking encourages the use of personal vehicles. We are trying to do the opposite!

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- 98 97203 Work to reduce the number of cars.
- 99 97203 Provide more secure and always free parking for bicycles. Triple current fees for parking in order to fund public transit and bicycle infrastructure.
- 100 97203 Less parking needed.
- 101 97203 As long as city services remain fee based, the impact of additional services falls too heavily on the poor.
- 102 97204 This should be a business-driven decision. Portland views this as a revenue issue which it then chooses not to invest in basic street repair and maintenance.
- 103 97204 The parking policies implemented in the past have not improved parking in my neighborhood. Stop trying to improve parking, you have made it more expensive and less available. Also, allowing apartments to be built with no parking was a mistake and adds to parking problems in the neighborhood.
- 104 97204 Let the private market determine parking.
- 105 97204 Let the marketplace take care of this. We have too many metered parking spaces that hurt our retail economy already.
- 106 97206 People and businesses need parking, but there can be too much interference from government. Too many restrictions and conditions become too confusing and meaningless.
- 107 97206 Park and ride for transit is ok, but if you just improve the bus systems you won't need it. People drive to the train because the bus systems are slow and useless. Better to spend money improving the transit system within the city.
- 108 97206 One item of park-and-ride would be to add overnight spots to max stations making max accessible for trips to the airport or train station. As it is, if you're not on a max line, it's faster and easier to just drive yourself.
- 109 97206 I don't think this is a very high priority, in comparison to other needs.
- 110 97206 I do not support public money being spent to create parking with fees.
- 111 97206 I completely support policies around making existing parking more efficient. However, I do not support building additional parking infrastructure except at Park and Ride facilities intended to encourage people to park and then use transit.
- 112 97206 Don't spend more money so more people can drive.
- 113 97206 Does not seem like a priority to me compared with other needs.
- 114 97209 We need to require more parking for multi-family dwelling units. Some of the new developments have absolutely no parking, but it's a fantasy to think that most tenants will choose not to have a vehicle. This has the potential of creating a future parking nightmare which will destroy the usability of the city. We need more parking, not less.
- 115 97209 Not a high priority for me.
- 116 97209 More and better parking means more and more cars.

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- 117 97209 I'm resentful of the discriminatory pricing on parking meters for close-in neighborhoods. Why is it that in the neighborhood I live in metered spaces cost far more than in many other close-in neighborhoods - which makes it more costly for my guests to visit me? I pay high property taxes, and it feels as if this is another hidden location-based tax. Parking meters should cost the same no matter what neighborhood they are located in. For neighborhoods that are more crowded let's provide greater incentives for, and make it easier to develop parking structures.
- 118 97209 Again, let's move people out of cars.
- 119 97210 Requirements for auto parking for apartment buildings.
- 120 97210 Parking is tough downtown and in surrounding city areas. It should be as given our population and the convenience of individual powered transport. Complex regulations are the wrong direction to spend our energy and budgets. Focus on making it 'easier' to not drive/park.
- 121 97210 NO, I DON'T want to make efficient use of land and parking spaces? See how that works? If you phrase a question to where one answer sounds dumb, people will answer the way that doesn't sound dumb...which is exactly what you want. I hope your little organization goes belly up, just like the CRC.
- 122 97210 Leave parking alone. Can't find a place to park? Go somewhere else.
- 123 97210 It's already one in the core of the metro area & will expand to areas need because of neighborhood associations & business needs - they will let us know so we don't need to over "study/fund" this bureaucracy. However no multi-use/unit building should be build without a parking space provided for each unit/shop! No matter where at in metro area.
- 124 97210 If anything, the amount of parking should be decreased. Making parking less convenient will incentivize other forms of transit and also allow the city to remove road space currently used to park cars saving on maintenance costs in the long run.
- 125 97210 I think parking at home should be easier than parking at a destination within the city, meaning that I should give a second thought to how difficult it will be to park my car at my destination. If it is too difficult to park my car and some other form of transportation is better than I will not drive. Too much parking makes it too easy to drive. As long as there are viable and effective alternatives, I say focus on filling Portland with people rather than cars.
- 126 97210 I abhor Portland's policy toward apartment and other development that does not require at least 70% as part of the project. I appreciate the idea that no parking might, but only if smoke funny smelling weed, means that residents will take public transport or walk. Cars, for better or worse, are here to stay and believing that they can be controlled by not providing parking is just plain silly!
- 127 97211 This should be done with revenues collected from those sources, not tax or grant funding.
- 128 97211 PDX needs to stop authorizing condos/apartments with no on-site parking.
- 129 97211 Parking is too cheap in the central city.

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- 130 97211 Parking is too cheap and available here..... REALLY.... we need to charge more, increase parking prices for events. We need to use parking as an income generator. Even the way this question is asked shows the bias of Metro. If we are serious about climate solutions we must do the difficult.
- 131 97211 Parking is currently priced too low. Costs of parking should better reflect the societal expense of allowing automobiles to occupy so much public space.
- 132 97211 Parking incentivizes sprawl, single occupancy vehicles, and is essentially a subsidy to drive.
- 133 97211 Only for business visitors, not commuters. Spend money on fast reliable transit. Street cars are neither.
- 134 97211 Money better Spent in public transit and bike lanes.
- 135 97211 If it is harder or more expensive to park less people will drive and more people will use transit- the only exception should be enough park and ride options to encourage more transit use.
- 136 97211 Manage parking seems to be code for "make it harder for people to do business."
- 137 97212 You are really proposing making parking more expensive. The real solution to parking is less density - there is no parking problem in low density areas.
- 138 97212 This is a hot-button issue and it is not working well. Needs to be reconsidered in light of neighborhood issues. It is unwise to try to force people to use mass transit by removing parking, charging for it on residential streets, or allowing multiple dwelling units to be built without off-street parking. Tread carefully.
- 139 97212 This appears to be a lot of wasted planning time and producing results that are detrimental to neighborhood parking, which Portland especially is ruining. Portland planners have the attitude that we have to rid ourselves of the attitude that we neighbors have a right to park near our homes. Guess what - with the high property taxes we pay, WE DO!
- 140 97212 There is no shortage of land!! Do you guys ever look down when in an airplane? The only places with parking problems is expensive, congested high density areas that should be allowed to naturally wither away instead of being subsidized by non users. Particularly obsolete downtowns.
- 141 97212 Thank you for working to prevent the abuse of handicapped parking placards for free parking downtown.
- 142 97212 Require parking for new housing construction and pretty much otherwise stay out of it. Portland's efforts re parking meters is only to raise more money for itself - what a surprise.
- 143 97212 Policies in the past have been that stores and shopping centers must provide parking. This is counter-productive. An incentive to use alternative transportation would be that it's hard and expensive to park a car. Aside from encouraging people to drive, parking lots are a poor use of land.
- 144 97212 Parking should be hard to find and expensive unless the user is disabled. Parking is the absolute most wasteful use of public and private space and building parking lots should be discouraged. Parking minimums should be kept as small as possible as well. We will only reach our climate goals by making driving a less appealing (and hopefully completely unappealing!) endeavor.
- 145 97212 Not sure how this helps the objectives identified up front.

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- 146 97212 Making parking easier means more will drive cars. Not an optimum solution.
- 147 97212 I'd need to see details.
- 148 97212 I think the City is failing us in this area. High density housing is being built without providing adequate spaces for tenant parking. Construction of these structures are causing unneeded interference in traffic flow currently and with the occupants most likely to have cars and no available parking space residential neighborhoods and communities are going to be impacted.
- 149 97212 I support this in the context of Park & Ride to increase opportunities for public transit and carpool use.
- 150 97212 I can't see this ever winning public support...is this across the region or in specific areas?
- 151 97213 When I have to park the options are horrible, garages are congested, prone to accidents, overfilled, meters are varied on times and are watched militantly by meter readers who write 40\$ tickets when you are minutes late getting back....not sure what the solution is but parking in portland is bad.
- 152 97213 Sounds like too much cost and effort, other priorities are higher.
- 153 97213 Providing park and ride facilities, especially in structures, should be avoided. It encourages auto dependency. Providing frequent bus service connected to light rail is a better alternative.
- 154 97213 Not that I totally don't support this, but not the priority.
- 155 97213 No because current parking enforcement is predatory.
- 156 97213 How to manage space fairly without excessive expense on the part of taxpayers (in other words, the generation of revenues should be more of a side effect than a goal); money people don't have to spend on parking can be spent on more economically generative ventures like businesses (rather than more bureaucracy).
- 157 97213 Get people out of cars.
- 158 97213 Forget it! The region needs more parking spaces both off and on street for people to park their cars when not in use. 72 percent of the occupied units in the apartment houses without parking in Portland have one or more cars. Eight to ten percent of the jobs in the US are tied to the auto industry - most of them family wage jobs. While a bicycle mechanic makes \$27,000 per year, and auto mechanic makes \$40,000 to \$50,000 a year. Moreover, the more mobile society is, the more vibrant the economy becomes.
- 159 97213 Absolutely not. All these new apartments without parking and the policies that reduce or limit parking are choking our streets and roadways. We need more parking not less for the population explosion Metro predicts. If Metro wants to play with incentives, then use them to reduce population growth, the real culprit creating climate change.
- 160 97214 We don't need more parking meters, which obviously is where you're headed with this.
- 161 97214 Require apartments to provide parking spaces. Current city of portland policy is just crazy. Even people who live transit and bike oriented lives often want to own a car.
- 162 97214 Provide more parking for bikes and less parking for businesses.

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- 163 97214 Prioritize public and active transportation over amenities for automobiles.
- 164 97214 Parking encourages the use of cars. eliminate parking and you get rid of cars walk, bike, or take the bus Do not fund the use of cars or the use of fossil fuels by providing more parking.
- 165 97214 Make walking, biking, bus riding easier - keep parking difficult and expensive.
- 166 97214 Inconvenient parking incentivizes me to take mass transit or ride my bike more often. Help more people make choices that are better for the environment and their health by not making it easier to drive in congested area.
- 167 97214 If we expand parking, we should use existing parking land to build a garage up instead of adding new land for parking.
- 168 97214 I think that free parking is vital to maintaining the economic viability of shopping/business districts. One of the reasons that downtown Portland is a vital, busy place is that drivers of cars know that they can find parking more or less easily. I would vigorously oppose any effort to reduce parking or to make it more difficult. Donald Shoup can go fly a kite.
- 169 97214 I think parking solutions are the least part of the problem of having too many people living in places that force them to drive.
- 170 97214 How 'bout not letting developers build crappy apt. bldgs. with no parking that existing residents HATE?
- 171 97215 Parking should be available at reasonable cost.
- 172 97215 Parking meters are the worst invention in the world. It's another way to get working people to subsidize what the politicians have been unwilling to wrangle from their corporate coffers. Again, we wouldn't be in this mess if you people had the hindsight to force the mega apartment builders and the corporate multiplexes to create infrastructure (i.e. preparing inventories, assess parking needs, provide space for their tenants, etc.).
- 173 97215 Limit free parking; eliminate any subsidized parking except for elderly/disabled.
- 174 97215 I'm in favor of providing less parking, as long as jobs can move closer to homes and people can walk or bike or take transit.
- 175 97215 I think there are already enough restrictions and parking ticket people.
- 176 97215 How about just mandating that businesses make their lots available to the public when they're closed?
- 177 97215 Free public parking with time limits should considered.
- 178 97215 Empirical observation of implementation of these policies leads me to conclude that they are punitive to the working class and lower middle class, and rewarding mostly to large wealth developers. Stop doing this.
- 179 97216 I would like to see Portland MANAGE what they have, honestly.
- 180 97216 I think we do this well already.
- 181 97217 There should be more parking available.
- 182 97217 There is a push to build housing density with inadequate parking and then to charge people to park in their own neighborhood. This needs review.

- 183 97217 Shame on whoever gave permits to build condos and apartment buildings without parking spaces. What a ridiculous notion! Even most bike commuters have a car. Foolish law.
- 184 97217 Right now, parking in this city is a money making endeavor and that is it. Costs outweigh benefits. Sometimes a person has to go to something that isn't offered anywhere else, such as the courts downtown, or other services only available downtown, but the cost of parking there, plus the cost of tickets, is ridiculous. There are no disincentives to those writing tickets not to do so erroneously. Those stupid machines that print out tickets are annoying and difficult to use, and the little passes they print fall out of windows. I've gotten a ticket for \$80 when I purchased a pass that fell on my seat, and I didn't get a refund. What incentive is there to do things right? This kind of thing makes me want to never visit downtown except in when absolutely necessary. Plus it makes people pay for spots twice or more. I pay, then leave earlier than expected, and the next person or the next has to buy another ticket. I hate money making, greedy schemes like these that are not environmentally friendly and trying to sell them as such is disingenuous.
- 185 97217 Portland is doing everything in its power to remove parking from our buildings and our streets. This is a money grab at tax payer expense. Try thinking about the tax payer.
- 186 97217 Parking is just fine.
- 187 97217 Parking has become big business for cities. Too often, parking policies, while beneficial for short-time relief for some, have unintended consequences affecting residents/neighbors/business over a longer time frame.
- 188 97217 I think focusing on parking sends the message that it's okay to drive cars everywhere. I would like to see more focus on giving alternative transportation options!
- 189 97217 Again, discouraging driving through making parking difficult is a good strategy.
- 190 97218 This means make people pay more, right? It's always about revenue. I'm ont alone in being sick of pickpocket gov't policies. Enough! Stop wasting money.
- 191 97219 We already have parking problems. Parking is not nearly as convenient as it has been in the past. In fact it is down right impossible downtown. There is so much abuse already and I just don't see this working without public supervision. But again, I know you don't care and already have a plan approved regardless of public input.
- 192 97219 Want to see more specific details---do not trust that citizens are listened to with the same attention as developers. Tax payers are given many promises (affordable housing in S Waterfront and other areas) but rarely are these enforced.
- 193 97219 This sounds like a dishonest attempt to garner support for starving us of parking. A parking version of the ill-conceived "road diets".
- 194 97219 This makes no sense at all. There are Much better ways to budget your money.
- 195 97219 The apartments with no parking in SE Portland is the best example of why I do not support anything that the city will come up with.

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- 196 97219 People need to quit driving so long as there are other options!
- 197 97219 Parking policy is a shambles and discourages us from using downtown Portland and the parks. Isn't the community to be welcomed? Policies to make parking much easier should be emphasized.
- 198 97219 Not until all streets are paved. And when that happens, the first parking change should be free parking downtown to encourage people to go there to shop rather than going to the burbs.
- 199 97219 Not sure this is the most effective use of resources compared to the other policies.
- 200 97219 Not needed.
- 201 97219 Need more parking, sunset transit center surrounded by empty fields would be a good place to start.
- 202 97219 Make parking expensive!! Our culture is not benefiting from building everything to accommodate cars. Americans are spoiled and need to be weaned from driving for every little trip.
- 203 97219 Lower priority.
- 204 97219 Less parking means car use is less convenient.
- 205 97219 In some areas, parking issues do need to be addressed - Portland "planners" currently seem to believe that building apartment bunkers with no parking makes sense. I believe that they're simply making matters worse.
- 206 97219 I'm almost sure if this was worded in a way that was not intended to obscure the actual plans, that I would oppose it.
- 207 97219 I support making efficient use of what is already available, sharing parking between businesses and providing park-and-rides, but not creating more parking if it destroys habitat and creates more impermeable surfaces.
- 208 97219 I do not trust the City of Portland to develop a wise parking plan. I do support doing this...I just do not believe the city will do it. Letting thousands of apartment units be built without adequate parking is just nuts. Sure, some people will bike or use public transportation...but many others will not, creating streets so full of parked cars on the eastside that traffic is reduced to one lane. And parking in downtown should be free on weekends. On weekdays, it is difficult to find a place to park. On weekends (during the day) it is quite easy. Why? Because people go elsewhere, suburbs and other parts of Portland, to shop where they don't have to worry about feeding the meter.
- 209 97219 Cut down on parking spaces would increase the likelihood that people would use mass transit to get places in the city.
- 210 97220 Quit making things so complicated. Provide more parking.
- 211 97220 Parking prices are already prohibitive and I don't want to see more land developed.
- 212 97220 Parking issues are fine, unless you live very close to a busy commercial area which I do not. I am willing to pay for parking downtown (East and Westside) and in other high-use areas of Portland. However, I do support continuing to have some free, limited-time parking in NW Portland (2-hour zones, etc.).
- 213 97220 Park and ride for transit is important. And better transit to where people work, shop and live is the next step.

- 214 97220 If you are talking about downtown, that would kind of go against trying to get more people to use public transportation, if the people that use or need the extra space to park maybe they should pay for it!
- 215 97220 I think it is counterproductive to encourage people to come in the inner city by car.
- 216 97220 I dont believe in free parking or subsidizing our roads for cars.
- 217 97220 Ban cars no need to park the death devices.
- 218 97221 Market demand.
- 219 97221 I would except that due to high density zoning that was pushed in downtown core areas, the problem was compounded and now those living there or visitors to these are paying the price. The meter system in Portland is terrible to use if you don't have enough change or a credit card available, but you do have paper money you could use but there is no way to do so. Also, the fee charged for being a few minutes past is outrageous. If you can park for an hour for \$1.60, then are 1 minute past that fee is \$39.00...what??? Who figured out that percentage? Also, more flexibility in time/cost for meters around the city parks that are used needs to be addressed. Due to exorbitant overage fees for parking meters, people are getting discouraged to want to use them, or visit friends in areas of NW or around upper downtown areas. I have observed same in areas of Hillsboro, Milwaukee, and Lake Oswego downtown core though have to say Hillsboro is actually more flexible. Planners need to consider that one can't take the Max or bus, or ride a bike if they are supposed to bring a fold up table, or other big items to these type of destinations so they need to rely on affordable, accessible parking. Outrageous fees or gouging for over limit should be amended to percentage based on minutes and some of the overzealous meter bike/maids
- 220 97222 Possibly provide more park and ride areas but with expanded bus service less of this would be needed. Parking meters deter business.
- 221 97222 Portland shoud not allow the apartment bunkers with no parking as well.
- 222 97222 Not unless you have taken robocars into account which can self-park in a variety of locations and be called with a cell phone. Such a transition would be very helpful to everyone - except conventional parking businesses.
- 223 97222 Metered parking in public parks is unacceptable.
- 224 97222 I don't see a parking problem.
- 225 97222 Free parking is a must.
- 226 97222 Parking management refers to various policies and programs implemented through city and county development codes" "Reduces costs to governments, businesses, developers and consumers" How? There is a cost to develop codes, and enforce codes, and Portland can't control tow truck drivers. Parking for bicyclists is free (but a cost to taxpayers to develop/maintain), but not for persons who carpool.
- 227 97223 We have bigger issues to tackle.
- 228 97223 Until there are better public transit options, metro cannot restrict the number of parking spaces for businesses near Max stations. My commute takes 15 min by car, 35 min by bike, and 76 min using public transportation.

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- 229 97223 This is a stupid question. Of course it's up to the municipality to manage parking.
- 230 97223 This is a local concern not a Metro regional concern. I don't want a disinterested Metro Council (who does not live nor partake in my community in Tigard) telling me how I can park in Tigard - unless Metro's Council is willing to accept me dictating the terms of how they get around. How many of them consistently use transit to Metro meetings, when Metro provides them with a nice parking garage attached to Metro's HQ? I've never seen my Metro Councilor on my bus.
- 231 97223 Sounds like code for higher cost parking, and for removing parking. Do you think we are all stupid? Put in more parking. There actually is plenty of land for this - people may just have to walk farther from their cars.
- 232 97223 Provide bike park and rides and safe bike/pedestrian routes to transit instead.
- 233 97223 Private sector, not government business.
- 234 97223 Nothing should be considered. Government is incapable of managing something of this scale.
- 235 97223 In areas such as NE Fremont, SE Hawthorne Blvd, and SE Belmont, we really need to have a special area for public parking...free. The reason is because residents are unable to park on the side of the street in front of their homes in these popular shopping and dining areas.
- 236 97223 I don't think this is a high priority for public dollars. Let the market - and the drivers hunting for spaces - work it out.
- 237 97224 This seems too close to social engineering. Driving should remain a viable option.
- 238 97224 Stop trying to eliminate cars and transfer wealth...let the market dictate.
- 239 97224 Let the market decide...stop turning downtown parking into streetside cafe seating.
- 240 97224 Let market forces rule...this is just more giveaways at the cost to the actual taxpayer.
- 241 97224 Just trying to force us out of cars and that should be illegal...it is a free country why should the government try to force us out of cars.
- 242 97224 Get out of the way and let private land owners, developers, etc. figure out and pay for the parking they believe their customers need. If they get it wrong, they pay the cost, not taxpayers.
- 243 97224 Encourages private trans.
- 244 97225 This is pretty much a lost cause. There should be rules for providing parking and then better options so people don't have to drive as stated in #1.
- 245 97225 Only if it means more or less expensive parking.
- 246 97225 Let private sector take lead here. You cannot social engineer people out of a car.
- 247 97225 It's better to make parking a difficulty and public transport & active transport more attractive so people will choose the latter over using private cars.

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- 248 97225 I do not drive, so I have no comment on this matter except for when apartments are being built with no parking - that is not ok as people still need to use vehicles for shopping and travel and drivers I know do not want to pay for parking - so they find spaces that there is no fee and take up those spaces which should be either turning over more frequently or left vacant for those who live in the neighborhood.
- 249 97227 You all lost me when you started charging parking fees to use city parks.. Thats is just mean and cruel to the poor, young families and the elderly... boo on you!
- 250 97229 This is a policy driven by anti-vehicle opinions. Sure, make parking a profitable venture then get the government out of the way. Allow business to do what it does best; operate systems at a profit. Perhaps, parking is the development that will generate local and state revenue. It will surly complete or complement the existing industries, if given the chance.
- 251 97229 This is a disguise to make war on drivers.
- 252 97229 This investment should be made by developers. More SDC's and requirements placed on developers.
- 253 97229 This has been done to death as well in the past and simply does NOT work because the real time needs NEVER match what is available so bureaucracy fails every time (i.e., this is NOT realistic in the real world).
- 254 97229 There is not enough parking in Portland. Businesses,would do better if there were more parking. We are thinking of dropping our zoo and Japanese garden memberships because of the charge for parking.
- 255 97229 The City of Portland has parking facilities. They are the only money making thing they do.
- 256 97229 Rather than building more parking provisions, we should be eliminating the need for parking. We need to reduce environmental pollution and address climate change. Figure out more efficient ways to move people that having them get in their cars in the first place.
- 257 97229 Planners tend to force making parking spaces too small and codes require tree islands and other pretty stuff that takes up scarce parking space. And parking should not be yet another excuse for local government to reach into my pocket with meters (and tickets for accidental overtime).
- 258 97229 Other than at Sunset transit center, I've never found parking to be an issue. I would expand parking at the transit center for commuters by BUILDING MORE PARKING not by restricting current parking. The location does not lend itself to getting there by any means other than a car.
- 259 97229 No. You want to restrict cars. All this is a front.
- 260 97229 Making parking more convenient will lead to MORE individual travel, not less.
- 261 97229 Let the free market do this. Government just wastes money.
- 262 97229 It sounds good but not if its going to just make parking more expensive and hard to come by.
- 263 97229 Incentivise private projects.
- 264 97229 I don't think this topic is important compared to others.
- 265 97229 Enough regulations already.

- 266 97230 Parking is already over managed by government, helping to strangle business in metropolitan areas of Oregon.
- 267 97230 Let supply and demand take care of the problem. Keep government out of it.
- 268 97230 Just another way to waste resources and provide jobs to the expanding government employee base.
- 269 97230 It's just more government interference in our lives. I get the impression you will dictate when and how long I can go on a trip and how long I can use a parking facility.
- 270 97230 I think that the market should decide these factors. Let people build parking garages (business and developers have been denied), and it will take care of itself. The thing with parking is, if you don't have it near where you want people to go (shopping, sports, dining), they end up going somewhere else to do those activities that has parking.
- 271 97230 Current management of parking is extremely frustrating and only makes people want to avoid places where parking has been limited and taxed. Portland is becoming known regionally as a really crappy place to find parking. Please stop "managing" our parking.
- 272 97231 I resent the city of Portland going to the expense and greed of putting in parking meters everywhere. It is a fleecing of Portland's citizens.
- 273 97232 No. sounds like make-work.
- 274 97232 No more meters. Require parking for all residential development and all restaurants.
- 275 97232 any office or mixed multiple housing needs off street parking as a requirement. Look to our neighbors to the North, Vancouver BC require off street parking included even with home remodels.
- 276 97233 The planning that has already been done in this area is anything but effective, and quite expensive.
- 277 97236 We need investment in parking, more not less!
- 278 97236 There is too much emphasis on poorly managed parking meters already.
- 279 97239 This is too general for me to understand what is involved.
- 280 97239 This can be assisted by private entities.
- 281 97239 The explanation implies that there will be a reduction in parking spaces. I do not support new construction, especially residential construction, that provides no parking for tenants. Policymakers need to provide appropriate parking availability with new construction, yet an inventory of existing parking may be necessary.
- 282 97239 Parking management is a necessity. However, I have seen it mis-used as often as well-used. So my trust level is low and it is difficult to give a Yes or No to unknown policies. For example: parking availability and costs can be used as incentives for human-scaled biking and walking solutions. Yet, the current policy of allowing apartment construction without any parking facilities is completely unrealistic and only causing future problems and expense.

- 283 97239 I wanted to answer, 'sort of'-- i was on the beaverton city council when washington square was approved with minimal parking--the theory was that people would take buses to get there--DID NOT WORK. They ended up building tons of additional parking instead.
- 284 97266 Actually, I think the phrasing of this question is unclear. Would I like parking issues to be better managed? Yes. Do I think local policies are currently managing parking well? No. Creating partnerships so lots can be shared by users who need them at different times is helpful (Providence Park event parking in local church lots is potentially helpful, that sort of thing). Believing people will not own cars if you make it hard for them to park them is wishful thinking, not good policy. We have a good public transport system, but we do not have a perfect public transport system. At least 80% of the time it would be faster (and dryer) for me to go somewhere by car than by transit. Apartment complexes need to have at least one parking space per unit built into them. I live across the street from a set of row houses which have garage space for one car and driveway space for a second car but are occupied by families with at least four cars per household, and some of those households include members of the trucking industry who park their big rig cabs in what is currently an undeveloped adjacent lot. When that lot is developed (expected as soon as next year) all those truck cabs and additional cars will end up parked on the street, which is already crowded with overflow parking from a nearby apartment complex and a thriving small business (with its own story of
- 285 97267 We have more urgent priorities on our money: curbs, sidewalks, well-maintained roads, and lighting on McLoughlin Blvd.
- 286 97267 The plans that are usually implemented stem from a desire to raise revenue for bureau building.. secondary goal is actually solving a problem. Not enough time to go into detail here.
- 287 97267 Other than building more parking garages, there is no realistic, affordable way to create more parking spaces.
- 288 97267 I will not support this unless Fareless Square is implemented.
- 289 97267 I am not confident nor hopeful that government can do this. Just look at the city of Portland! I --WOULD-- support more city-sponsored "Smart Park" parking structures, however. I do not like to park in private lots.
- 290 97267 Concentrate on mass transit. Local government in Portland has really messed up parking.
- 291 97286 There is already too much bureaucracy in parking restrictions. It makes it hard on businesses when it is difficult to park.
- 292 97292 Stop trying to cram enough people into Mult. county to overwhelm the rest of the state and dominate the political system forever.
- 293 97301 Parking needs to be less regulated and messed with, frankly, and most parking meters need to be removed.
- 294 98675 You are driving customers out of the business district.
- 295 Too much time and money is being spent on government micro managing everything. Let businesses determine on their own how many parking spaces they need.
- 296 Throwing more money at it won't fix a broken transit system that does not meet people's needs.

297 One of the factors as to why Oregon's economy lags behind the national average is because of the politically induced anti-automobile environment. Not providing adequate residential off-street parking or commercial parking negatively impacts the quality of life in surrounding neighborhoods. Encouraging lower rates of car ownership hurts the economy. A reality check is needed by requiring a sufficient off-street for all new residential development - including on civic corridors like Sandy Boulevard, in town centers like Hollywood and around transit stations. People are going to continue to own cars and they need places to park them both on and off the street even if they regularly use alternative transport or even part of the time. GET REAL METRO!

298 Not till transit is better.

299 Not a priority.

300 Lack of adequate parking should be used as a disincentive to driving. Parking efficiency should be approved only by reducing care ownership and use.

301 Just let us park our cars, please.

302 I think parking is basically a private sector market based issue.

303 Don't generate revenue (taxes) from parking. We already pay too much in taxes and fees.

304 Disregard the whining of the Bike Portland crowd and accept the need for parking lots. Reject Shoup.

305 Current policies have reduced available parking and increased costs dramatically.

306 Because they don't ever provide enough.

307 Create more parking structures! People shouldn't have to give up the liberty of their car.

308 Not a priority.

309 Not till transit is better.

310 People should make it a priority to drive less.

311 Throwing more money at it won't fix a broken transit system that does not meet people's needs.

312 Too much time and money is being spent on government micro managing everything. Let businesses determine on their own how many parking spaces they need.

313 We need more, not less parking. And less fees. BOO FEES!

314 We waste so much-needed parking spaces with little-used handicapped parking.

Yes or no not declared or zip code not provided

1 97004 Making parking difficult and expensive is hard on our town visitors to Portland.

2 97005 No meters in Washington County end the zoo meters during the week-only enforce them on weekends and holidays.

3 97006 I don't know about "policies." That word scares me when put into the hands of bureaucrats. Please! Just provide more parking, especially downtown. Finding parking in Portland is a nightmare, around businesses and the university, and even where people live.

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- 4 97006 Can these ideas really be implemented or is going to be a flagrant disregard/tow truck business development/parking ticket revenue stream sort of waste? Do we really need to micromanage people's actions in such detail?
- 5 97007 We need less parking or have it more market driven and less subsidized.
- 6 97007 Large metro areas need to simply be car-free and electric transit provided.
- 7 97034 It depends upon what is being proposed. This question does not clarify. My preference is for less density but more parking spaces. Current Metro Policy is off base.
- 8 97086 Government has no business running parking structures. It should sell off all parking structure assets.
- 9 97201 Don't know about this.
- 10 97202 Really not sure about this. I am not crazy about how Portland minimizes parking in medium to high-density development. I would select "don't know" above if that option was available.
- 11 97202 Emphasize incentives, i.e. Convenient, free bicycle parking at large events to encourage people to bike rather than drive cars or trucks causing traffic jams. The Boston Red Socks does this to ease congestion on game days. Volunteer bike parking valets get free tickets to the game. win-win!
- 12 97206 While I support effective parking management, I disagree with the city's current policy to charge for parking in parks (e.g. Washington Park). This tends to restrict access to parks by people from different areas of the city, economic backgrounds, etc.
- 13 97211 The default response to anyone complaining about lack of parking, or trying to block parking removal, should be to price parking in that area, either via area permits or meters.
- 14 97211 Provide more free parking, maintain on street parking, REQUIRE ALL new housing developments to include off street parking.
- 15 97211 Like many such ideas what does it really mean? I don't work downtown but have frequent meetings there. Mass transit works well if my meeting is near rush hour times but is mostly useless to me if any other time of day (most often).
- 16 97212 Consolidate land at the rear of commercial ribbons & nodes for designated off-street parking.
- 17 97214 Parking Cash out particular with larger companies. Also Metro/State should get more involved with local parking decisions that will have significant impact on regional traffic (e.g. 6000 new parking spots at Intel) particularly if State tax breaks are being given.
- 18 97214 More parking at transit stations.
- 19 97215 Not sure how I really think/feel about this one.
- 20 97215 Input from residents and business owners of the affected areas.
- 21 97218 I think there is an abuse of parking meters by the region, sometimes in areas where there are no alternatives and i will go to a store where there is free parking vs paid. this also includes the Expo Center.

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- 22 97219 I'd love to see bus service expanded. I live ten minutes from work by car, but it takes almost an hour to get to and from work by bus (that includes a ten minute walk each way to and from the bus). Parking needs to be available for downtown events so it people don't give up on going there. And a neighborhood's street parking can't be overwhelmed and eaten up by a new building without parking.
- 23 97219 I don't know enough about parking policy to comment on this. I know Portland purposely limited parking downtown initially to encourage bus use. Did it work? I know a lot of people were frustrated by the parking gap. I hope that there isn't a need to make driving/parking suck just to encourage walking/cycling. Driving/parking has to be part of the equation, just not ALL of the equation. If walking/cycling get a fair amount of resources, we'll see a big change in habits.
- 24 97221 Neighborhood input is important when making decisions about parking. That means those who live there.
- 25 97222 How low income users can be supported.
- 26 97229 Open parking more with access to transit. Right now transit parking is largely unavailable to many even when transit covers their areas. This forces car travel excesses. Funding must not be regressive.
- 27 97230 I really don't know enough about how this would work. There is no parking downtown any more which is sad since it takes me 90 minutes ride and a 10 minute walk to get to all that transit we are trying to encourage.
- 28 97231 More park and ride.
- 29 97233 I feel that metered parking should always be available to the public not just specific businesses or certain uses. I know we need specific loading and unloading zones. Park and rides should be available for free. If I'm paying to take the bus I don't want to have to pay twice. Portland has some infrastructure that goes underground are parking structures being built to utilize going underground as well as up? Is that safe when we have so many fault lines here? For me park and ride is an option but I hesitate to use the gateway transit park and ride area because of hearing about safety concerns. I know that tri-met is aware of the safety issue but that is a factor in using transit.
- 30 97238 There are only key areas where parking really is a problem.
- 31 97239 Sorry, I am stopping here. The survey questions are too broad to be relevant.
- 32 97239 How to prevent selfish people from gaming parking restrictions to hog space.
- 33 97239 Are there alternatives to parking Make parking available for bikes, motorcycles, etc not just cars.
- 34 97266 This is not a simple yes or no.. I go downtown infrequently due to the cost of parking and the hassle of parking after finally finding a spot on the street.... As a senior citizen, I would like to be able to park at a reasonable price and not have to drive around and around seeking a place..especially if I may be more that an hour or two...and risk a parking ticket.
- 35 There are very few wheelchair accessible parking places in Portland. We cannot go to most businesses because there is no way to access them due to lack of accessible parking spaces.

- 36 Not sure. The parking ticket fine is way too high--the punishment should fit the crime. My 86 year old mother paid for parking but failed to wedge it sufficiently in the window seal (arthritis issues). the meter checker saw the paid and unexpired parking stuff on the car seat, where it had fallen, and still ticketed my mom for some huge amount. The current system is bad for elderly/arthritis, semi-disabled people and those with cars with too-tight or too-loose window seals. Why can we put the stubs on the dash board on the sidewalk side as an option. Draconian mean policy.
- 37 Do not expand parking.
- 38 Effects on lower priced housing.

7. Do you support more investment by your community and our region in the maintenance of existing transportation infrastructure and new improvements to accommodate a growing region?

Respondents who answered 'YES' said to consider the following when implementing Policy 7:

Zip Code

- | Row | Zip Code | Response |
|-----|----------|--|
| 1 | 666 | Yes These questions are credulous. this is the worst opt in survey I've taken. i like investment in community, i like maintaining transportation infrastructure, i like improvements... how could anybody say no? |
| 2 | 7236 | Yes Do a density study and questionnaire in the areas to get others opinions not only mine and those on the Opt In mailing list. |
| 3 | 9702 | Yes See my previous comment about Connect 3 money. |
| 4 | 9722 | Yes Change reliance on gas taxes only. With electric vehicles, use of bicycles, mass transit usage there needs to be other taxing methods used as well. |
| 5 | 9730 | Yes Getting people to work the quickest. |
| 6 | 97002 | Yes Yes, in roads. NOT light rail. |
| 7 | 97003 | Yes Yep, increase the gas tax if need be. If it means smoother roads to drive on, I'm all for it. |
| 8 | 97003 | Yes Adding a light rail line down the middle of Hwy. 217, where it could be connected to a passenger rail line that quickly transports people to Eugene and back. Increase the state gasoline tax by a dime for 30 years, and we're half way there. |
| 9 | 97003 | Yes Stop putting down black asphalt pavement as a driving/biking/wlking surfaces, furthering the heat island problem in Oregon. Clear pavement binders are readily available and only need serve as the top lift. |
| 10 | 97005 | Yes See funding offered at bottom of 1. AMSOIL.com donates profit on purchases of oil for engines of cars that use roads. |
| 11 | 97005 | Yes When new developments are created, make sure developers pay for infrastructure not just in the development, but in the connecting roads/transportation. |
| 12 | 97005 | Yes Invest in non-automobile alternatives. |
| 13 | 97005 | Yes More buses which can have flexible routes. |
| 14 | 97005 | Yes How to communicate these needs to the public. |
| 15 | 97005 | Yes Less \$\$ into new light rail and more for maintenance. |
| 16 | 97005 | Yes A good transportation network costs money and saves money. Automobile drivers (includes me) should pay proportional to usage of roads. A higher gasoline tax is appropriate for the near and long term. It is easy to implement and accurate enough. 20 years later we can go to mileage meters. Gasoline and diesel IC pollution/carbon is a large enough problem that electric drivers should get a break on taxes. Don't go to mileage meters too soon. |
| 17 | 97005 | Yes Timing the lights! |
| 18 | 97005 | Yes Raise vehicle registration fees - Oregon is very low compared to other states I've live in. |

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- 19 97005 Yes If you build it, they will drive it.
- 20 97005 Yes Implement a sales tax to make up for lost gas tax revenue. Increase gas taxes to more accurately encompass the cost of driving, while acting as an incentive to find alternative means of transportation.
- 21 97005 Yes Avoiding an emphasis on car infrastructure.
- 22 97006 Yes Yes, if the money is spent to get us away from our ridiculous freeway/gridlock culture. There has to be a better way, and several urban planners have given us alternatives to the current programs. See "The Carbon Efficient City," by A. P. Hurd, for one example, or "Abundance," by Peter Diamandis for another.
- 23 97006 Yes Although I first think we should fix and maintain what we already have.
- 24 97006 Yes Better use of large through-put traffic flows i.e. non-freeway major thoroughfares.
- 25 97006 Yes Maintain the roads we have built, and fund improvements that help traffic to flow smoothly.
- 26 97006 Yes Cars and buses are the highest priority, as is being fiscally responsible. No more expensive mass transit pet projects.
- 27 97006 Yes Cost. Environmental Impact. It is difficult to imagine how you can build enough infrastructure to accommodate a region growing as fast as this one.
- 28 97006 Yes We need to maintain what we have....figure out a way to use technology to maybe do more (keep flow moving better) with what we already have. Try to encourage employers to settle where people live.
- 29 97006 Yes Please consider cars.
- 30 97006 Yes Investment in existing infrastructure--i'm not enthusiastic about building new roads, especially since we can't keep up with the maintenance on the ones we have. i don't think we should plan on the fed giving us back much of what we send in taxes. i think we must improve our public transit so that people are willing to use it. max works pretty well, buses--way less convenient.
- 31 97006 Yes So work on changing the gas tax to be indexed to inflation and be increased substantially.
- 32 97006 Yes Reasonable expenditures with check and balances so they are reviewed by an independent panel to make sure money is being spent correctly and wisely.
- 33 97006 Yes Never trust the federal govt to follow thru. better to find other funding. i like our east-west train system, but the bus connections are not so good. if i use transit to go to work, i spend about 3 and 1/2 hours a day on the trip. that is too much for most people to manage. better bus service could cut that down.
- 34 97006 Yes The entire west side has gotten the short shrift on transportation infrastructure, along with sections of NE Portland which are shamefully without pavement or sidewalks. As such, all of the other areas within the Metro area need to be placed behind those two ignored areas, in terms of priorities.
- 35 97006 Yes Yes, it will take a lot of money since there's a lot missing for pedestrians and cyclists. Increase the price for gasoline and use that extra income. Do not increase property taxes since that will also put pressure on the people who are already car-less and use alternative transportation.

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- 36 97006 Yes Where people work and how they travel to get to their work. Various modes of transportation for shopping, going from one place to another.
- 37 97006 Yes Maintenance is vital, that's clear. However, "new improvements" is too vague for me to endorse. If you mean improving public transportation, sidewalks, and bike lanes, then yes. If you mean more roads and parking, then I'd say to keep in mind that the beauty of our region is one of the main reasons we love it here. Highways and parking lots take away from that beauty.
- 38 97007 Yes US Hwy 26 needs to be widened in the area west of the vista ridge tunnel.
- 39 97007 Yes So raise the gas tax. It is time too!
- 40 97007 Yes Smart Transportation Investment is key critical. Our surface system needs maintenance, repair, upgrade, Seismic retrofit and most all more lane capacity.
- 41 97007 Yes Availability to the greatest number of end users, cost, and environmental impact.
- 42 97007 Yes The money for that investment needs to be obtained from other than residential county property taxes or fees/taxes that hit financially overburden middle & lower income brackets.
- 43 97007 Yes As long as those improvements are farsighted, low emissions impact and readily available to all income levels...we cannot leave the poor behind. The concept of a growing region is going to be BIG as the climate refugee situation from California begins, then escalates---their water is not coming back, this is the new, and deteriorating, normal in a rapidly heating world.
- 44 97007 Yes Safety.
- 45 97007 Yes If we want to grow.
- 46 97007 Yes Maintenance first before any mass transit. Upgrade to road infrastructure before mass transit.
- 47 97007 Yes Any plan requires funding for implementation and operation. Infrastructure funding should not come at the expense of slowing progress and the public's migration to EV's and high efficiency vehicles just because these options impact traditional road tax revenues.
- 48 97007 Yes We must maintain/upgrade our current infrastructure to address future needs.
- 49 97007 Yes Adequate maintenance of existing infrastructure should be the top priority - it does no good to expand and improve if you cannot protect what you already have.
- 50 97007 Yes There has to be a balance between building transportation infrastructure and enabling people/businesses to grow. There are no easy answers.
- 51 97007 Yes Great idea, but you just explained that revenues from traditional sources are drying up. What gets taxed or tapped to pay for it?
- 52 97007 Yes Need to figure out how to index the gas tax to total gallons of gas sold in the state so that as less gas is sold due to less miles driven and more efficient cars, the revenue stays the same. That is, if 10% less gas is sold, then the tax has to go up 10%. Adjust every biennium.
- 53 97007 Yes Electric vehicles are coming. We must plan the infrastructure.

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54	97007	Yes	I am in favor of maintaining structures but don't really want to see population expansion.
55	97007	Yes	Fix hwy 217 congestion.
56	97007	Yes	Without raising taxes by full disclosure to the people as to what (and from where) what is coming in and what and where it is going.
57	97007	Yes	I'm voting for the fee increase in Washington county, but I don't want to see extra taxes for city and county and state, and registration fees, and gas fees and user fees.
58	97008	Yes	The gas taxes need to be significantly higher, and indexed to the cost of repairing the infrastructure.
59	97008	Yes	I understand the underlying problem. We clearly need a new funding structure--and ideally it would fall heaviest on the heaviest users--probably involving both mileage and weight considerations--and emissions as well.
60	97008	Yes	Either a carbon tax or taxation based on miles driven. Gas tax isn't working well.
61	97008	Yes	Again, concern for taxing residents out of Beaverton and Washington County... I cannot absorb more property taxes.
62	97008	Yes	Improve existing roads with the help of licensing and insuring bikes.
63	97008	Yes	Add lanes to 217 and 26. Don't shrink highways by ending lanes. People will drive. Keeping them moving as fast as possible is more efficient and reduces toxic exhaust.
64	97008	Yes	While funding is important, you must ensure that the cost is not being placed on a small minority of people.
65	97008	Yes	Without raising taxes.
66	97009	Yes	Nothing will happen without the \$ to make it happen.
67	97009	Yes	Fairness.
68	97009	Yes	New improvements should not include new infrastructure. That should fall in a totally separate category, and take lower priority than maintaining and improving what we have.
69	97009	Yes	Spend tax dollars on roads, like the majority or people in the entire area want, stop Portland from being so anti-car.
70	97013	Yes	Yes I support more investment, but where is the money going to come from? I would be willing to pay new fees if they are not exorbitant. Keep in mind that my threshold for what is too much is probably a lot lower than what jurisdictions want or need.
71	97013	Yes	Need to do seismic upgrades and retrofits high priority.
72	97014	Yes	Please adopt a carbon tax with a partial offset of income taxes. It should be revenue positive.
73	97015	Yes	Environment.
74	97015	Yes	We simply must support our transportation infrastructure to support business, community connections...etc.
75	97023	Yes	Studies of how current transportation is utilized and how to make improvements that will better facilitate transportation to specific regions.
76	97023	Yes	You need to expand the routes that are offered.

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- 77 97023 Yes Your suggestions are good.
- 78 97024 Yes Balancing the financing for the systems so that all modes both pay and receive benefit from financed facilities.
- 79 97024 Yes Make our roads with more lanes and use the monies that were set aside for roads on the roads not on blue or green lines on the road for bicycles to sit and wait. If a bicycle is on the road those wasted dollars spent will not help us see them. Teach pedestrians to cross at sidewalks not run out into oncoming traffic.
- 80 97027 Yes Yes, BUT I think that dollars that should have been going to this have been diverted for other uses so I am hesitant to say Yes.
- 81 97030 Yes But minimize new or expanded roads.
- 82 97030 Yes Careful planning. Keeping costs down.
- 83 97030 Yes Unknown until we know where current money is spent.
- 84 97030 Yes The MAX is awesome as well as all Metro. Constant maintenance is essential.
- 85 97030 Yes Responsible planning is huge. we don't need another CRC fiasco (WA state politicians should have been onboard before this was even made public).
- 86 97030 Yes Make Portland and other Metro cities compact and connected by bikeways, transit, and intercity trains.
- 87 97030 Yes A scheduled maintenance program for all existing infrastructure is a must. Updating trans programs to take advantage of new technology is also a must.
- 88 97034 Yes Since I have supported all the other questions up to this point, it is essential we have adequate funding or this becomes a futile exercise.
- 89 97034 Yes Who pays for what and how much. User taxes are the least efficient and may penalize those who may not have the ability to choose their options or have many options available. Resources must come from the broad community as a whole.
- 90 97034 Yes This is where the bucks should be spent. Our neglected arterials can be upgraded and improved significantly.
- 91 97034 Yes We really have no choice. However, vying for resources within the overall existing city, county, state and federal resources should be required. Special votes for bonds or monies to " improve...this or that " is ridiculous!
- 92 97034 Yes Yes, build more roads.
- 93 97034 Yes It would be ideal to find an equitable way to fund transportation without raising taxes. But that might have to be done.
- 94 97034 Yes As long as the riders and users of the services are paying their share of the costs as well. Also, look for efficiencies from the providers of those mass transit services by cutting their costs and operating a competent organization.
- 95 97034 Yes Make public transit options more widely available in suburban areas so it is practical for more people to use it.

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- 96 97034 Yes So long as we talk about roads, motor cars, bikes, buses and walkers, I am in full support. Just don't spend any more money on rail. It is a dead flat solid money loser and all further expansion of the system should be abandoned.
- 97 97034 Yes Population growth projections, realistic need.
- 98 97034 Yes I support maintenance of existing infrastructure but no new taxes to do so. Revenue should come from re-prioritizing existing funds.
- 99 97034 Yes Funding for rail should be a high priority as a long term investment.
- 100 97034 Yes Price, on a per mile basis, the cost of using roads based on true costs, including the cost of capacity increases in crowded urban areas. If prices are set right, this will provide exactly enough (but not more) revenue to keep up with demand. Don't put another cent into 19th century technology (rails).
- 101 97034 Yes If new/wider roads are needed, be sure to incorporate bike/ped lanes in the planning. Consider adding special bike signals in areas of high conflict between bikes/cars.
- 102 97034 Yes A livable Metro area is dependent on sound transportation.
- 103 97035 Yes Absolutely. Autos are by far the choice of most to get around. Give us what we want and pay taxes for. Social engineering is insulting.
- 104 97035 Yes Pay attention to the reasonableness of the money requests and you will be fine.
- 105 97035 Yes Need to provide new highways before growth gets so dense that building the highways is prohibited.
- 106 97035 Yes This one is going to require a serious educational campaign. People need to understand why we all need to chip in more.
- 107 97035 Yes We wouldn't be in such poor situations if there had been an untouchable maintenance fund started when Ike built the interstate highway system in 1950s +. Have to start some time.
- 108 97035 Yes Maintenance needs should take priority over expansion.
- 109 97035 Yes Build NEW infrastructure. That will reduce the need for maintenance of existing infrastructure, reduce congestion, and reduce pollution.
- 110 97035 Yes Focus transportation enhancements where the density is increasing or could be increased. Completing the interior of the transportation system is most important... not adding improvements on the fringes. Small capacity improvements (striping, adding turn lanes) can be a program all of its own.
- 111 97042 Yes Mileage tax higher rates for commercial users (cause more damage to roadways).
- 112 97042 Yes A tax that is based on miles traveled should be considered.to offset gas taxes.
- 113 97045 Yes Do not consider taxing populace for improvements without their assurance that the improvements will be adequately used.

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- 114 97045 Yes If we're moving away from dependence on gas tax revenues, then it's time to move toward taxes that reflect the impact of various vehicles on the transportation system. Higher taxes for studded tires, higher revenues from heavier vehicles, etc. The smallest, lightest weight, highest fuel efficient vehicles should get the biggest tax breaks.
- 115 97045 Yes This question is so vague and non-specific as to be pointless. Shame on you, survey writer, and shame on whoever made you put this question in this form. It degrades the integrity of the survey. What were you looking for? A stupid answer to a stupid question?
- 116 97045 Yes Tax gas. Tax miles driven. Charge for parking. Toll the bridges.
- 117 97045 Yes Bonds.
- 118 97045 Yes If it's easier for the working class to get around then we'll do more things for stimulating the economy. ie going out to eat, movies, other events.
- 119 97045 Yes Yes new developments should have to seriously pay their way to enable users of these developments to efficiently get all the way to a major freeway or highway. ALL THE WAY, not just out of the new subdivision.
- 120 97045 Yes Taxes, bonds, however it would be done.
- 121 97045 Yes How to provide equitable funding throughout the region.
- 122 97045 Yes More light rail.
- 123 97045 Yes The long-term growth plan. It'd be nice to see light rail come out further, than Milwaukie. Right now, it can take 2 hours to take public transit from Clackamas Community College to the area around Portland State. It'd be nice to be able to have a shorter commute to the workday.
- 124 97045 Yes The entire region needs to share in the cost - for example, Clackamas County should not be able to opt-out of funding a project such as the Sellwood Bridge Replacement.
- 125 97045 Yes So long as the investments are for roads and not light rail, which is wildly expensive and of low return on investment. I also believe government should have to account for the dramatic increase in costs in doing business before entrusted with additional funds.
- 126 97045 Yes Raising taxes will always be a challenge. Maybe seeking ways that private donors would be willing to adopt roads, expressways, etc.. through foundations.
- 127 97045 Yes Just the total elimination of the use of transportation dollars for anything other than roads and highways, would truly help. All funding for transit, PED & Bike should come from voter approved projects, period! We have been stealing from our highway and roads funds for too long and now we are in trouble.
- 128 97045 Yes While I urge increased funds directed toward better maintenance of our roadways these dollars cannot be from increased taxes, nor from police and fire budgets, but need to be squeezed from other sources.
- 129 97045 Yes Investments of this sort should take into account climate change before they are even approved, much less before they begin.
- 130 97045 Yes Maintain, yes, but update as well.

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131	97045	Yes	License and insurance for bicycles in the next needed step.
132	97045	Yes	Roads - yes. Light rail - NO!
133	97045	Yes	I support a mileage tax not a increase in gas tax.
134	97045	Yes	cost and population growth.
135	97045	Yes	Yes, since now everyone has health care and will be healthy we don't want to sit in traffic all day going no where. Our roads need help.
136	97045	Yes	Repair and maintenance of existing networks as well as light rail expansion to tie system together while more adequately covering entire metro area.
137	97045	Yes	As long as you include the use of motor vehicles in planning. It is impossible to keep public transportation safe and the billions wasted on it is shameful.
138	97045	Yes	Providing that any taxes that are designated "roads & highway" funds are not hijacked for more pie-in-the-sky bike and walking paths and choo-choo trains that run empty a good portion of the time and don't run at all when they are most needed (inclement weather), funds should be used to repair deteriorating roadways, and expand the highway system. Of course, when government forced the MAX to the Town Center, they shut down any possibility of added lanes to I-205. And what has it brought us? A rise in crime, more congestion, and more expense for negative return.
139	97051	Yes	Use railroad beds already existent. Improve Cornelius pass.
140	97053	Yes	Safety and affordability.
141	97055	Yes	We are behind in infrastructure investment to secure safe roads. Delays will increase costs. INVEST NOW!
142	97055	Yes	Infrastructure investment is badly needed.
143	97055	Yes	Maintenance of existing transportation infrastructure & new improvements should be given a high priority.
144	97055	Yes	OF COURSE, IS THAT NOT WHAT WE SUPPOSEDLY PAY FOR IN VARIOUS TAXES?
145	97058	Yes	Safety and up to date equipnent can save time and money.
146	97058	Yes	Connect to eastern locations, including rail service to Hood River and The Dalles.
147	97060	Yes	No tax breaks for businesses & Clackamas County backing out of the Sellwood Bridge funding was wrong.
148	97060	Yes	Our emphasis needs to be on congestion relief and appropriate maintenance of all highway and major roadway facilities.
149	97060	Yes	Spend less time on CRC and build a new bridge east of 205.
150	97060	Yes	This should be a high priority to keep the existing and any planned infrastructure in good repair.
151	97060	Yes	That gas taxes be well thought out before being implemented.

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- 152 97060 Yes Maintain what we have, FIRST, in class A condition! Replace what needs replacing (example: Sellwood Bridge). Find a way to tax those that use the facility (example, Sellwood Bridge) equitably with those who own it (Multnomah county residents), since most of the use (example: Sellwood bridge) are NOT Multnomah County residents. Same answer for the I-5 Columbia Crossing (Oregonians don't use that much, Washingtonians DO! They should buy it!).
- 153 97060 Yes Money used wisely and accountability.
- 154 97060 Yes Who wrote these questions? These are banal questions without any consideration of thought process outside of Metro. Yes, I support transportation investments, primarily in reducing car commute times and increasing safety. Afford more parking and wider roads for ease of navigation...unless of course, that is not what you want. If not, just say that you are wanting to restrict movement and increase car commute times and increase parking difficulty. Just be honest about it and quit cloaking it in the name of greenhouse gasses or safety. Not everybody has the flexibility of jumping on a bike to go to their coffee shop job; some of us have to actually wear suits and act like professionals, going out of town in the blink of an eye to meet clients and grow a business. Please stop restricting our ability to make quick and easy transportation decisions. It is destroying our agility, flexibility, and efficiency.
- 155 97062 Yes Tualatin needs to be better connected in Tualatin.
- 156 97062 Yes Trying to find more north/south routes so not all travel has to be on I-5 or 99. This will be difficult, given neighborhood reactions to increased traffic, but the need is there.
- 157 97062 Yes It's a no-brainer. Maintain what we have; improve on it. Make it so people want to use it and CAN use it when they need it.
- 158 97062 Yes All options within reason.
- 159 97062 Yes Sure but let's not stick it to the business community. Want to tax people, tax individuals so everyone has 'skin' in the game.
- 160 97062 Yes One Tualatin mayoral candidate is advocating for an entirely new bus transportation system in Tualatin, which I think is redundant. Plus, she wants to eliminate any access to light rail, which I find backwards. We should be expanding access to light rail. The state is finally upgrading and reinforcing our bridges, so that's good.
- 161 97062 Yes This sounds like a pitch for more money. I'd support a significant gas tax increase if the legislature would reinvent the Highway Trust Fund, and then spend gas tax money only on road improvements. Metro should get no more dollars from said tax.
- 162 97062 Yes Not Light Rail.

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- 163 97062 Yes Assemble the best organizational delegations to lobby the hell out of the legislature and Congress to raise taxes -- on corporations and the wealthy -- and spend that money on such transportation needs. Also, raise the gas tax and supplement it with programs to institute a per-mile driving tax and the equipment and policies needed to collect such per-mile revenue. Lastly, don't let the trucking lobby get away with any subsidies, including implicit ones.
- 164 97068 Yes Raise the tax on gasoline, then use the extra money to fund only roads, (NOT rail, arts, social justice programs etc..). Sell it by making it impossible to shift funds already allocated to roads to non-road pet projects when the tax is passed.
- 165 97068 Yes Try to couple like investment programs to get the most for your \$.
- 166 97068 Yes Get the money before you spend it.
- 167 97068 Yes Should be weighed against the gradual change to alternative infrastructure.
- 168 97068 Yes Make the movement of cars and light trucks the highest priority. Folks here will drive, so the easier you make it for vehicles to get around, the less they will sit in traffic polluting.
- 169 97068 Yes Keeping cost to a minimum. Not raising taxes.
- 170 97068 Yes Tax electric and hybrid vehicles on a miles driven basis.
- 171 97068 Yes The state legislators need to get their act together to pass some state transportation funding and increase gas taxes. If necessary, Metro needs to do if the state won't.
- 172 97068 Yes I support user fees. Tolls and fares that service operation and maintenance. I support bonding to develop new infrastructure, but I know new lines are not popular with citizens. Sometimes we don't know what is good for us.
- 173 97068 Yes Get a new bridge built to Vancouver and increase the number of lanes available on the major access freeways to improve commerce in our region.
- 174 97068 Yes Within a budget.
- 175 97068 Yes Again, your question invites answers which you can translate to your purposes, not the public's. Maintain the horrible roads. Say roads - not infrastucture which is a code word for ignoring the needs of the people. 'New improvements to accommodate a growing region' - translates to forcing public transit where the people oppose it. I mean REALLY OPPOSE IT.
- 176 97068 Yes Users should pay according to levels of use. Tolls for high capacity express lanes. Bi-State bridge tolls across Columbia River. Purchased passes for bikes crossing bridges and set aside corridors for bike use. 10 year moratorium on Rail, Light Rail and Street Cars in Portland region till demand pays for current use.
- 177 97068 Yes Emphasize creation of local blue collar jobs, investment in infrastructure for future residents. Demonstrate frugality and transparency in spending precious tax dollars.
- 178 97068 Yes The primary focus should be on infrastructure for cars and light trucks, since that is how most of us get around.

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- 179 97068 Yes We need to be thinking about population density down the road and not continually playing catch-up in regards to roads and transportation. Build things bigger than currently needed where forecasting shows it will be needed bigger in the future.
- 180 97068 Yes Yes, infrastructure is key to being a first world country/state.
- 181 97068 Yes Light rail along route 43.
- 182 97068 Yes Increase gas tax.
- 183 97068 Yes New funding in the form of an increase in the gasoline tax, expend more on freeway lanes.
- 184 97068 Yes The region should prioritize active transportation projects. Help raise new revenue for active transportation and support maintaining existing transportation infrastructure and applying new technologies to improve and accommodate for a growing region.
- 185 97068 Yes Maintaining infrastructure allows bikes and pedestrians to be on roads safely with cars, and good roads and bridges help keep traffic safely moving in inclement weather and congestion periods of travel.
- 186 97070 Yes A menu of options for different communities. What works in Portland won't necessarily work in Gresham and vice versa.
- 187 97070 Yes This is essential. Infrastructure funding has been declining for the last couple of decades. Some new form of funding must be developed, such as an investment bank. Local CIPs and the RTP are useless documents without appropriate funding.
- 188 97070 Yes Regional leaders screwed up the westside bypass, which is now only a dream. they screwed up the Columbia river crossing. funding without leadership and without a plan will just produce more bureaucratic waste.
- 189 97070 Yes Build Roads! Build Roads! Build Roads!
- 190 97070 Yes We need and want a new westside freeway to connect I-5 at Wilsonville to 26 @ Hillsboro.
- 191 97070 Yes Maintenance schedule of every aspect. What is most needed, used. What funding is available for what project. What capital projects are coming...and get the public ready for all of it LONG before it needs to happen.
- 192 97070 Yes Congestion is a growing problem for the metro area - it seems to have gotten much worse in 2014.
- 193 97070 Yes Since I'm not a homeowner, I don't know if they would support more/newer taxes, or where the money could come from.
- 194 97070 Yes Move away from the old system of relying on gas taxes to fix roads.
- 195 97070 Yes Higher taxes.
- 196 97078 Yes Growth is good.
- 197 97078 Yes Don't grow your region into Helvetia farmland.

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- 198 97078 Yes I will support more funding, But the funds can't be for just more MAX or Bike lanes. We built MAX wrong from day one, you can't have express trains, so it is little more than a slow street car system. Bike lanes should be part of a wide sidewalk, it is dumb to build a bike lane to the same standard as a road bed to support a truck that is 80 thousands pounds.
- 199 97078 Yes Implement a pollution/carbon credit system of some type that will transfer funds from the private sector to public transportation and infrastructure development as the improved system becomes more sustainable.
- 200 97078 Yes Be sure that the transportation infrastructure is in place to support growth.
- 201 97080 Yes Nobody will click "no" we need no investment. However, investment needs to be limited and efficient e.g. replace bridges with basic structures not ornate ones.
- 202 97080 Yes Should consider street use, restrict heavy loads to transit corridors, not very street.
- 203 97080 Yes Yes, but I am a moderate. NO MORE FREEWAYS. I believe we have to be more efficient with what we have.
- 204 97080 Yes License all forms of transportation, including bicycles, and use that \$ to replace the lost gas revenue.
- 205 97080 Yes Tri-Met in particular needs assistance and oversight to enable it to better manage what it has. The service has deteriorated so much that in spite of believing in it, I was forced to resort to driving because my needs were so trampled on.
- 206 97080 Yes Fix existing roads first.
- 207 97080 Yes Usage of roads are always important, age and safety are a high priority.
- 208 97080 Yes Fix the potholes, patch the streets, invest in one-step repaving machines that can remove/recycle/replace roadway materials in a single pass.
- 209 97080 Yes A bridge in east county.
- 210 97080 Yes Do NOT raise our taxes yet again. Try this for a change: manage the money you already get in a more efficient manner. If you knew that you had to be wise stewards of the money I suspect that you could do so. But thinking that there is always more tax money available is a foolish way of handling costs and expenses.
- 211 97080 Yes No further comments on this - I don't know enough about investment opportunities.
- 212 97080 Yes Careful planning. Just maintaining what exists seems to eat up all the money.
- 213 97080 Yes Pursue projects most likely to be approved or funded.
- 214 97080 Yes Maintenance of roads should be a priority of government - pet projects should not be even close to the top of the list.
- 215 97080 Yes Private sector road construction should be eliminated in favor of public road construction and maintenance. OR, if not construction, at least maintenance. Now there is a 150,000 dollar limit on projects that government entities can take on. Consider inflation .. 150,000 dollars will not fix very many linear feet of Division or Burnside. Have the city buy a monster paving machine that rips up and rebuilds asphalt roadways, one lane at a time, continuously .. 24 hours a day, 7 days a week, 365 days a year, somewhere around the city.

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- 216 97086 Yes Raise taxes at your peril. A tax included in the purchase price of studded tires, electric vehicles and hybrids might be okay. Truck traffic must be addressed as well.
- 217 97086 Yes We have to maintain what we have and what we are going to build if the region is going to continue to grow find new ways to fund transportation and manage growth. Transportation is a key factor in the live ability of our community.
- 218 97086 Yes I support diverse sources of dedicated funding. A property owners fee, higher license fees, sales taxes on autos, etc. Spreading it out will make each bite less painful.
- 219 97086 Yes Fair distribution of cost--gas tax alone no longer taxes all the users.
- 220 97086 Yes Please improve TRIMET seating!
- 221 97086 Yes N/A
- 222 97089 Yes Definitely, but that doesn't mean more fees and taxes. Do not spend existing transportation funds on non roadway projects. Actually use the money coming in on roadway improvements to make it easier for cars to get around over public transportation and bikes.
- 223 97089 Yes No one wants to see their taxes go up. Any revenue increases need to be fair and reasonable.
- 224 97089 Yes Mostly we need more efficient use of the current funding, not wasteful projects.
- 225 97089 Yes User funding.
- 226 97089 Yes Have you ever been on Hwy 212 on a Friday afternoon near Damascus? There's a bottleneck that needs to be fixed.
- 227 97102 Yes Tax gasoline to reflect the true cost to society that the internal combustion has and will have and use the money on better, safer, healthier, more environmentally friendly transport. If people paid the true cost of driving, they would be more inclined to take alternative transportation more often, to the benefit of all.
- 228 97106 Yes Stop wasting/diverting transportation \$\$\$ on unnecessary bridges, bike/ped paths, and uneconomical mass transit. Build and maintain roads for motor vehicles. They are expensive "feel good" projects that solve no problems.
- 229 97106 Yes Index and raise the gas tax.
- 230 97106 Yes You can maintain what we have or watch it decay to the point it will require a complete rebuild costing 10 times as much. No choice on this issue.
- 231 97106 Yes Consider surcharges on large businesses (Intel, Nike, et al) whose employees and operations inordinately impact our infrastructure while avoiding payment for it.
- 232 97106 Yes That all commuters help pay for improvement, not just motor vehicle drivers!
- 233 97106 Yes Better gas mileage have reduced gas tax collection. We need adequate dollars to maintain current and implement new infrastructure.
- 234 97113 Yes Be creative in financing without raising taxes or costs. People are already being stretched enough financially.
- 235 97113 Yes Only within existing tax revenues. If additional taxes or fees are assessed, the answer is no.

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236	97116	Yes	In the areas that are growing, development fees should shoulder the largest burden of paying for the new needs.
237	97116	Yes	Investments should go first to road maintenance and new highway construction, not light rail.
238	97116	Yes	I support this idea but where do you see the funding coming from?
239	97116	Yes	Proper maintenance and enhancements to the existing infrastructure is a key ingredient to keeping traffic flowing smoothly.
240	97116	Yes	Most important is improving and expanding mass transit.
241	97116	Yes	As I'm sure you are already accounting for: things always cost more & take longer than you would think.
242	97116	Yes	Faster please. We need more lanes, new roads and bridges.
243	97123	Yes	Prioritize maintenance of existing transportation infrastructure higher than new improvements. Establishing stable and sustainable revenue for road maintenance needs to be a top state priority. But in the meantime, local governments are doing whatever they have to to fill pot holes. A regional approach to a stable, sustainable and balanced allocation of revenue for road maintenance would be a great improvement.
244	97123	Yes	n/a
245	97123	Yes	I do not think additional funding is needed but I do support securing current adequate funding.
246	97123	Yes	Just look at the disasters caused by TriMet's failing infrastructure this past year! Is there any day now that they aren't providing service alerts because there is a 'mechanical issue' affecting the trains. Of course we have to expect delays now. What a joke!
247	97123	Yes	LOWER the price of Trimet, paid for with higher parking costs. Charge more to private lots, who will pass costs on to those parking, and charge more at the meters. Make pricing so that transit is appealing. I use transit to go into the city alone, or with my spouse, but with kids, the costs are too high, so driving is still cheaper. If transit's price went down about 30%, and parking up about 30%, it would maximize how many people use transit who CAN use it but choose not to use it.
248	97123	Yes	Except for toll bridges and roads. No tolls should be considered. Very anti human.
249	97123	Yes	Efficiency and stewardship of investments.
250	97124	Yes	Increase the gas tax, but commit to an incremental additional project map to promote what voters get for the additional tax. Demonstrate additional value across the modes.
251	97124	Yes	More investment in maintaining what we got.
252	97124	Yes	Absolutely. This is crucial. If we want to achieve our 2040 growth concept, we'll need greater federal funding. We must acquire and invest these funds wisely, and frequently.
253	97124	Yes	This is probably my highest priority for planning and development. If the system does not keep pace with the population and industry growth, it will stifle everything else.

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- 254 97124 Yes Perhaps the fuel efficient vehicles need additional taxes since they are not paying as much in gas taxes but are still using the roads.... perhaps vehicles that can't pass emissions need to be targeted for it's no longer cost effective to keep getting temporary license extensions.
- 255 97124 Yes Transit and other active transportation investments should be given top priority.
- 256 97124 Yes Funding sources should help encourage better transportation options.
- 257 97124 Yes As long as the new improvements are for the roads and highways and not TRIMET then I am all in!
- 258 97124 Yes Yes as long as higher priority is given to options with a lower carbon footprint. The area already has a solid reputation for environmental awareness - we need to build on it.
- 259 97124 Yes It should be a mileage tax and not a gas tax. All cars cause road damage, hybrid or electric or not. They should all have to pay for the road development and maintenance. There is this false notion that electric cars don't pollute, but that is not true since the electricity comes from the grid, and certainly is not 100% renewable. In fact, there is a finite amount of renewable and adding new cars to the grid causes us to burn more gas and coal.
- 260 97124 Yes Improve transportation options between Hillsboro and Forest Grove via TV Highway. Improved walking and biking lanes by removing train tracks on northside of highway and change to bike walking lane.
- 261 97124 Yes Spend money only on new bike lanes and sidewalks. A few potholes help to slow down drivers and that makes our streets safer.
- 262 97124 Yes Always consider value when weighing maintenance versus replacement. Traffic area use.
- 263 97124 Yes I think we need to be smart when we plan our transportation investments. I live in the Portland area suburbs, and our area is growing, which means the traffic is often terrible. There are areas that think ahead and end up with a high quality of life via transit, walking, and biking. Then there are areas (like Los Angeles) that invested in roads instead of transit and other alternative transportation, but they still have traffic nightmares because everybody is in a car. I think that public opinion will generally be to create more roads, but I don't think that public opinion is always wise for the long-term future. I think planning experts should help design something that our children will thank us for.
- 264 97124 Yes Reduce use of cars and reduce driver-only commuting.
- 265 97124 Yes We know we need money to get the job done. We also know the community will grow no matter what. Planned funding for future needs is essential.
- 266 97124 Yes Priority should remain on active transportation funding.
- 267 97132 Yes As stated in previous item, we need to maintain what we have before we invest in new or make improvements.

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- 268 97132 Yes It goes without saying that this needs to be done in a prudent and businesslike manner. Maintenance of these roadways must be done without regard to supporting a political and ideological agenda. It is because of these agendas and mismanagement that the City of Portland finds itself in such trouble. Throwing added money at this maintenance backlog without changing the thinking will only replicate the existing problems.
- 269 97140 Yes Need better prioritizing of that funding.
- 270 97140 Yes Get some really good strategic thinkers to help visualize what we need and how good it could be. Then, pass it off to people who are proven implementers.
- 271 97140 Yes Build the Westside bypass.
- 272 97140 Yes But not if it means the taxes will be raised.
- 273 97140 Yes Yes on maintenance, need to look carefully before expanding to make sure if the need is there and people to use it.
- 274 97140 Yes Using a non-elitist approach. The greater good for all citizens.
- 275 97140 Yes Yes, but only if they are used for roads. I am not in favor of more taxes for public transportation options. Our citizens voted against max but the government put it in anyway. Please listen to your voters!
- 276 97140 Yes Don't dig up old roads or paved forest roads!!! Use them for cycling routes.
- 277 97140 Yes A more equitable usage taxation and usage system for public roads would be great. I however am unsure of how to implement such a system, the current ODOT test of miles driven to replace gas tax just feels cumbersome (driving diary and refund checks in the mail) or creepy (GPS in cars). If an equitable and efficient system of taxation could be created I would be very interested in seeing it put into place.
- 278 97201 Yes Income tax-dependent Oregon depends on a workforce that is able to get to work on time, draw our wages, and pay our taxes. We all lose when our productive workforce is stuck in traffic.
- 279 97201 Yes We need more buses. NOT more light rail which is a waste of our valuable transportation dollars.
- 280 97201 Yes Raise the gas tax to pay for road repairs, investments, etc. Prioritize mass transit and pedestrian uses.
- 281 97201 Yes Take a closer look at the suburban transportation infrastructure and how it changes when it reaches Portland city limits. An excellent example is the road over-development in Washington County where four lane high-speed roads narrow into two lane residential streets once they hit the West Hills. This is a serious problem that needs to be addressed.
- 282 97201 Yes Some priorities, please.
- 283 97201 Yes I don't know!
- 284 97201 Yes I support a Carbon Tax.
- 285 97201 Yes Conditionally support - - it's clearly very important that PBOT secure more reliable funding. I don't support a tax that levies an equal fee from unequal road users. A gas tax and/or a sales tax seems like the obvious way to go.
- 286 97201 Yes Raise the gas tax or pass a carbon tax that would provide a generous source of money for transportation.

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287	97201	Yes	A series of "show" projects to develop public trust.
288	97201	Yes	Public transit first.
289	97201	Yes	As needed--I am happy to be taxed for the public transportation services we have.
290	97201	Yes	But not new highways. Focus should be on bus rapid transit. If buses were more like MAX trains, more people would ride them. Suburbanites are afraid of buses because they think they are full of low-class and mentally ill people.
291	97201	Yes	Yes, within reason. Nothing we do should encourage sprawl. Keeping the urban growth boundary intact and providing transport that encourages infill is important.
292	97201	Yes	Since there was a increase in property tax revenue (PPS received 16 mil extra!) then the city also received extra so apply that to existing infrastructure maintenance and stop the idiocy of a street tax. If you don't have the money, you can't do it; that is what happens with a family is low on funds as MANY are!
293	97201	Yes	Stability and fairness.
294	97201	Yes	Although we know how important it is to accommodate the future (growth & resilience to forecasted stresses), acknowledge that most people in region expect that our current revenues go to "maintenance of existing transportation infrastructure" first. If people are driving less, reduce expansion of auto infrastructure. Simply fix problem areas. Re-balance revenues to reflect (even boldly change tax structure, rates, & plan for carbon taxing) so the sources of costs pay the costs.
295	97201	Yes	A MAX line down Hyw 99 West (Barbur Blvd) would be a phenomenal addition, but the federal funding doesn't exist. This is a long-term investment that would pay dividends for the region and funding opportunities need to be found for this essential infrastructure investment.
296	97201	Yes	Maintenance, including preventive maintenance, of infrastructure is most important.
297	97201	Yes	Support infrastructure, but don't rely on more roads and bridges for cars and trucks.
298	97201	Yes	This one I support with a caveat. I think maintenance and stability of the transportation infrastructure is far more important than looking towards growth. Growth is not a valid indicator of health of the region, and I think it is more important to make sure we maximize what we have, for the best health of our people and our community, so we have the best foundation for supporting growth, which should only be our secondary concern.
299	97201	Yes	We should be able to come up with funding solutions that are fair for all and also, fund everyone (drivers, bike riders, transit riders and pedestrians). This way we don't end up fighting among each group over funds.
300	97201	Yes	It all has to work together.
301	97201	Yes	We need more roadways and travel lanes.
302	97201	Yes	Funding for operating expenditures should be increased to maintain current levels of service and possibly expanded to restore severely degraded infrastructure.
303	97201	Yes	Innovative ideas I would support. More of the same will make matters worse.

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304	97202	Yes	And where do you expect to get funding? i'd offhand suggest tax-free bonds.
305	97202	Yes	Not to roadways, but yes to transit and walking & biking facilities.
306	97202	Yes	Light rail a priority.
307	97202	Yes	Yes I support funding for transportation investments. Especially if those investments come with a commitment to Complete Streets--designing, building and maintaining the roads for the ease and safety of all users.
308	97202	Yes	Make sure the resources currently available are actually going to real transportation improvements.
309	97202	Yes	Emphasize alternative transportation modes, rather than Automobiles & trucks. To improve air quality and cut down on air pollution. And alleviate traffic jams.
310	97202	Yes	If at all possible I think it's important to try to ensure affordability for everyone. Also to make sure the current systems are safe (for example in a disaster such as an earthquake) as a priority.
311	97202	Yes	Roads and buses yes, but enough with the bike lanes and road diets.
312	97202	Yes	Attach an infrastructure fees to car insurance. Perhaps a small tax on new bike purchases (\$5-\$10), in the spirit of sharing the burden. Increase DMV hours and simplify the DMV's forms and procedures; incidentally, raise the price of registration. The costs of building should include the present value of the money that must be spent in the future to maintain and repair the road or other feature, and the estimate should be at the high end of the range. This will allow planners to make better choices (if appropriate) that will save the community money over the long haul by requiring less maintenance.
313	97202	Yes	I think this would be good, especially as it benefits public transportation (more frequent buses, etc) and bicycle and pedestrian movement.
314	97202	Yes	Transportation funding needs to be stable and user based (i.e., the users of an infrastructure should pay for the maintenance of that infrastructure).
315	97202	Yes	Safety first partnerships between private and public perhaps businesses maintaining public areas with their private funds.
316	97202	Yes	We need a higher gas tax or some kind of mileage tax (I drive a Prius and am not paying my fair share).
317	97202	Yes	Equity is a huge issue that must be taken into consideration.
318	97202	Yes	BUT Oregon is already one of the highest priced states for gas. Many citizens need to drive daily. Taxes should be minimal....not over \$0.02 per gallon. Gas stations should be more regulated for price gouging and inaccurate/defective pumps along with the elimination of bank/credit card fees at the pump.
319	97202	Yes	Consider tolls to tax road users.
320	97202	Yes	The original Urban Growth Boundary contained an adequate freeway system. The freeway was abandoned due to mis-information that freeway expansion doesn't work. We need an adequate system that serves the region as indicated by planning efforts in the 1970's. Gridlock sucks and it's only going to get worse.
321	97202	Yes	Once again, emphasis on public transit and non-automotive infrastructure first.

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- 322 97202 Yes A hedge on the yes. Maintenance of the existing - yes. New improvements - need to know more.
- 323 97202 Yes Gasoline and diesel fuel should be taxed at a higher rate not only to fund transportation investments, but to encourage use of alternate transportation and purchase of more fuel efficient vehicles.
- 324 97202 Yes Yes, only as related to mass transit. Minimal expansion to road maintenance unless it is focused on disadvantaged areas.
- 325 97202 Yes I do not support investments which will induce additional VMT.
- 326 97202 Yes Trimet continues to charge riders more and more for less and less service. Despite significant decrease in gas prices this year, riders have seen no reduction in the cost of fares and passes, which are onerous and amongst the highest of major US cities. Trimet management needs a drastic, complete overhaul, with far more third-party oversight and public engagement.
- 327 97202 Yes Increasing the gas tax, linking the tax to inflation. Levy new tax based on mileage driven (if people allow their driving habits to be monitored), or a new flat fee on all vehicles.
- 328 97202 Yes Don't build roads/lanes expecting it to ease traffic, it won't. Just focus on what is truly needed, no more.
- 329 97202 Yes Let voters decide on a gas tax increase, or property tax, or business tax, or bicycle registration mandate.
- 330 97202 Yes Public transit outside a few urban areas is a joke. Support for passenger rail travel is trivial--DO something! Unless you drive, you get nowhere in Oregon. Infrastructure should not be geared to big trucks--get reasonable with weight limits--LIMIT them.
- 331 97202 Yes In the face of climate change we have to drastically change how we use private transportation. Building public transportation could be a great source for clean energy jobs while also helping us create sustainable cities and neighborhoods. We need to take a systems look at how these things fit together - creating the right kind of jobs for a clean energy future, and making sure all people in our city have equal access to transport and jobs.
- 332 97202 Yes Is there a choice?
- 333 97202 Yes Put a higher gas tax.
- 334 97202 Yes I think we should definitely maintain what we have, but I would like to see us pursuing "adequate funding" to make our transportation system climate smart and multi-modal. If "new improvements" means expanding the system for cars, I do not support that -- because by truly building a multi-modal system we can already accommodate a growing region.
- 335 97202 Yes Congress is paralyzed...we need more state and local transportation funding by making some bold decisions and taxing ourselves.
- 336 97202 Yes Maintenance needs to take a front seat to new improvements for awhile.
- 337 97202 Yes Sustainability of existing infrastructure and its improvements. Insure that policy implementation does not result in infrastructure improvements serving to spur growth.

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- 338 97202 Yes Look for cost-saving in keeping agencies from being/becoming top heavy. Too much is spent on expensive studies and too many managers.
- 339 97202 Yes If the improvements are in repairing existing bridges, and in improving public transit. I don't support wider roads, more freeways, or allowing the region to grow out. It needs to grow by using our city spaces more efficiently and more densely.
- 340 97202 Yes Let's not maintain the existing infrastructure that just gives personal autos priority. Let's maintain and expand the parts that are leading people to get out of their personal cars, so that we don't have to pave over our beautiful region to accommodate steel boxes that just sit unused 20 or more hours each day.
- 341 97202 Yes Business and corporations that benefit from this should bear there fair share of this expense.
- 342 97202 Yes I think perhaps it is time to take a breather with mass transit, in particular light rail. Spend more resources looking at our existing infrastructure and see how it can be improved. Maybe adopt technology to make what we have more efficient. We need to get Clackamas County and Vancouver on board for a truly regional approach to transportation needs. Global warming is going to make the Portland area a very desirable place for many people to move to.
- 343 97202 Yes TriMet should increase payroll tax to pay for more bus service. Metro should pass a active transportation bond issue to boost bike and ped improvements.
- 344 97202 Yes User pays: higher gas taxes, bicycle registration fees at point of sale etc.
- 345 97202 Yes Especially providing for those who can't afford it (low cost public transportation).
- 346 97202 Yes Duh.
- 347 97202 Yes More MAX and bus lines to connect suburban areas.
- 348 97202 Yes Would love to see visions become reality. Especially I'd like to see Outer SouthEast Portland get tons of biking infrastructure-- it's perfect because it is undeveloped and flat.
- 349 97202 Yes Yes, but the taxation should be innovative. The only levers you have to pull are employment taxes, property taxes, and business fees. A comprehensive system that uses discount incentives to encourage the behavior we want, as well as higher taxes for crappier behavior, should do the trick.
- 350 97202 Yes This is pretty vague. Fix what we have so it doesn't break and cost more, make sensible improvements. avoid building bigger roads.
- 351 97202 Yes The fuel tax needs to be increased as a method to increase revenue and tax carbon emissions.
- 352 97202 Yes Yes but no widening streets.
- 353 97202 Yes Vehicles should pay for street repair according to how much damage they do to the street. Thus, vehicle weight should be the primary determinant - coupled with miles driven. Trucks don't pay in proportion to how much damage they do - this should be corrected.
- 354 97202 Yes Should be worked out without special charges perhaps thru car reg fees or gas tax. Cars do more damage to roads than bikes and pedestrians. Trucks and heavy vehicles should bear more of the cost.

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355	97202	Yes	Carbon tax.
356	97202	Yes	Buses!
357	97202	Yes	More money for alternative transportation! higher tax, implement tolls for alternative transportation.
358	97202	Yes	Thanks for upgrading the bridges and adding the Tilicum bridge. We need to improve the I-5 corridor north of town into Vancouver, preferably with a toll-bridge. We need to give a high priority to livable neighborhoods and greenspaces when considering adding to the number of roads and highways. We also need to build these additional roads with multiple users (bikes, pedestrians) and their safety at the forefront.
359	97202	Yes	VERY concerned about how this could affect those of moderate income.
360	97202	Yes	Don't just build more roads. be smart.
361	97202	Yes	Maintenance first!
362	97202	Yes	Increased revenue for transportation choices and maintenance should be used for existing infrastructure, NOT expanding capacity of roadways.
363	97202	Yes	Emphasis on mass transit and bike/pedestrian infrastructure.
364	97202	Yes	Need to spend the money. Not growing out. Higher density.
365	97202	Yes	Certainly I support that investment, but this is a very vague policy statement.
366	97202	Yes	I will happily pay more in taxes, or fees or whatever, for better transit and biking and pedestrian infrastructure, as well as the maintenance of our existing roads. As with any new funding source, I would like it to not disproportionately affect the poor. I would also be less interested in a user fee specifically for cyclists (ie. new bike tax). Everyone should chip in for better transit and active transportation options because it benefits everyone. I understand that we will have to increase our capacity as our region grows but I would like to see the focus of increased capacity be on active transportation and transit.
367	97202	Yes	The future is coming and no stopping it so we need to invest in this and include a re-evaluation of existing policies so that the necessary changes can be made to move forward.
368	97202	Yes	Concentrated growth, continued efforts to limit sprawl. Where outlying develop must occur make sure there are options so its not just about driving. Suburban traffic is far worse than in the central city.
369	97202	Yes	Cost effectiveness and safety.
370	97202	Yes	Transit especially.
371	97202	Yes	Fix it first!
372	97203	Yes	Yes.
373	97203	Yes	"However, the purchasing power of federal and state gas tax revenues is declining as individuals drive less and fuel efficiency of vehicles increases. " This seems contradictory, the means of revenue going downhill as the goals are met... Maybe I'm not understanding correctly.

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- 374 97203 Yes The current ability of local governing bodies to deliver a reasonable quality of life is pathetic. Taking the initiative to counter the ridiculous propaganda favoring the unlimited concentration of wealth and income should be your first priority.
- 375 97203 Yes Trains are great. We need tracks separate from freight, for moving people only. High speed is attractive to some, but not me, as I enjoy leisurely train travel - but one that leaves and arrives on time!
- 376 97203 Yes I support investing in transit, but I also need to support other things like education. Please be as efficient as possible! We have limited money and living in Portland is very expensive.
- 377 97203 Yes Maintenance must be done.
- 378 97203 Yes User-fees and disincentives to undesirable behavior (ie: congestion charges) should be considered above general taxes/fees.
- 379 97203 Yes Raising gas taxes (even though gas usage will go down in the long-term, raising gas taxes would still bring in more revenue in the short and medium term that can be used to implement more alternative forms of transportation that accommodates that shift) or even considering a carbon tax, with some adjustments made for low-income people so that it's not regressive.
- 380 97203 Yes We need to lobby more as a region for transportation funding from the state, but also be willing to raise the money locally. Strategic consulting and campaigning support should be provided to the jurisdictions to look at ways of raising revenue and when to make the ask.
- 381 97204 Yes Prioritize and spend first from available resources before seeking special taxes. Operate this system like a service provider instead of beauracracy.
- 382 97204 Yes But only if we focus on problem areas, like road capacity, and dedicate funding to those.
- 383 97204 Yes Stop spending existing funding on pet projects that don't help the overall region (ie Sellwood bridge that is very expensive and has no additional travel lanes).
- 384 97204 Yes Insuring that commuters who require autos for their careers/business/etc are provided easy access to core-area and sufficient parking near their offices.
- 385 97204 Yes Yes for improving auto travel.
- 386 97205 Yes I don't think we need to spend a lot of money creating new roads, but we should maintain the ones we have already.
- 387 97205 Yes We will drown in cars if there is not more public transportation.
- 388 97205 Yes I support it with a caveat. I think we have built too many roads and many of our streets are too wide. Many could use the skillful work of Depave and its minions. Consider more road diets and decommissioning of roads.

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- 389 97205 Yes More effective use of funds... better infrastructure design and construction to make these developments and improvements last longer time periods. research technology and processes to reduce the wear of street surfaces and better planning concerning sidewalks and trees [we need both!] to reduce root damage. Control and consolidate street openings... plan communication ducts to handle multiple vendors. maybe local some utilities in the sidewalk area vs the street.
- 390 97205 Yes Less process, more action. We cannot dedicate a decade of discussion and study for every infrastructure improvement. Quit doing it incrementally. Get high speed rail in place... express trains on MAX. Put MAX underground in downtown Portland.
- 391 97205 Yes Equity and need--many communities lack sidewalks, and they need to be treated as a priority.
- 392 97205 Yes Limit investments to those that support compact, mixed-use, walkable communities.
- 393 97205 Yes It's time for either a sales tax or/and a car AND BIKE registration tax that could help fund maintenance of the existing infrastructure.
- 394 97205 Yes Not for widening and expanding roads. only for public transportation.
- 395 97206 Yes Yes, maintenance is good. Securing funding is good but don't spend it putting in more trains to other communities. Work on fixing what's broken within the cities first. (soon it will be faster for me to get to work from Milwaukie than from my home in inner southeast portland).
- 396 97206 Yes We should be collecting SDC's for new infrastructure, we are not securing adequate funding for maintaining infrastructure. How about a new gas tax (I drive a lot)? How about a way to tax vehicle usage based on impacts to roads (weight etc)?
- 397 97206 Yes See above: significant funding should come from feds, if we can only stop 57% of the federal budget going to the military.... ALSO: Get those developers of \$500,000+ enormous infill houses to pay HEAVY FEES for ruining our neighborhoods.
- 398 97206 Yes I support more \$ for maintence but not more capital for "active transportation" Maintain doesn't have the gas tax and other resources that capital projects have.
- 399 97206 Yes Express buses from Sandy to popular streets on SE. Express buses from Damascus to Stark, Division, and Woodstock. Express buses from Vancouver to 50th and Hawthorne, 52nd and Division, 52nd and Foster, 52nd and Woodstock.
- 400 97206 Yes Current infrastructure needs to be maintained in a timely manner.
- 401 97206 Yes Show the public why transit investing is in everyone's best interest, that over the long haul it saves money and the environment.
- 402 97206 Yes From users... including lic.s for people using bicycles.
- 403 97206 Yes Seattle. Horrible transportation nightmare. Portland is heading that way. How the adequate funding will be "secured" is an important question.
- 404 97206 Yes Intermodal methods of transport. E.g.: cars in carriers a la Amtrak AutoTrain.

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405	97206	Yes	Separated bike paths !
406	97206	Yes	Only if it is the collaborative policy of all the taxing governments in the region, not just Metro.
407	97206	Yes	Only if new revenue is not wasted on high cost options like light rail and only if repairing current road infrastructure is first priority.
408	97206	Yes	Make people moving from transit dependent cities able to continue being transit dependent.
409	97206	Yes	Equity and behavioral changes. Any tax or fee should 1) be related to the user's cost to the system, and 2) be a tool for shifting behavior from high-cost, high-impact modes (driving alone) to low-cost, efficient modes (transit, walking, bicycling, ridesharing).
410	97206	Yes	Maintaining what already exists and is useful before creating new.
411	97206	Yes	Pursue a variety of new funding measures to support increased transportation investments.
412	97206	Yes	Road expansion (widening or network expansion) should not be considered a method for "reducing delay." The evidence on induced demand is clear. This should be expressly stated in policy.
413	97206	Yes	Yes, but please prioritize seeking funding to expand our bicycle, pedestrian, and mass transit infrastructure.
414	97206	Yes	Where is the money coming from? Is it equitable?
415	97206	Yes	Again, priority should be given to mass transit systems including creative dispatch systems and free or very low cost fares. \$5 for a round trip ticket on Tri Met is definitely a disincentive for anyone to ride the bus on a regular basis, especially the working poor, who are most in need of affordable transport.
416	97206	Yes	Should be our #1 priority. It does little good to invest in many of these other areas and not even properly maintain the streets, highways and bridges we already have.
417	97206	Yes	Yes, a weight and usage based fee on automobile use on public roadways plus additional fuel taxes.
418	97206	Yes	Cheap/narrow residential streets... in place of dirt roads.
419	97206	Yes	The fees collected for this should not be paid only by Portland residents. That is not fair, when other county residents and other state residents use the roads.
420	97206	Yes	I honestly have no clue. I do not want Portland to become Houston but neither do I want daily traffic jams.
421	97206	Yes	This is critical. Right now there is not funding. Where will it come from?
422	97206	Yes	Get pro-active, infrastructure already compromised.
423	97206	Yes	Need to focus on improving our paving backlogs, paving unpaved streets, installing sidewalks, better lighting and signage. Our street system is in disrepair and has been deprived of adequate investment for decades.
424	97206	Yes	Yes, but only for maintenance of existing infrastructure and new bike/ped/transit infrastructure. Our existing infrastructure is vastly weighted towards travel in private motor vehicles. It will take decades of bike/ped/transit-only new investment to even balance the scale. New motor vehicle capacity shouldn't even be considered as an option in a climate-constrained world.
425	97206	Yes	Better, safer, larger roads for N-S and E-W travel through Portland...ie: 26 should have better access from west to east.

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- 426 97206 Yes Yes but bicycles and transit must be prioritized and should receive at least half the funding. Building more or larger roads will only make the traffic problems worse. I have lived in Atlanta (not voluntarily) and spent over an hour on a bus stuck in traffic many times covering a distance I could bike in half an hour, due to the absence of dedicated transit lanes and safe bike routes.
- 427 97206 Yes But only if it shifts the current inequitable distribution between roadway v. active transportation, and between capital v. operations. Oregon is near top of list nationally in supporting capital, but near bottom in supporting operations. Need to overcome constitutional restriction on user-fees first.
- 428 97206 Yes Maintenance of existing infrastructure - yes New "improvements" ??? - that is a loaded statement. If those improvements are to Active Transportation and to Mass Transit - Yes; if they are for a new Columbia River Crossing or expanded roads - then No.
- 429 97206 Yes Increasing the gas tax is preferable to imposing a street fee on residents and businesses.
- 430 97206 Yes I support the maintenance of streets. New improvements need to prioritize active transportation and transit. Funding must not come from a regressive tax. A good source of funding would be raising the gas tax or charging for parking. The gas tax in particular would be a good way to collect more from the vehicles that put the most wear on our roads.
- 431 97209 Yes Particularly transit infrastructure.
- 432 97209 Yes The community should pay for their transportation infrastructure of all kinds, both because federal funds are drying out, and because it should be a local responsibility.
- 433 97209 Yes Increased gas taxes to continue discouraging reliance on cars, encourage the use of low consumption vehicles, and support the funding of alternative transportation systems.
- 434 97209 Yes As long as it means better bus and MAX service, not cars and bikes.
- 435 97209 Yes Increase tax on gas.
- 436 97209 Yes I am a total infrastructure nerd, YES to infrastructure. It is the vessels and veins of our community and everyone benefits!
- 437 97209 Yes Make sure new big boxes pay for the road infrastructure they require. Figure out how to create a budget that takes maintenance into consideration.
- 438 97209 Yes Raise gas taxes!
- 439 97209 Yes I do not support a street fee assessed to all businesses and residents.
- 440 97209 Yes Again, please consider tolling.
- 441 97209 Yes Make sure developers contribute to infrastructure.
- 442 97209 Yes Taking care and providing for transportation infrastructure is important and necessary. If we have route or facility like a bridge if it is present it needs maintenance. If we build new routes or associated facilities then maintenance has to be factored into the equation if indeed it is practical to construct the new route.
- 443 97209 Yes Lobby for a larger pot of funds in Wash DC, consider new regional funding options based on miles travelled.

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444	97209	Yes	I think we should focus on mass transit and avoid building more roads for more cars.
445	97209	Yes	The region needs to find a source of increased funding for ongoing operations of transit.
446	97209	Yes	Safety, cost.
447	97209	Yes	I am concerned that the gas tax is relatively low for people who can afford newer fuel efficient vehicles, even if they drive many miles on our roads.
448	97209	Yes	Seems necessary.
449	97209	Yes	We'll continue to grow and people will continue to use vehicles - it needs to be less costly to use public transport.
450	97210	Yes	Maintenance of existing infrastructure is very important if new improvements means alternatives to auto use that is good but highway expansion is a loser.
451	97210	Yes	Maintain existing transportation infrastructure and forget about accommodating a growing region. We don't have money for both.
452	97210	Yes	This does not follow. I would hope that there might be more creativity in the formulating of questions. What is necessary is a systematic plan under the control of a single authority but no political system in our area is about to give up power.
453	97210	Yes	Moderately support. Cost Vs benefit would be the most important factor to consider... taxes are high enough already without increasing them more.
454	97210	Yes	Focus on enhancing public transit, bike and pedestrian roads, over that of cars.
455	97210	Yes	The burden should go on the drivers who use these resources. Tie the gas tax to inflation and charge people for parking.
456	97210	Yes	Make drivers pay full costs of road use, parking, pollution etc.
457	97210	Yes	Why do we want to continue to grow, and in what ways. "Growth for growth's sake is the ideology of cancer cells"
458	97210	Yes	Only if it's spent on improving active transportation. We already spend too much of the little we have on widening roads.
459	97210	Yes	Increase federal gas tax increase state gas tax promote smaller cars.
460	97210	Yes	Developers need to foot some of the bill for expanded transportation.
461	97210	Yes	Nothing should be implemented without a maintenance system in place.
462	97210	Yes	But funding needs to be found from a national, regional or state effort not local taxes! Until we receive 100% of dollars we send to governments back to regional in gas/etc taxes so new taxes here.
463	97210	Yes	Top priority is walking, then biking, then transit, then freight.
464	97210	Yes	'More' in terms of \$, but not in 'additional' % paid in by each person. Let's benefit from 'visitors' to our region (toll roads, toll bridges). Don't tax the populous. Tax the road users based on their level of use: more for trucks, less for cars, even less for motorcycles, and far less for bicycles.

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- 465 97210 Yes This is really more a matter of working with other areas in a uniform way. The problems faced by all the municipalities are similar since the funding sources are shared. Fixing the relative unpredictability of funding for what are necessarily very long-term projects can only benefit everyone.
- 466 97210 Yes Here's the caveat though: increase investment in all forms of transportation besides private automobiles. Converting current auto-focused infrastructure to active transportation or mass transit will over time decrease the cost of maintaining the system, especially with a focus on active transportation infrastructure.
- 467 97211 Yes Bond measures.
- 468 97211 Yes Progressive fees -- flat taxes are not the best solution.
- 469 97211 Yes Please repair what we have; I don't think we need to expand hugely in the street infrastructure.
- 470 97211 Yes Raise the gas tax already!!!! It will incentivize all the things you supposedly want and will raise tons of money at the same time.
- 471 97211 Yes PARKING PERMIT SYSTEM or GAS TAX or VMT, someway to capture costs from modes that we would like to discourage like private auto use and a tax policy that encourages active or communal transit.
- 472 97211 Yes Maintain infrastructure and do not expand highways.
- 473 97211 Yes Need to minimize regressive impacts of transportation funding.
- 474 97211 Yes I am emphatically supportive of the need for much higher, dedicated funding for mass transit and bike/ped infrastructure (and road repair/maintenance). Oregon is being completely hobbled by the anti-tax funding constraints imposed by Prop 5 and similar initiatives, and we HAVE to get out of that straitjacket. The state and region is witnessing a crumbling infrastructure, which makes it almost impossible to plan for an invest in *new* infrastructure. The region *has* to develop a major new source of funding--not merely the Portland "street fee"--to ensure that new bike/ped infrastructure, substantially increased transit frequency and speed, and road maintenance.
- 475 97211 Yes Carbon Tax now.
- 476 97211 Yes Gas tax.
- 477 97211 Yes Street fee by residence is not going to work - consider a \$10 or \$25/year for every driver's license.
- 478 97211 Yes I should probably read the details on this survey, but haven't! I don't know how to do it, but many people I know say that the city of Portland has 3-5 people working to fill potholes and only 1-2 of the people actually appear to do any work. Also, as I said before, there ought to be sidewalks in all neighborhoods, including those annexed by Portland a few decades ago.
- 479 97211 Yes Making everyone pay to maintain roads is important: rich and poor, public and private.
- 480 97211 Yes Make sure that a larger percentage of the bill is being paid by those most heavily impacting the system.
- 481 97211 Yes Population density and employment density. As with Issue #1 in this survey I feel the most important transportation investments are those that get people from where they live to where they work (and back, in case that wasn't self-evident).

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482	97211	Yes	As long as the money doesn't cause an increase in taxes to business and citizens. Use what we already have.
483	97211	Yes	I support with the caveat that bike, ped., and transit projects really need to be elevated in terms of funding/percentage of the overall funding pie that is allocated. Too much competition for limited funds right now so many of the projects on the books will never get built, leaving many people with no choice but to drive.
484	97211	Yes	Yes but we need to get serious about what projects and PROGRAMS we are completing. We should measure the climate impact of the cradle to grave implications of projects and include this in our cost/benefit analysis. Carbon should be part of the equation for all transportation choices.
485	97211	Yes	We should dramatically increase gas taxes region wide. We should not build new roads. We should not widen roads. Currently built roads should be made safe for people to walk and bike on. Speed limits should be lowered.
486	97211	Yes	Only if they apply to public transport or bikes.
487	97211	Yes	No regressive taxation.
488	97211	Yes	This is essential to getting any of the other strategies accomplished.
489	97211	Yes	The region should have a bicycle, pedestrian, and transit first policy; we should not invest any money in expanding the system of roads for autos until the regional bicycle, pedestrian, and transit system is complete.
490	97211	Yes	No street fee!
491	97211	Yes	Reallocate existing funds to pay for this. Too much money has been taken from this in the past and wasted.
492	97211	Yes	Isn't that kind of a ridiculous question? of course you have to invest in the maintenance of existing infrastructure and plan for growth... what else is public planning policy for?
493	97211	Yes	I support this as long as the monies are used to increase transit/walk/bike options, not expand driving options!
494	97211	Yes	I am not sure what you have in mind for "...new improvements..."
495	97211	Yes	D/K
496	97211	Yes	Duh
497	97211	Yes	Depending on what existing transportation infrastructure. I support more investment in transit, bike and walk but not automobile travel.
498	97211	Yes	Slow the process and make sure that we take care of our maintenance first.
499	97211	Yes	It depends on what new improvements.
500	97211	Yes	Keep monies designated to street repairs for repairs. do repairs after construction, not a month before they tear up the streets.
501	97211	Yes	I would even support a dedicated tax or toll to widen I 5 corridor.
502	97211	Yes	Not sure how to implement this one. Cost is the issue, where does that come from, who pays for it, who uses the systems?

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503	97211	Yes	Focus on alternative transportation, NOT cars.
504	97211	Yes	Decreasing driving.
505	97211	Yes	I'm not sure.
506	97211	Yes	We should think carefully about the long term transportation vision for our region, especially given the growth that is predicted. Our of our greatest strengths, and one of the primary factors drawing educated people here, is our reputation for being a biking, walking, and transit-friendly city with a good quality of life (less smog, less traffic, etc...). We should focus on and expand these options.
507	97211	Yes	The emphasis should be on secure.
508	97211	Yes	Getting people out of cars.
509	97211	Yes	Raise the gas tax. Build out street car lines and increase bus service. Repair old bridges. Get rid of I-5 along the river!
510	97211	Yes	Please see my first comment re: We (residents in the Metro region) need to be taxed more than we are in order to keep up with these infrastructure needs. I want to pay more taxes (seriously)!
511	97211	Yes	Keeping existing roads in good shape but not widening or building new ones --- they just encourage MORE development and more traffic (I came from Pennsylvania and have seen that happen over and over again - more roads means more traffic problems, not less. Public transportation! Trolleys, trains..... Make them more comfortable and not so LOUD. MAX is deafening and some people are on there for very long rides, day after day.
512	97211	Yes	As long as it is not towards more highways or lanes for cars.
513	97211	Yes	We have to put our money where our mouth is.
514	97212	Yes	1. Auto infrastructure should be paid for by user fees. NOT by taxing water, using general funds, etc. 2. Growth should be paid for by growth.
515	97212	Yes	As long as it is equitable and residents have a voice on any new taxes.
516	97212	Yes	Keep it simple and drop the fancy everything for everybody plans.
517	97212	Yes	Investment in high-capacity transit should be heavily scrutinized. While it is necessary, our region has spent over a billion dollars on expensive light-rail project and not improved transit mode share as a result of that investment. Less expensive investments (such as BRT, and road improvements to make other bus service more efficient) should be prioritized. We can't build more transportation amenities while we can't afford to operate and maintain what we've already got.
518	97212	Yes	Can you also fix Congress with that magic wand?
519	97212	Yes	Priority for increased capacity should be transit, bike, pedestrian facilities.
520	97212	Yes	But the funds need to come from current budgets-get back to funding basics and leave out a lot of pet projects. Most people drive and we should be accommodated, not ridiculed and ignored.
521	97212	Yes	Have a sustainable approach to infrastructure financing.

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522	97212	Yes	Sidewalks should be on every street, both sides. Many streets in the non-Portland area have none.
523	97212	Yes	Cost, efficiency and safety.
524	97212	Yes	Maintenance, yes, but let's not build roads that increase sprawl.
525	97212	Yes	Connect outlying areas to the city center with public transportation, especially light rail.
526	97212	Yes	The potential benefits sound good, but how do they spring from the policy?
527	97212	Yes	Once again, charge anyone driving to and parking at transit stations -- free parking is not a "right" in this world.
528	97212	Yes	I support additional investment, but I think it should be extremely heavily weighted towards future mass transit projects as opposed to maintenance of old highways.
529	97212	Yes	Focus on transit, bicycle and walking infrastructure.
530	97212	Yes	What's needed is to know the future - and nobody does. The recent info garnered about people wanting more apparently "suburban" lives, for instance - what will that actually mean? More cars? Less walking to the sources of basic needs? That can't happen if we want to stay alive .
531	97212	Yes	More investment, yes. I get that gas taxes are falling because of better MPG vehicles, and I understand that all dollars are not fungible, but street fee proposals ala City of PDX discussion will stall until payers have confidence that core road maintenance has not been sacrificed/ squandered for ped/bike and mass transit.
532	97212	Yes	I support maintaining roads and bridges for safety. I do not support expanding roads.
533	97212	Yes	Again, within reason. keeping our current roads safe and up-to-date but not wildly expanding highways and roads for auto traffic alone.
534	97212	Yes	Maintenance of our transportation infrastructure is critical. We need to explore ways to reduce those costs. One important area is taxing the use of studded tires on our streets and highways and limiting the period when they are permitted on cars.
535	97212	Yes	Raise the gas tax! Get more revenue from gas tax as gallons purchased declines by simply raising the tax. This is somewhat regressive, but it may incentivize people to use transit and/or to ride share and cost share.
536	97212	Yes	Not highways or bridges across the Columbia! Transit people can use, paired with housing people can use.
537	97212	Yes	Major education on the importance of these investments and how it impacts all aspects of life will be part of the selling point.
538	97212	Yes	Policies that benefit active transportation should be prioritized.
539	97212	Yes	What does this mean? Is this obfuscation for a higher gas tax? I don't have a problem with that, but I suspect most people will. If you mean getting more federal grants or setting up some kind of dedicated fund, say so. Of course everyone wants stable funding. Where does it come from is the issue.
540	97212	Yes	Sounds good but where will the investment dollars really come from?
541	97212	Yes	How can anyone possibly be against any of these goals?
542	97212	Yes	Where will growth be? Can growth be directed - i.e. businesses and housing crop up close to public transit.

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543	97212	Yes	Consider taxing corporations more. Stop corporate welfare.
544	97212	Yes	No fees for biking, bike registration, or any similar fee. Cars and trucks should pay for roads. Although we are trying to invent electric and other alternative-fueled vehicles, they should still bear some burden in funding roads.
545	97212	Yes	I only support those projects (maintenance or construction) that are consistent with long-term strategies for meeting the transportation needs of a growing population while reducing crash-related deaths and injuries, and reducing health problems caused by sedentary/inactive lifestyles.
546	97212	Yes	Also need to address the irrational opposition to transit improvements to outlying areas (e.g., Tigard, Vancouver, Lk Oswego).
547	97212	Yes	Yes, without raising taxes on individuals. As a salary earning, full time employed individual, my financial health is falling behind because of the increased pressure to squeeze every dime out of me. Increases in water/sewer rates, Arts Tax, Road Tax, increasing property taxes, PPS wanting more bond money -- where does the additional money come from in my budget? I've yet to hear an answer.
548	97212	Yes	Yes, but mostly for repair of major infrastructure. We need to repair our own roads ourselves, and out of CURRENT BUDGETS, not new taxes.
549	97212	Yes	This funding should heavily favor active transportation. Transit, cycling, and walking should be the most strongly funded transportation modes. Any new auto-centric projects will be rendered completely unnecessary within a few years as Millennials continue to use automobiles at a much lower rate the last couple of generations. The future is active transportation and the ROI on the active transportation investments will be much higher than funding wasted on auto-centric projects.
550	97212	Yes	A VMT would be a good approach to the declining revenues from the gas tax.
551	97212	Yes	A good long term plan should be in place.
552	97212	Yes	Adequate funding is the bottom line and is essential to the region's future.
553	97212	Yes	Work with the communities to give them what they want and then ask them to pass the bonds and other funding to get it once it is approved get to work so that people can see their investments at work.
554	97212	Yes	Maintenance, yes. Improvements to roads, no. We need improvements to public transportation, particularly greater frequency. We need to learn to grow our population without the increases in traffic that we've seen for the last century or so.
555	97212	Yes	New improvements shouldn't focus on new roads or widening existing roads.
556	97212	Yes	Yes, BUT use existing funds - quit giving 100 million/yr to the PDC. Quit taking road money to fund streetcars. Quit using road money for Trimet specific road changes like bubble curbs that cause buses to block traffic. Quit using road money for bike lanes - tax the bikes for their lanes.
557	97212	Yes	Where would the new funding come from, since gas taxes are not sufficient?

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558	97212	Yes	No new road building with focus of funding to make non-car travel attractive. There are plenty of models out there - mostly in northern Europe.
559	97212	Yes	I don't really like the monthly fee, but understand charging outside of just gas. Bikers should pay too.
560	97212	Yes	Increase gas taxes. Increase fees on car registrations. Figure out a way to charge people for miles driven in Portland. Probably doable with an app attached to cars using GPS.
561	97212	Yes	I do not support construction of significant new roadways. I do support investment in additional light rail, express transit lanes, etc.
562	97212	Yes	Planning for a denser Portland by keeping major housing developments close to public transportation.
563	97212	Yes	Choose well!
564	97212	Yes	Capture rising land values in transit corridors to fund new transit improvements and TOD.
565	97212	Yes	Citizens should have input and not have a new tax shoved down their throats.
566	97213	Yes	But only when alternative modes pay their own way instead of siphoning off and poaching motorist paid taxes and fees for other than streets and roads.
567	97213	Yes	Roads should be top priority. They are the primary escape routes in a disaster.
568	97213	Yes	Invest in public transit, intercity rail and bicycle facilities, not more or bigger roads. The existing State Constitutional restriction on the use of vehicle taxes is outdated. It is counter productive, if single occupant vehicle use is to be discouraged and alternative modes encouraged.
569	97213	Yes	This will be a major expense and a hard sell to tax payers. Maybe put out financial information that shows what maintenance saves versus what it will cost in the future. In other words what is the financial benefit of maintenance that the average person will understand.
570	97213	Yes	Yes but I'm selective about projects. Maintain what we have and grow with a sustainable strategy that serves all road users.
571	97213	Yes	A road fee that is focused on the neighborhood level would allow collection of funds tied to the neighborhood in which it is collected, giving each neighborhood the power to implement its own priorities and ensuring that no neighborhood is short-changed for funding or maintenance.
572	97213	Yes	Make sure DOT priorities mirror public needs. We need to move people, not cars, so investments should follow that.
573	97213	Yes	Can we do this without taxing? Are there other ways of raising funds - special events, luxury taxes.
574	97213	Yes	Sure but it has to be equitable.
575	97213	Yes	New fees and do not forces the riders to pay for the new infrastructure improvements. Yes, gasoline taxes and bike fees need to be explored. Our federal congressman need to get matching federal funds .Stop the nonsense of nearby cities of not funding future trimet expansion. There is no room to put a new freeway in the greater pdx area.

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- 576 97213 Yes We need to better maintain the roads that we have. Make developers responsible for all improvements (Sidewalks, extra lanes, traffic lights, etc.) related to their projects! New projects impact miles of roadways to and from their developments and they should create and improve all infrastructure leading to their developments.
- 577 97213 Yes However, only if the additional funds are fees based on vehicle use, ownership, not general fees or taxes unless such general fees or taxes are imposed at the state, not regional and/or local level.
- 578 97213 Yes Can we stabilize funding through a carbon tax? I would support that.
- 579 97213 Yes More investment for highways, freight heavy roads. Mixed feeling about making it easier on cars.
- 580 97213 Yes Increase parking revenues by expanding metering into more business districts, and have multiple pricing tiers like in Seattle and San Francisco to optimize occupancy and maximize revenue (higher prices in high demand areas, lower prices in fringe areas) High-Occupancy/Toll lanes on I-5 and I-205. Maybe also on Powell/Division if the transit project there decides to use BRT instead of light-rail (the toll could defray the cost of providing high-capacity transit.) At congested intersections, bus bypass lanes could also offer camera-enforced tolls for drivers to bypass the queue; would require further study.
- 581 97213 Yes Maintain and expand the Max system. Remember that no transportation system can keep up with excessive residential development. All systems and communities have a tipping point. If you ignore that all expenditures are futile.
- 582 97213 Yes Lowing taxes and costs.
- 583 97213 Yes Lots of cities (including Vancouver BC) show we've got all the room we need to fit people in our growing region. No need for wider roads; less space for cars would do the job. We do need money for maintenance and transit/walk/bike investments.
- 584 97213 Yes Road fee based on property use; tolling of major freight routes; increased use of paid parking and parking taxes on private parking.
- 585 97213 Yes Again, consider making public transit free (reduces costs including accounting, fare inspectors, ticket sales). Since operational expenses tend to be not funded, figure out how to run systems differently and at lower cost. Be creative.
- 586 97213 Yes Car drivers should be the primary means of raising additional funding, whether it be through registration fees, gas taxes, mileage fees, or the like.
- 587 97213 Yes I support increased funding for maintenance but...
- 588 97213 Yes Lobby federal government for more control over local money to support road maintenance.

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- 589 97213 Yes Beyond just the current Portlandia bubble, there is a lot of models which predict the Northwest will endure much less climate change than much of the nation, especially California and the South. Factoring in the exponential growth of the population with the likely to arrive swarms of climate refugees, I would be absolutely shocked if Portland does not experience massive growth over the next 50 years, perhaps even approaching a doubling of size. We badly need to invest in the future, before it's too late.
- 590 97213 Yes Secure adequate funding? Sounds great. I think we could get more specific about how we're doing that. The current details just explain why there's less money, which isn't helpful. Finance mechanisms should consider social and economic equity however.
- 591 97213 Yes I think we should have a FREQUENT train service to Multnomah Falls, Government Camp, Cannon Beach, Salem, Seattle.
- 592 97213 Yes Sweep the bike lanes! The 205 bridge bike path is a mess of debris blown over the guardrail by trucks and cars. It also has many areas of broken concrete. We need to maintain this vital link so it is safe and convenient for everyone.
- 593 97213 Yes I think Portland has been getting ahead of itself in terms of light rail expansion. We might scale back and re-invest in buses and sidewalk improvements.
- 594 97213 Yes There are lots of folks with good ideas for healthy communities- lots of research supporting that safe routes for bikes and walking promotes this, and Ptown is a very active town.....there just seems to never be funding to do it - like the east side rail trail...I would ride on that everyday.
- 595 97213 Yes Stop building jails we never use and prison to spend money paying for non-violent, not property crime individuals.
- 596 97213 Yes VMT tax, parking fees for high demand areas, and even central city congestion-based pricing models. These funds should be directed solely at maintaining existing infrastructure and building new active transportation facilities. We do not need to build new vehicle lanes for our "growing region". VMT is flat and projected to decline over the next 30-40 years, despite the projected growth in population, density, and economic impact to our region. The future of our region does not need more vehicle lanes. It needs smarter, more dense, more equitable transportation infrastructure that safely accommodates all modes of travel while prioritizing those that are least impactful to our climate.
- 597 97214 Yes Increase the gas tax.
- 598 97214 Yes Vehicle miles traveled, plus vehicles that cause more wear and tear on the roads should pay more.
- 599 97214 Yes Focus on \$ for safety, transit, bike, ped, system management, and maintenance - not vehicle capacity. Distinguish between needs in built up areas versus urbanizing areas. Make sure project selection and collection methods are equitable and accountable.
- 600 97214 Yes Continue to fix pot holes and curb disintegrations in a timely fashion.
- 601 97214 Yes Pretty silly not to do this.

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602	97214	Yes	Better education of the public about what their tax dollars are paying for.
603	97214	Yes	Favor maintenance over expansion.
604	97214	Yes	Those that use the investments should pay for it. Reduce large investments unless absolutely necessary.
605	97214	Yes	Please do not unfairly tax residents based on their income. A municipal fuel tax is more appropriate.
606	97214	Yes	I feel there is more than enough money to use if it were just used wisely. Putting bio swells on Division is stupid when it takes away valuable parking spaces. They could have been put in the grass between street & sidewalk.
607	97214	Yes	One caveat: Spend the money on solutions that do not promote the use of private automobiles!
608	97214	Yes	Parking, tolling, registration, gas taxes, etc. should help pay. Auto emissions are contributing to climate change. while driving is still necessary we should pay the cost to help mitigate the impacts.
609	97214	Yes	Good transportation infrastructure is essential for the region.
610	97214	Yes	Maintenance is more than the physical plant, it has to include the human infrastructure that supports transportation, and we have to be a lot smarter about who gets to dig up a street, and what they have to do to fix it when they are done. The utilities don't seem to be taken into account when we build or repair streets.
611	97214	Yes	Maintaining is fine. But no CRC. No new exits. No new freeways!
612	97214	Yes	Finding funding is going to be difficult.
613	97214	Yes	Political will at the local level and a common understanding we are all in this together. Today local jurisdictions focus solely on their immediate concerns.
614	97214	Yes	We do not need a new tax or fee, but someone with a little sense to use what we have wisely and more efficiently.
615	97214	Yes	Federal grants, state grants, bond issues.
616	97214	Yes	That encourages public transportation and safety.
617	97214	Yes	Only for bikes and pedestrians.
618	97214	Yes	Maintaining current bus service and bringing back bus service that was been cut over the past few years.
619	97214	Yes	Forget all the fun, glittery high-tech expenditures and put tax money into basic infrastructure. We need safe roads, safe bridges, etc. All the fun stuff can come later, when taxpayers aren't hanging on by their fingernails.
620	97214	Yes	This to be similar to an earlier question, moderate increase in spending for road repair. right now we appear to be treading water, increase in spending should just enough to get us moving forward.
621	97214	Yes	We should continue to expand transportation options, especially in public transit.
622	97214	Yes	Taxing cyclists is inefficient, ill conceived, and not a logical way to recuperate revenue lost for gas taxes.
623	97214	Yes	There needs to be a good plan, and there needs to sustainable funding to expand active transportation. The property taxes are already so high in Multnomah County, so we need to find alternate funding sources.

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624	97214	Yes	Continued even expanded support to the non-automotive travel modes.
625	97214	Yes	We absolutely need to keep up a good maintenance plan. Encourage growth along established transit corridors, add capacity in line with population increases.
626	97214	Yes	Prioritizing multimodal transportation.
627	97214	Yes	Making sure that new infrastructure improves biking and walking access.
628	97214	Yes	Prioritize modes other than single occupancy vehicles.
629	97214	Yes	Make sure that the money provided is used according to our priorities, which should focus on public and active transportation.
630	97214	Yes	Major expansion of light rail (both across inner city as well as further out places).
631	97214	Yes	We need a reliable funding source, yes. Spend money on transit, walking, biking.
632	97214	Yes	I also support more citizen say in where transportation funding goes. This survey doesn't help highlight priorities and tradeoffs - because no plausible amount of funding will let us all accomplish all the ideals set forward in this survey.
633	97215	Yes	Consider carbon at every point in the power creation/delivery chain. Tax carbon.
634	97215	Yes	1) Think progressive. How can we minimize the impact of new taxes and fees on low-income folks? 2) Maximize system efficiency - How can we apply taxes and fees that encourage people to use the transportation system more efficiently (avoid driving at rush-hour in congested areas, etc.)
635	97215	Yes	Yes! Although, for automobiles, the investment should be linked to use. Make people pay to drive over bridges and into central business district similar to Stockholm, London, and Singapore (although the London model of one-price-fits-all is not as strong as the variable pricing used in Stockholm and Singapore).
636	97215	Yes	Metro should be studying other highly populated regions and their successes and failures. We need to prepare now for the inevitable over crowding of our region and the pressure it will place on our resources.
637	97215	Yes	Gas taxes are regressive when upper middle class people can and do buy hybrids or all-electric vehicles. Formulate a tax (sales or mileage-based) that applies only to such vehicles.
638	97215	Yes	I strongly favor more transit over "improvements."
639	97215	Yes	Biggest bang for the buck, and increasing access to under-served communities. The biggest polluting cars are usually owned by people in the lower income neighborhoods. Improve their access and ability to take transit and the effect will be disproportionately large.
640	97215	Yes	I fully support this but the funding should be broadly sourced and or use based. This seems contradictory, but I don't believe it is. Either spread the tax pain or limit it to the users who get the most from the infrastructure.
641	97215	Yes	I don't understand this.

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- 642 97215 Yes Inflation adjusted taxes need to be created to maintain existing road networks. While at the same time planning polices need to be adjusted to help make our region less car dependent. This includes the need to make ALL neighborhoods walking compatible. No one in the metro area should be more then a mile from a market and other basic services. Commercial zones need to be introduced into areas of current urban sprawl. Higher density housing requirements should be imposed near existing high capacity transit infrastructure. Improved access by bicycles and pedestrians should become part of the current UDC.
- 643 97215 Yes Deferred maintenance is a recipe for disaster. Reconsider a new Columbia crossing. Try to find a way to convince Vancouverites that light rail isn't so bad.
- 644 97215 Yes A new Columbia River bridge for I-5 that improves the flow of traffic would result in fewer emissions from cars sitting in traffic.
- 645 97215 Yes This should be handled without implementing any sort of "street fee," like the one proposed by Portland City Council.
- 646 97215 Yes Financial impact on property owners and those who pay City and State taxes.
- 647 97215 Yes Keeping infrastructure safe is a high priority. Expanding roadways is not. Prioritize transit instead.
- 648 97215 Yes I agree that the Federal government should be contributing more to our city's infrastructure. There are a few things that the city might consider doing at the local level: Charge more in permit fees for new home builds. Newer condos and homes bring more stress to the streets. Charge fees for studded tires since studs tear the streets up more than regular tires.
- 649 97215 Yes Frequent, reliable, affordable public transportation system is key. I'd also like to see our elected leaders end tax breaks for the corporations all together, but particularly the environmental polluters. Let's get our tax system under control once and for all. Then we'll see the funds ARE actually available to make a world class region.
- 650 97215 Yes But not through a "street tax"; consider increasing the state gas tax.
- 651 97215 Yes Since trimet consistently reduces service (there is not much after 8 PM can you start there.
- 652 97215 Yes I am in support of improvements, but not in support of more traffic lanes.
- 653 97215 Yes Always it's good to pool some funds for future, but it has to be careful how to handle. I don't want this to be like our water bureau!
- 654 97215 Yes It's not helpful to have TriMet frequently ramp up and down service levels, as changes (especially when going down) influence riders to consider other, more predictable options.
- 655 97215 Yes Automobiles contribute the lion's share of air pollution in Portland. investment in a transportation system that will minimize exhaust and cut our carbon footprint will be invaluable.

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- 656 97215 Yes The obvious and sane solution (so unlikely to happen) would be a gas tax that reflects the true cost of motoring on it's users. Conservatively \$1/gallon might enable the finding process to gain some sort of functionality and proportion. As long as auto use remains the largest public welfare program in the US it's unlikely people will voluntarily give up motoring most places.
- 657 97215 Yes Money is only part of the problem. Money that comes into the state is not distributed to where it is needed - why are the cities and towns getting such a small part of the money and ODOT keeps the rest or is the decisionmaker on where it all goes. This has led to some pretty lopsided budgeting.
- 658 97215 Yes But expanding the current roadway system is not an "improvement". It degrades our quality of life and makes our streets less safe.
- 659 97215 Yes Prioritize improving existing infrastructure vs. creating new ones.
- 660 97215 Yes Yes, more resources will need to be committed to improvement of the transportation system, especially towards "alternative" modes such as biking and mass transit that lead to overall improvements when their use is increased (unlike car traffic, which leads to worsening of the overall system when use is increased).
- 661 97215 Yes This is critical but equally essential is broad public support for the funding mechanism, unlike PDX current transportation fee which saw no public input prior to the Birth of Venus like rollout of the idea - great leadership.
- 662 97215 Yes People don't pay enough for the transportation services they use. I like the idea of a vehicle miles traveled tax to augment the ailing gas tax.
- 663 97215 Yes The focus on MAX is good. We do not need more or expanded highways. Too bad about the new I-5 bridge. What a disaster and too much money wasted.
- 664 97215 Yes Of course. This is a dumb question.
- 665 97215 Yes Fix the roads!
- 666 97215 Yes But recognize that people that have lived in Portland for over twenty or thirty years feel that they funded the original installation of most of our infrastructure, and the new Portland residents should pay more of the share to upgrade and improve based on the increase of use due to them.
- 667 97215 Yes But only as absolutely necessary to accommodate growth.
- 668 97215 Yes Raising taxes to pay for this is fine with me.
- 669 97216 Yes Only in a way that applies equally to all users, personal or business.
- 670 97216 Yes Keep expanding public transit! More busses to Vancouver to reduce the cars commuting from Vancouver! Throughout the day!! Make repairs as needed to existing services. Expand public transit!
- 671 97216 Yes I would prioritize existing transportation infrastructure over new building.

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- 672 97216 Yes Find a mileage tax for electric vehicles, hybrids a combo of gas/mileage, others gas tax. Tax or outlaw use of studded tires. Most bikers also own cars... No "street" or other fees which are regressive and just a tax by another name. Fix what's broken before building new. Get neighborhood input regarding transportation decisions.
- 673 97216 Yes Who can afford to pay: People who buy bikes should pay a one time - investment % to maintain the system. Car buyers a one time % on the sale of the vehicle, tolls on I-5 and 205 both. 10 cents to cross - something nominal on both bridges could dynamically change our traffic issues. GET LIGHT RAIL in to Vancouver!
- 674 97216 Yes Portland region should seek as much federal and state funding as possible to supplement tax-based funds for building bicycle/pedestrian infrastructure and transit.
- 675 97217 Yes Please invest in mass transit and walking/biking, not auto-oriented infrastructure.
- 676 97217 Yes Light rail is a great investment. But we should connect all of our lines to increase efficiency and timeliness. For instance, the yellow and red lines could create the north Portland loop and the green and orange lines could create a south Portland loop.
- 677 97217 Yes Again you need to think about traffic sitting there with the engines on!!! If they are wasting gas we are not being "green" we are Green washing. We also need to think of firetrucks getting there before the house burns down and people getting to the hospital before they die.
- 678 97217 Yes Somebody has to convince the GOP in Washington to invest in this country again. I miss the old Republican moderates we had in this state that actually knew how to get things done.
- 679 97217 Yes There should be an increase in state and federal fuel taxes.
- 680 97217 Yes Yes, there are necessary improvements to regional transportation infrastructure which should be made (such as a improvements for crossing the Columbia River) but should not be overdone with over reliance on massive freeways.
- 681 97217 Yes I wish I know how to get more money for these things, but honestly schools need funding first. Maybe it's time for a sales tax.
- 682 97217 Yes with a sales tax, only.
- 683 97217 Yes How to minimize traffic on the highways.
- 684 97217 Yes However use the money you have not ask for more funds. Better planning for maintenance is needed between all areas water sewer, etc
- 685 97217 Yes I think it need to be a federal funded issues Looking at delta park there are huge Semi truck stations going in Old Dominion and others. They need to pay the most because they do tons of damage and create tons of pollutants.
- 686 97217 Yes Please repave roads. We need to pave all the roads in portland oregon.
- 687 97217 Yes Yes, funding for necessary maintenance will also be important.
- 688 97217 Yes It's inevitable.

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689	97217	Yes	Only if another layer of taxes is not created. combine metro with Portland's proposed tax.
690	97217	Yes	As long as the "improvements" maintain Automobility.
691	97217	Yes	Please maintain the auto infrastructure we have and do not build any more of it. I want all new infrastructure investments to be non-auto - first transit geared towards needs of low-income households (e.g. not the streetcar), second active transport esp. for kids, third tech and signage to make it safe, and fourth info/incentives about all of the above so it gets used.
692	97217	Yes	Have tax that everyone in Multnomah County would pay like the art tax. Exclude the poor, 185%, income and no earned income families.
693	97217	Yes	Maintain existing infrastructure and avoid making more roads and highways, in order to preserve green space.
694	97217	Yes	Please tie this funding source to the root of the problem: people driving. A smarter gas tax, a vehicle miles traveled tax, tolls, permits to drive in to the city, etc.
695	97217	Yes	I support voter approved taxing over imposing fees unless those fees reflect USE of roads instead of income. Again, this is an opportunity to encourage people to not driving; a street fee based on income means I won't be considering the street fee when deciding whether or not to drive. I'm paying the same either way.
696	97217	Yes	EQUITY. Lobby for federal increase in gas tax.
697	97217	Yes	To a certain extent! Better budget management overall and lower upper-management paychecks.
698	97217	Yes	Prioritizing the most needed projects.
699	97217	Yes	All we have to do is find that money tree and we can build a world class multi million dollar transit system that 5% of the population will use!
700	97217	Yes	I support this if it's investing in mass transit, pedestrians, and cycling. Anything outside of single vehicle use.
701	97217	Yes	Yes, but a moratorium on new rail projects if the funding can not be achieved without increasing costs to riders. In 7 years a trimet ticket has increased by over 50 cents!
702	97217	Yes	Community involvement.
703	97217	Yes	Spend gas taxes on improvements and expansion of motor vehicle lanes.
704	97217	Yes	Transportation projects not only keep traffic moving, they help keep the economy moving through family-wage-level jobs from design engineers to construction workers.
705	97218	Yes	Consider growing the city upward instead of outward, to cut down on travel distances.
706	97218	Yes	I support maintaining our infrastructure. But I don't support building an infrastructure to promote growth. I don't believe more growth is what residents want. We want things to SLOW DOWN. Officials/developers have crammed non-stop change on us for decades, it's stressful and only benefits those on top. Residents lose every step of the way.
707	97218	Yes	Fix the infrastructure we have now before building new.
708	97218	Yes	Yes, as long as the approach is balanced - not tilted too much in favor of auto transportation.

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- 709 97218 Yes But - I haven't been to the Zoo since they started charging Zoo members for parking and I'm not going to renew my membership. You priced me out of the market. And I'm not interested in paying a huge tax for streets, nor an inequitable fee that charges me by myself with one car the same as my neighbor who makes more money, has 3 cars and 4 kids. Some of these funding ideas are crazy.
- 710 97218 Yes More light rail, with connections up the valley.
- 711 97218 Yes Minimizing costs to community members/frequent users and better use of existing resources to make improvements to the existing infrastructure.
- 712 97219 Yes To decrease the cost to the environment and the transit system, create tolls, at least during commute hours, into the inner city and other heavily used centers. Consider a range of incentives to businesses for work-at-home schemes, alternative work schedules and implement them at public agencies. Always make reduction of vehicle use a benchmark when evaluating options. Institute a sales tax, and dedicate a portion towards alternative transportation options. Use a portion for road maintenance and improvement. I can't emphasize enough that I am against measures that increase the use of single use automobiles, as are so many of us in the Portland region.
- 713 97219 Yes Support funding for transportation investments for non SOVs.
- 714 97219 Yes Automobile user fees to enter city during congestion and rush hours.
- 715 97219 Yes Develop SE Improve SE. ~ except pave SW Capitol Hwy. They need it. And it can be urban renewal and crime prevention. Then new commers will move there and not SW.
- 716 97219 Yes I like maintenance, but not expansion!
- 717 97219 Yes Way too many roads lack pavement or are excessively patched and pot-holed. It makes biking dangerous. Too few sidewalks makes walking muddy, slow, and dangerous. Fixing these existing infrastructure deficiencies would help re-route car traffic to other modes of transportation.
- 718 97219 Yes As long as this includes bike and walking facilities.
- 719 97219 Yes Favor mileage tax (or increased gas tax) for this purpose--not a flat tax on residences and businesses.
- 720 97219 Yes This is the elephant in the room at this time within the Portland metro region and the City of Portland. Portland's effort to find such funding via a Street Fee or whatever it is being called today (City income tax). How do we pay for the needed transportation infrastructure?
- 721 97219 Yes Maintenance is important.
- 722 97219 Yes Sure, but take into account all the other demands being made on property owners and businesses.
- 723 97219 Yes Yes, yes and yes! However this community needs a massive educational campaign to create understanding of how vital this is for everyone's welfare.
- 724 97219 Yes Support doesn't mean new taxes. It might mean prioritizing budgets better. I don't trust the city of Portland, and the way they spend money.

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725	97219	Yes	I support maintenance, but NOT new multi-lane highways across the Columbia River and on into Vancouver suburbs.
726	97219	Yes	Consider a gas tax that is based on miles driven and income for poor people who can't afford to live close to employment.
727	97219	Yes	Favor improving mass transit options and safer walking over bike improvements.
728	97219	Yes	Commuters into Multnomah County should be required to contribute; possible toll roads. Find money in current budget to contribute to this policy.
729	97219	Yes	Investment by the community, yes. But no new taxes from property owners. Would support a State sales tax, but only if there would be major revisions and reduction in the current property tax structure. Would support a business tax or restaurant/motel tax in Portland to help finance new improvements and maintenance. Would think that Federal financing should support some of this.
730	97219	Yes	I-5 corridor and also on Barbur Blvd.
731	97219	Yes	Stress maintenance of existing rather than new infrastructure.
732	97219	Yes	It needs to be fair and equitable so everyone who uses the road, cars, trucks, busses, and bikes pay their share. Gas taxes are outdated with so many alternative fuel vehicles so a mileage tax for vehicles and a flat user tax for bicycles might be something to research.
733	97219	Yes	You cant let the existing structure fall down around the new stuff you build!
734	97219	Yes	Those who build either residences or offices that will have many occupants should help pay for the traffic and maintenance of the system.
735	97219	Yes	Consider the fact that a number of jurisdictions already charge a transportation fee or have a transportation funding mechanism, e.g. Milwaukie, West Linn, Portland soon, Washington County, etc. Keep the investment program simple and ensure that those who don't feel like paying end up paying! Consider not having a regional fee, if you do have a regional program this means that those in the cities with transportation fees pay more, however, establish a toll for the major highways - all who use the highway system help pay for it. (And for any future bridge improvements in the Metro area everyone in the Metro area should pay their fair share. I think the bridges should be under Metro.) Please don't do it through a property tax. Even a sales tax that protects low income people would be preferable.
736	97219	Yes	Many of our existing roads are in poor condition so should be prioritized over building new roads.
737	97219	Yes	Maintenance of existing is critical. New improvements should come after thorough analysis (see my feedback on the technology policy).
738	97219	Yes	Pothole maintenance.
739	97219	Yes	Tax the rich and corporations.
740	97219	Yes	How could anyone say no to this?
741	97219	Yes	Emphasize maintenance and efficient use over expansion.

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742	97219	Yes	I now think that we need a sales tax and a carbon tax to support our infrastructure.
743	97219	Yes	I suggest that all users of transit pay toward it's maintenance, including bicycles. I do believe that another source of revenue beyond gas tax is needed and if used to enhance the flow of auto traffic, not other uses and other constituencies then it would be support, no bait and switch.
744	97219	Yes	How is this handled in Europe/other countries? What fees are electric vehicles paying? Ways to get people to their jobs in a timely manner.
745	97219	Yes	By user fees only. Not taxes.
746	97219	Yes	Another no-brainer: increase the gas tax (which hasn't been increased in years), and/or implement a user fee, and by all means include a bicycles/bicyclists fee as well. Somebody has to pay for all those bike lanes - - why not the people who actually USE them??? I'm opposed to an income tax, as this cost should be spread equally among EVERYONE. A gas tax or sales tax is the most equitable solution. It's only regressive in the sense that people don't understand the big picture definition of "regressive."
747	97219	Yes	Again go to our representatives in Salem and D.C. to get our share of the national pool.
748	97219	Yes	There are a extraordinarily large number of unpaved streets within Portland city limits. This is unacceptable, and I've never seen anything like this need not being met in other metropolises.
749	97219	Yes	Add a measured surcharge on all vehicle registrations (including publicly owned) based on weight of vehicle and purpose (lower for residential/personal and more for commercial), type of fuel, mileage per gallon, miles driven per year (based on insurance data).
750	97219	Yes	Critically important. And if policy makers are going to use money for purposes other than the advertised purpose (yes, I'm talking about Portland's new "fee" it should absolutely be put to a vote of the people.
751	97219	Yes	Increase state gas tax. Consider EZ pass tolls for Metro area bridges during peak hours.
752	97219	Yes	This is vital if we are to manage continued growth. Please consider fairness and equity when determining this. For example, we really need improvements on Barbur, to make it safer for biking - and ideally there could be a max line or at least a street car from downtown to Tigard along Barbur Blvd.
753	97219	Yes	Provide connectivity routes along "corridors" and in "centers" so that these important roadways are maintained in very good conditions for ALL modes of travel.
754	97219	Yes	You won't achieve your climate reduction goals without infrastructure to support it. Without new funding this strategy will sit on a shelf.
755	97219	Yes	When maintenance is done keep bike/walkers in consideration. I.E. many times after a re-pave the bike lane is all chopped up or not smooth.
756	97219	Yes	Again, keep in mind the need to encourage bike/walk/transit when making changes. For example, the new bridge across the river is exclusively transit and bike/walk.
757	97219	Yes	See prior comment.
758	97219	Yes	Please don't prioritize motorized vehicles above bikes. Growth in tandem is necessary.

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759	97219	Yes	We should consider what can be downsized as well as what needs improving.
760	97219	Yes	Funding streams need to be diverse.
761	97219	Yes	Reducing air pollution impacts on human health should drive all transportation and land use decisions.
762	97219	Yes	There is no option really. This is a pretend question.
763	97219	Yes	Obviously - all these questions are a bit obvious, who would say no ?
764	97219	Yes	Minimal road maintenance/paving for all of Portland.
765	97219	Yes	This should be a priority.
766	97219	Yes	Has money been spent on alternative transportation, too?
767	97219	Yes	The fact that the City, Metro, ODOT & PDOT all seem to make great plans and get all everyone excited (e.g. the Greenways Project) only to find that the money has run out. Someone isn't managing the bank properly.
768	97220	Yes	Look at where the basics are needed (sidewalks / streets) before putting \$ into re-doing existing streets.
769	97220	Yes	Find an alternative to the gas tax. Make bicycles responsible for financing their own facilities!
770	97220	Yes	Transportation revenue would go to both roads and transit. I think that is a problem, as transit takes a huge amount of revenue to operate. I think we need to separate the two, but I don't have ideas on how to do that.
771	97220	Yes	Yes and no, i think that we need to maintain what we have and if more is needed for outlining areas they should pay for it.
772	97220	Yes	Demographics of an area. Prioritize by need - accommodating fast growing region.
773	97220	Yes	Anything for improvement sounds fine with me.
774	97220	Yes	I'd like to see a priority placed on installing sidewalks (where there currently are none) and speed-bumps in school zones.
775	97220	Yes	Well sure this sounds good but who is going to pay for it? Will the burden be dumped on the taxpayer?
776	97220	Yes	Not to make it a burden for homeowners. we are taxed on everything and often don't use what we pay taxed for.
777	97220	Yes	I do believe the existing system needs to be maintained, I do NOT support adding more trains. After all the crap to get that line that runs from Portland south... I have never seen more than a small handful of people using it at any time I've seen it. That's a total waste of money.
778	97220	Yes	The fact that the Max overhead lines freeze up every winter and every year they say they have fixed them.
779	97220	Yes	Personal cost and taxation.
780	97220	Yes	License bikes--again, check out Davis, CA. I had to buy a license that stuck to the bike's seat post. Worked fine and helped with costs of road and path maintenance.
781	97220	Yes	Looking at the expected demographics of the region and how to support communities that are healthy in terms of local shopping options, schools that are walkable, good local jobs.
782	97220	Yes	Transportation funding should be financed by a business receipts tax rather than the gas tax.

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- 783 97220 Yes Trimet needs to look at how people actually travel and how to keep them safe. Let's put some police on the max. I won't use it because I don't feel safe on it. Had someone doing a drug deal right next to me one time. Rode the Dallas, TX max and there were security/police on every one of them. I felt safe there in the evening riding it.
- 784 97220 Yes Consider demographics - will this improve enhance & improve the usage for this particular region.
- 785 97220 Yes Maintenance of existing structure with transitional-access to travelers motor-vehicle bound by the local transportation circumstances(i.e. safe and secure park-and-ride access for commuters using mass transit).
- 786 97220 Yes I do not support further investment with my tax dollars in new or existing motorized personal vehicle transportation infrastructure. I DO support investments in new or existing transportation infrastructure that is accessible to and benefits ALL of us without further endangering future generations' ability to thrive.
- 787 97221 Yes Poor infrastructure is the beginning of the process which leads to traffic delays and more emissions.
- 788 97221 Yes Tax private and commercial vehicles in inverse relationship to their fuel efficiency.
- 789 97221 Yes Move to a mileage based versus gas tax based funding. figure out a method for taxing bicycles.
- 790 97221 Yes Here again you're asking multiple questions. I support maintenance, but generally don't support road capacity improvements, because we'll never build our way out from auto congestion.
- 791 97221 Yes Expect blowback but good leadership should push forward regardless, as it is so badly needed. Just be equitable and invest in underserved communities, like East Portland.
- 792 97221 Yes Postponing or omitting maintenance does not pay off in the long run.
- 793 97221 Yes Any taxes to support transportation investment must include surrounding county residents, not just Multnomah.
- 794 97221 Yes Think of other sources than JUST the gas tax!!
- 795 97221 Yes Static infrastructure is less flexible. No more streetcars please.
- 796 97221 Yes Prioritize seismic retrofitting of bridges and freight movement to attract more industries/jobs.
- 797 97221 Yes As mentioned earlier, maintenance is a higher priority than expansion of motor vehicle lanes.
- 798 97221 Yes All improvements should be for the maximization of active transportation and public transit.
- 799 97222 Yes Very important, get switched to a VMT system ASAP. Increase the gas tax significantly until that is done.
- 800 97222 Yes Prioritize bikes and public transit, and support local living / community development by reducing the overall need for transportation (more resources close to home through planning and policy).
- 801 97222 Yes Making improvements with room for future growth.
- 802 97222 Yes How to get the money, and to do it by NOT raising taxes or creating new fees.
- 803 97222 Yes People need to understand that paying for transportation infrastructure will make their lives less expensive in the long run.
- 804 97222 Yes Must be equitable throughout the region.
- 805 97222 Yes However the region is not growing no new taxes , there is plenty of funding if the focus is repaired.

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- 806 97222 Yes Our streets and freeways are becoming more and more clogged with too much traffic. I don't know where the money will come from but our freeways need to be enlarged.
- 807 97222 Yes Start taxing vehicles by miles driven in addition to the gas taxes. Stop blowing money on widening roads for cars.
- 808 97222 Yes I support expanding transit, I do not support expansion of the freeway / road system: I do support maintaining the current infrastructure.
- 809 97222 Yes Can Metro address this regionally and use a community conversation model like the one Clackamas Community College used to craft the bond measure the college has on the Nov. 4 ballot...so that there is real consensus and support for any plan that might ultimately be on a ballot?
- 810 97222 Yes Gas and vehicle registration fee increases should be on the table as well as other taxes/fees; e.g. vehicle parking surcharges.
- 811 97223 Yes Why wouldn't Metro seek funding for transportation investments?
- 812 97223 Yes Good luck developing a new revenue source Education & outreach critical on this topic.
- 813 97223 Yes Maintenance should always be a priority. It is FAR cheaper to maintain than rebuild. Any improvements that address needs from growth should be done in a way that provide future flexibility.
- 814 97223 Yes How to incorporate bike lanes and sidewalks into the system and make it safe and easy for people to use bikes or foot traffic to get to their close-by destinations instead of cars or SOV.
- 815 97223 Yes Our Infrastructure HAS TO BE MAINTAINED and those that benefit or degrade our commons and roads greatly, should pay for that use and damage proportionate to their gains. Not the working class as usual.
- 816 97223 Yes I support replacements for the gas tax in order to maintain existing road systems. I do not support any new tax (under any name) for expansion of things like light rail.
- 817 97223 Yes I would only support this if the whole system was overhauled. You can't keep the gas tax as is AND add new taxes. I do support overhauling system so electric/hybrid cars pay their share to use our shared roads.
- 818 97223 Yes Buy land now for the westside loop, Hillsboro to Wilsonville. Should have done this 20 years ago.
- 819 97223 Yes Metro should absolutely be seeking additional funding for highway improvements to our region - WHY ISN'T METRO DOING THIS?
- 820 97223 Yes Certainly this is important. Public transparency and input in this area is key so people feel some ownership over the steps taken.
- 821 97223 Yes But not more funding for mass transit. listen to the people's voice. this is supposed to be a democracy, but elected officials seem to thing citizens do not know what is good for them. how arrogant?
- 822 97223 Yes Lobby Congress so that the gas tax is indexed for inflation. Although, I am sure you have been trying.
- 823 97223 Yes Why does Metro turn down transit (specifically: bus) funding from the federal government?

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- 824 97223 Yes This is exactly what government agencies should be doing. ODOT needs to be streamlined - too much waste. Then, streamline operational policies and guidelines to simplify. Then, plan for future needs by finding out what people want.
- 825 97223 Yes Private toll roads.
- 826 97223 Yes Definitely focus efforts where we get the greatest most positive results for our users.
- 827 97223 Yes Do it competently and efficiently. Money does not grow on trees.
- 828 97223 Yes Hybrid vehicles should still pay a road use tax depending on mileage driven with their registration fees. Corporations pay less than their fair share of road taxes even though they depend on the movement of goods and services to make a profit. Especially those with vehicle fleets who are buying fuel at wholesale prices for their own pump stations.
- 829 97223 Yes I support improvement of what we have, but I do not support expansion. It's fine to build light rail, etc. to the edges of town, but no further.
- 830 97223 Yes Always better to maintain something before it's falling down rather than try to replace it afterward.
- 831 97223 Yes We need to TAX the heck out of studded tires and HEAVY Trucks because they do most of the damage.
- 832 97223 Yes As mentioned earlier, the westside of Portland Metro to Forest Grove has boomed in population and no real end in site. We need more routes in and out of Portland, Wilsonville, Eugene.
- 833 97223 Yes Frequent low level maintenance is more cost effective than occassional major repair projects. Projects should NOT increase capacity, but should increase efficiency of the infrastructure we already have to reduce congestion and emissions.
- 834 97223 Yes Support general roadway maintenance and expansion if the primary driver of the project is to create walkable routes and safe cycling routes.
- 835 97224 Yes Building more and better roads.
- 836 97224 Yes Explore use of congestion or value pricing to pay for new raods and infrastructure. Embrace the technological future and let users pay the cost. Move away from the gas tax and toward more targeted pricing systems.
- 837 97224 Yes Light rail and busing investment is good.
- 838 97224 Yes Current roads should be maintained, and new roads added as needed before any more unwanted unneeded crime-trains (light rail) are added.
- 839 97224 Yes Stop wasting money on boondoggles like loot rail, road diets, bike boulevards, etc. and we would have had more than enough money...stop all that waste and we would still have enough.
- 840 97224 Yes Just auto improvements...stop the loot rail and bike boondoggles...and forget the crc boondoggle.
- 841 97224 Yes Stop subsidizing puli. Transit all together...end tri-met and metro....demolish loot rail or mKe it a private business with no taxpayer monies.
- 842 97224 Yes Do what needs to be done to fund the expansion of highways and freeways. We need to be able to travel around the region without spending hours "sitting" on a highway without moving. This must be stopped.

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- 843 97224 Yes Maintain existing infrastructure first I would support a significant increase in gas tax to pay for transportation needs.
- 844 97224 Yes This is kind of a stupid question. How could one not support "adequate" funding for transportation investments. The question is what is adequate and which investments make the most sense.
- 845 97224 Yes We need Westside Bypass, I5-99w connector, widening of 217 and I-5.
- 846 97224 Yes This is tough- more tax money to go to more projects is hard to justify if existing roads are not being taken care of. A broader funding solution needs to be identified since gas tax money is so low.
- 847 97224 Yes Only if it is not focused on mass transit.
- 848 97224 Yes Tax carbon.
- 849 97224 Yes Expand freeways.
- 850 97224 Yes As long as they are actually being used by a majority of tax payers. Free riders (those who do not pay taxes) should not have special consideration built for them. A vibrant economy is what secures adequate funding for transportation infrastructure, not inefficient pet projects that make somebody feel good.
- 851 97224 Yes I want to hear about how our money is being saved instead of always being asked for more.
- 852 97224 Yes Need to increase rate of taxes on gas; create a tax that penalizes personally owned oversized vehicles.
- 853 97224 Yes The assumption is that light rail has minimum operating cost. The capital cost must be considered because most of that money is from long term bonding and to be a burden to future generations.
- 854 97225 Yes Not maintaining what we already have is what led to the City Council discussing a street fee. Citizens should not be punished for the city's mismanagement of funds. As the Metro region grows and expands, infrastructure needs to expand as well. More people are unable to afford living in the city center, and infrastructure needs to reflect that.
- 855 97225 Yes Being a resident of Washington County and working on the South Waterfront, I foresee more problems ahead. Why is there a Milwaukie line? They didn't even want it, but we could certainly use something that goes out to Forest Grove!
- 856 97225 Yes We all need to pay more but as I said earlier, find a way to charge those of us who use the roads. If Easy Pass can count cars on the NYC bridges, why cannot we come up with a system to charge those of us who use the roads. Maybe charging only for high use times would work at first. Courage is needed.
- 857 97225 Yes The gasoline tax is no longer viable as a way to fund all transportation projects. Finding new ways to fund the use of roads is very important.
- 858 97225 Yes I love it that we don't have toll roads in the west. BUT... we need to start tolling the I-5 bridge NOW. leave the I-205 free. people would have a choice -- money or time. see what it does to driving behavior. the port mann bridge in Vancouver, BC is an excellent example of how a bridge can be tolled easily and efficiently, with no traffic tie-ups. we need to pay more to register our vehicles (I just renewed mine today; \$50/year is ridiculously cheap).

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- 859 97225 Yes Maintenance - yes. Not sure about new. If declining vehicle use, why more new?
- 860 97225 Yes How to make those who are coming into the community pay a fair price for the existing and improved transportation infrastructure.
- 861 97225 Yes Must pay attention to where transportation money comes from. WE must not let the infrastructure get in bad repair. It's cheaper to keep it in working order.
- 862 97225 Yes Well, while this policy isn't as pretty, it is necessary. You need to mend old toys before you get new ones. I would say this is priority one (so far).
- 863 97225 Yes As a low-income family, the only infrastructure we would benefit from is one that supports us using public transportation or bicycling to work. I wish there was a pedestrian/ public/ biker bridge connecting north portland with northwest portland.
- 864 97225 Yes Explaining the need should get you the votes but only if you can prove you are putting the money to good use for all. Another biking trail or sign for van pooling is not going to do it. Folks need ways to get around that obviously work and if they must drive they need parking once there. If these are provided and can be shown to folks I think they will vote the \$ needed.
- 865 97225 Yes Vehicle registration fees need to be increased. the i-5 bridge needs to be tolled (ala the port mann bridge in vancouver, bc) the i-205 bridge should not be tolled. close-in bus/max needs to be sufficiently saturated to be seen as highly desirable alternatives to driving; needs high quality maintenance. ideally, expansion outward should be desired, not fought.
- 866 97225 Yes Each car owner could pay \$25 a year per car, for renovating old streets and building new ones. It's fair also, I believe, to charge bike owners...as long as we can register with the sheriff in case our bikes are stolen. \$25 a year is fair.
- 867 97225 Yes More money should be dedicated to public transport than roads. I must drive to work from Portland to Damascus- there is no public transit option. And I still think more light rail is the way to go.
- 868 97225 Yes This is just basic essential.
- 869 97225 Yes I have lived in Portland for 30 years and have been hearing about how a new I-5 bridge was going to be built over the Columbia River. 30 years later, it is an incredible disappointment that there is no prospect at all for a new bridge. What a joke.
- 870 97225 Yes Do it the areas most neglected first.

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- 871 97225 Yes Social equity analysis of impacts and benefits -Opportunities to increase share of active transportation compared to traditional motor vehicles -Connectivity of different modes and between active transportation and transit -Opportunities to integrate active transportation infrastructure into communities in a manner that make their use an attractive and convenient part of daily life -Opportunities to address climate and GHG reduction goals -Refocus funding incentives away from metrics such as the increasing number of miles traveled and toward more sustainable measures such as trip quality, enjoyment, and efficiency. -Parking and roadways should be used as efficiently as possible to mitigate their impacts. -Parking and roadways should not be expanded if possible -Active transportation and alternative transportation options should be prioritized as ways to decrease the need for additional parking or roadways -Greater emphasis could be placed on car-share programs and other infrastructure to help reduce the need for multiple-car households -Large-scale above-ground parking at transit centers should not supplant mixed use development and infrastructure that can create vibrant community centers around important transportation hubs.
- 872 97225 Yes Making schedules so frequent that riders can just show up at a stop and figure a bus will be along soon.
- 873 97225 Yes As long as it doesn't take any money away from education, lol.
- 874 97225 Yes The infrastructure needs to be maintained before it becomes too costly for repairs - I have no idea how we would implement this policy as no one wants to pay for it - see City of Portland transportation fee.
- 875 97227 Yes Yes, not maintaining existing things is more expensive in the long term and worse for the system. New infrastructure should prioritize transit capacity and service. (Future: no surface transit! Trains should never get stuck in car traffic).
- 876 97227 Yes What is this at the expense of? This is all worthy but I'm concerned about opportunity costs.
- 877 97227 Yes Raise the gas tax and index to inflation, create a pro-rated vehicle registration and charge more for heavy vehicles/poor mileage, charge road fee for miles/driven at DEQ inspection, increase parking fees and taxes on surface lots, increase fines (5x-10x) and enforcement for speeding, running red lights, driving drunk, impaired or distracted driving, raise fees to use studded tires astronomical.
- 878 97229 Yes Money needs to be spent more wisely.. and a project needs to be done right in the 1st place and not every few years done over again like has been the case where I live near hwy 26.
- 879 97229 Yes Again, the population GLOBALLY is exploding EXPONENTIALLY so plan accordingly which means don't keep projecting past increases into the future as the growth IS and will be far greater.
- 880 97229 Yes Such investment, however, should be filled by the private sector, not by public spending, which tends to be inefficient and politically driven. Private investment is the way to go in many instances.
- 881 97229 Yes Focus on maintenance not new.
- 882 97229 Yes Can we afford it.
- 883 97229 Yes Consider a graduated tax on vehicle cost/value.
- 884 97229 Yes Yes, but only if the investment is in new roads.
- 885 97229 Yes Very very small tax increase.

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- 886 97229 Yes Focus should be on making it easier to not drive a car. It is almost to not have a car in the suburbs today.
- 887 97229 Yes No more taxes on existing payers. Add fees for bike users. Quit spending on pet projects. And use contractors instead of public employees to do the additional work. Less expensive and gives great flexibility for seasonal work.
- 888 97229 Yes Bonding for new infrastructure only. Maintenance from existing budgets.
- 889 97229 Yes Keep downtown parking rates high, charge MAX users when they enter each stop (don't make purchase of a pass optional).
- 890 97229 Yes Yes, way more investment in the Max and Light Rail systems. More on Bikes and Bike Ways.
- 891 97229 Yes Yes. Invest in BIG improvements, like adding lanes to 217 and the Sunset Highway. And stop holding obviously needed widening projects hostage to the next nearest development, when the traffic really comes from elsewhere. Case study: Beaverton's hostage-taking of Barnes Road just north of Cedar Hills Blvd, a rush hour choke point because Beaverton wants to stick adjacent development with the cost of improvements made necessary by development miles to the north.
- 892 97229 Yes No regressive taxation.
- 893 97229 Yes Licensing of bicyclists and other alternative means of transportation.
- 894 97229 Yes Tap into new ideas world wide.
- 895 97229 Yes It is clear that the gas tax for funding transportation is a fading star. It should be as a disincentive for using fossil fuels, A millage tax based on the weight of the vehicle should be the way to go.
- 896 97229 Yes The fastest growing areas in terms of population, and the currently over-used routes and under-served areas should be given priority.
- 897 97229 Yes The rate at which the population is growing, the areas that are growing, and what types of transportation will be most appropriate.
- 898 97229 Yes Funding must not be regressive.
- 899 97229 Yes Sidewalks in those growing areas where they are building houses on top of houses but NO sidewalks to connect neighborhoods safely.
- 900 97229 Yes Managed growth and keep quality and reliability standards before expanding.
- 901 97229 Yes Is there an alternative to not maintaining infrastructure? Not sure this should even be a question.
- 902 97229 Yes voting for the Wash Co. tax! mileage tax may be a good idea.
- 903 97229 Yes The primary funding source that comes up as a replacement to gasoline taxes is a road use tax driven by monitoring the number of miles driven by a car. I don't think that advocates of this system understand the degree to which this idea is feared because of possible ability to monitor motorists' travel patterns. If you ever want this idea to fly, you will have to move privacy and security concerns to a top priority, or else charge people by their odometer readings and try to get _that_ tax passed.
- 904 97230 Yes Emphasize express bus routes; use a portion of hotel tax revenue to expand transit.

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905	97230	Yes	We should be maintaining and building roads and bridges that all vehicles can use (unlike the Trimet bridge across the Willamette).
906	97230	Yes	A long term assessment of future needs.
907	97230	Yes	I think this is the definition of urban planning.
908	97230	Yes	Yes if noted upon by public only.
909	97230	Yes	Look north to the state of Washington for examples maintenance of roads and improvements to accommodate growth.
910	97230	Yes	I'm pretty sure we would have lots of money to spend on basic transportation infrastructure if we stopped spending so much on "public transit" initiatives and electronic controls or traffic management. Just use the money the public already provides more effectively.
911	97230	Yes	If you don't maintain transportation options, it will cost more in the long run.
912	97230	Yes	Efficiency and cost.
913	97230	Yes	Need a new route from wilsonville to longview to get traffic out of metro area. don't spend money on 40+ year old structures which will not be able to survive a 6.5+ earthquake regardless of retrofits.
914	97230	Yes	Maintenance of existing features yes.
915	97230	Yes	You can't have any of the former items without this one, so a no-brainer.
916	97230	Yes	Build more roads and freeways. Get rid of light rail. Use that money for building roads.
917	97231	Yes	Consider that this is a growing region and that having exits to other freeways, (i.e., I-84 to 205 northbound) only one lane creates traffic jams and delays. It's ridiculous!
918	97231	Yes	What is the source of funding? Gas tax, income tax, sales tax or income tax.
919	97231	Yes	We need more trains. We definitely need light rail into Vancouver, or we need to toll the bridges. We also need a rail line going west of Portland into St. Helens along Highway 30, where traffic congestion is getting progressively worse.
920	97231	Yes	It's ridiculously cheap to register a motor vehicle in Oregon, with no variation based on value, age, or energy use. Does State law allow for Counties, or Metro, to assess a reasonable added fee? Ditto the gas tax.
921	97231	Yes	We need to consider a new stable revenue stream to fund our transportation presently and for the future. Something like a Vehicle Miles Traveled (VMT) counter on automobiles, collectable from something as the DMV or DEQ, would be one such scheme to obtain this revenue. Solid funding for transit is paramount.
922	97232	Yes	Focus on maintenance of infrastructure not on accommodating new growth. Stop growth.
923	97232	Yes	Average & Extreme Incomes.
924	97232	Yes	The Portland metro transportation infrastructure projects should be supported by community members who live outside of the county and benefit from these improvements.
925	97232	Yes	The Washington residents who come to Oregon need to pay a share of the road maintenance costs.

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- 926 97232 Yes These are two separate issues and should be treated as such. We abandoned a sidewalk maintenance program and turned it into a "tell on your neighbor" program. Clearing overgrowth from the pedestrian way has always been a "tell on your neighbor" program. One role of the government should be to compel property owners to maintain their frontage. Government can only fulfil that role through active inspection programs. We do it for our pavement, and bridges, and signals, lets do it for our pedestrian ways as well. As for new infrastructure, only build it if you've secured long range funding to maintain it.
- 927 97232 Yes Seismic upgrading.
- 928 97232 Yes Only if it is roadways or busses.
- 929 97232 Yes Higher and indexed gas tax, registration fees, mileage fees, bicycle registration fees. (shoe tax for pedestrians? just kidding!).
- 930 97232 Yes The question of who pays seems to be at the core of the conversation. Conservatives: "no new taxes!!!" Progressives: "tax the rich!!!" These are clearly at opposite ends and are hard to reconcile. Not sure what solution is-- better information sharing about transportation needs and potential solutions that could result in a comprehensive and visible dialogue about what to do and how to do it. We all know that the transportation infrastructure is quickly deteriorating and potentially dangerous, and something has to be done, so we must address this head-on even though the dialogue will be very heated.
- 931 97232 Yes Rework the gas tax so that it does account for inflation.
- 932 97232 Yes As long as these investments are more than just bigger roads and car focused. For each new road mile we should put in 5 miles of bike lanes and 2 miles of BRT and .5 miles of Max.
- 933 97232 Yes Maintenance should come first before new infrastructure.
- 934 97232 Yes Maintenance of existing roads, have developers pay fees to build roads in new subdivisions.
- 935 97232 Yes Never let dirty fuel prices fall below the level where trimet ridership goes up and single occupancy vehicle usage goes down. tax fuel and spend on public transportation and row maintenance.
- 936 97232 Yes Long range planning – look to the future.
- 937 97232 Yes Please add more lanes on I-5. Congestion has become a huge problem.
- 938 97232 Yes Needs to consider ability pay. As someone who earns more than the average person in Portland, I need to pay more than the average person in Portland.
- 939 97232 Yes It'll come down to taxes, of course, it always does. I do not support another property tax. Road maintenance and repair should be paid by car and truck drivers. Businesses should carry their fair share and not be given huge tax breaks. Public transportation needs to be a national priority, not just a regional one. We should actively seek federal money for expansion of the light rail and bus system.
- 940 97232 Yes Maintenance of existing infrastructure - especially our bridges. This region will be devastated by an earthquake b/c of lost of bridges.

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- 941 97232 Yes Let's develop revenue sources that are not so closely tied to gas consumption. Bond measures have been successful for library, school, and zoo funding. Let's look at a bond measure to support VISIONARY transportation improvements- not just maintaining the status quo.
- 942 97233 Yes Figure out ways to slow the growth!
- 943 97233 Yes We LOVE our bridges and I am glad to see the Sellwood bridge getting fixed but I am concerned about the cost. Specifically the cost to Portland and or Multnomah county. I know that Clackamas county residents voted down a levy to help pay for the repairs of that bridge. I have heard that we face a similar problem with WA as we look forward to build a new bridge between Portland and Vancouver. It is an interstate bridge where are the funds from the federal government? Why should Portland taxpayers shoulder the whole burden? I do not support just increasing the gas tax since the cost of gas is already breaking our backs as it is. I read an article in the Willamette Week about the revenues that the city is taking in from the gas tax and how those dollars are being squandered. Portland needs to come up with some better solutions to funding problems. I think it is important to impress upon the surrounding communities that they are responsible for infrastructure too.
- 944 97233 Yes If the transportation elements of Metro actually operated with the interest of the riders in mind, like a business has to, this question should never have to come up.
- 945 97233 Yes Link taxes to actual miles driven. Do not penalize fuel efficiency.
- 946 97233 Yes Expanding the bike path network. Also tax breaks for those NOT having children, rather than the other way around. Rampant human population explosion is nonsustainable and should be discouraged.
- 947 97236 Yes Invest in better roads, highways and freeways.
- 948 97236 Yes Again, you are listing all of the great things that will happen as a result, but how is it to be achieved?
- 949 97236 Yes This should already be covered in the taxes we pay. maybe our elected leaders should budget better in order to make this a reality.
- 950 97239 Yes Portland, itself, is incredibly inefficient--will be tough to get people to pay for improvements unless City Hall cleans up its act. They are in the dark ages.
- 951 97239 Yes Please build a light rail tunnel under OHSU and Hillsdale.
- 952 97239 Yes Already discussed.
- 953 97239 Yes The focus and funding commitment should first be on transit, biking and walking. Then on local roads and routes and last on highways. Service to residents living within densely populated areas, then suburban and rural and finally passers-through.
- 954 97239 Yes So long as the investment is NOT related to transit, but rather maintaining the existing roadways, I can support this. If this question is intended to secure additional funding for transit, then I do not support the investment.
- 955 97239 Yes What kinds of taxes should support transportation?

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- 956 97239 Yes Alternatives to rail should be considered for future infrastructure, e.g., bus rapid transit. More routes are needed in the suburbs. Funding sources shouldn't come from fares. I would support sales tax as a source. A carbon tax to address climate change could be used to fund transit expansion.
- 957 97239 Yes Encourage density (which encourages use of non-car transportation) and don't subsidize sprawl (which incents overuse of motor vehicles).
- 958 97239 Yes But clearly articulate that these projects are investments in the neighborhoods and communities they serve; for business, education, health, creating more capacities in their communities.
- 959 97239 Yes Service improvements to existing infrastructure will have a proportionately larger improving effect than expanding infrastructure. So go ahead and increase service and of course prioritize maintenance to infrastructure.
- 960 97239 Yes Convince everyone to pay their share, don't just expect gas taxes on cars to pay for everything.
- 961 97239 Yes Implement the South Portland Circulation Study. Repaint the lines on the existing streets -- our current lack of visible lines dividing traffic creates very dangerous situations.
- 962 97239 Yes Increase fuel tax to track inflation.
- 963 97239 Yes We all depend on transportation infrastructure, even those who bike or walk or take public transportation to the store, school, etc. Our batteries, shoe laces, zucchini, books, mail, cleaning lady, etc., etc. come to us that way. So everybody should contribute to the cost.
- 964 97239 Yes Making it work down the road.
- 965 97239 Yes With a steady influx of new residents to Portland, maintenance will be key to keeping riders happy and comfortable, and entice new riders.
- 966 97239 Yes Depends on the infrastructure. I would encourage anyone looking for bigger freeways to move to LA.
- 967 97239 Yes Yes, only in that maintaining infrastructure is basic to the economy and jobs. That said, organizations such as Metro to oversee land use and transportation planning is key in determining what are "improvements to accommodate a growing region". Increasing gas tax revenues is a direct tax on highway use and is a sensible solution - taxing the user either directly by highway use or indirectly with the movement of goods and services. Lack of federal support for infrastructure projects is misguided and counterproductive - I don't understand its appeal as a cost-cutting measure.
- 968 97239 Yes Non-gas burning vehicles should pay their fair share, but care must be taken not to provide disincentives to the adoption of such vehicles indexing the gas tax to inflation would be good, as would increasing the tax in absolute terms.
- 969 97266 Yes Like I said earlier, you have yrs of gas taxes to cover all this. You must think we are all stupid. We aren't.
- 970 97266 Yes I support the maintenance of the existing infrastructure & support the improvements for the non-car options in the future. We do not need more streets and highways for auto traffic.

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- 971 97266 Yes Developers need to be apportioned fees to cover added strain on existing infrastructure and improvements to handle increased population density.
- 972 97266 Yes A flat fee will disproportionately burden the poor. Any tax assessments or fees need to be based on the ability to pay or related to property value.
- 973 97266 Yes So index the gas tax to inflation. (Also, spell "money" with an e.) I do not support tolls on roads or bridges under any circumstances. I do not support a sales tax under any circumstance.
- 974 97266 Yes Cost vs benefit.
- 975 97267 Yes Costs should be shared among all user groups equally based on benefits received.
- 976 97267 Yes Highest priority to find stable funding source for big picture implementation - not focused on one source of funding (gas tax). MUST FIX this in order to have a chance to meet our goals!
- 977 97267 Yes MAX system issues suck! Fix them please.
- 978 97267 Yes Communities have more pressing problems than transportation.
- 979 97267 Yes We must adapt to the new century.
- 980 97267 Yes Maintain, and expand alternatives to personal autos. Do not encourage additional use of SOVs.
- 981 97267 Yes Remember the east side.
- 982 97267 Yes Again, we cannot build ourselves out of failing levels of service. Focus on community development that allows housing and employment to co-locate; review comp and zoning plans. Walking, biking, mass transit investments.
- 983 97267 Yes Bike & walk commuters and short distance commuters (under 2 miles) should not pay the same costs as long-distance, 1-person per car commuters. We are already doing our part to reduce traffic congestion, reduce fossil fuel use, and reduce pollution by either living very close to where we work or by choosing to bike or walk commute.
- 984 97267 Yes But let's keep the focus on improving efficiency and protecting our environment, not on huge projects that just bring more cars through. Think about what we want our transportation to look like 50-100 years from now and start planning towards that.
- 985 97267 Yes Change the mindset of the electorate toward this problem. Until we do, funds will continue to shrink while our transportation problems become more acute.
- 986 97267 Yes Absolutely, we're losing ground on our extremely valuable livability and quality of life because of gridlock in many areas, primarily due to a lack of capacity of freeways and thoroughfares.
- 987 97267 Yes Do not overbuild streets. No ring roads or other classic planning disasters.
- 988 97267 Yes Yes, but is government capable of doing this? Get back to basics -- pave ALL the streets -- put in sidewalks everywhere they need to be so children can safely walk around- this is vital in the "neglected" areas of the region.

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- 989 97267 Yes Dedicate a revenue stream for road maintenance which cannot be raided for other purposes. "Road maintenance" should include pavement, sidewalks, curbs, and lighting. Consider a gasoline tax to fund this that increases with inflation, rather than one that is a fixed rate from the 1950's.
- 990 97267 Yes The Abernethy bridge.
- 991 97267 Yes Raise the gas tax a few cents/gallon.
- 992 97268 Yes More busses.
- 993 97271 Yes YES. We must maintain and keep safe what we have. This will continue to create jobs (more consistently than a boom or bust build new program) and keep our infrastructure safe for all.
- 994 97289 Yes Having public transportation funded by car drivers doesn't make since. When more people start riding they get less money.
- 995 97305 Yes Let's just avoid electronic billboards if we get advertising funds, okay? There's a really bright one near the grocery store I go to most often, and it's distracting to the point of being dangerous.
- 996 97323 Yes Transit, not autos. transit-oriented development.
- 997 97330 Yes Build a vision for the transportation system that envisions the desired conditions 20, 30 and 100 years into the future.
- 998 97333 Yes As I said before, maintenance of existing infrastructure should be top priority. Also, it makes no sense to go to the feds for money for local projects. Why send money to washington just to beg for it back? Why should we pay for Boston's big dig and they pay for our light rail? Local projects should be locally funded.
- 999 97355 Yes Emphasis on existing infrastructure and limit accommodations for growing region to those that are supported by beneficiaries of the growth pattern, including taxes on newly-developing industries and land developers to discourage sprawl. Lower taxes on use of existing structures/sites that are vacant and encourage repurposing of those structures or sites (ie. remodel or build a different structure to meet the needs of new owner/tenant) Increase tax burden on sites that are vacant to encourage reasonable rent and redevelopment rather than remaining vacant.
- 1000 97401 Yes All people need to pay for the use of hard surface. Even if they walk and own no car. The surface facilitates movement and movement of goods. This benefits everyone. Everyone should chip in.
- 1001 97477 Yes No brainer! Let's be proactive please and plan for the future.
- 1002 98642 Yes Spending on infrastructure improvement help both the economy and the job market.
- 1003 98660 Yes Bring back electric trolley buses. Cut the dependence on oil.
- 1004 98661 Yes If they aren't maintained they aren't reliable and people won't use them. For that I will point out that maintenance is simply "break-fix". It means putting in the work to prevent the breakdown. I don't support an increase in spending to solve problems that would not have happened if the systems were maintained properly.

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1005	98663	Yes	Sustaining our investments into the future is critical. See the City of Portland's current problems providing basic safety and maintenance services. Oversight is critical.
1006	98674	Yes	A metric that measure efficiency based on people moved should replace old-school levels of service. So what if 50 single occupant vehicles have to wait 10 more seconds each, but a full bus gets 40 seconds less delay? Number of vehicles served is a 20th century metric that no longer meets our needs.
1007	98675	Yes	Do not build new if you can't properly maintain old.
1008	98682	Yes	YES, IF IT INCLUDES MORE BUSES AND NOT LIGHT RAIL. LIGHT RAIL WILL NEVER PAY FOR ITS SELF AND BUSES AND BE CHANGED, ROUTES ALTERED AND IT DOES NOT BRING AREAS OF GETTO AND CRIME!!!
1009	98684	Yes	We should continually be looking at infrastructure for maintenance and improvement.
1010	98685	Yes	Personally I would like to see more focus on bike paths for save and efficient commuting.
1011	98686	Yes	No new taxes, current funding should be used for what it was designed for -- gas taxes, etc for roads!
1012		Yes	Highest priority . Change the current funding system to a cost per mile fee. This fee should be dedicated maintaining and operating the existing transportation system.
1013		Yes	Emphasizing efficiency with cost reductions and environment improvements is key.
1014		Yes	This an area that can really help improve our economy and employment possibilities.
1015		Yes	We should be able to accomodate traffic on existing road infrastructure if maintained properly.
1016		Yes	A bit more by raising the gas tax slightly.
1017		Yes	The fact that there is not enough money to go around.
1018		Yes	Public transportation - yes. More roads - no.
1019		Yes	I support expanded public transit modes, but not expanded highways.
1020		Yes	I know that means more money and nobody wants to pay. we do have gas tax which I feel is used about as good as the City of Portland uses the Water Bureau money. Make it by how much you use the road to drive (more costly) and how much you use public transportation (less costly). And make those bikers pay for bike lanes, all the painting of those green spaces, the signs and much, much more they are costing all of us.
1021		Yes	Remember to promote all projects (roadway ones and bike/sidewalk ones) so the non-growth believers are aware of what is spent on their all important roads.
1022		Yes	How funds are to be raised and allotted.
1023		Yes	Increased population will increase demand so investment will be needed.
1024		Yes	This is crucial. We must take care of the infrastructure we already have in place.
1025		Yes	Push congress!
1026		Yes	Get developers to pay their fair share when they put in new developments and housing as more people are expected to move to Oregon.
1027		Yes	Improve links to suburbs to reduce horrible traffic (transit should be quick and easy); come up with incentives not to drive.

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1028	Yes	Especially better streets and roads for the transportation taxpaying drivers whom supply the majority of the funding for transportation infrastructure.
1029	Yes	User fees.
1030	Yes	I support shifting investments from individual vehicles to public transit and other, non-motarized vehicles. Wealthy car-owners and the auto industry should subsidize safety measures needed to protect pedestrians, bikers, children, and the environment from cars. Cars are stealing valuable resources from our communities and environment that are needed for alternative means of transportation. Statistically speaking, cars are the greatest risk to my health and safety. That should pay for the risk they are causing me and everyone else.
1031	Yes	The population in this region is growing fast and our transportation infrastructure is going to be maxed out.
1032	Yes	Yes, Congress should do it's part & fund the federal transportation fund. We can't maintain or repair our city roads without it.
1033	Yes	Fix TriMet, fix TriMet, fix TriMet.
1034	Yes	As long as environmental effects, safety and cost effectiveness are high priorities.
1035	Yes	Encouraging development where infrastructure exists should be paramount and development where it does not should be avoided. Development should be channeled to areas where surplus road and transit capacity exists, and development fees should reflect the need for any improvements.
1036	Yes	Again widening freeways is a good idea.
1037	Yes	Developers should not be let off the hook for their projects' traffic impacts.
1038	Yes	Highest priority . Change the current funding system to a cost per mile fee. This fee should be dedicated maintaining and operating the existing transportation system.
1039	Yes	How funds are to be raised and allotted.
1040	Yes	I've said plenty. should I reiterate?
1041	Yes	Maintenance, yes. Growth, not so much.
1042	Yes	This an area that can really help improve our economy and employment possibilities.
1043	Yes	We should be able to accomodate traffic on existing road infrastructure if maintained properly.

Respondents who answered 'NO' said to consider the following when implementing Policy 7:

1	979	No	Transportation infrastructure"? You're trying to say road and autos, right. No. No!
2	94075	No	Maintain what you have.
3	97003	No	The monies/taxes being collected SHOULD be adequate, if the budgets are addressed properly, money is not wasted on useless commitees, or overpaying staff/double paying staff for jobs already being performed. PERS.
4	97003	No	Use existing resources instead of making more light rail and other boondoggles for the elite.
5	97003	No	I only support this if it EXCLUDES trains of every kind. I support buses and cars and the infrastructure needed to keep them moving efficiently and quickly.

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- 6 97004 No Mainly NO. Do not accommodate a growing region. There is not enough money and it will lead to stranded investments as gasoline becomes less affordable and people have to double up increasingly on housing. The future holds climate change, peak oil (peak oil investment), and even huge government debt so planning should be to get out of cars. Road maintenance is okay (why is it lumped with growth?).
- 7 97005 No We're already paying a lot for this - the money is just being wasted on big screens to tell you you'll be at your destination in 6 minutes - which you already knew, and green bicycles areas which have no benefit for the people that pay for them.
- 8 97005 No Learn how to balance your budget just like we do.
- 9 97006 No This sounds like mumbo jumbo!
- 10 97006 No I don't believe that everyone has to share funding of ALL options equally. It's not fair to those of us who limit our driving, buy hybrid or better cars and don't use studded tires to have to subsidize the selfish bozos who won't. The gas tax is no longer a fair way to measure road use, but neither is a tax that is unrelated to use and/or damage.
- 11 97006 No Just stop burdening homeowners with more property taxes. It's unfair and an unsustainable funding model.
- 12 97006 No The cost to tax payers and the bad economy the area is in a stale growth.
- 13 97006 No Show you are using what you have to help transit and not to increase the employees and subcontractors take.
- 14 97007 No Investment should come from those who are encouraging growth in the region.
- 15 97007 No You have more than enough money now, if you would stop wasting it on trains and other things that the vast majority of us have little use or interest in.
- 16 97007 No This all depends on what for your statement is to broad.
- 17 97007 No You should work on not growing the region.
- 18 97007 No I believe the current amount of investment is fine.
- 19 97007 No We need to be smarter about how we do things instead of asking tax payers to pony up more money each and every year.
- 20 97007 No I would support such investment...IF there weren't such horrible mis-management by government. Think about the proposed bridge across the COLUMBIA. \$300 million and NOT one spade of dirt has been moved. Don't ask us to DRINK THE KOOL AID.
- 21 97007 No Any new build-out of housing should be responsible for the additional traffic and road use it creates.
- 22 97007 No Pot holes are better than smooth pavement. "Improvements to accomodate a growing region" is another way to invite more people into the region and more development which we don't want to encourage. And we don't want to encourage more of the same bad development we already have in WC.

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- 23 97008 No I would if it actually went to roads. Not hidden projects for bike and peds. While there needs to be some investment, the dollars wasted in my view are too great. The city is asking for more money while they throw what they have away on things like the Tram, the Portland Streetcar (where does it go and who the heck rides it).
- 24 97008 No I don't trust that getting more money won't just go to expanding roads and parking lots. No more heat-generating asphalt please. No more roads.
- 25 97009 No Who will pay for and how much per rider mile does it cost?
- 26 97009 No This is a trick question. Spend money on new roads and maintain the roads that we have. DO NOT SPEND MONEY ON BOONDOGGLES LIKE LIGHT RAIL AND THE COLUMBIA RIVER CROSSING!
- 27 97009 No Consider putting full time paid employees on an 8-hour workday. If they don't want to work, find someone else that does. Too many loafers on payroll. Reward those that want to work and that make an effort to put in full work days.
- 28 97012 No I support repair and maintenance if existing bur not expanded roads. If by improvements you mean improved rail systems then yes.
- 29 97027 No FIX WHAT IS THERE NOW!!!! NO NEW TAXES!!!!
- 30 97034 No Government needs to be more efficient with the funding they have now.
- 31 97034 No Developers should pay.
- 32 97034 No Why should we encourage growth?
- 33 97034 No We do NOT need additional transportation money. Instead, we need to prioritize our needs and spend our existing funds in a smarter way.
- 34 97034 No No. Forget this policy at this time. Property owners are over-taxed at this time by foolish government spending.
- 35 97034 No You need to be more specific -- the question is so broad that it's meaningless.
- 36 97034 No We do not want a "growing region."
- 37 97034 No What growth?? There are precious few jobs here, in part due to the personal income tax, and I don't see any signs of population growth that would justify large investments based on a dubious forecast of growth.
- 38 97034 No You need to get with the growth and understand we need more freeway lanes everywhere. Stop trying to pretend we don't. The system is a mess and the worse it's been in 40 years or more.
- 39 97034 No It is very unclear to me what is innovative about this? Sounds like more internal combustion engines.
- 40 97035 No Metro is untrustworthy and should not be deciding the fate and affairs of individual communities.
- 41 97035 No No, because this means a tax increase for someone. How much is being used for light rail, how much for bus service, how much for bike paths, how much for employees, and the like. People are taxed up the wazoo as it is and you want more?

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- 42 97035 No Again, my "no" answer is misleading because of course we need to maintain our infrastructure, but I'm concerned that the wording of this point sounds like supporting business as usual, which is driving as primary means of transportation.
- 43 97035 No Don't dig into my pocketbook for this funding. You get enough with gas tax!
- 44 97035 No Mass transit and bicycle/walking makes the most sense long run.
- 45 97038 No Not if it takes away from other projects.
- 46 97038 No I'd say YES instead of NO to the whole notion of "more investment" if that "more investment" is being gleaned from current rather than increasing tax sources! Try prioritizing the spending of the revenue being brought in so it goes to maintain and expanding current infrastructure even if it means putting LESS of that revenue into bike paths, beautification projects, or other less important pet projects.
- 47 97045 No I think we need to look at what we have and how efficiently it is working or not working.
- 48 97045 No Focus on 21st century solutions instead of putting Band-aids on our antiquated systems.
- 49 97045 No Current levels are acceptable.
- 50 97045 No The money is available now but is not managed properly. Unions, PERS, political correctness initiatives suck the coffers dry. Solve those issues first.
- 51 97045 No Until studded tires are banned there is no reason to increase funding. it would all be damaged after winter anyway.
- 52 97053 No Addressing climate change seriously must go against the idea of "a growing region". Growth is the problem. Let's not encourage it.
- 53 97060 No Do not harm small businesses with burdensome high taxes such as pdx new road tax where small businesses would pay a much higher share of tax than residents such as 25 to 30 to 1.
- 54 97060 No I think someday there will be empty highways because people of the future will work, shop, and attend school from home. Between shootings and contagious disease and overpopulation, people don't want to be in crowded areas. Invest in internet tech, such as city-wide free WiFi instead.
- 55 97060 No No more taxes and reduce what are in place now.
- 56 97060 No Taxes!
- 57 97062 No I believe that we should be given a choice between "repair" and "improvement" in funding choices.
- 58 97062 No I already pay a monthly street fee to the city of Tualatin. I oppose a Washington County tax because I don't want to pay for streets in Bull Mountain and Aloha. They can join a city and pay for their own. Quit taxing me to death. I think it's time for more of us to move out of this region/state and then what will you do when you are left with only those on the public dole.
- 59 97062 No Bus yes, light rail no.
- 60 97068 No Most of these questions sound like adding new taxes.

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- 61 97068 No Actually maybe. History has indicated our regional governments can not be trusted to spend tax money in ways that benefit the mass. They have again and again funded pet projects that benefit the few. Not until our regional governments get their houses in order, I can not support adding additional "funding" for these types of projects.
- 62 97070 No Not if it emphasizes status quo thinking ie maximum thinking instead of optimum, long-range thinking considering more than transportation for transportation and or transportation planning/planner's sake.
- 63 97070 No Nice try to get support for light rail. We are not fooled by the "new improvements" cover.
- 64 97080 No We need an annual license tax on hybrid and electric cars based on mileage to pay their fair share of their use of the roads. We should also stop providing them free recharges at publicly funded facilities, leaving taxpayers to pay the electric bill. That is patently wrong.
- 65 97080 No We have no money for this. Taxpayers and Businesses are over-taxed already. Have you really looked at how there is no real economic recovery to the middle-class?
- 66 97080 No Maintain well what we already have. Don't spend anything on making new or bigger roads. Remember, we must make car commuting unpleasant.
- 67 97086 No I support using funding for what its meant for and not raising taxes any more.
- 68 97086 No No more taxes. Spend the money provided in a better method.
- 69 97086 No The budgets are sufficiently large, they are just very poorly managed by incompetent managers.
- 70 97086 No I think we need to get our current growth and new building under control before we add more. Max went in without the communities votes and will cost those neighborhoods more in crime prevention and depletion of property worth. Get that under control first.
- 71 97101 No Current funds need too be managed wisely before asking for more. Stop wasting money on light rail and street cars.
- 72 97106 No Stop using the gas taxes for bikes etc. gas taxes should pay for roads only!
- 73 97116 No This question is phrased in an interesting way. Lets see what we can do to support the objectives within the current funding levels.
- 74 97116 No Do more with less. Try for efficiency.
- 75 97116 No This sounds like a bunch of crap. Securing funding? If this refers to borrowing just to maintain things you're out of your minds. If you wish to secure funding for a road or bridge TOLL THE BRIDGE, and when its paid off. TAKE AWAY THE TOLL.
- 76 97123 No Again, this probaly means more taxes and fees. maintenance of roads shoudl be user-funded based on mileage/hours, not another regressive tax.
- 77 97123 No There is a lot of growth because of infrastructure, e.g. the new SOUTH Hillsboro plans. What's needed is the German model - NO EXPANSION of UGBs.
- 78 97124 No This question is too vague to give an appropriate answer.

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- 79 97124 No There would be more money available for projects if you reduced the government's overhead & workforce. Businesses have had to deal with reduced budgets during the recession. Government also needs to learn to do so and become more efficient & effective.
- 80 97124 No Unless this is to support alternative transportation.
- 81 97124 No What you're really asking about here is additional gas tax or other tax revenue. Absurd to raise taxes when you can easily reduce Oregon's extremely expensive overhead salaries. No wonder we have a funding problem. And by the way, if the ruling few had their way and got half of everyone out of their cars, you would kill your existing revenue source. How can you consider additional taxes, given their harm to people & businesses? We need fewer taxes to stimulate the economy, not more. Live within your means and start spending what you have wisely. It's businesses that create wealth by turning raw resources into something; and it's government that lives off of taxing that wealth. There needs to be a balance; government takes too much. Study effective economics.
- 82 97124 No Isn't this just another way to ask if we should provide more roads or bike routes.
- 83 97139 No Again, these are 2 separate questions. 1. Should we maintain our current infrastructure? Yes. Should we invest in new infrastructure? No. Not until we can ensure that the current infrastructure can be maintained.
- 84 97140 No This sounds like an excuse to raise more tax dollars. Do it without raising my taxes!
- 85 97140 No You have adequate funding. Mothball the Light Rail and put our transportation dollars into roads and maintenance.
- 86 97201 No Why no road maintenance, but increased property taxes? Mayor Potter had a pothole hot line and the city would fix them in a day or so; now, NOTHING.
- 87 97201 No We need to have more of our federal gas taxes coming back to Oregon from DC for roads instead of mass transit and bikes.
- 88 97201 No This question is badly written. De-couple maintenance of existing and new improvements--these are two different funding sources and priorities.
- 89 97202 No Only if it involves new ideas, new technologies and breaking out of the 100-year-old car-centric cycle.
- 90 97202 No Our costs are already too high. Plan better, prioritize, take money from inefficient uses and put it towards efficient uses.
- 91 97202 No Build a better budget. Until government stops wasting money on ridiculous programs like public art and sending money to public schools which have more than enough then I will not allow you to reach into my pocket again and rob me of my hard earned money.
- 92 97202 No Use what we have with the correct priorities, Peds, human powered, mass transit, carpools/vans, single passenger cars. Can't build your way out of it. The sooner we admit we're addicted to cheap gas and free roads the sooner we can get back to sensible commuting options.

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- 93 97202 No Well of course get funding to support climate goals. but like the technology question, without distinguishing between funded programs this policy emphasis is not very meaningful.
- 94 97202 No No new roads, at least for awhile. Fix what we have first and invest in better bus, MAX, streetcar service.
- 95 97202 No I am saying no as I am against the Commissioner Novak's idea re street use tax unless it taxes all including bikes. I also think if there is any big construction projects that do break up the streets, then the construction company should be required to pay or fix the streets in front of their projects. I also think there should be more designated money for only transportation projects to fix streets...not for bike lanes, bioswales, or to help pay for bus tickets for the groups that the city thinks needs help w/ that.
- 96 97202 No This is a difficult one because I don't have enough information. I'm mostly making a philosophical statement with my "no". I'm wondering why we have a strategy to simply maintain what's existing instead of envisioning what's coming and investing in that. Also, our highway system had an enormously negative impact on many ethnic and low-income communities. How does simply investing in what's existing begin to address those historical impacts. Let's get more innovative than simply maintaining what's existing.
- 97 97202 No Focus on maintenance of existing system.
- 98 97202 No Until I see that the governmental agencies care about the people that live in the area for 'new' street planning, I would not vote for any taxes,etc . It just seems that they are catering to the bike riders more and more ... plus the new 'yuppie' apartment dwellers,etc.
- 99 97202 No We only support community "investment"/taxation if the taxation is extremely progressive. No more regressive or flat taxes for any improvements.
- 100 97202 No This questions is unclear. I support getting adequate funding, but I think it should be spent on safety & equity projects for pedestrians, cyclists, and transit riders.
- 101 97202 No Maintenance I support completely. New infrastructure would depend on the project. The Columbia River Crossing, for example, I opposed due to cost. Adding lanes to roads I would generally oppose.
- 102 97202 No This sounds like a way to divert funds from other sectors of government to spend on roads, or worse, a new bridge to Vancouver. Just raise the tax on Gas I'm all for expensive gas. I would be happy to pay 5-7\$/gal of gas if I knew half of those dollars went to active transit, mass transit, public schools, road improvement, healthcare, and traffic law enforcement; in order of most dollars to least dollars.
- 103 97202 No This seems like the same question asked earlier about widening roads and building more highways. I am in favor of better using the roadways that we have rather than building wider and more roads and highways.
- 104 97202 No Based on the massive apartment buildings and infill, the region is not growing so why spend money on it?
- 105 97203 No Accepting and accommodating for a "growing region" will accelerate the current decline of the environment, and will result in a biosphere of supporting life.
- 106 97203 No No new freeways. Studies on induced demand demonstrate there is little point in new highway construction.
- 107 97203 No Do not support growth.

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- 108 97203 No I do not support this at this time. This is a future concern, but by its very nature it exists because things are changing and there is no good way to forecast what will be needed based on what we currently know. Portland is densifying. Shopping patterns are changing with a reduction in traffic to big box stores and major malls, and increase in the number of viable neighborhood stores. This is not the time to worry about whether we'll have the funds to keep all the roads the way we want them 10 years from now, when we cannot even say how we will want the roads to be at that time.
- 109 97204 No Tax businesses for this, not individuals. Certain Oregon counties are already taxed enough--Multnomah County is a prime example! "Accommodating" a growing region often means putting in more roads and cutting into greenspace, which is not the way to go.
- 110 97204 No I support the money that is currently in the budget being used for maintenance. Please do not pass the street tax.
- 111 97204 No There's no information about where the money is going to come from. I realize money's not coming in from gas taxes as it once did, so where are you looking to make up the difference? I first want to know what cuts are going to be made before I can give support to this policy. Just because the old funding levels aren't there doesn't mean they were at the right level to begin with. Question the assumption that all the transportation projects on the table are even necessary in the first place. Look to cities such as Paris (not a cheap place by any means) for ideas on how to build a new bridge that suits its environs and was remarkably affordable.
- 112 97206 No Growth is not always nor forever a good thing. No more highways, no more light rail, no more billion dollar boondoggles. Create a WPA - style work program to fix current bridges and roads, but build no more!
- 113 97206 No If we need new infrastructure for single occupancy vehicles, we should charge tolls until the money is raised to build it. I especially support tolls for bridges, highways and roads that connect Portland to Clackamas county and Washington state.
- 114 97206 No We do need a stable funding source however I think we can do a better job with spending the money/resources we already have.
- 115 97206 No We need to fix the roads, that's a given. gas tax revenues are diminishing because we have more fuel efficient cars. Maybe car registration should be charged by weight. The charge should be directly proportional to the weight of the vehicle and the damage the vehicle is capable of doing to the road. Commercially owned delivery vehicles should be charged triple. Also, Tri-Met and their road destroying buses will also need to be charged.
- 116 97206 No Not sure what this even means. Status quo? What "improvements" are we talking about?
- 117 97206 No Again, where the money for this would come from is not being addressed.
- 118 97206 No Stop the nonsense that growth is necessary and inevitable. Do not make it MORE convenient to move here!

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- 119 97206 No Dwindling funds means making hard choices about how we grow. If biz wants growth they need to pay for it. Region will grow at more reasonable and sustainable rate if road system expansion is slowed down (ie. not subsidized). How can you include "maintenance of existing" and "new improvements" in the same question? These are two separate issues! Maintenance is always important - when you limit heavy vehicles from roadways, the maintenance costs plummet. Consolidate heavy traffic routes and ban studded tires.
- 120 97206 No Growth should be achieved with increased density.
- 121 97209 No I think this is focused on individual travel in cars.
- 122 97209 No Just like the private sector does, the public sector needs to figure out how to do more with less through technology and efficiency. The public sector has far more than enough financial resources if it will prioritize spending. NO MORE INCREASING TAXES - YOU HAVE ENOUGH - YOU ARE A GREEDY LOT WITH WASTEFUL SPENDING HABITS.
- 123 97209 No NO MORE TAXES - in every industry except government people have figured out how to be more efficient, effective, and productive. Government is one of the only sectors that has significant increases in expenses year-after-year, and then complains because they consider "cuts" to be lower increases in spending than they hoped for, rather than actual decreased levels of spending. Enough is enough. Federal income tax revenue collections are at an all time high. I understand that different taxing sources support different functions of government - but perhaps if we quit soaking tax payers with ever increasing taxes and there is less tax revenue, government agencies will be forced to do what the private sector has always done: figure out how to make do with what it has, create win-win alliances with others, reduce waste, etc.
- 124 97209 No I support maintaining our infrastructure, but new investments need to wait on income improvements from debt reduction, not new spending.
- 125 97210 No Existing infrastructure should be reformed to be most convenient for non-car users. Funding the transport system as it currently stands is the less sustainable option.
- 126 97210 No From the depths of my bowels, I cannot believe that a public organization can release a poll that will obviously get certain answers. There's an obvious liberal bent here, but given only the questions asked, people in NY, SF, Texas and Oklahoma would all likely give the same responses. That's because the questions aren't fair. Is the next question "You don't want to do anything bad, do you?"
- 127 97210 No Ha! secure adequate funding means "get more taxpayer dollars. Stop.
- 128 97210 No Find money from other government spending.
- 129 97211 No PDX needs to drop the "street fee". Public opposition will just make it more difficult to pass critical levees in the future. There needs to be a regional solution for road maintenance.
- 130 97211 No This language is too vague. We should support infrastructure, but not highway expansions like the proposed CRC.

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- 131 97211 No No more roads - just maintain what we have and put the money into transit. Impose a local or regional gas tax to reduce consumption, while simultaneously improving public transit.
- 132 97211 No City has plenty of money but has spent it inappropriately. There should be no "increased investment" (ie, "new taxes") until current funds are spent wisely and THEN deemed inadequate.
- 133 97211 No This is vaguely phrased and it could be interpreted many different ways. I do not support maintaining the auto dominated use of Public space. i take transit, bike, skateboard, walk, and drive all in the same week, but only when driving do i feel part of a relatively safe and prioritized network.
- 134 97211 No Environmental and population trends as the pertain to resource conservation and pollution avoidance.
- 135 97211 No Tri-Met should be a more active participant in improving their service/quality/cost.
- 136 97211 No Not if it means more highways and capital investment in car-centric infrastructure.
- 137 97211 No Any road updates should be road diets.
- 138 97211 No I can't support this statement as phrased. Too vague and probably auto-oriented.
- 139 97211 No Maintenance yes. Limit growth so that new infrastructure is not needed.
- 140 97212 No I don't think that we should increase the amount of spending until the priorities of what we will spend the money on will be. for example widening 217 or spending \$400 Million to widen I-5 through the rose quarter are projects that could be easily cut and the money used to promote more sustainable transportation types.
- 141 97212 No My perception is that you have adequate funding but don't spend/invest wisely. Taxpayers are NOT a bottomless pit.
- 142 97212 No We DO NOT need more transportation money - we need to quit wasting it on toy transit, streetcars, speed bumps, bubble curbs and a whole host of other useless schemes.
- 143 97212 No There should be a consistent and fervent effort from local officials to collect more taxes from people who are choosing to drive, whether it be through a local gas tax, a vehicle-mileage-tax (VMT) or otherwise. Providing infrastructure for motor vehicles is extremely expensive and should be treated as a luxury, not a right.
- 144 97212 No Get the existing transit system working better and more efficiently before investing in new infrastructure, regardless of how "sexy " those projects may be.
- 145 97212 No I really waffled on this one. obviously if the region will be growing we need to accommodate the transportation needs this will bring. However I am not a fan of growth for growth's sake. I like Portland the size it is. Rush hour traffic is already getting pretty bad. let's not aspire to have the traffic headaches Seattle has.
- 146 97213 No Transportation that plans for growth only facilitates even more growth.

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- 147 97213 No From what I've learned, a large portion of the cost of gas is due to taxes and fees. Far too often these days, it seems as though "Sin-taxing" is en vogue - rather than taking a reasonable tax to account for things that are actually being done, taxes are being inflicted upon groups that are not living up to some arbitrarily decided ideal (with the funds being funneled off to pet projects - sometimes completely unrelated to their source - instead of to the repair/maintenance of the what is actually needed/essential.
- 148 97214 No Use money that's in the system better, rather than force-feeding expensive "improvements" that don't get used.
- 149 97214 No NO!!! YOU HAVE ADEQUATE FUNDING!!!
- 150 97214 No I am not in favor of the first proposed tax to drive. It is not progressive. I would like the funds that are supposed to be for the roads be for the cars. Period. Find another source to fund bike lanes. I ride a bike license them. The other reason they need to be licensed is to learn to ride responsibly. There are a lot of dangerous cyclists out there. I have almost been hit while walking on the sidewalks of Portland more times than I can count. That is not acceptable to have an entitled group not be responsible.
- 151 97214 No Make better use of the funds we have if needed make the users pay.
- 152 97214 No Not until you charge people tolls and parking fees to use the existing infrastructure. If we give you more money you'll build more FREE CAPACITY, and exacerbate the problem.
- 153 97214 No Job prosperity before more development.
- 154 97214 No Do not fund bad growth, more cars, more fossil fuel use by dumping money into bad transportation infrastructure. Encourage smart growth, Bike, walk, trains, bus, street car, light rail. Re- design large parts of Portland that really are based on 1950' planning principles.
- 155 97215 No Retrofit our bridges and maintain what we have, but don't build more roads or freeways.
- 156 97215 No I support more investment in terms of real wages for employees, and higher taxes on corporations like FedEx and UPS (companies that use our streets and roads every single day to ship their product) to maintain the existing infrastructure.
- 157 97215 No I think the transportation infrastructure could use an overhaul. I'm not an urban planning expert, but it seems like fewer cars is a step in the right direction. If that means creating fewer roads, ok with me. But careful planning, building bike paths, and maintaining what we have takes money. Everyone should pay a share based on income.
- 158 97215 No Depends on what "implementing" this entails. If it's in the form of a flat tax -- vehicle registration fees, etc. -- then that's awful. Low- and mid-income folks are increasingly burdened with the costs of governmental work. The top 30% of individuals and / or all mid- to large businesses should be helping to carry this weight.
- 159 97215 No Unless these funds are used to improve our alternative transport infrastructure projects.

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- 160 97216 No Again, we should already be budgeting for the maintenance of our infrastructure. I'm not sure why I am being asked this question because if we were managing our funds well, we would be setting aside a pot of money to do it already. This is where safety of our roadways should fall. If you are talking about growing the infrastructure to be ready for future urban growth, then yes, we should invest in this. It is inevitable.
- 161 97216 No IF you are talking of more rail, NO.
- 162 97216 No Monies should come from increasing gas taxes, thereby funding comes from those using the roads most.
- 163 97217 No We already pay enough in taxes. Use the money better. Don't build super expensive light rail but use the money for more cost effective public transit and road maintenance.
- 164 97217 No NO NEW TAXES< USER FEES until you can account for Prudent expenditures with what you have.
- 165 97217 No Not sure your reasoning is sound on this one.
- 166 97217 No Only if the investment results in more private vehicle capacity in highways and interstates. No more light rail.
- 167 97217 No I don't support this because it sounds like get more money for highways and hiding it behind the rationale that reducing auto congestion is good for climate.
- 168 97217 No Maintaining current is important but not encouraging sprawl by adding more roads.
- 169 97217 No There are sufficient funds if they are spent wisely.
- 170 97218 No Blanket, black-and-white statement. I DO support necessities, I DON'T support the further tailoring of our world to revolve around our vehicles.
- 171 97218 No Infrastructure is a primary function of government. This is not something that needs consideration...it needs to just be done.
- 172 97219 No I said "No" because the implication is that you're going to do things like you've always done since 1950: continually expanding the ROAD and HIGHWAY network, which is, again, completely backward! Vancouver, BC, is North America's ONLY city without a highway cutting through its heart, and it's continually ranked either the very most or nearly the most livable city in the entire world. By increasing the bike mode share from a paltry 6% at best to 25% or more, we can save \$BILLIONS in road maintenance costs!! Plus, we'll save \$billions on top of that in health care costs! Also, STRESS levels will absolutely plunge, and creativity will skyrocket! I always have my MOST creative thoughts when I'm biking or walking *not in car traffic*. The improvements in every single area of civic life (obviously *quality of life* being a key general area) will improve exponentially if we can at least quadruple the bike mode share in Portland. It's VERY possible to do, too! We have the second-highest percentage of land devoted to streets of any city in the entire U.S., regardless of size! If we were to devote just 5% of street space to bikes (and protected the lanes with physical barriers from cars!), we'd become Amsterdam (the greatest city I have ever visited) overnight!
- 173 97219 No Concentrate on spending current dollar revenue in a more efficient way. The answer is always proposed to 'increase revenue.' That's very rarely the solution.

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- 174 97219 No If "regional transportation solution" is defined as more light rail, then No. Why not ask a fee from all bicyclers who mix it up with traffic daily. If they participate in an accident and just drive away you have no means of tracking them. Licensing fees would add to the coffers. If you want to play you have to pay.
- 175 97219 No Portland/Metro/Tri-Met have long and storied histories of squandering public resources on pet projects at the expense of taking care of the basics (like street maintenance). Not one more dime to them until they can demonstrate some degree of prioritization and fiscal responsibility.
- 176 97219 No "New improvements" to you means more MAX. Again, I am opposed.
- 177 97219 No I don't want to live in a neo-Californian Portland.
- 178 97219 No I only support an increase if current funds are spent in a fiscally responsible way. Creating concrete bike lanes when asphalt would work (Multnomah Blvd) is not fiscally responsible. Redoing adequate roads and sidewalks in Multnomah Village is not fiscally responsible.
- 179 97219 No In theory, I do support this value--but am distrustful of how costs would be distributed.
- 180 97219 No Don't build new shit if you can't afford to maintain what you have. Common sense that hasn't been demonstrated at all by metro (park land) and the city of portland (streets).
- 181 97219 No We have already done this- max and street car. If anything you need security on max- it's dagerouse with drugs and crime I have seen it.
- 182 97219 No Total Waste of Money.
- 183 97219 No This is not the first priority among public funding needs.
- 184 97219 No Not more investment -- more taxes, especially on the suburban business communities (Intel, Nike, etc.) that benefit most transport infrastructure.
- 185 97219 No Nothing new until all streets are paved!
- 186 97219 No Again, a dishonest, cleverly worded attempt to garner votes for further punishing drivers. You could at least be clear about what you're actually asking. But of course then you wouldn't get the votes you need to "prove" that your already decoded on discriminatory policies are supported by the public.
- 187 97220 No We are overtaxed as it is for the few people that bike in our rainy climate. Take that money and make driving safer.
- 188 97220 No Nimby.
- 189 97221 No Maintenance should go first and only expand roads when other options (including the improvements in the other policies) do not prove adequate.
- 190 97221 No I do no support additional fees or taxes, especially on households or property, personal; vehicles and small truck. Heavy trucks and buses cause a disproportionate amount of damage to the roads and must be accountable for the damage they cause. If this means that everyone pays through higher transportation costs for goods, so be it.
- 191 97221 No More cars mean more headaches.

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- 192 97221 No Catch 22: add more bike lanes, more light rail and bus infrastructure to address the points noted in the "more information" section...but unfortunately that decreases "some" of the revenue as noted. Balance is needed in favor of cars now, wider roads for them, express lanes and those that have to use a car will be paying more of the gas taxes. The money in past that was earmarked in state and local funds for roads and maintenance should never have been used for a multitude other projects, so those funds should be designated by law as untouchable and used for roads only. Barriers such as freeway dividers is another area of wasteful spending. Example: concrete dividers are ugly, yes but does the job of protection from cars/trucks crossing over to oncoming traffic, but the wire type ones were chosen along the I-5 (Wilsonville for example) cost more money. Reliable sources say that environmentalists favored as they were less obtrusive and provided a more open view. I think the biggest factor annoying the public is "pet projects", and lack of common sense in spending money, or who is chosen to provide the service without proper vetting.
- 193 97221 No We already pay for the infrastructure.
- 194 97221 No You have mis-managed the infrastructure for decades, now you want us to pony up more money so you can catch up? I don't trust you enough to add more money to your misspent coffers! There are so many mis managed bureaus in our city that it's not conceivable you should be given more money to waste!
- 195 97222 No Live within your means, like the public has to.
- 196 97222 No Stop growing - it's a false desire and leads towards resource depletion. Enough is enough.
- 197 97222 No Metro has placed undo burden on residents to maintain costly rail lines that only serve limited areas and that are sensitive to heat and cold. They have totally shut down all rail lines due to maintenance, accidents and breakdowns. New trains for PDX-Milw. will be different than the current trains and may need different maintenance. Buses will best accomodate new growth when and where as needed regardless of heat, cold, weather, accidents, etc.
- 198 97222 No Only if they make good sense - the Columbia River Crossing project disaster should not be repeated - how do you intend to prevent it?
- 199 97222 No Stop wasting our money on economically unsustainable projects.
- 200 97222 No Why can't the "new resident" tax base take care of expansion? Why do I have to pay more just because more people move in? It's as if we don't understand basic math.
- 201 97223 No I support the appropriate investment for maintenance and growth, not necessarily more. I think we pay for the maintenance already, by paying more in taxes how do I know it will not be spent on port-a-potties?
- 202 97223 No The main issue here is let the voters in the region decide, period. Government isn't smarter, or more of a visionary than the taxpayer, let the people in our democracy VOTE. Then respect the voters outcome.
- 203 97223 No More investment from the community equals higher taxes. My taxes are high enough.

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- 204 97223 No STOP TRYING TO COME UP WITH NEW WAYS TO STEAL MONEY! You think the people are stupid and don't recognize this for what it is - NO NEW TAXES! The gas tax is plenty for you. Use it more wisely . Stop wasting gas tax transportation dollars on excessive schemes that do not directly benefit roads. (enough parks, wetlands, bike paths, city center aids, etc).
- 205 97223 No The only new improvements should be how to limit car use and promote active transportation.
- 206 97224 No As a community grows, there are more taxpayers, so the cost of maintaining the roads should not be increasing when measured as the cost per taxpayer, driver, or household. If government will stop playing shell games by shifting money away from road maintenance and spending it on other pet "transportation" projects like bike paths, light rail, and other "feel good" projects, there would be sufficient money available for road maintenance and improvement that would help far more people. WES is an example of BAD GOVERNMENT. Every time the train goes by, I see more people held up by the train at an intersection than are actually on the train. WES is a rolling roadblock stopping thousands of people every trip, while moving dozens, at a loss of over \$ 50,000 per month!
- 207 97224 No I work with the construction industry and see massive amounts of waste, this should be fixed before asking for more money. Some current policies like prevailing wage jobs are wasting tax payer money.
- 208 97225 No Maintenance is crucial. However, you have failed to explain what the sources would be. Washington County is a leader in this realm, and residents of that county should not be punished for other jurisdictions inability to approve funding. While we should coordinate for state and federal funding (even that leads to problems with establishing regional priorities), by no means should we consider a regional tax.
- 209 97225 No Minimal maintenance, minimal accommodations for growth.
- 210 97225 No Not quite sure what this means...is this for roads or bike paths or mass transit?
- 211 97225 No Taxes, gas and otherwise, should be used for prioritized services. Transportation is one of those priorities so use the dollars that have already been provided.
- 212 97225 No Again, I worry that this description is used as an excuse to enlarge the fossil fuel portion of our transportation system.
- 213 97225 No Increase tax revenue based upon vmt--traditionally gas tax. To much of the revenue comes from RE tax. This does not encourage non-auto use.
- 214 97225 No Not if it means higher taxes.
- 215 97225 No As the region grows and the economy expands, additional resources will be available without additional taxing (the source of the investments referred to in the question) and those should be used to fund any expansion.

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- 216 97227 No You had me going at maintain existing then you had to throw in and NEW... new means we don't need it and thats what you will focus on ... Not maintenance which is the primary responsibility of government... protect the people and provide for the transportation of good and services... ANd you all are doing a horrible job at that.
- 217 97229 No Reduce the tendency to build more and bigger facilities that encourage single occupancy vehicles. Maintain what we have, and only increase roads/road size as an absolute last resort.
- 218 97229 No Cost.
- 219 97229 No You are wasting the gas taxes now. why should we waste more?
- 220 97229 No This is a political stab at finding more funds. Do you know where the gas tax goes? Not to the roads where it was intended. Quit looking for additional taxes. Use the funds you already take for the purpose they are intended. Then, if that isn't enough for you, you can raise those specific fund generating sources as long as it is for the task intended. Fix this part of the broken tax system by not playing smoke and mirrors with public dollars. Use funds for what they were intended.
- 221 97229 No There was a time too long ago when people who traveled payed their way. One payed tolls to use bridges or improved roads. Those using railroads to move about or ship freight payed the railroad companies enough so they were profitable and paid taxes...they were not subsidized. Be it river traffic, airlines, transit, trucks and autos /we need to go back to this way of thinking.
- 222 97229 No Maintain - yes. But set a very high barrier to expand the wrong infrastructure. Low-carbon transportation options need more focus.
- 223 97229 No Growth by definition is not sustainable. Implement necessary gas/carbon tax.
- 224 97229 No I am really afraid any yes on these questions will be misused to justify higher taxes. It's okay to rearrange priorities to increase funding for more sensible expenditures.
- 225 97229 No Policy needs to be more focused on reducing pollution of all types and making wise growth options -- how about new areas with no auto traffic?
- 226 97229 No Find ways to discourage growth in our region.
- 227 97229 No Use the funds, gas tax dollars, for their original purpose and the problem is solved. Find the financial sources to support the other programs that have been associated with the gas tax. And don't act as if you don't know what I'm talking about.
- 228 97230 No Too many taxes already. Let's be honest, you are suggesting new taxes and fees. If the expense can't be met, then don't build it. What a ridiculous argument - We want people driving less and using less gas, but when we are successful, we can't get as much tax money to squander.
- 229 97230 No If you need more resources (Tax Collections) put it to a vote of the people.
- 230 97231 No Existing infrastructure only.

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- 231 97232 No Looking just at property owners to support roads... What about all those commuters from Vancouver, Wa that don't pay for the roads they drive on.
- 232 97232 No Yes, and No - I don't think people that are hardly driving or using the infrastructure should be burdened with the cost of it. So, maybe the heavy users should pay? Can streets etc. be considered a "common good"? Not sure where the dollars need to come from, but maybe a tax or fee should be requested from the people wanting to move here?
- 233 97236 No This sounds like a new tax, how about cutting spending.
- 234 97239 No Budget better chose priorities. No new taxes.
- 235 97239 No Not actually sure. Even after reading the additional explanation, it's not clear what long term sources you'd be securing, where that money comes from, etc.
- 236 97239 No I support only maintaining existing transportation infrastructure.
- 237 97266 No I do not support increasing the width of freeways.. etc. Maintain streets but remind people of the hassle of driving if they CAN take transit and encourage them to do so.
- 238 97266 No Sounds to me like repaving projects under a different name. Dislike.
- 239 97267 No Since accommodating a growing region seems to involve expanding the Max, I cannot support this policy. Here in Milwaukie, we were very clear that we do not want Max here but our voice apparently did not matter.
- 240 97267 No Get back to basics. Pave all the streets in Portland first. Portland should stop giving Portland Public Schools \$8 million per year to start. PPS needs to pay for schools itself.
- 241 97267 No Far too much insider dealing. Look at the "engineering" fee paid out on the "planning" for the failed CRC. What an eye opener. There are those who have learned that the easiest way to legally steal is to become a friendly vendor who finances the campaigns of those who happen to make decisions on construction projects. It stinks.
- 242 97292 No Stop building up and allow the rest of the state to grow at its own pace.
- 243 97302 No Make developers pay for the infrastructure.
- 244 98686 No I don't believe more taxes are needed. The money provided by the gas tax should be enough and dedicated to transportation investments.
- 245 No I believe we should dramatically shift funding away from mass transit systems, especially fixed rail, to provide better road infrastructure for the vehicles of the future.
- 246 No I support eliminating unnecessary current spending and re-allocating it to road maintenance There is plenty of money from tax payers already in the coffers, spend it more wisely.
- 247 No Planning for yesterday tomorrow. Using vaulable resouces with bad results has been the hallmark of these agencies.
- 248 No "Secure adequate funding" is NewSpeak for More Taxes. Do it with what you have, and outsource more competitively.

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249	No	Again this is in the budget and to ask for more money to do what has been allocated is wrong. The fastest way to loose any support is to misrepresent how money is being allocated. New improvements for a growing region should be a separate issue.
250	No	Balance the transportation budget where it is now. Don't ask or take any more taxes from the people. We don't have anymore to give.
251	No	Stop inflating the population growth estimates. Also- who wrote this stupid question?
252	No	NO MORE LIGHT RAIL. YES TO ROAD IMPROVEMENTS FOR INDIVIDUAL TRANSPORTION ie CARS.
253	No	Only support maintenance of existing infrastructure.
254	No	"Secure adequate funding" is NewSpeak for More Taxes. Do it with what you have, and outsource more competitively.
255	No	A growing region means growth in revenue because we pay a sales tax to pay for our roads. Manage the money get competitive with those who contract for the labor of our roads!
256	No	Don't bundle "maintenance" with expansion.
257	No	I support eliminating unnecessary current spending and re-allocating it to road maintenance There is plenty of money from tax payers already in the coffers, spend it more wisely.
258	No	No. Safety for all users before anything else. We need bike lanes that ensure I won't be killed by a car driver before we need potholes fixed. We need intersections that aren't a mile wide before we need new lanes added. Cars are not king.
259	No	Not if it means increasing taxes or fees.
260	No	Sounds like political talk for "Can we raise taxes and fees because we can't manage money properly?" So no.
261	No	Stop all the rail/streetcar spending and we'll be fine.
Yes or no not declared or zip code not provided		
1	97004	Maintenance only not for fossil fuel growth. No more taxes. Note: survey cut off no. 6.
2	97005	If people drive less should the road require less work? Perhaps some roads should have tolls to help with maintenance?
3	97022	Gas tax and car plats.
4	97034	I am not sure. I would like to see more investment in better more successful changes in what we already have rather than band-aiding the old. IE a new efficient Interstate bridge!
5	97070	Install booth-less congesion tolls to provide incentives for people to use mass transit during rush hour while still giving them the option to use their cars if they are willing to pay the price, as is being done in London and Stockholm.
6	97086	Improvements? That's a loaded word. For crying out loud, we're not the first city in the world. There are models all over the place on how to reduce reliance on motorized vehicles. "Improvement" would mean fewer people making fewer trips.

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- 7 97202 Don't understand the question. I support investment in some parts of the transportation infrastructure, but not others.
- 8 97202 Another hard one. Maintenance of existing corridors I don't have a problem with. I would want to know more about the ideas around new improvements... most new improvements I've ever experienced have not been that great.
- 9 97203 I support changing or replacing the gas tax. But the explanation does not provide alternatives.
- 10 97206 Emphasis on expanding biking and public transport infrastructure.
- 11 97210 Make infrastructure maintenance and street repair a priority.
- 12 97210 Why not index the gas taxes to inflation? Why not have gasoline prices increased to pay for these? We already have cheap gas, compared to the rest of the world. Automobile use drops dramatically when gas prices go up--which is really a benefit in the long run, no?
- 13 97211 Seems like these questions are filled with jargon that someone at a planning conference would find interesting, . But where's the vision for the vibrant community we would all like to live in?
- 14 97213 Ensure it's an equitable tax. Do not just single out groups like homeowners. Include bicycle riders as paying users.
- 15 97214 Build just enough consensus- someone will object to any tax. Speaking as a lifetime bike and transit user, the city's approach comes off as faddish and flashy, not substantial when they try to get bike share, dedicated bike lanes in the wrong places, etc.
- 16 97215 Yes, but the growth should not encourage additional automobiles. Car sharing and car sharing services should be encouraged to continue to try to reduce the number of cars on the road at any given time.
- 17 97215 Current fuel tax should provide for maintenance.
- 18 97217 Encourage job growth in infrastructure maintenance.
- 19 97222 "Increases physical activity, Reduces air pollution and air toxics?" How does building a road increase physical activity? Or reduce air pollution? People in China bike and walk and have terrible pollution.
- 20 97223 Eliminate new light rail builds. Improve, widen and expand roadways and highways. Improving car traffic flow will reduce pollution much faster and to a far greater degree than all mass transit. People will not give up their cars, so plan according to that reality!
- 21 97223 It depends on whether these can be covered without paving the whole countryside or making motor vehicles from dominate everything. The whole transportation infrastructure includes working toward fewer motor vehicles.
- 22 97225 If you're going to levy a tax to replace less available funding from gas taxes, please consider which users cause the most damage to the infrastructure and figure out a way to make those who cause the most damage pay the higher tax.
- 23 97225 It depends on how this will be financed. Bike riders need to be licensed.

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- 24 97230 Remember that the financial pot is not bottomless. be careful how the money is spent.
- 25 97238 accommodating growth is more than working on the major streets. this might mean new policies. For instance, when a city incorporates an area, they need to take responsibility for the existing infrastructure at a minimum. This means maintaining streets that may not be up to standard and planning a way for them to be brought up to standard without imposing large fees on the folks that have living in that location -- just because the city does not want to take responsibility for its new infrastructure.
- 26 97239 this question doesn't make sense to me. of course funding is needed for projects. but what is the plan to secure that funding? how is that plan different from before? and how does securing funding possibly reduce air pollution and traffic fatalities (there must be some steps missing here)? this topic seems so all-over-the-place.
- 27 97267 Maintenance of existing- limited expansion.
- 28 97230 Gas tax preferred over random street tax that doesn't account for the myriad of drivers from outside the city/region.
- 29 Questions should be more specific.
- 30 Ways of making improvements without requirig more space.
- 31 Please toll. Congestion pricing.