



2018 Regional Transportation Plan update

Public comment report

Priorities for our transportation future

A summary of the March 3 through 28, 2017, online comment opportunity in support of the 2018 Regional Transportation Plan update.

May 2017



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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: www.oregonmetro.gov/rtp

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

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Priorities for our transportation future

Public comment summary

The region is looking ahead to how our transportation system will accommodate future growth and change – and what investments we should make over the next 25 years to build a safe, reliable, healthy and affordable transportation system.

From March 3 through 28, 2017, Metro hosted an online comment opportunity in support of the 2018 Regional Transportation Plan update. The online survey asked participants two policy-related questions:

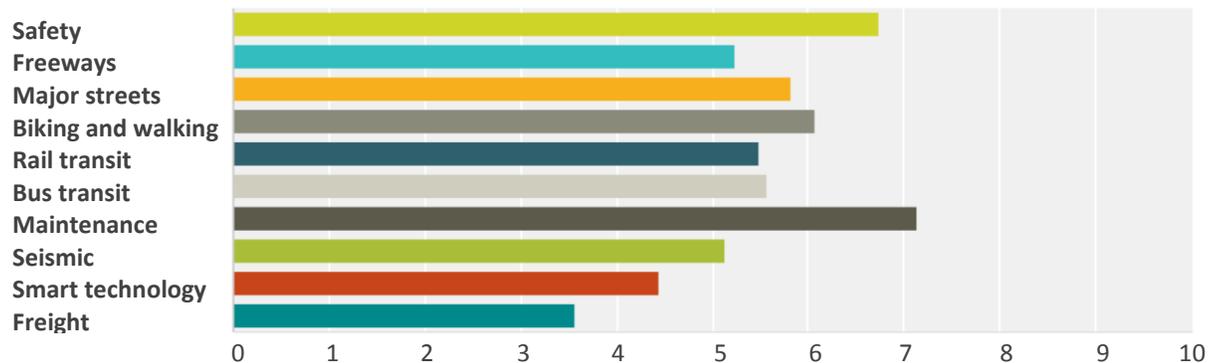
1. Given a list of 10 types of transportation projects – that Metro has heard are important through prior engagement efforts – how would they rank what the region needs soonest?
2. Given the gap between the investment strategy of the previous Regional Transportation Plan and current funding levels, should the region increase funding levels or reduce our planned investments to match current funding levels?

More than 2,640 people responded to the survey.

People have told Metro that these types of projects are the biggest needs for our transportation system. How would you rank what we need soonest?

Participants were asked to rank 10 project types, presented in a random order for each user.

To offer a summary of responses visually, the options were assigned point values. Choice 1 was given 10 points, choice 2 given 8 points, choice 3 given 7 points, and so on, through choice 10 given 1 point. The point totals were then averaged across all responses. A higher score in the chart below reflects a higher ranking by participants.



What people are saying

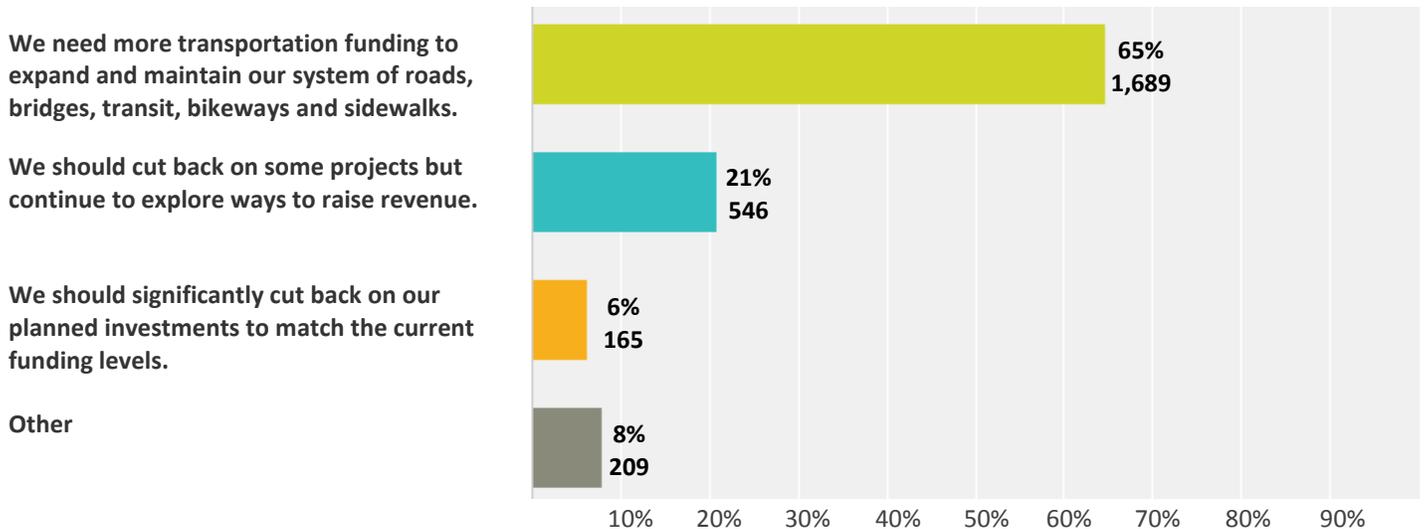
“Street repair is urgent.” – *Gresham*

“Until we can allocate the money to maintain the infrastructure that we have, we shouldn't build any more of it.” – *Southwest Portland*

“I personally would prefer to see fewer bikers, old people, and walkers killed when trying to cross streets... Every single death is preventable.” – *Southeast Portland*

We know we need to be efficient with the money we have, but we still have a gap between what is needed and current funding. Based on that, which is closest to your view?

Participants were offered a chart showing the gap between the 2014 Regional Transportation Plan to improve the region's system of roads, bridges, transit, bikeways and sidewalks by 2040 and when that system would actually be built based on current funding levels. They were then asked to choose which statement best reflected their view. The bar chart below shows the percentage and number of respondents for each option.



What people are saying

“It seems like population is increasing at a fast rate and unless transportation options increase along with it the quality of life will greatly diminish.” – *Southwest Portland*

“We're long past due to make the investment to create the transportation system we need in the 21st century.” – *Washington County*

“Please! Raise my taxes! I'll either pay for transportation with my tax dollars or with the headaches of trying to get around the city or by sacrificing my safety or my child's safety. Please just take my money now!” – *Southeast Portland*

“Be more efficient with the dollars already allocated and re-allocate funding from other programs that do not provide long term benefits to society.” – *Beaverton*

“We need a balanced transportation funding package that will allow all users, regardless of the strength of their lobbying community, to participate in building and maintaining an efficient network of roads and bridges.” – *Clackamas County*

More information

Find out more about the 2018 Regional Transportation Plan update at oregonmetro.gov/rtp.

The full comment summary report is expected to be available on the 2018 Regional Transportation Plan update page in April 2017. It will include key themes from the comments and participant demographic information.



PURPOSE AND BACKGROUND

This report summarizes the comments received for the online comment opportunity March 3 through 28, 2017, to help inform the 2018 Regional Transportation Plan update.

2018 Regional Transportation Plan update

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable, healthy and affordable ways to get around.

The Regional Transportation Plan provides a shared vision and investment strategy that guides investments for all forms of travel to keep people connected and commerce moving throughout the Portland metropolitan region. The plan is updated every four years to stay ahead of future growth and address trends and challenges facing the region.

Our region is growing rapidly and straining our aging transportation system. A half-million new residents are expected to live in the Portland region by 2040. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement. Climate change is happening, and our system is not prepared for the expected Cascadia Subduction Zone earthquake. We are experiencing technological changes in transportation that could radically alter our daily lives. Housing affordability and safe, reliable and affordable access to education, jobs and other important destinations are of concern.

The 2018 Regional Transportation Plan update provides policymakers, community and business stakeholders and the public with an opportunity to work together across interests and communities to bring innovative solutions to the challenges facing our changing region. It provides a platform for updating our shared vision for the transportation system and defining strategies and investment priorities to help ensure people and products get where they need to go as congestion, safety and maintenance issues increasingly impact our daily lives.

The 2018 RTP update is an opportunity to define how we will create a safe, reliable, healthy and affordable transportation system that is environmentally responsible, efficiently moves products to market and ensures all people can connect to the education and work opportunities they need to experience and contribute our region's economic prosperity and quality of life.



The region is looking ahead to how our transportation system will accommodate future growth and change – and what investments we should make over the next 25 years to build a safe, reliable, healthy and affordable transportation system.

Find out more about opportunities to be involved in the 2018 RTP update at oregonmetro.gov/rtp.

PRIORITIES FOR OUR TRANSPORTATION FUTURE

The online survey asked participants two policy questions:

1. Given a list of 10 types of transportation projects – that Metro has heard are important through prior engagement efforts – how would they rank what the region needs soonest?
2. Given the gap between the investment strategy of the previous Regional Transportation Plan and current funding levels, should the region increase funding levels or reduce our planned investments to match current funding levels?

More than 2,600 people responded to the survey from March 3 through 28, 2017.

People have told Metro that these types of projects are the biggest needs for our transportation system. How would you rank what we need soonest?

Respondents: 2648

Participants were given the following list of project types and brief explanations, which was randomized for each user.

Safety Reduce fatal and serious injury traffic crashes for people walking, bicycling and driving with improvements such as street lighting, marked or protected pedestrian crossings, refuge islands, protected or separated bikeways, and roundabouts.

Freeways Help reduce freeway congestion and reliably move freight throughout the region on thoroughfares, such as I-5, OR 217 and I-205.

Major streets Improve traffic flow and complete gaps in biking and walking facilities on major streets throughout the region, such as Tualatin Valley Highway, Powell Boulevard, 82nd Avenue and Sunnyside Road.

Biking and walking Improve access and complete gaps in biking and walking facilities, particularly those needed to connect to transit, schools, downtowns and other commercial areas.

Rail transit Expand MAX service to more places in the region and increase WES commuter rail frequencies.

Bus transit Increase bus service and frequencies throughout the region.

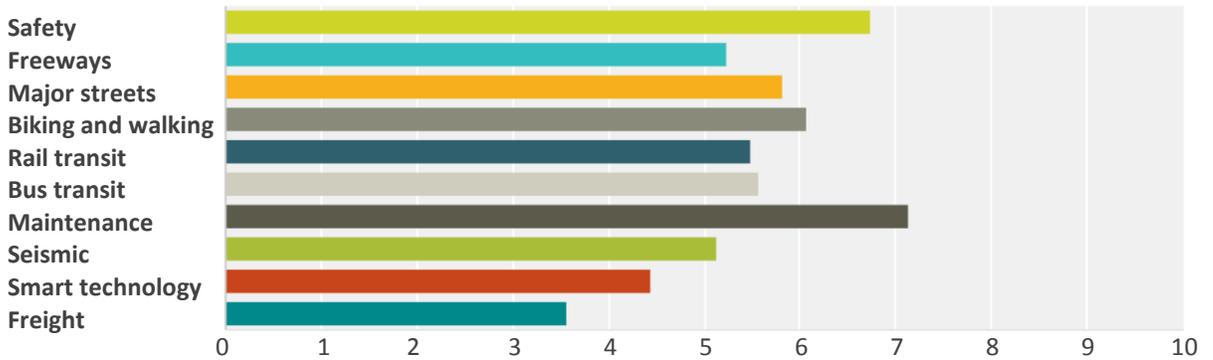
Maintenance Keep our system in good condition with improvements such as pothole repair, bus replacements, and bridge maintenance.

Seismic Make transportation facilities earthquake proof, with improvements such as upgrades to bridges.

Smart technology Improve the efficiency of the existing system with improvements such as timing traffic signals and clearing crashes more quickly to smooth traffic flow and providing real-time travel or route information with smart phone apps.

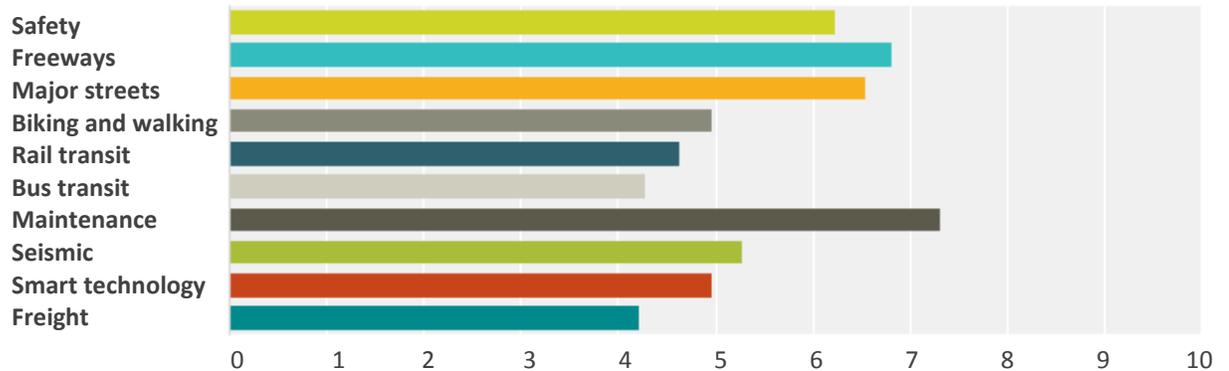
Freight Improve traffic flow on major streets that provide critical freight access to industrial areas, distribution facilities or facilities that connect one freight mode (trucks, rail, ships) to another.

To offer a summary of responses visually, the options were assigned point values. Choice 1 was given 10 points, choice 2 given 8 points, choice 3 given 7 points, and so on, through choice 10 given 1 point. The point totals were then averaged across all responses. A higher score in the chart below reflects a higher priority for participants.

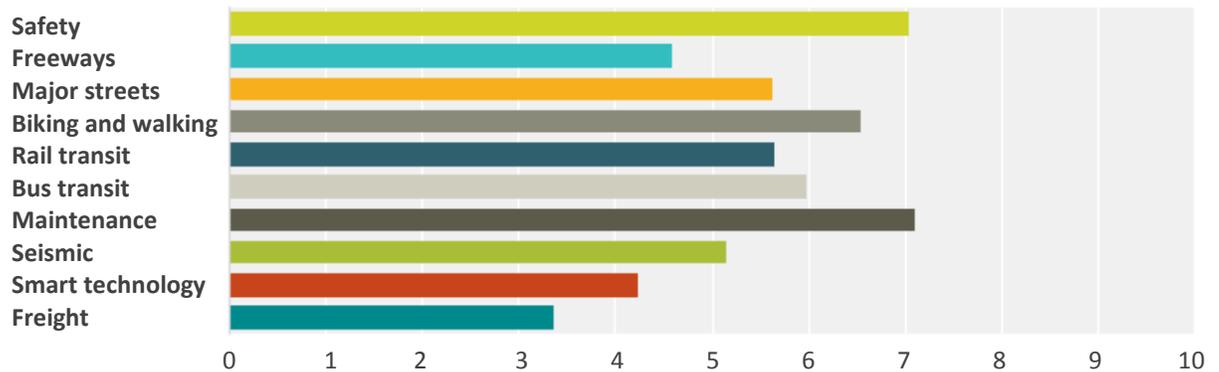


Question 1, by county

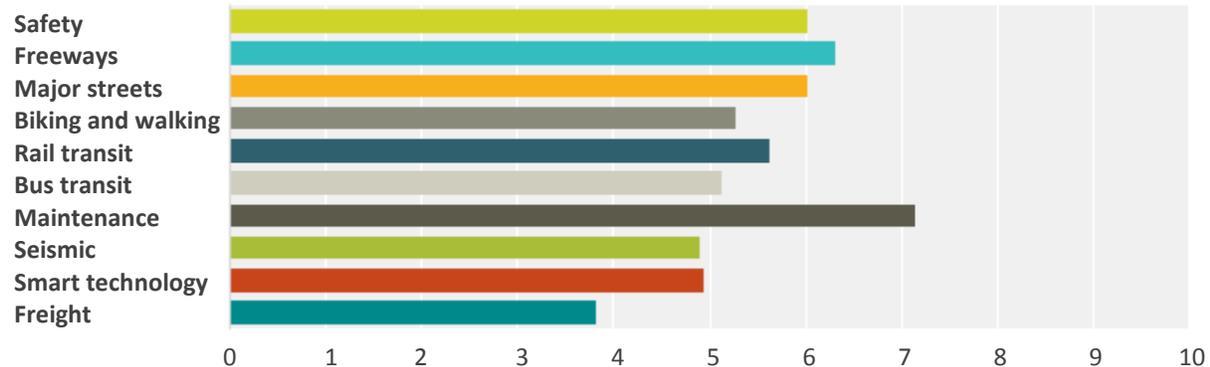
Clackamas County (respondents: 375)



Multnomah County (respondents: 1802)



Washington County (respondents: 417)



Question 1 open-ended comments

Respondents: 637

Participants were provided the opportunity to offer additional comments on their priorities. Most reiterated or further explained their ranking, while others offered additional considerations, nuance or ideas not captured in the options; 16 expressed issues with the survey interface or the construction of the question or options. Comments tracked to the choices above in some respects, but comments regarding categories such as “freeways, major streets, biking and walking” and the two transit options were more mode-specific (walking, biking, driving, moving freight) and are therefore summarized along those lines below.

Maintenance

In addition to the topping the list of priorities, more than 60 commenters mentioned maintenance in their comment, mostly referencing the prevalence of potholes and the need to take care of the previous investments in the system we have.

“Until we can allocate the money to maintain the infrastructure that we have, we shouldn't build any more of it.” – *Southwest Portland*

“There are many potholes after the ice storms this winter... These need to be addressed immediately, they are a safety hazard.” – *North Portland*

Safety

More than 80 commenters called out safety as a priority or a motivating factor for making changes to the transportation system, including callouts to specific facilities of concern or investments in roads, bike or pedestrian facilities, transit or technology.

“I personally would prefer to see fewer bikers, old people, and walkers killed when trying to cross streets... Every single death is preventable.” – *Southeast Portland*

“Bike, pedestrian and bus/rail transit safety and connections will help relieve congestion. I love bike commuting and even walking to work, but have to skip it sometimes or take a much longer

etc. It's especially dangerous in the winter, my family has "forbidden" me to bike commute in the winter for fear of my life!" – *Oregon City*

"It is absolutely critical we end the violence on our streets that bad road design and dangerous driving is causing. Statistically, my daughter, my wife, and I are all most likely to die from a crash involving a car. I don't feel safe walking or on my bike. The government's number one job is to protect me and my family." – *North Portland*

"I would place an even higher priority on a comprehensive campaign to educate ALL transportation users on the "rules and etiquette" for safe and courteous use of all routes." – *Southeast Portland*

Biking and walking, major streets, transit and freeways

Commenters often mentioned a preferred or disfavored mode for investment. For instance, more than 90 commenters mentioned freeways, but just under half demanded or implied their request for new or expanded freeways. Just over half demanded no freeway expansions and/or expressed that other investments (in rail and bus transit, biking, walking, freight rail) or disincentives like tolling or congestion pricing were preferable to investing in freeway expansion.

"Expanding freeways and implementing things like HOV lanes on interstates are desperately needed. I-5 and Hwy 26 entering and leaving downtown are extraordinarily frustrating, and getting from one side of the city to the other through the narrow confines of downtown - especially during rush hour - is a nightmare." – *Milwaukie*

"Our freeways and major arterials are already not sufficient for the traffic we have today, much less the traffic we will have in the next 25 years." – *Hillsboro*

"Traffic is terrible now!! Improved transportation such as rail and increased bus schedules will help but we also need to expand our freeways to handle the vehicular traffic that is still continuing to grow in spite of the best public transportation efforts." – *Clackamas*

"You're not going to "help reduce freeway congestion" by building more freeways - induced demand is real and will only add more vehicles to the freeways. Encourage (by investing in REAL infrastructure) mass transit, biking and walking so we can shift away from single-occupancy vehicle travel." – *Northeast Portland*

"We cannot build enough freeways to meet our needs now or in the future unless we pave over everything and then no one has a need to go anywhere, or even live here." – *Southwest Portland*

"We must not allow for new freeways to be built." – *Beaverton*

"Build tolling stations on freeways and apply "congestion charges" to moderate freeway traffic." – *Northeast Portland*

Analysis of the comments showed some commenters requesting investment in multiple modes to meet our future needs. That being said, many commenters had the feeling that "other modes" have had too much focus and that focus should now shift. In summary:

- More than 170 commenters want more investment in transit, while 18 others wanted it to see less focus.

- More than 90 wanted to see more investment in biking, while 30 wanted it to see less focus.
- More than 80 wanted to see more investment in pedestrian access, while 9 wanted it to see less focus
- More than 70 wanted to see more investment in driving, while more than 60 wanted it to see less focus, often specifically stating a need to have less support for single occupancy vehicles.

Freight

Only a little more than 20 commenters mentioned freight. Some specifically asked for solutions that would improve freight movement, while others had suggestions for where (or when) freight should be allowed on specific facilities. A few suggested that freight rail should be a priority to ease congestion.

Seismic

Earthquake preparation was mentioned just over 20 times, with most stating the importance, especially as a consideration during construction of new facilities.

“Seismic improvements don't have to be separate from other improvements (safety, bike ped, etc.). We need to make sure that we have bridges to cross in the event of a Cascadia quake, but it's tough to rank that against safety.” – North Portland

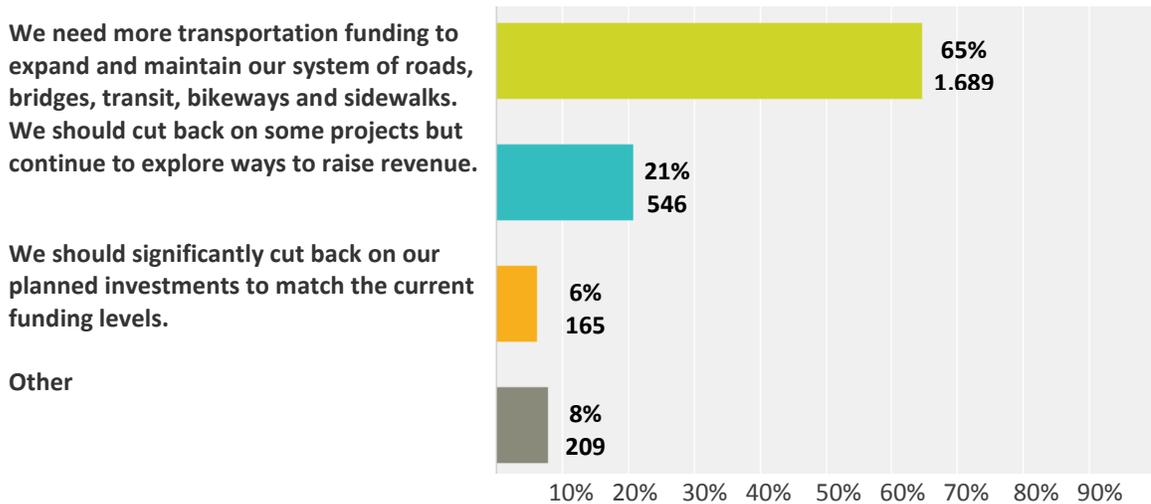
Smart technology

Smart technology was rarely mentioned, with some seeing it as an inexpensive form of congestion relief and others seeing it as an unnecessary expense.

We know we need to be efficient with the money we have, but we still have a gap between what is needed and current funding. Based on that, which is closest to your view?

Respondents: 2609

Participants were offered a chart showing the gap between the 2014 Regional Transportation Plan to improve the region's system of roads, bridges, transit, bikeways and sidewalks by 2040 and when that system would actually be built based on current funding levels. They were then asked to choose which statement best reflected their view. The bar chart below shows the percentage and number of respondents for each option.



Question 2, by county

	Clackamas	Multnomah	Washington	all
We need more transportation funding to expand and maintain our system...	208 (56%)	1163 (65%)	277 (68%)	1689 (65%)
We should cut back on some projects but continue to explore ways to raise revenue.	84 (23%)	381 (21%)	72 (18%)	546 (21%)
We should significantly cut back on our planned investments to match the current funding levels.	47 (13%)	90 (5%)	25 (6%)	165 (6%)
other	30 (8%)	143 (8%)	36 (9%)	209 8%
total	369	1777	410	2609

Those that offered another suggestion ranged from demanding that taxes and fees not be increased to requests to raise revenues – often with specific suggestions such as a higher gas tax, a sales tax and tolling. Other comments suggested cutting larger infrastructure projects (freeways and MAX expansions, for example), while still others emphasized the need for efficiency, both in governance and in choosing projects that offered the most gain for the least cost.

Several commenters took the opportunity to reemphasize points from their responses to question 1 for or against specific mode investments.

Question 2 open-ended comments

Respondents: 531

Participants were provided the opportunity to offer additional comments on this question. Many responses focused on the mode preferences mentioned above: Respondents saw the solution as reducing funding for some modes and project types (specifying no more investment in roadway expansion, MAX expansion, bikeways) and offering other modes and project types to invest in instead (roadway expansion, MAX and bus service expansion, bike and pedestrian facilities). Reasons for these positions highlighted the economy, time spent traveling, quality of life for the region's residents, long-term sustainability of the offered solution, preparing for a growing population, climate, cost and a sense of "who's not paying their fair share."

"I think that mass transit options (bus and rail) are the most cost-effective approaches." –*North Portland*

"Free up funding for road's by implementing a bicycle registration program." – *Milwaukie*

"There are plenty of bus routes. This doesn't need more funding. We all use the same roads. Maintain and expand these roads." – *Lake Oswego*

"Alternative modes of transportation will reduce our future costs and will promote a healthier environment." – *Clackamas*

"Shift the priority to active transportation modes to decrease wear on the entire system, increase the health of our community, improve air quality, reduce congestion, increase the vitality of 'Main Street'" businesses, make neighborhoods more attractive and increase their property values, and help us all to live active healthy lives. Thanks." – *Southeast Portland*

About a quarter of these respondents looked to funding solutions in the form of taxes, fees or tolls, often highlighting the urgency and importance of the transportation system.

"I am willing to pay my share, to maintain and improve our quality of life." – *Washington County*

"Gas tax, vehicle tax, usage fees, etc. should all be considered as ways to raise funds." – *Southeast Portland*

"I would be in support of a road utility fee, increased vehicle licensing fee or road/mile fee (a gas tax increase also but may not capture the impact & increase of electric vehicles)." – *Oregon City*

"The state desperately needs to pass a transportation package. We need clear state leadership to for metro and cities to reliably plan and execute transportation projects." – *Southwest Portland*

"I'd be willing to pay higher tax to expand light rail and fix bridges." – *Sherwood*

“Stop deferring maintenance onto future citizens and tax at an appropriate level to complete needed infrastructure.” – *Washington County*

“We should consider tolling, sales tax, whatever it takes to get the money we need for these investments. It is absurd to have to wait 50+ years for these important investments we've frankly needed years ago.” – *Northeast Portland*

Several comments expressed a concern about an increase in property taxes.

“Please don't make an increased property tax the basis for more funding... We can barely afford our property taxes as they stand right now.” – *Northeast Portland*

A few commenters argued against tolls.

“No toll roads (slow, never goes away, money gets diverted).” – *Northeast Portland*

Several comments highlighted the need for government transparency, government accountability and efficiency in use of funds.

“Be more efficient with the dollars already allocated and re-allocate funding from other programs that do not provide long term benefits to society.” – *Beaverton*

“We need more accurate budget information on projects instead of getting a project underway and finding out that it will cost way more than expected.” – *Southeast Portland*

“We need a thorough review to make sure what is being spent is spent efficiently on long-term projects, and not on short-term bandaids.” – *Northwest Portland*

The overwhelming expressed sentiment is that something needs to be done to keep the region moving.

“Ease of mobility is one of the defining characteristics of a city. As it begins to fail, so does the whole character and quality of life of the city.” – *Vancouver*

“Everybody uses our transportation system: for business, recreation, for life. This is a critical investment with a tremendous need. Investments critically impact public quality of life, and in many aspects, people's quantity of life too. We need safer, healthier ways to get around for all people and it is time transportation gets prioritized.” – *Northeast Portland*

WHO PARTICIPATED

Participants were asked to provide demographic information to help Metro know if we are hearing from a representative group of people that reflects our diverse communities and a broad range of experiences in our region. All but the ZIP code question (used in the county tallies) were optional. Groups that are underrepresented in respondent information by 4 percentage points or more are indicated.

	Count	Percent	Regional population
County			
Based on entered ZIP code	2648		
Clackamas	375	14%	17%
Multnomah	1802	68%	49%
Washington	417	16%	34%
Other	54	2%	n/a
Ethnicity			
Respondents were asked to pick all that apply and choose “other” or offer more specificity. ^{1 2 3}			
Respondents (2618) minus “prefer not to answer” or similar comment expressing dissatisfaction with the inclusion of the question (278) ⁴			
	2340		
White alone ⁵	2060	88%	73%
Black or African American	47	2%	5%
American Indian/Native American or Alaska Native	51	2%	2%
Asian or Asian American	87	4%	9%
Pacific Islander	13	>1%	1%
Hispanic, Latino or Spanish origin	86	4%	12%
other (please describe) or offer more specificity	18	>1%	6%
Income (household)			
Respondents (2621) minus “don’t know/prefer not to answer” (235)			
	2386		
less than \$10,000	45	2%	7%
\$10,000 to \$19,999	80	3%	9%
\$20,000 to \$29,999	105	4%	9%
\$30,000 to \$49,999	286	12%	18%
\$50,000 to \$74,999	459	18%	18%
\$75,000 to \$99,999	423	18%	13%
\$100,000 to \$149,999	601	25%	15%
\$150,000 or more	387	16%	11%

¹ Race/ethnicity categories were simplified to allow for correlation with U.S. Census data on race and ethnicity.

² Since respondents could choose more than one ethnicity, totals add to more than 100 percent.

³ “Other” responses were reviewed to provide consistent tallies in the other categories. For instance, if someone stated “White/Latina” in the other/more specificity space, staff verified that tallies would be entered in the “White” and “Hispanic, Latino or Spanish origin.”

⁴ Sixteen comments questioning, objecting to or protesting the inclusion of this question were removed from the “other” category, including “human” or the like, and were added as tallies to “prefer not to answer,” as appropriate. Responses of “American” (four responses) or “California native” (one response) were left as self-identified ethnicities in the “other” tally.

⁵ Since the ethnicity question is asked to determine if Metro is reaching diverse communities, responses were reviewed to calculate the number of respondents who indicated white and no other ethnicity.

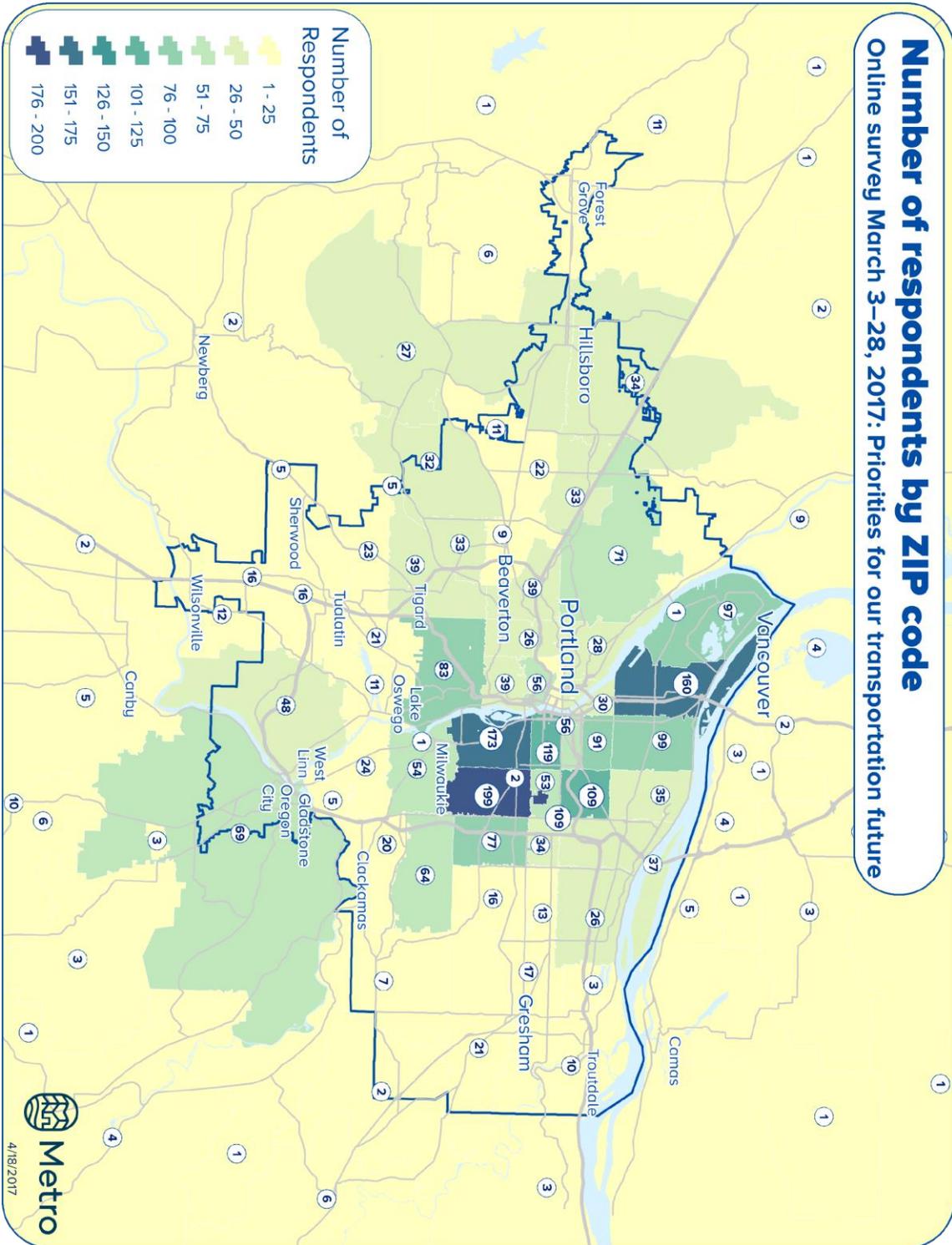
	Count	Percent	Regional population
Gender			
Respondents (2596) minus “prefer not to answer” (7) or similar comment expressing dissatisfaction with the inclusion of the question or the inclusion of non-cisgender male/female options (31) ⁶	2565		
female	1209	47%	51%
male	1310	51%	49%
transgender female	6	>1%	not available
transgender male	6	>1%	not available
other identification	27	1%	not available
Age			
Respondents (2631) minus “prefer not to answer” (25)	2606		
younger than 18	7	>1%	23%
18 to 24	91	>1%	9%
25 to 34	691	27%	16%
35 to 44	787	30%	15%
45 to 54	490	19%	14%
55 to 64	327	13%	12%
65 to 74	187	7%	6%
75 and older	26	>1%	5%
Disability			
Respondents ⁷	2398		
ambulatory difficulty (serious difficulty walking or climbing stairs)	58	2%	not available
cognitive difficulty (because of a physical, mental or emotional problem, difficulty remembering, concentrating or making decisions)	48	2%	not available
hearing difficulty (deaf or serious difficulty hearing)	46	2%	not available
independent living difficulty (because of a physical, mental or emotional problem, difficulty doing errands alone)	9	>1%	not available
self-care difficulty (difficulty bathing or dressing)	2	>1%	not available
vision difficulty (blind or serious difficulty seeing, even when wearing glasses)	9	>1%	not available
no or not applicable/prefer not to answer	2226	93%	not available

⁶ Though no U.S. Census correlation for additional gender categories, these categories were expanded to be inclusive of more gender identifications.

⁷ The intention was to allow respondents to indicate more than one disability; due to programming error, this function was disabled. Six respondents noted this, two of whom added additional disabilities that were included in the total.

Number of respondents by ZIP code

Online survey March 3–28, 2017: Priorities for our transportation future



PROMOTION OF THE SURVEY

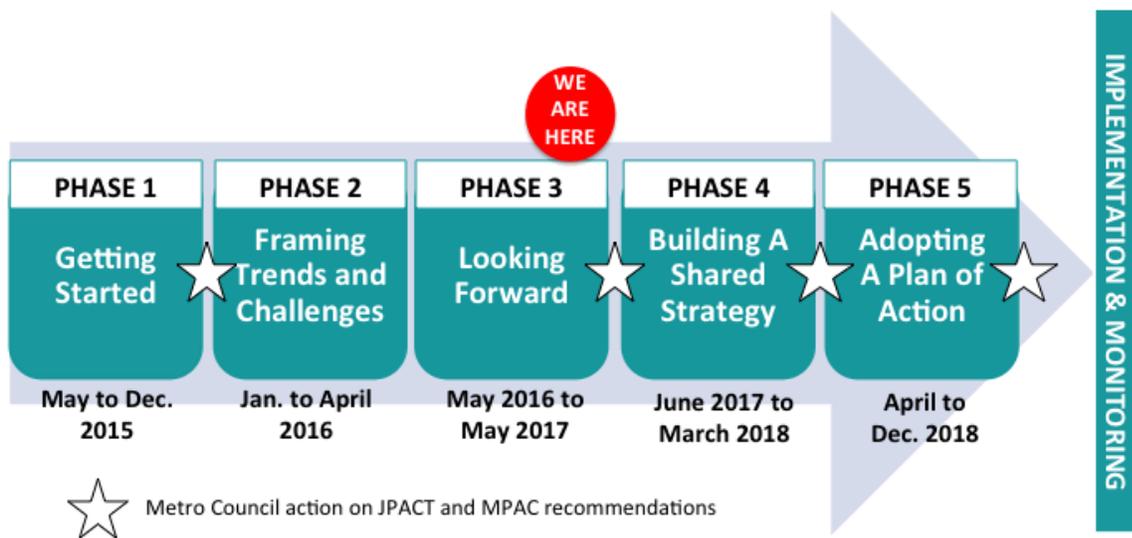
Metro promoted the survey through the website, newsfeeds, Facebook, Twitter and by requesting distribution by neighborhood associations/ community planning organizations/community participation organizations and organizations who have previously encouraged members to participate in Metro transportation decisions:

- City of Beaverton Neighborhood Program
- City of Forest Grove Committee for Citizen Involvement
- City of Gresham Office of Neighborhoods and Community Engagement
- City of Happy Valley Community Involvement Program
- City of Lake Oswego Neighborhood Association Program
- City of Milwaukie Community Programs
- City of Portland Office of Neighborhood Involvement
- City of Oregon City Neighborhood Associations Program
- City of Tigard Neighborhood Program
- City of Tualatin Citizen Involvement Organization Program
- City of West Linn Citizen Engagement Program
- City of Wilsonville Committee for Citizen Involvement
- Clackamas County Community Planning Organizations Program
- The Intertwine Alliance
- Multnomah County Citizen Involvement Committee
- Safe Routes to School Partnership
- Washington County Citizen Participation Organization Program
- Washington County Land Use and Transportation Newsletter
- Westside Transportation Alliance

NEXT STEPS

In 2017, Metro and local, regional and state partners will update the region's near-term and long-term transportation priorities and strategies as part of the 2018 Regional Transportation Plan update. This survey and previous efforts to include and engage the public will inform the direction provided by the Metro Council and the Joint Policy Advisory Committee on Transportation in May 2017 to guide updating the plan's projects and strategies and future regional funding conversations.

Timeline for the 2018 Regional Transportation Plan update



Find out more about upcoming opportunities to be involved in the 2018 Regional Transportation Plan update at oregonmetro.gov/rtp.

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.

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Bob Stacey, District 6

Auditor

Brian Evans

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700

May 12, 2017

Q1 Please provide your zip code. (required)

Answered: 2,648 Skipped: 0

#	Responses	Date
1	97222	3/28/2017 12:38 PM
2	97034	3/28/2017 12:01 PM
3	97035	3/28/2017 9:05 AM
4	97216	3/28/2017 8:00 AM
5	97223	3/28/2017 5:34 AM
6	97113	3/28/2017 5:21 AM
7	97005	3/28/2017 5:12 AM
8	97222	3/28/2017 5:08 AM
9	97008	3/28/2017 2:44 AM
10	97222	3/28/2017 2:28 AM
11	97004	3/27/2017 11:14 PM
12	97229	3/27/2017 1:35 PM
13	97027	3/27/2017 1:08 PM
14	97123	3/27/2017 9:08 AM
15	97209	3/27/2017 8:47 AM
16	97007	3/27/2017 8:44 AM
17	97201	3/27/2017 8:42 AM
18	97214	3/27/2017 8:04 AM
19	97213	3/27/2017 8:01 AM
20	97201	3/27/2017 7:50 AM
21	97202	3/27/2017 7:46 AM
22	97002	3/27/2017 7:46 AM
23	97217	3/27/2017 7:07 AM
24	97203	3/27/2017 6:20 AM
25	97222	3/27/2017 6:06 AM
26	97045	3/27/2017 5:47 AM
27	97216	3/27/2017 5:32 AM
28	97219	3/27/2017 5:21 AM
29	97206	3/27/2017 5:20 AM
30	97015	3/27/2017 5:09 AM
31	97080-9477	3/27/2017 4:27 AM
32	97211	3/27/2017 3:40 AM
33	97217	3/27/2017 3:39 AM
34	97045	3/27/2017 3:20 AM
35	97212	3/27/2017 2:48 AM

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36	97214	3/27/2017 2:23 AM
37	97008	3/27/2017 12:12 AM
38	97225	3/26/2017 11:08 PM
39	97080	3/26/2017 10:40 PM
40	97229	3/26/2017 10:27 PM
41	97218	3/26/2017 4:05 PM
42	97217	3/26/2017 1:22 PM
43	97201	3/26/2017 11:11 AM
44	97233	3/26/2017 10:54 AM
45	97202	3/26/2017 9:49 AM
46	97212	3/26/2017 8:45 AM
47	97213	3/26/2017 5:56 AM
48	97222	3/26/2017 5:48 AM
49	97223	3/26/2017 5:31 AM
50	97220	3/26/2017 5:28 AM
51	97125	3/26/2017 12:30 AM
52	97201	3/25/2017 2:01 PM
53	97206	3/25/2017 1:07 PM
54	97221	3/25/2017 12:23 PM
55	97239	3/25/2017 9:39 AM
56	97223	3/25/2017 9:11 AM
57	97003	3/25/2017 9:00 AM
58	97003	3/25/2017 8:49 AM
59	97218	3/25/2017 8:28 AM
60	97218	3/25/2017 7:55 AM
61	97227	3/25/2017 7:50 AM
62	97230	3/25/2017 7:07 AM
63	97209	3/25/2017 7:00 AM
64	97213	3/25/2017 6:51 AM
65	97212	3/25/2017 6:48 AM
66	97217	3/25/2017 6:22 AM
67	97206	3/25/2017 4:56 AM
68	97213	3/25/2017 4:33 AM
69	97230	3/25/2017 3:52 AM
70	97232	3/25/2017 3:21 AM
71	97124	3/25/2017 3:17 AM
72	97216	3/25/2017 3:04 AM
73	97222	3/25/2017 1:58 AM
74	97225	3/25/2017 1:34 AM
75	97202	3/25/2017 1:34 AM
76	97223	3/25/2017 1:08 AM

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77	97202	3/25/2017 12:53 AM
78	97209	3/25/2017 12:51 AM
79	97080	3/24/2017 11:25 PM
80	97202	3/24/2017 11:21 PM
81	97003	3/24/2017 11:16 PM
82	97214	3/24/2017 11:02 PM
83	97211	3/24/2017 10:31 PM
84	97225	3/24/2017 9:06 PM
85	97201	3/24/2017 7:10 PM
86	97206	3/24/2017 5:41 PM
87	97239	3/24/2017 5:12 PM
88	97211	3/24/2017 4:50 PM
89	97211	3/24/2017 4:10 PM
90	97239	3/24/2017 4:00 PM
91	97223	3/24/2017 3:18 PM
92	97217	3/24/2017 2:57 PM
93	97203	3/24/2017 2:40 PM
94	97042	3/24/2017 2:35 PM
95	97045	3/24/2017 1:59 PM
96	97218	3/24/2017 1:53 PM
97	97045	3/24/2017 1:44 PM
98	97206	3/24/2017 1:41 PM
99	97217	3/24/2017 1:19 PM
100	97214	3/24/2017 12:49 PM
101	97217	3/24/2017 12:43 PM
102	97216	3/24/2017 12:13 PM
103	97201	3/24/2017 12:08 PM
104	97225	3/24/2017 11:50 AM
105	97221	3/24/2017 11:43 AM
106	97212	3/24/2017 11:43 AM
107	97225	3/24/2017 11:20 AM
108	97267	3/24/2017 10:35 AM
109	97212	3/24/2017 10:14 AM
110	97229	3/24/2017 9:59 AM
111	97206	3/24/2017 9:55 AM
112	97217	3/24/2017 9:30 AM
113	97214	3/24/2017 8:21 AM
114	97218	3/24/2017 8:04 AM
115	97217	3/24/2017 8:03 AM
116	98664	3/24/2017 7:58 AM
117	97211	3/24/2017 7:52 AM

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118	97203	3/24/2017 7:43 AM
119	97219	3/24/2017 7:43 AM
120	97212	3/24/2017 7:34 AM
121	97222	3/24/2017 7:33 AM
122	97206	3/24/2017 7:00 AM
123	97206	3/24/2017 6:33 AM
124	97206	3/24/2017 6:25 AM
125	97007	3/24/2017 6:17 AM
126	97230	3/24/2017 6:01 AM
127	97206	3/24/2017 5:45 AM
128	97206	3/24/2017 5:45 AM
129	97214	3/24/2017 5:43 AM
130	97206	3/24/2017 5:35 AM
131	97222	3/24/2017 5:25 AM
132	97062	3/24/2017 5:21 AM
133	97217	3/24/2017 5:09 AM
134	97124	3/24/2017 5:04 AM
135	97209	3/24/2017 4:54 AM
136	97222	3/24/2017 4:54 AM
137	97222	3/24/2017 4:53 AM
138	97203	3/24/2017 4:52 AM
139	97217	3/24/2017 4:51 AM
140	97206	3/24/2017 4:46 AM
141	97217	3/24/2017 4:45 AM
142	97219	3/24/2017 4:38 AM
143	97124	3/24/2017 4:32 AM
144	97133	3/24/2017 4:27 AM
145	97214	3/24/2017 4:18 AM
146	97218	3/24/2017 4:12 AM
147	97206	3/24/2017 4:08 AM
148	97206	3/24/2017 4:07 AM
149	97210	3/24/2017 4:06 AM
150	97211	3/24/2017 4:03 AM
151	97214	3/24/2017 3:54 AM
152	97232	3/24/2017 3:48 AM
153	97239	3/24/2017 3:41 AM
154	97202	3/24/2017 3:37 AM
155	97035	3/24/2017 3:23 AM
156	97224	3/24/2017 3:19 AM
157	97233	3/24/2017 3:14 AM
158	97030	3/24/2017 3:14 AM

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159	97211	3/24/2017 3:06 AM
160	97006	3/24/2017 3:01 AM
161	97202	3/24/2017 2:58 AM
162	97209	3/24/2017 2:57 AM
163	97217	3/24/2017 2:57 AM
164	97203	3/24/2017 2:53 AM
165	97086	3/24/2017 2:53 AM
166	97202	3/24/2017 2:51 AM
167	97213	3/24/2017 2:49 AM
168	97230	3/24/2017 2:48 AM
169	97202	3/24/2017 2:47 AM
170	97209	3/24/2017 2:46 AM
171	97206	3/24/2017 2:43 AM
172	97209	3/24/2017 2:39 AM
173	97217	3/24/2017 2:37 AM
174	97213	3/24/2017 2:32 AM
175	97214	3/24/2017 2:24 AM
176	97206	3/24/2017 2:19 AM
177	97202	3/24/2017 2:12 AM
178	97232	3/24/2017 2:11 AM
179	97211	3/24/2017 2:06 AM
180	97030	3/24/2017 1:58 AM
181	97215	3/24/2017 1:57 AM
182	97229	3/24/2017 1:55 AM
183	97124	3/24/2017 1:54 AM
184	97086	3/24/2017 1:53 AM
185	97213	3/24/2017 1:52 AM
186	97212	3/24/2017 1:52 AM
187	97210	3/24/2017 1:52 AM
188	97202	3/24/2017 1:50 AM
189	97229	3/24/2017 1:49 AM
190	97219	3/24/2017 1:36 AM
191	97062	3/24/2017 1:34 AM
192	97302	3/24/2017 1:01 AM
193	97086	3/24/2017 12:54 AM
194	97215	3/24/2017 12:45 AM
195	97045	3/24/2017 12:13 AM
196	97007	3/24/2017 12:07 AM
197	97212	3/24/2017 12:07 AM
198	97227	3/23/2017 11:41 PM
199	97229	3/23/2017 11:28 PM

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200	97045	3/23/2017 10:57 PM
201	97206	3/23/2017 10:56 PM
202	97217	3/23/2017 10:55 PM
203	97015	3/23/2017 10:49 PM
204	97068	3/23/2017 10:12 PM
205	97402	3/23/2017 9:48 PM
206	97211	3/23/2017 9:34 PM
207	97230	3/23/2017 9:24 PM
208	97227	3/23/2017 8:12 PM
209	97206	3/23/2017 6:19 PM
210	97140	3/23/2017 3:55 PM
211	97220	3/23/2017 3:27 PM
212	97266	3/23/2017 3:16 PM
213	97203	3/23/2017 2:38 PM
214	97217	3/23/2017 2:34 PM
215	97113	3/23/2017 2:31 PM
216	97209	3/23/2017 2:30 PM
217	97214	3/23/2017 2:01 PM
218	97124	3/23/2017 1:43 PM
219	97203	3/23/2017 1:37 PM
220	97267	3/23/2017 1:16 PM
221	97219	3/23/2017 1:07 PM
222	97217	3/23/2017 12:59 PM
223	97213	3/23/2017 12:54 PM
224	97035	3/23/2017 12:53 PM
225	97219	3/23/2017 12:53 PM
226	97030	3/23/2017 12:47 PM
227	97213	3/23/2017 12:45 PM
228	97006	3/23/2017 12:30 PM
229	97214	3/23/2017 12:11 PM
230	97229	3/23/2017 12:05 PM
231	97006	3/23/2017 12:03 PM
232	97221	3/23/2017 12:02 PM
233	97229	3/23/2017 11:48 AM
234	97203	3/23/2017 11:40 AM
235	97227	3/23/2017 11:38 AM
236	97219	3/23/2017 11:34 AM
237	97203	3/23/2017 11:32 AM
238	97222	3/23/2017 11:24 AM
239	97267	3/23/2017 11:00 AM
240	97216	3/23/2017 10:41 AM

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241	97203	3/23/2017 10:34 AM
242	97218	3/23/2017 10:28 AM
243	97217	3/23/2017 9:50 AM
244	97236	3/23/2017 9:46 AM
245	97212	3/23/2017 9:37 AM
246	97239	3/23/2017 9:35 AM
247	97201	3/23/2017 9:20 AM
248	97214	3/23/2017 9:16 AM
249	97035	3/23/2017 8:54 AM
250	97006	3/23/2017 8:50 AM
251	97213	3/23/2017 8:45 AM
252	97203	3/23/2017 8:38 AM
253	97220	3/23/2017 8:37 AM
254	97201	3/23/2017 8:31 AM
255	97333u	3/23/2017 8:31 AM
256	97229	3/23/2017 8:17 AM
257	97219	3/23/2017 8:16 AM
258	97229	3/23/2017 8:14 AM
259	97213	3/23/2017 8:02 AM
260	97213	3/23/2017 7:46 AM
261	97206	3/23/2017 7:35 AM
262	97233	3/23/2017 6:41 AM
263	97286	3/23/2017 6:13 AM
264	97212	3/23/2017 6:04 AM
265	97201	3/23/2017 5:55 AM
266	97206	3/23/2017 5:46 AM
267	97201	3/23/2017 5:43 AM
268	97068	3/23/2017 5:18 AM
269	97213	3/23/2017 4:44 AM
270	97213	3/23/2017 4:36 AM
271	97202	3/23/2017 4:17 AM
272	97086	3/23/2017 4:16 AM
273	97214	3/23/2017 3:52 AM
274	97035	3/23/2017 3:24 AM
275	97236	3/23/2017 3:23 AM
276	97045	3/23/2017 2:10 AM
277	97220	3/23/2017 1:55 AM
278	97203	3/23/2017 1:37 AM
279	97132	3/23/2017 1:34 AM
280	97218	3/23/2017 1:17 AM
281	97203	3/23/2017 1:12 AM

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282	97003	3/23/2017 1:04 AM
283	97232	3/23/2017 12:53 AM
284	97232	3/23/2017 12:53 AM
285	97203	3/23/2017 12:48 AM
286	97232	3/23/2017 12:38 AM
287	97035	3/23/2017 12:09 AM
288	97223	3/22/2017 11:53 PM
289	97027	3/22/2017 11:50 PM
290	97008	3/22/2017 11:48 PM
291	97214	3/22/2017 11:42 PM
292	97213	3/22/2017 11:37 PM
293	97209	3/22/2017 11:28 PM
294	97006	3/22/2017 11:23 PM
295	97217	3/22/2017 11:07 PM
296	97203	3/22/2017 11:05 PM
297	97221	3/22/2017 11:03 PM
298	97217	3/22/2017 10:34 PM
299	97056	3/22/2017 10:18 PM
300	97222	3/22/2017 8:53 PM
301	98684	3/22/2017 6:01 PM
302	97008	3/22/2017 4:54 PM
303	97224	3/22/2017 3:34 PM
304	97211	3/22/2017 3:21 PM
305	97239	3/22/2017 2:36 PM
306	97203	3/22/2017 2:24 PM
307	97217	3/22/2017 1:57 PM
308	97206	3/22/2017 1:48 PM
309	97003	3/22/2017 1:45 PM
310	97217	3/22/2017 1:42 PM
311	97217	3/22/2017 1:37 PM
312	97239	3/22/2017 12:41 PM
313	97206	3/22/2017 12:20 PM
314	97267	3/22/2017 12:11 PM
315	97202	3/22/2017 12:06 PM
316	97206	3/22/2017 12:05 PM
317	97219	3/22/2017 12:02 PM
318	97214	3/22/2017 11:35 AM
319	97221	3/22/2017 11:32 AM
320	97217	3/22/2017 10:59 AM
321	97220	3/22/2017 10:41 AM
322	97206	3/22/2017 10:40 AM

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323	97223	3/22/2017 10:21 AM
324	97003	3/22/2017 10:12 AM
325	97210	3/22/2017 9:18 AM
326	97206	3/22/2017 9:11 AM
327	97201	3/22/2017 9:01 AM
328	97216	3/22/2017 8:47 AM
329	97239	3/22/2017 8:39 AM
330	97217	3/22/2017 8:27 AM
331	97215	3/22/2017 7:53 AM
332	97217	3/22/2017 7:43 AM
333	97229	3/22/2017 7:09 AM
334	97206	3/22/2017 7:02 AM
335	97301	3/22/2017 6:22 AM
336	97206	3/22/2017 6:13 AM
337	97218	3/22/2017 5:53 AM
338	97123	3/22/2017 5:36 AM
339	97239	3/22/2017 5:33 AM
340	97006	3/22/2017 5:18 AM
341	97080	3/22/2017 5:07 AM
342	97222	3/22/2017 4:46 AM
343	97217	3/22/2017 4:29 AM
344	97217	3/22/2017 4:09 AM
345	97206	3/22/2017 3:58 AM
346	97266	3/22/2017 3:50 AM
347	97206	3/22/2017 3:45 AM
348	97217	3/22/2017 3:34 AM
349	97236	3/22/2017 3:15 AM
350	97215	3/22/2017 3:14 AM
351	97214	3/22/2017 3:08 AM
352	97206	3/22/2017 3:01 AM
353	97202	3/22/2017 2:56 AM
354	97045	3/22/2017 2:20 AM
355	97220	3/22/2017 2:17 AM
356	97209	3/22/2017 1:57 AM
357	97222	3/22/2017 1:08 AM
358	97219	3/22/2017 1:01 AM
359	97062	3/22/2017 12:53 AM
360	97232	3/22/2017 12:50 AM
361	97003	3/22/2017 12:40 AM
362	97267	3/22/2017 12:32 AM
363	97006	3/22/2017 12:18 AM

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364	97123	3/22/2017 12:07 AM
365	97202	3/21/2017 11:31 PM
366	97221	3/21/2017 11:01 PM
367	97213	3/21/2017 10:44 PM
368	97209	3/21/2017 9:49 PM
369	97030	3/21/2017 9:36 PM
370	98209	3/21/2017 9:06 PM
371	97209	3/21/2017 8:50 PM
372	97211	3/21/2017 8:48 PM
373	97213	3/21/2017 5:12 PM
374	97205	3/21/2017 4:30 PM
375	97124	3/21/2017 2:05 PM
376	97229	3/21/2017 2:04 PM
377	97203	3/21/2017 1:45 PM
378	97217	3/21/2017 1:21 PM
379	97202	3/21/2017 1:18 PM
380	97202	3/21/2017 12:18 PM
381	97229	3/21/2017 11:41 AM
382	97212	3/21/2017 11:09 AM
383	97003	3/21/2017 10:05 AM
384	97213	3/21/2017 9:58 AM
385	97209	3/21/2017 9:00 AM
386	97202	3/21/2017 8:16 AM
387	97232	3/21/2017 7:54 AM
388	97205	3/21/2017 7:45 AM
389	97806	3/21/2017 7:41 AM
390	97215	3/21/2017 7:40 AM
391	97214	3/21/2017 7:10 AM
392	97206	3/21/2017 7:10 AM
393	97206	3/21/2017 7:04 AM
394	97202	3/21/2017 6:52 AM
395	97206	3/21/2017 5:56 AM
396	97008	3/21/2017 5:54 AM
397	97209	3/21/2017 5:42 AM
398	97210	3/21/2017 4:50 AM
399	97006	3/21/2017 4:48 AM
400	97223	3/21/2017 4:47 AM
401	97045	3/21/2017 4:19 AM
402	97042	3/21/2017 3:51 AM
403	97217	3/21/2017 3:14 AM
404	97202	3/21/2017 1:40 AM

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405	98661	3/21/2017 1:36 AM
406	97211	3/21/2017 1:32 AM
407	97222	3/21/2017 1:30 AM
408	97225	3/21/2017 1:29 AM
409	97224	3/21/2017 12:50 AM
410	97225	3/21/2017 12:46 AM
411	97224	3/21/2017 12:41 AM
412	97212	3/21/2017 12:23 AM
413	97224	3/21/2017 12:19 AM
414	97219	3/21/2017 12:16 AM
415	97062	3/20/2017 2:48 PM
416	97211	3/20/2017 11:02 AM
417	97219	3/20/2017 10:43 AM
418	97203	3/20/2017 10:38 AM
419	97266	3/20/2017 10:08 AM
420	97045	3/20/2017 8:30 AM
421	97045	3/20/2017 8:13 AM
422	97013	3/20/2017 8:05 AM
423	97045	3/20/2017 8:01 AM
424	97038	3/20/2017 7:51 AM
425	97232	3/20/2017 7:39 AM
426	97045	3/20/2017 7:18 AM
427	97086	3/20/2017 7:15 AM
428	97027	3/20/2017 7:02 AM
429	97123	3/20/2017 6:49 AM
430	97225	3/20/2017 5:14 AM
431	97124	3/20/2017 4:37 AM
432	97202	3/20/2017 4:36 AM
433	97106	3/20/2017 3:35 AM
434	97045	3/20/2017 2:32 AM
435	97005	3/20/2017 12:44 AM
436	97229	3/20/2017 12:15 AM
437	97266	3/19/2017 7:57 PM
438	97003	3/19/2017 3:11 PM
439	97006	3/19/2017 4:27 AM
440	97806	3/18/2017 11:55 PM
441	97030	3/18/2017 4:15 PM
442	97209	3/18/2017 3:32 PM
443	97220	3/18/2017 10:54 AM
444	97086	3/18/2017 10:28 AM
445	97219	3/18/2017 7:21 AM

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446	97086	3/18/2017 6:30 AM
447	97227	3/18/2017 5:26 AM
448	97219	3/18/2017 4:40 AM
449	97008	3/18/2017 12:46 AM
450	97213	3/18/2017 12:43 AM
451	97086	3/17/2017 4:10 PM
452	97217	3/17/2017 3:15 PM
453	97080	3/17/2017 2:02 PM
454	97006	3/17/2017 10:46 AM
455	97266	3/17/2017 9:11 AM
456	97060	3/17/2017 7:58 AM
457	97216	3/17/2017 7:47 AM
458	97060	3/17/2017 7:06 AM
459	97034	3/17/2017 6:41 AM
460	97230	3/17/2017 6:34 AM
461	97231	3/17/2017 6:18 AM
462	97203	3/17/2017 5:44 AM
463	97008	3/17/2017 5:34 AM
464	97217	3/17/2017 3:23 AM
465	97086	3/17/2017 3:09 AM
466	97202	3/17/2017 3:08 AM
467	97042	3/17/2017 2:05 AM
468	97202	3/17/2017 1:25 AM
469	97086	3/17/2017 12:51 AM
470	97222	3/17/2017 12:42 AM
471	97086	3/16/2017 9:41 PM
472	97006	3/16/2017 4:36 PM
473	97060	3/16/2017 4:00 PM
474	97086	3/16/2017 3:53 PM
475	97202	3/16/2017 3:44 PM
476	97229	3/16/2017 1:01 PM
477	97209	3/16/2017 12:40 PM
478	97045	3/16/2017 11:23 AM
479	97086	3/16/2017 11:20 AM
480	97267	3/16/2017 10:18 AM
481	97222	3/16/2017 8:59 AM
482	97205	3/16/2017 8:22 AM
483	S97060	3/16/2017 8:20 AM
484	97267	3/16/2017 7:35 AM
485	97024	3/16/2017 7:24 AM
486	97239	3/16/2017 7:24 AM

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487	97222	3/16/2017 7:09 AM
488	97267	3/16/2017 7:06 AM
489	97055	3/16/2017 6:44 AM
490	97222	3/16/2017 6:27 AM
491	97017	3/16/2017 6:05 AM
492	97222	3/16/2017 5:52 AM
493	97080	3/16/2017 4:31 AM
494	97060	3/16/2017 4:30 AM
495	97217	3/16/2017 4:08 AM
496	97006	3/16/2017 4:03 AM
497	97060	3/16/2017 3:43 AM
498	97202	3/16/2017 3:34 AM
499	97266	3/16/2017 3:31 AM
500	97086	3/16/2017 1:36 AM
501	97023	3/16/2017 1:16 AM
502	97119	3/16/2017 12:33 AM
503	97086	3/16/2017 12:22 AM
504	97042	3/15/2017 10:30 PM
505	97086	3/15/2017 10:24 PM
506	97015	3/15/2017 4:33 PM
507	97217	3/15/2017 3:28 PM
508	97211	3/15/2017 3:21 PM
509	97201	3/15/2017 2:53 PM
510	97086	3/15/2017 2:40 PM
511	97015	3/15/2017 2:22 PM
512	97086	3/15/2017 2:14 PM
513	97266	3/15/2017 2:01 PM
514	97086	3/15/2017 2:00 PM
515	97086	3/15/2017 1:57 PM
516	97086	3/15/2017 1:46 PM
517	97086	3/15/2017 1:40 PM
518	97015	3/15/2017 1:10 PM
519	97086	3/15/2017 1:09 PM
520	97086	3/15/2017 1:03 PM
521	97212	3/15/2017 1:02 PM
522	97086	3/15/2017 12:57 PM
523	97233	3/15/2017 12:54 PM
524	97086	3/15/2017 12:53 PM
525	97086	3/15/2017 12:29 PM
526	97086	3/15/2017 12:13 PM
527	97203	3/15/2017 12:12 PM

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528	97015	3/15/2017 12:10 PM
529	97225	3/15/2017 12:07 PM
530	97089	3/15/2017 11:55 AM
531	97086	3/15/2017 11:52 AM
532	97015	3/15/2017 11:49 AM
533	97015	3/15/2017 11:44 AM
534	97086	3/15/2017 11:39 AM
535	97086	3/15/2017 11:35 AM
536	97086	3/15/2017 11:28 AM
537	97086	3/15/2017 11:27 AM
538	97086	3/15/2017 11:25 AM
539	97086	3/15/2017 11:25 AM
540	97086	3/15/2017 11:22 AM
541	97236	3/15/2017 11:13 AM
542	97015	3/15/2017 11:10 AM
543	97086	3/15/2017 11:05 AM
544	97224	3/15/2017 10:58 AM
545	97217	3/15/2017 10:46 AM
546	97086	3/15/2017 10:45 AM
547	97015	3/15/2017 10:42 AM
548	97086	3/15/2017 10:32 AM
549	97086	3/15/2017 10:21 AM
550	97089	3/15/2017 9:57 AM
551	97007	3/15/2017 9:49 AM
552	97086	3/15/2017 9:48 AM
553	97086	3/15/2017 9:48 AM
554	97086	3/15/2017 9:47 AM
555	97086	3/15/2017 9:43 AM
556	97086	3/15/2017 9:36 AM
557	97086	3/15/2017 9:34 AM
558	97089	3/15/2017 9:30 AM
559	97086	3/15/2017 9:29 AM
560	97086	3/15/2017 9:27 AM
561	97008	3/15/2017 9:26 AM
562	97015	3/15/2017 9:24 AM
563	97232	3/15/2017 9:24 AM
564	97202	3/15/2017 9:24 AM
565	97086	3/15/2017 9:00 AM
566	97086	3/15/2017 8:58 AM
567	97220	3/15/2017 8:58 AM
568	97086	3/15/2017 8:52 AM

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569	97008	3/15/2017 8:11 AM
570	97239	3/15/2017 8:00 AM
571	97055	3/15/2017 7:51 AM
572	97222	3/15/2017 7:39 AM
573	97267	3/15/2017 7:37 AM
574	97202	3/15/2017 6:50 AM
575	97209	3/15/2017 6:50 AM
576	97236	3/15/2017 6:45 AM
577	97215	3/15/2017 5:10 AM
578	97008	3/15/2017 5:10 AM
579	97214	3/15/2017 4:22 AM
580	97123	3/15/2017 4:13 AM
581	97216	3/15/2017 3:55 AM
582	97214	3/15/2017 3:23 AM
583	97089	3/15/2017 3:01 AM
584	97215	3/15/2017 2:42 AM
585	97008	3/15/2017 1:42 AM
586	97229	3/15/2017 1:19 AM
587	97218	3/15/2017 1:08 AM
588	97068	3/15/2017 12:43 AM
589	97008	3/15/2017 12:43 AM
590	97212	3/15/2017 12:40 AM
591	97222	3/15/2017 12:22 AM
592	97229	3/15/2017 12:19 AM
593	97217	3/15/2017 12:08 AM
594	97229	3/14/2017 11:44 PM
595	97203	3/14/2017 11:17 PM
596	97267	3/14/2017 11:16 PM
597	97266	3/14/2017 11:13 PM
598	97203	3/14/2017 11:06 PM
599	97124	3/14/2017 10:35 PM
600	97217	3/14/2017 9:44 PM
601	97217	3/14/2017 8:54 PM
602	97213	3/14/2017 6:48 PM
603	97229	3/14/2017 5:38 PM
604	97210	3/14/2017 3:59 PM
605	97239	3/14/2017 3:33 PM
606	97221	3/14/2017 3:20 PM
607	97217	3/14/2017 3:03 PM
608	97224	3/14/2017 2:55 PM
609	97202	3/14/2017 2:44 PM

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610	97211	3/14/2017 2:33 PM
611	97202	3/14/2017 2:30 PM
612	97219	3/14/2017 2:13 PM
613	97206	3/14/2017 2:08 PM
614	97124	3/14/2017 1:52 PM
615	97210	3/14/2017 1:49 PM
616	97220	3/14/2017 1:40 PM
617	97212	3/14/2017 1:40 PM
618	97217	3/14/2017 1:36 PM
619	97035	3/14/2017 1:31 PM
620	97217	3/14/2017 1:26 PM
621	97203	3/14/2017 1:24 PM
622	97232	3/14/2017 1:10 PM
623	97213	3/14/2017 1:05 PM
624	97217	3/14/2017 1:05 PM
625	97211	3/14/2017 1:05 PM
626	97266	3/14/2017 1:02 PM
627	97203	3/14/2017 12:59 PM
628	97217	3/14/2017 12:46 PM
629	97068	3/14/2017 12:08 PM
630	97216	3/14/2017 11:55 AM
631	97202	3/14/2017 11:47 AM
632	97202	3/14/2017 11:44 AM
633	97214	3/14/2017 11:32 AM
634	97217	3/14/2017 11:24 AM
635	97206	3/14/2017 11:15 AM
636	97217	3/14/2017 11:07 AM
637	97219	3/14/2017 11:07 AM
638	97232	3/14/2017 11:03 AM
639	97206	3/14/2017 10:59 AM
640	97232	3/14/2017 10:55 AM
641	97218	3/14/2017 10:46 AM
642	97080	3/14/2017 10:46 AM
643	97206	3/14/2017 10:39 AM
644	97217	3/14/2017 10:28 AM
645	97210	3/14/2017 10:21 AM
646	97202	3/14/2017 10:18 AM
647	97209	3/14/2017 10:02 AM
648	97217	3/14/2017 10:01 AM
649	97223	3/14/2017 9:23 AM
650	97217	3/14/2017 9:22 AM

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651	97213	3/14/2017 9:22 AM
652	97217	3/14/2017 8:59 AM
653	97206	3/14/2017 8:52 AM
654	97045	3/14/2017 8:44 AM
655	97214	3/14/2017 8:34 AM
656	97213	3/14/2017 8:32 AM
657	97214	3/14/2017 8:26 AM
658	97211	3/14/2017 8:20 AM
659	97219	3/14/2017 8:20 AM
660	97239	3/14/2017 8:12 AM
661	97213	3/14/2017 8:10 AM
662	97206	3/14/2017 8:10 AM
663	97220	3/14/2017 8:04 AM
664	97206	3/14/2017 8:02 AM
665	97206	3/14/2017 7:51 AM
666	97210	3/14/2017 7:50 AM
667	97008	3/14/2017 7:47 AM
668	97230	3/14/2017 7:46 AM
669	97209	3/14/2017 7:42 AM
670	97219	3/14/2017 7:40 AM
671	97239	3/14/2017 7:37 AM
672	97217	3/14/2017 7:31 AM
673	97211	3/14/2017 7:27 AM
674	97203	3/14/2017 7:27 AM
675	98683	3/14/2017 7:23 AM
676	97213	3/14/2017 7:12 AM
677	97213	3/14/2017 7:11 AM
678	97239	3/14/2017 7:09 AM
679	97212	3/14/2017 7:07 AM
680	97212	3/14/2017 6:59 AM
681	97206	3/14/2017 6:58 AM
682	97006	3/14/2017 6:54 AM
683	97206	3/14/2017 6:53 AM
684	97007	3/14/2017 6:50 AM
685	97206	3/14/2017 6:48 AM
686	97201	3/14/2017 6:43 AM
687	97217	3/14/2017 6:42 AM
688	97007	3/14/2017 6:39 AM
689	97220	3/14/2017 6:35 AM
690	97008	3/14/2017 6:28 AM
691	97220	3/14/2017 6:22 AM

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692	97220	3/14/2017 6:22 AM
693	97203	3/14/2017 6:21 AM
694	97211	3/14/2017 6:18 AM
695	97213	3/14/2017 6:18 AM
696	97233	3/14/2017 6:07 AM
697	97227	3/14/2017 6:00 AM
698	97211	3/14/2017 5:56 AM
699	97214	3/14/2017 5:55 AM
700	97225	3/14/2017 5:55 AM
701	97212	3/14/2017 5:53 AM
702	97214	3/14/2017 5:46 AM
703	97227	3/14/2017 5:41 AM
704	97229	3/14/2017 5:40 AM
705	97217	3/14/2017 5:38 AM
706	97232	3/14/2017 5:33 AM
707	97227	3/14/2017 5:25 AM
708	97266	3/14/2017 5:16 AM
709	97206	3/14/2017 5:11 AM
710	97005	3/14/2017 5:04 AM
711	97211	3/14/2017 5:02 AM
712	97202	3/14/2017 5:00 AM
713	97213	3/14/2017 4:53 AM
714	97217	3/14/2017 4:49 AM
715	97203	3/14/2017 4:43 AM
716	97045	3/14/2017 4:31 AM
717	97045	3/14/2017 4:29 AM
718	97266	3/14/2017 4:27 AM
719	97266	3/14/2017 4:19 AM
720	97206	3/14/2017 4:13 AM
721	97201	3/14/2017 4:00 AM
722	97123	3/14/2017 3:58 AM
723	97217	3/14/2017 3:58 AM
724	97007	3/14/2017 3:53 AM
725	97213	3/14/2017 3:50 AM
726	97215	3/14/2017 3:48 AM
727	97045	3/14/2017 3:43 AM
728	97206	3/14/2017 3:40 AM
729	97035	3/14/2017 3:37 AM
730	97215	3/14/2017 3:37 AM
731	97213	3/14/2017 3:36 AM
732	98683	3/14/2017 3:35 AM

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733	97229	3/14/2017 3:26 AM
734	97213	3/14/2017 3:23 AM
735	97226	3/14/2017 3:11 AM
736	97006	3/14/2017 3:07 AM
737	97230	3/14/2017 3:04 AM
738	97230	3/14/2017 3:04 AM
739	97217	3/14/2017 3:02 AM
740	97086	3/14/2017 2:57 AM
741	97206	3/14/2017 2:43 AM
742	97212	3/14/2017 2:38 AM
743	97214	3/14/2017 2:34 AM
744	97214	3/14/2017 2:31 AM
745	97213	3/14/2017 2:31 AM
746	97211	3/14/2017 2:30 AM
747	97232	3/14/2017 2:25 AM
748	97062	3/14/2017 2:24 AM
749	97212	3/14/2017 2:18 AM
750	97229	3/14/2017 2:17 AM
751	97232	3/14/2017 2:16 AM
752	97223	3/14/2017 2:14 AM
753	97223	3/14/2017 2:10 AM
754	97201	3/14/2017 2:08 AM
755	97220	3/14/2017 2:05 AM
756	97206	3/14/2017 1:56 AM
757	97212	3/14/2017 1:55 AM
758	97217	3/14/2017 1:50 AM
759	97220	3/14/2017 1:50 AM
760	97214	3/14/2017 1:48 AM
761	97202	3/14/2017 1:47 AM
762	97202	3/14/2017 1:40 AM
763	97206	3/14/2017 1:37 AM
764	97215	3/14/2017 1:32 AM
765	97222	3/14/2017 1:26 AM
766	97219	3/14/2017 1:21 AM
767	97202	3/14/2017 1:17 AM
768	97229	3/14/2017 1:15 AM
769	97202	3/14/2017 1:02 AM
770	97045	3/14/2017 1:00 AM
771	97266	3/14/2017 12:59 AM
772	97232	3/14/2017 12:48 AM
773	97220	3/14/2017 12:44 AM

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774	97227	3/14/2017 12:39 AM
775	97217	3/14/2017 12:35 AM
776	97213	3/14/2017 12:33 AM
777	97045	3/14/2017 12:29 AM
778	97205	3/14/2017 12:28 AM
779	97045	3/14/2017 12:24 AM
780	97015	3/14/2017 12:23 AM
781	97213	3/14/2017 12:16 AM
782	98686	3/14/2017 12:12 AM
783	97201	3/14/2017 12:11 AM
784	97215	3/14/2017 12:10 AM
785	97215	3/14/2017 12:09 AM
786	97210	3/14/2017 12:09 AM
787	97007	3/14/2017 12:08 AM
788	97239	3/14/2017 12:06 AM
789	97213	3/14/2017 12:04 AM
790	97217	3/14/2017 12:01 AM
791	97206	3/13/2017 11:55 PM
792	97266	3/13/2017 11:51 PM
793	97124	3/13/2017 11:44 PM
794	97213	3/13/2017 11:41 PM
795	97233	3/13/2017 11:41 PM
796	97217	3/13/2017 11:32 PM
797	97229	3/13/2017 11:31 PM
798	97239	3/13/2017 11:26 PM
799	97060	3/13/2017 11:23 PM
800	97217	3/13/2017 11:13 PM
801	97229	3/13/2017 11:13 PM
802	97209	3/13/2017 11:09 PM
803	97227	3/13/2017 11:04 PM
804	97217	3/13/2017 10:59 PM
805	97080	3/13/2017 10:51 PM
806	97045	3/13/2017 10:50 PM
807	97217	3/13/2017 10:48 PM
808	97068	3/13/2017 10:46 PM
809	97220	3/13/2017 10:45 PM
810	97007	3/13/2017 10:45 PM
811	97266	3/13/2017 10:38 PM
812	97201	3/13/2017 10:32 PM
813	97217	3/13/2017 10:30 PM
814	97045	3/13/2017 10:14 PM

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815	97236	3/13/2017 10:02 PM
816	98663	3/13/2017 9:50 PM
817	97080	3/13/2017 9:32 PM
818	97113	3/13/2017 9:22 PM
819	97214	3/13/2017 9:19 PM
820	97227	3/13/2017 9:16 PM
821	97217	3/13/2017 9:05 PM
822	97266	3/13/2017 9:05 PM
823	97225	3/13/2017 7:13 PM
824	97222	3/13/2017 7:10 PM
825	97206	3/13/2017 6:45 PM
826	97213	3/13/2017 6:31 PM
827	97222	3/13/2017 6:30 PM
828	97015	3/13/2017 6:17 PM
829	98663	3/13/2017 6:00 PM
830	97213	3/13/2017 5:57 PM
831	97209	3/13/2017 5:56 PM
832	97229	3/13/2017 5:35 PM
833	97215	3/13/2017 5:22 PM
834	97212	3/13/2017 5:22 PM
835	97214	3/13/2017 5:02 PM
836	97266	3/13/2017 5:01 PM
837	97219	3/13/2017 4:56 PM
838	97225	3/13/2017 4:48 PM
839	97217	3/13/2017 4:41 PM
840	97216	3/13/2017 4:31 PM
841	97201	3/13/2017 4:29 PM
842	97227	3/13/2017 4:19 PM
843	97225	3/13/2017 4:17 PM
844	97214	3/13/2017 4:17 PM
845	97227	3/13/2017 4:16 PM
846	97211	3/13/2017 4:11 PM
847	97217	3/13/2017 4:05 PM
848	97068	3/13/2017 3:56 PM
849	97203	3/13/2017 3:44 PM
850	97230	3/13/2017 3:41 PM
851	97216	3/13/2017 3:36 PM
852	97266	3/13/2017 3:16 PM
853	97213	3/13/2017 3:08 PM
854	97206	3/13/2017 3:07 PM
855	97217	3/13/2017 3:05 PM

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856	98661	3/13/2017 3:01 PM
857	97123	3/13/2017 3:01 PM
858	97227	3/13/2017 2:58 PM
859	97266	3/13/2017 2:49 PM
860	97007	3/13/2017 2:47 PM
861	97211	3/13/2017 2:46 PM
862	97062	3/13/2017 2:46 PM
863	97006	3/13/2017 2:43 PM
864	97206	3/13/2017 2:43 PM
865	97217	3/13/2017 2:42 PM
866	97217	3/13/2017 2:39 PM
867	97229	3/13/2017 2:38 PM
868	97239	3/13/2017 2:36 PM
869	97034	3/13/2017 2:34 PM
870	97209	3/13/2017 2:25 PM
871	97217	3/13/2017 2:20 PM
872	97209	3/13/2017 2:20 PM
873	97214	3/13/2017 2:20 PM
874	97219	3/13/2017 2:19 PM
875	97201	3/13/2017 2:17 PM
876	97203	3/13/2017 2:11 PM
877	97217	3/13/2017 2:10 PM
878	97217	3/13/2017 2:09 PM
879	97219	3/13/2017 2:08 PM
880	97206	3/13/2017 1:58 PM
881	97232	3/13/2017 1:56 PM
882	97220	3/13/2017 1:54 PM
883	97267	3/13/2017 1:53 PM
884	97211	3/13/2017 1:53 PM
885	97212	3/13/2017 1:52 PM
886	97222	3/13/2017 1:49 PM
887	97055	3/13/2017 1:46 PM
888	97232	3/13/2017 1:43 PM
889	97206	3/13/2017 1:38 PM
890	97035	3/13/2017 1:37 PM
891	97214	3/13/2017 1:35 PM
892	97211	3/13/2017 1:25 PM
893	97219	3/13/2017 1:24 PM
894	97218	3/13/2017 1:22 PM
895	97218	3/13/2017 1:21 PM
896	97030	3/13/2017 1:20 PM

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897	97217	3/13/2017 1:19 PM
898	97212	3/13/2017 1:19 PM
899	97211	3/13/2017 1:14 PM
900	97215	3/13/2017 1:14 PM
901	97211	3/13/2017 1:10 PM
902	97213	3/13/2017 1:09 PM
903	97212	3/13/2017 1:07 PM
904	97210	3/13/2017 1:05 PM
905	97202	3/13/2017 1:02 PM
906	97214	3/13/2017 1:01 PM
907	97214	3/13/2017 1:01 PM
908	97232	3/13/2017 1:01 PM
909	97116	3/13/2017 12:57 PM
910	97203	3/13/2017 12:55 PM
911	97217	3/13/2017 12:54 PM
912	97211	3/13/2017 12:49 PM
913	97203	3/13/2017 12:47 PM
914	97214	3/13/2017 12:46 PM
915	97266	3/13/2017 12:44 PM
916	97217	3/13/2017 12:40 PM
917	97206	3/13/2017 12:39 PM
918	97219	3/13/2017 12:29 PM
919	97202	3/13/2017 12:29 PM
920	97203	3/13/2017 12:27 PM
921	97232	3/13/2017 12:25 PM
922	98686	3/13/2017 12:23 PM
923	97266	3/13/2017 12:18 PM
924	97209	3/13/2017 12:18 PM
925	97045	3/13/2017 12:17 PM
926	97203	3/13/2017 12:12 PM
927	97209	3/13/2017 12:12 PM
928	97005	3/13/2017 12:09 PM
929	97216	3/13/2017 12:06 PM
930	97205	3/13/2017 12:04 PM
931	97217	3/13/2017 12:02 PM
932	97209	3/13/2017 12:02 PM
933	97236	3/13/2017 11:52 AM
934	97213	3/13/2017 11:45 AM
935	97229	3/13/2017 11:40 AM
936	97124	3/13/2017 11:33 AM
937	97232	3/13/2017 11:30 AM

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938	97211	3/13/2017 11:27 AM
939	97206	3/13/2017 11:24 AM
940	97217	3/13/2017 11:23 AM
941	97218	3/13/2017 11:16 AM
942	97206	3/13/2017 11:15 AM
943	97201	3/13/2017 11:14 AM
944	97206	3/13/2017 11:14 AM
945	97206	3/13/2017 11:09 AM
946	97221	3/13/2017 11:08 AM
947	97210	3/13/2017 11:06 AM
948	97231	3/13/2017 11:02 AM
949	97035	3/13/2017 10:59 AM
950	97221	3/13/2017 10:58 AM
951	97211	3/13/2017 10:57 AM
952	97211	3/13/2017 10:55 AM
953	97205	3/13/2017 10:54 AM
954	97217	3/13/2017 10:52 AM
955	97202	3/13/2017 10:45 AM
956	97217	3/13/2017 10:36 AM
957	97232	3/13/2017 10:35 AM
958	97216	3/13/2017 10:33 AM
959	97214	3/13/2017 10:31 AM
960	97217	3/13/2017 10:30 AM
961	97209	3/13/2017 10:28 AM
962	97225	3/13/2017 10:19 AM
963	97212	3/13/2017 10:17 AM
964	97015	3/13/2017 10:16 AM
965	97213	3/13/2017 10:16 AM
966	97219	3/13/2017 10:14 AM
967	97227	3/13/2017 10:14 AM
968	97212	3/13/2017 10:12 AM
969	97218	3/13/2017 10:11 AM
970	97209	3/13/2017 10:07 AM
971	97215	3/13/2017 10:07 AM
972	97116	3/13/2017 10:05 AM
973	97124	3/13/2017 10:05 AM
974	97214	3/13/2017 10:01 AM
975	97219	3/13/2017 9:58 AM
976	97212	3/13/2017 9:46 AM
977	97206	3/13/2017 9:45 AM
978	97217	3/13/2017 9:41 AM

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979	97212	3/13/2017 9:40 AM
980	97219	3/13/2017 9:39 AM
981	97034	3/13/2017 9:39 AM
982	97211	3/13/2017 9:36 AM
983	97003	3/13/2017 9:36 AM
984	97008	3/13/2017 9:34 AM
985	97217	3/13/2017 9:34 AM
986	97202	3/13/2017 9:31 AM
987	97214	3/13/2017 9:28 AM
988	97202	3/13/2017 9:27 AM
989	97220	3/13/2017 9:24 AM
990	97206	3/13/2017 9:24 AM
991	97205	3/13/2017 9:23 AM
992	97217	3/13/2017 9:23 AM
993	97219	3/13/2017 9:22 AM
994	97231	3/13/2017 9:22 AM
995	97206	3/13/2017 9:21 AM
996	97223	3/13/2017 9:21 AM
997	97209	3/13/2017 9:21 AM
998	97217	3/13/2017 9:18 AM
999	97206	3/13/2017 9:14 AM
1000	97213	3/13/2017 9:13 AM
1001	97217	3/13/2017 9:13 AM
1002	97217	3/13/2017 9:10 AM
1003	97214	3/13/2017 9:08 AM
1004	97214	3/13/2017 9:07 AM
1005	97217	3/13/2017 9:04 AM
1006	97232	3/13/2017 9:01 AM
1007	97218	3/13/2017 9:00 AM
1008	97205	3/13/2017 9:00 AM
1009	97212	3/13/2017 9:00 AM
1010	97216	3/13/2017 8:59 AM
1011	97215	3/13/2017 8:59 AM
1012	97239	3/13/2017 8:58 AM
1013	97202	3/13/2017 8:57 AM
1014	97213	3/13/2017 8:55 AM
1015	97213	3/13/2017 8:53 AM
1016	97217	3/13/2017 8:53 AM
1017	97124	3/13/2017 8:51 AM
1018	97214	3/13/2017 8:50 AM
1019	97203	3/13/2017 8:48 AM

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1020	97201	3/13/2017 8:48 AM
1021	97214	3/13/2017 8:48 AM
1022	97217	3/13/2017 8:47 AM
1023	97229	3/13/2017 8:47 AM
1024	97206	3/13/2017 8:42 AM
1025	97215	3/13/2017 8:38 AM
1026	97211	3/13/2017 8:36 AM
1027	97214	3/13/2017 8:36 AM
1028	97223	3/13/2017 8:36 AM
1029	97230	3/13/2017 8:33 AM
1030	97239	3/13/2017 8:31 AM
1031	97266	3/13/2017 8:30 AM
1032	97206	3/13/2017 8:30 AM
1033	97123	3/13/2017 8:27 AM
1034	97225	3/13/2017 8:25 AM
1035	97212	3/13/2017 8:24 AM
1036	97217	3/13/2017 8:23 AM
1037	97223	3/13/2017 8:21 AM
1038	97211	3/13/2017 8:20 AM
1039	97206	3/13/2017 8:20 AM
1040	97203	3/13/2017 8:19 AM
1041	97220	3/13/2017 8:18 AM
1042	97206	3/13/2017 8:17 AM
1043	97220	3/13/2017 8:14 AM
1044	97007	3/13/2017 8:14 AM
1045	97218	3/13/2017 8:14 AM
1046	97212	3/13/2017 8:12 AM
1047	97206	3/13/2017 8:11 AM
1048	97202	3/13/2017 8:10 AM
1049	97214	3/13/2017 8:10 AM
1050	97217	3/13/2017 8:10 AM
1051	97214	3/13/2017 8:10 AM
1052	97006	3/13/2017 8:09 AM
1053	97203	3/13/2017 8:09 AM
1054	97217	3/13/2017 8:09 AM
1055	97213	3/13/2017 8:08 AM
1056	97212	3/13/2017 8:01 AM
1057	97045	3/13/2017 8:00 AM
1058	97210	3/13/2017 7:59 AM
1059	97221	3/13/2017 7:59 AM
1060	97230	3/13/2017 7:59 AM

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1061	97210	3/13/2017 7:57 AM
1062	97217	3/13/2017 7:56 AM
1063	97211	3/13/2017 7:54 AM
1064	97212	3/13/2017 7:54 AM
1065	97227	3/13/2017 7:53 AM
1066	97214	3/13/2017 7:53 AM
1067	97209	3/13/2017 7:53 AM
1068	97214	3/13/2017 7:53 AM
1069	97202	3/13/2017 7:49 AM
1070	97217	3/13/2017 7:49 AM
1071	97212	3/13/2017 7:48 AM
1072	97045	3/13/2017 7:45 AM
1073	97201	3/13/2017 7:45 AM
1074	97213	3/13/2017 7:45 AM
1075	98686	3/13/2017 7:45 AM
1076	97068	3/13/2017 7:44 AM
1077	97212	3/13/2017 7:43 AM
1078	97210	3/13/2017 7:40 AM
1079	97203	3/13/2017 7:36 AM
1080	97007	3/13/2017 7:35 AM
1081	97215	3/13/2017 7:34 AM
1082	97266	3/13/2017 7:26 AM
1083	97202	3/13/2017 7:25 AM
1084	97015	3/13/2017 7:24 AM
1085	97219	3/13/2017 7:24 AM
1086	97202	3/13/2017 7:24 AM
1087	97213	3/13/2017 7:23 AM
1088	97214	3/13/2017 7:21 AM
1089	97225	3/13/2017 7:21 AM
1090	97214	3/13/2017 7:20 AM
1091	97045	3/13/2017 7:19 AM
1092	97267	3/13/2017 7:18 AM
1093	97212	3/13/2017 7:17 AM
1094	98685	3/13/2017 7:16 AM
1095	97203	3/13/2017 7:15 AM
1096	97232	3/13/2017 7:15 AM
1097	97045	3/13/2017 7:15 AM
1098	97203	3/13/2017 7:14 AM
1099	97213	3/13/2017 7:14 AM
1100	97213	3/13/2017 7:08 AM
1101	97005	3/13/2017 7:07 AM

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1102	97206	3/13/2017 7:05 AM
1103	98660	3/13/2017 7:04 AM
1104	97220	3/13/2017 7:04 AM
1105	97206	3/13/2017 7:04 AM
1106	97202	3/13/2017 7:02 AM
1107	97232	3/13/2017 7:01 AM
1108	97038	3/13/2017 7:00 AM
1109	97266	3/13/2017 6:59 AM
1110	97003	3/13/2017 6:58 AM
1111	97222	3/13/2017 6:58 AM
1112	97205	3/13/2017 6:57 AM
1113	97219	3/13/2017 6:56 AM
1114	97007	3/13/2017 6:54 AM
1115	97206	3/13/2017 6:53 AM
1116	97219	3/13/2017 6:53 AM
1117	97202	3/13/2017 6:51 AM
1118	97239	3/13/2017 6:49 AM
1119	97232	3/13/2017 6:48 AM
1120	97213	3/13/2017 6:48 AM
1121	97013	3/13/2017 6:48 AM
1122	97233	3/13/2017 6:47 AM
1123	97222	3/13/2017 6:47 AM
1124	97204	3/13/2017 6:44 AM
1125	97219	3/13/2017 6:44 AM
1126	97227	3/13/2017 6:44 AM
1127	97217	3/13/2017 6:44 AM
1128	97203	3/13/2017 6:43 AM
1129	97089	3/13/2017 6:43 AM
1130	97206	3/13/2017 6:38 AM
1131	97068	3/13/2017 6:37 AM
1132	97045	3/13/2017 6:36 AM
1133	97078	3/13/2017 6:31 AM
1134	97206	3/13/2017 6:31 AM
1135	97003	3/13/2017 6:30 AM
1136	97215	3/13/2017 6:30 AM
1137	97015	3/13/2017 6:29 AM
1138	97013	3/13/2017 6:28 AM
1139	97229	3/13/2017 6:26 AM
1140	97216	3/13/2017 6:26 AM
1141	97233	3/13/2017 6:26 AM
1142	97206	3/13/2017 6:24 AM

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1143	97045	3/13/2017 6:22 AM
1144	97266	3/13/2017 6:22 AM
1145	97205	3/13/2017 6:20 AM
1146	97217	3/13/2017 6:20 AM
1147	97206	3/13/2017 6:20 AM
1148	97078	3/13/2017 6:20 AM
1149	97214	3/13/2017 6:19 AM
1150	97215	3/13/2017 6:18 AM
1151	97206	3/13/2017 6:17 AM
1152	97267	3/13/2017 6:16 AM
1153	98664	3/13/2017 6:16 AM
1154	97215	3/13/2017 6:16 AM
1155	97239	3/13/2017 6:15 AM
1156	97045	3/13/2017 6:15 AM
1157	97206	3/13/2017 6:15 AM
1158	97214	3/13/2017 6:14 AM
1159	97045	3/13/2017 6:14 AM
1160	97202	3/13/2017 6:13 AM
1161	97215	3/13/2017 6:12 AM
1162	97269	3/13/2017 6:11 AM
1163	97217	3/13/2017 6:11 AM
1164	97055	3/13/2017 6:10 AM
1165	97220	3/13/2017 6:10 AM
1166	97217	3/13/2017 6:09 AM
1167	97227	3/13/2017 6:09 AM
1168	97229	3/13/2017 6:07 AM
1169	97027	3/13/2017 6:07 AM
1170	97203	3/13/2017 6:04 AM
1171	97201	3/13/2017 6:01 AM
1172	97267	3/13/2017 6:01 AM
1173	97222	3/13/2017 6:00 AM
1174	97223	3/13/2017 6:00 AM
1175	97124	3/13/2017 5:58 AM
1176	97214	3/13/2017 5:58 AM
1177	97210	3/13/2017 5:56 AM
1178	97124	3/13/2017 5:54 AM
1179	97206	3/13/2017 5:53 AM
1180	97216	3/13/2017 5:53 AM
1181	97206	3/13/2017 5:51 AM
1182	97213	3/13/2017 5:51 AM
1183	97215	3/13/2017 5:51 AM

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1184	97203	3/13/2017 5:50 AM
1185	97205	3/13/2017 5:50 AM
1186	97219	3/13/2017 5:48 AM
1187	97220	3/13/2017 5:47 AM
1188	97080	3/13/2017 5:45 AM
1189	97213	3/13/2017 5:43 AM
1190	97202	3/13/2017 5:43 AM
1191	97214	3/13/2017 5:41 AM
1192	97045	3/13/2017 5:40 AM
1193	97206	3/13/2017 5:37 AM
1194	97214	3/13/2017 5:36 AM
1195	97218	3/13/2017 5:34 AM
1196	97216	3/13/2017 5:32 AM
1197	97217	3/13/2017 5:30 AM
1198	97206	3/13/2017 5:29 AM
1199	97202	3/13/2017 5:29 AM
1200	97229	3/13/2017 5:27 AM
1201	97230	3/13/2017 5:25 AM
1202	97206	3/13/2017 5:24 AM
1203	97222	3/13/2017 5:24 AM
1204	97227	3/13/2017 5:20 AM
1205	97202	3/13/2017 5:20 AM
1206	97206	3/13/2017 5:18 AM
1207	97214	3/13/2017 5:18 AM
1208	97227	3/13/2017 5:18 AM
1209	97206	3/13/2017 5:17 AM
1210	97202	3/13/2017 5:17 AM
1211	97213	3/13/2017 5:16 AM
1212	97214	3/13/2017 5:16 AM
1213	97216	3/13/2017 5:14 AM
1214	97218	3/13/2017 5:14 AM
1215	97227	3/13/2017 5:13 AM
1216	97211	3/13/2017 5:12 AM
1217	97089	3/13/2017 5:12 AM
1218	97232	3/13/2017 5:10 AM
1219	97217	3/13/2017 5:09 AM
1220	97266	3/13/2017 5:07 AM
1221	97217	3/13/2017 5:04 AM
1222	97213	3/13/2017 5:03 AM
1223	97206	3/13/2017 5:00 AM
1224	97215	3/13/2017 4:59 AM

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1225	97217	3/13/2017 4:58 AM
1226	98685	3/13/2017 4:55 AM
1227	97213	3/13/2017 4:46 AM
1228	97213	3/13/2017 4:44 AM
1229	97229	3/13/2017 4:44 AM
1230	97045	3/13/2017 4:39 AM
1231	97206	3/13/2017 4:38 AM
1232	97214	3/13/2017 4:37 AM
1233	97214	3/13/2017 4:36 AM
1234	97215	3/13/2017 4:36 AM
1235	97217	3/13/2017 4:35 AM
1236	97008	3/13/2017 4:30 AM
1237	97217	3/13/2017 4:27 AM
1238	97212	3/13/2017 4:24 AM
1239	97124	3/13/2017 4:23 AM
1240	97206	3/13/2017 4:22 AM
1241	97239	3/13/2017 4:22 AM
1242	97068	3/13/2017 4:19 AM
1243	97266	3/13/2017 4:18 AM
1244	97055	3/13/2017 4:15 AM
1245	97211	3/13/2017 4:13 AM
1246	97217	3/13/2017 4:12 AM
1247	97223	3/13/2017 4:10 AM
1248	97202	3/13/2017 4:10 AM
1249	97003	3/13/2017 4:10 AM
1250	97206	3/13/2017 4:09 AM
1251	97004	3/13/2017 4:08 AM
1252	97212	3/13/2017 4:08 AM
1253	97204	3/13/2017 4:07 AM
1254	97080	3/13/2017 4:07 AM
1255	97207	3/13/2017 4:04 AM
1256	97219	3/13/2017 4:04 AM
1257	97216	3/13/2017 4:04 AM
1258	97211	3/13/2017 4:02 AM
1259	97213	3/13/2017 4:02 AM
1260	97232	3/13/2017 4:00 AM
1261	97034	3/13/2017 3:58 AM
1262	97211	3/13/2017 3:55 AM
1263	97204	3/13/2017 3:54 AM
1264	97203	3/13/2017 3:54 AM
1265	97109	3/13/2017 3:54 AM

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1266	97219	3/13/2017 3:54 AM
1267	97224	3/13/2017 3:53 AM
1268	97008	3/13/2017 3:51 AM
1269	97206	3/13/2017 3:51 AM
1270	97202	3/13/2017 3:51 AM
1271	97222	3/13/2017 3:45 AM
1272	97215	3/13/2017 3:15 AM
1273	97203	3/13/2017 3:08 AM
1274	97206	3/13/2017 3:08 AM
1275	97266	3/13/2017 3:05 AM
1276	97124	3/13/2017 3:02 AM
1277	97206	3/13/2017 2:57 AM
1278	97080	3/13/2017 2:53 AM
1279	97068	3/13/2017 2:30 AM
1280	97266	3/13/2017 2:28 AM
1281	97214	3/13/2017 2:24 AM
1282	97213	3/13/2017 2:07 AM
1283	97030	3/13/2017 2:03 AM
1284	97007	3/13/2017 1:59 AM
1285	97233	3/13/2017 1:59 AM
1286	97222	3/13/2017 1:51 AM
1287	97216	3/13/2017 1:49 AM
1288	97220	3/13/2017 1:34 AM
1289	97202	3/13/2017 1:25 AM
1290	97203	3/13/2017 1:20 AM
1291	97202	3/13/2017 1:20 AM
1292	97206	3/13/2017 1:18 AM
1293	97203	3/13/2017 1:18 AM
1294	97223	3/13/2017 1:08 AM
1295	97223	3/13/2017 1:01 AM
1296	97213	3/13/2017 1:01 AM
1297	97266	3/13/2017 12:56 AM
1298	97217	3/13/2017 12:48 AM
1299	97266	3/13/2017 12:45 AM
1300	97216	3/13/2017 12:38 AM
1301	97211	3/13/2017 12:27 AM
1302	97212	3/13/2017 12:27 AM
1303	97202	3/13/2017 12:08 AM
1304	97202	3/13/2017 12:08 AM
1305	97218	3/12/2017 11:54 PM
1306	97068	3/12/2017 11:51 PM

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1307	97133	3/12/2017 11:45 PM
1308	97214	3/12/2017 11:40 PM
1309	97203	3/12/2017 11:33 PM
1310	97206	3/12/2017 10:52 PM
1311	97201	3/12/2017 10:46 PM
1312	97086	3/12/2017 10:17 PM
1313	97203	3/12/2017 10:00 PM
1314	97055	3/12/2017 8:59 PM
1315	97233	3/12/2017 8:48 PM
1316	97006	3/12/2017 5:06 PM
1317	97209	3/12/2017 4:44 PM
1318	97221	3/12/2017 4:28 PM
1319	97215	3/12/2017 4:10 PM
1320	97219	3/12/2017 4:10 PM
1321	97215	3/12/2017 3:28 PM
1322	97124	3/12/2017 3:21 PM
1323	97206	3/12/2017 3:00 PM
1324	97211	3/12/2017 2:43 PM
1325	97206	3/12/2017 2:38 PM
1326	97123	3/12/2017 2:33 PM
1327	97213	3/12/2017 2:28 PM
1328	97206	3/12/2017 2:28 PM
1329	97217	3/12/2017 2:17 PM
1330	97213	3/12/2017 2:02 PM
1331	97212	3/12/2017 1:56 PM
1332	97213	3/12/2017 1:52 PM
1333	97215	3/12/2017 1:39 PM
1334	97232	3/12/2017 1:05 PM
1335	97206	3/12/2017 12:59 PM
1336	97217	3/12/2017 12:57 PM
1337	97239	3/12/2017 12:49 PM
1338	9723	3/12/2017 12:32 PM
1339	97045	3/12/2017 12:32 PM
1340	97239	3/12/2017 12:28 PM
1341	97214	3/12/2017 11:54 AM
1342	97113	3/12/2017 11:43 AM
1343	97217	3/12/2017 11:09 AM
1344	97232	3/12/2017 11:03 AM
1345	97220	3/12/2017 10:57 AM
1346	97210	3/12/2017 10:53 AM
1347	97203	3/12/2017 10:18 AM

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1348	97211	3/12/2017 9:53 AM
1349	97215	3/12/2017 9:22 AM
1350	97212	3/12/2017 8:56 AM
1351	97211	3/12/2017 8:55 AM
1352	97213	3/12/2017 8:46 AM
1353	97215	3/12/2017 8:43 AM
1354	97124	3/12/2017 8:22 AM
1355	97030	3/12/2017 8:13 AM
1356	97022	3/12/2017 8:03 AM
1357	97068	3/12/2017 7:48 AM
1358	97224	3/12/2017 7:48 AM
1359	97203	3/12/2017 7:09 AM
1360	97214	3/12/2017 6:56 AM
1361	97209	3/12/2017 6:52 AM
1362	97030	3/12/2017 5:37 AM
1363	97080	3/12/2017 4:48 AM
1364	97202	3/12/2017 4:47 AM
1365	97267	3/12/2017 4:39 AM
1366	97080	3/12/2017 4:29 AM
1367	97201	3/12/2017 4:20 AM
1368	97201	3/12/2017 4:14 AM
1369	97230	3/12/2017 3:46 AM
1370	97213	3/12/2017 3:38 AM
1371	97206	3/12/2017 3:09 AM
1372	97230	3/12/2017 12:58 AM
1373	97211	3/12/2017 12:53 AM
1374	S97002	3/12/2017 12:33 AM
1375	97212	3/12/2017 12:13 AM
1376	97206	3/12/2017 12:01 AM
1377	97212	3/11/2017 11:45 PM
1378	97219	3/11/2017 11:44 PM
1379	97211	3/11/2017 11:14 PM
1380	97007	3/11/2017 11:12 PM
1381	97045	3/11/2017 10:14 PM
1382	07202	3/11/2017 5:52 PM
1383	97267	3/11/2017 4:38 PM
1384	97205	3/11/2017 4:18 PM
1385	97206	3/11/2017 3:25 PM
1386	97212	3/11/2017 3:22 PM
1387	97202	3/11/2017 3:11 PM
1388	97078	3/11/2017 2:31 PM

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1389	97214	3/11/2017 2:31 PM
1390	97222	3/11/2017 2:28 PM
1391	97216	3/11/2017 2:27 PM
1392	97214	3/11/2017 2:25 PM
1393	97080	3/11/2017 2:16 PM
1394	97123	3/11/2017 1:49 PM
1395	97206	3/11/2017 1:21 PM
1396	97213	3/11/2017 1:16 PM
1397	97038	3/11/2017 1:12 PM
1398	97202	3/11/2017 1:04 PM
1399	97201	3/11/2017 12:52 PM
1400	97202	3/11/2017 12:32 PM
1401	97212	3/11/2017 12:07 PM
1402	97203	3/11/2017 11:34 AM
1403	97223	3/11/2017 11:34 AM
1404	97221	3/11/2017 11:28 AM
1405	97034	3/11/2017 11:10 AM
1406	97132	3/11/2017 11:06 AM
1407	97015	3/11/2017 11:05 AM
1408	97217	3/11/2017 11:01 AM
1409	97236	3/11/2017 10:44 AM
1410	97201	3/11/2017 10:08 AM
1411	97205	3/11/2017 9:33 AM
1412	97202	3/11/2017 9:18 AM
1413	97222	3/11/2017 9:13 AM
1414	97124	3/11/2017 9:03 AM
1415	97232	3/11/2017 8:50 AM
1416	97080	3/11/2017 8:47 AM
1417	97045	3/11/2017 7:48 AM
1418	97005	3/11/2017 7:44 AM
1419	97202	3/11/2017 7:01 AM
1420	97202	3/11/2017 6:51 AM
1421	97045	3/11/2017 5:54 AM
1422	97218	3/11/2017 5:10 AM
1423	97214	3/11/2017 4:27 AM
1424	97206	3/11/2017 4:11 AM
1425	97003	3/11/2017 4:09 AM
1426	97202	3/11/2017 3:55 AM
1427	97211	3/11/2017 3:45 AM
1428	97213	3/11/2017 3:31 AM
1429	97203	3/11/2017 3:28 AM

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1430	97219	3/11/2017 3:25 AM
1431	97283	3/11/2017 3:24 AM
1432	97218	3/11/2017 3:22 AM
1433	97217	3/11/2017 3:21 AM
1434	97214	3/11/2017 3:08 AM
1435	97211	3/11/2017 2:52 AM
1436	97123	3/11/2017 2:48 AM
1437	97216	3/11/2017 2:32 AM
1438	97225	3/11/2017 2:20 AM
1439	97008	3/11/2017 2:14 AM
1440	97045	3/11/2017 2:10 AM
1441	97232	3/11/2017 1:50 AM
1442	97266	3/11/2017 1:50 AM
1443	97006	3/11/2017 1:45 AM
1444	97233	3/11/2017 1:21 AM
1445	97239	3/11/2017 1:04 AM
1446	99669	3/11/2017 1:03 AM
1447	97219	3/11/2017 12:48 AM
1448	97230	3/11/2017 12:43 AM
1449	97225	3/11/2017 12:10 AM
1450	97214	3/10/2017 11:58 PM
1451	97225	3/10/2017 11:50 PM
1452	97225	3/10/2017 11:44 PM
1453	97212	3/10/2017 11:33 PM
1454	97215	3/10/2017 11:26 PM
1455	97213	3/10/2017 11:11 PM
1456	97203	3/10/2017 10:52 PM
1457	97068	3/10/2017 10:40 PM
1458	97005	3/10/2017 10:32 PM
1459	98660	3/10/2017 9:26 PM
1460	97030	3/10/2017 8:45 PM
1461	97217	3/10/2017 8:17 PM
1462	97206	3/10/2017 6:21 PM
1463	97015	3/10/2017 4:38 PM
1464	97217	3/10/2017 4:31 PM
1465	97219	3/10/2017 4:20 PM
1466	97046	3/10/2017 4:18 PM
1467	97212	3/10/2017 3:57 PM
1468	97224	3/10/2017 3:44 PM
1469	97045	3/10/2017 3:22 PM
1470	97038	3/10/2017 3:21 PM

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1471	97045	3/10/2017 3:18 PM
1472	97213	3/10/2017 2:10 PM
1473	97227	3/10/2017 2:06 PM
1474	97225	3/10/2017 2:04 PM
1475	97239	3/10/2017 1:39 PM
1476	97045	3/10/2017 1:22 PM
1477	97202	3/10/2017 1:07 PM
1478	97045	3/10/2017 1:07 PM
1479	97062	3/10/2017 12:36 PM
1480	97218	3/10/2017 12:22 PM
1481	97213	3/10/2017 11:30 AM
1482	97214	3/10/2017 11:27 AM
1483	97206	3/10/2017 11:23 AM
1484	97232	3/10/2017 11:22 AM
1485	97038	3/10/2017 11:19 AM
1486	97045	3/10/2017 11:10 AM
1487	97202	3/10/2017 10:55 AM
1488	97222	3/10/2017 10:54 AM
1489	97086	3/10/2017 10:53 AM
1490	97267	3/10/2017 10:48 AM
1491	97201	3/10/2017 9:53 AM
1492	97007	3/10/2017 9:49 AM
1493	97214	3/10/2017 9:45 AM
1494	97222	3/10/2017 9:32 AM
1495	97023	3/10/2017 9:21 AM
1496	97206	3/10/2017 9:02 AM
1497	97078	3/10/2017 8:56 AM
1498	97068	3/10/2017 8:47 AM
1499	97201	3/10/2017 8:40 AM
1500	97045	3/10/2017 8:36 AM
1501	97239	3/10/2017 8:33 AM
1502	97045	3/10/2017 8:31 AM
1503	97211	3/10/2017 8:29 AM
1504	97225	3/10/2017 8:26 AM
1505	97206	3/10/2017 8:19 AM
1506	97086	3/10/2017 8:07 AM
1507	97227	3/10/2017 8:02 AM
1508	97086	3/10/2017 7:51 AM
1509	97124	3/10/2017 7:49 AM
1510	97038	3/10/2017 7:30 AM
1511	97219	3/10/2017 7:04 AM

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1512	97214	3/10/2017 6:54 AM
1513	97202	3/10/2017 6:48 AM
1514	97230	3/10/2017 6:12 AM
1515	97227	3/10/2017 6:08 AM
1516	97086	3/10/2017 6:05 AM
1517	97045	3/10/2017 5:52 AM
1518	97202	3/10/2017 5:46 AM
1519	97023	3/10/2017 5:39 AM
1520	97124	3/10/2017 5:26 AM
1521	97123	3/10/2017 5:19 AM
1522	97038	3/10/2017 5:13 AM
1523	97202	3/10/2017 5:02 AM
1524	97224	3/10/2017 5:01 AM
1525	97123	3/10/2017 4:56 AM
1526	97123	3/10/2017 4:53 AM
1527	97209	3/10/2017 4:39 AM
1528	97038	3/10/2017 4:38 AM
1529	97220	3/10/2017 4:22 AM
1530	97042	3/10/2017 4:13 AM
1531	97204	3/10/2017 4:13 AM
1532	97209	3/10/2017 4:11 AM
1533	97045	3/10/2017 3:58 AM
1534	97219	3/10/2017 3:56 AM
1535	97212	3/10/2017 3:42 AM
1536	97216	3/10/2017 3:41 AM
1537	97080	3/10/2017 3:15 AM
1538	97212	3/10/2017 3:12 AM
1539	97209	3/10/2017 3:08 AM
1540	97008	3/10/2017 3:02 AM
1541	97211	3/10/2017 2:56 AM
1542	97045	3/10/2017 2:47 AM
1543	97203	3/10/2017 2:41 AM
1544	97203	3/10/2017 2:24 AM
1545	97206	3/10/2017 2:15 AM
1546	97006	3/10/2017 1:50 AM
1547	97067	3/10/2017 1:47 AM
1548	97212	3/10/2017 1:47 AM
1549	97225	3/10/2017 1:41 AM
1550	97086	3/10/2017 1:40 AM
1551	97045	3/10/2017 1:31 AM
1552	97211	3/10/2017 1:21 AM

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1553	97068	3/10/2017 1:17 AM
1554	97212	3/10/2017 1:13 AM
1555	97236	3/10/2017 12:57 AM
1556	97201	3/10/2017 12:46 AM
1557	97205	3/10/2017 12:37 AM
1558	97211	3/10/2017 12:31 AM
1559	97214	3/10/2017 12:30 AM
1560	97232	3/10/2017 12:30 AM
1561	97217	3/10/2017 12:21 AM
1562	97229	3/10/2017 12:02 AM
1563	97232	3/9/2017 11:59 PM
1564	97068	3/9/2017 11:13 PM
1565	97206	3/9/2017 10:22 PM
1566	97216	3/9/2017 10:01 PM
1567	97214	3/9/2017 9:54 PM
1568	97205	3/9/2017 9:38 PM
1569	97124	3/9/2017 8:28 PM
1570	97202	3/9/2017 6:18 PM
1571	97213	3/9/2017 3:40 PM
1572	97223	3/9/2017 2:38 PM
1573	97123	3/9/2017 2:02 PM
1574	97202	3/9/2017 1:43 PM
1575	97003	3/9/2017 1:15 PM
1576	97045	3/9/2017 1:14 PM
1577	97045	3/9/2017 1:13 PM
1578	97068	3/9/2017 12:42 PM
1579	97070	3/9/2017 12:15 PM
1580	97007	3/9/2017 12:12 PM
1581	97219	3/9/2017 11:25 AM
1582	97267	3/9/2017 11:02 AM
1583	97068	3/9/2017 10:28 AM
1584	97206	3/9/2017 9:28 AM
1585	97116	3/9/2017 8:43 AM
1586	97024	3/9/2017 8:32 AM
1587	97211	3/9/2017 8:17 AM
1588	97201	3/9/2017 7:51 AM
1589	97035	3/9/2017 7:48 AM
1590	97225	3/9/2017 7:23 AM
1591	97202	3/9/2017 6:39 AM
1592	97068	3/9/2017 6:10 AM
1593	97216	3/9/2017 5:48 AM

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1594	97078	3/9/2017 5:27 AM
1595	97068	3/9/2017 5:16 AM
1596	97038	3/9/2017 5:02 AM
1597	97202	3/9/2017 4:45 AM
1598	97123	3/9/2017 4:27 AM
1599	97007	3/9/2017 4:15 AM
1600	97266	3/9/2017 3:47 AM
1601	97068	3/9/2017 3:33 AM
1602	97202	3/9/2017 3:29 AM
1603	97206	3/9/2017 3:17 AM
1604	97202	3/9/2017 3:16 AM
1605	97202	3/9/2017 3:14 AM
1606	97068	3/9/2017 3:02 AM
1607	97068	3/9/2017 2:37 AM
1608	97230	3/9/2017 2:36 AM
1609	97206	3/9/2017 2:30 AM
1610	97202	3/9/2017 2:25 AM
1611	97211	3/9/2017 2:18 AM
1612	97068	3/9/2017 2:17 AM
1613	97213	3/9/2017 2:16 AM
1614	97068	3/9/2017 2:12 AM
1615	97219	3/9/2017 2:10 AM
1616	97202	3/9/2017 2:07 AM
1617	97068	3/9/2017 1:51 AM
1618	97068	3/9/2017 1:51 AM
1619	97205	3/9/2017 1:47 AM
1620	97068	3/9/2017 1:46 AM
1621	97213	3/9/2017 1:46 AM
1622	97068	3/9/2017 1:42 AM
1623	97202	3/9/2017 1:40 AM
1624	97215	3/9/2017 1:34 AM
1625	97068	3/9/2017 1:34 AM
1626	97239	3/9/2017 1:29 AM
1627	97220	3/9/2017 1:25 AM
1628	97210	3/9/2017 1:23 AM
1629	97202	3/9/2017 1:11 AM
1630	97222	3/9/2017 1:04 AM
1631	97216	3/9/2017 1:03 AM
1632	97214	3/9/2017 12:59 AM
1633	97219	3/9/2017 12:55 AM
1634	97202	3/9/2017 12:52 AM

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1635	97206	3/9/2017 12:47 AM
1636	97007	3/9/2017 12:46 AM
1637	97202	3/9/2017 12:45 AM
1638	97202	3/9/2017 12:42 AM
1639	97030	3/9/2017 12:39 AM
1640	97214	3/9/2017 12:38 AM
1641	97202	3/9/2017 12:26 AM
1642	97221	3/9/2017 12:17 AM
1643	97202	3/9/2017 12:17 AM
1644	97266	3/9/2017 12:16 AM
1645	97113	3/9/2017 12:11 AM
1646	97236	3/9/2017 12:01 AM
1647	97202	3/8/2017 11:57 PM
1648	97204	3/8/2017 11:56 PM
1649	97217	3/8/2017 11:52 PM
1650	97229	3/8/2017 11:48 PM
1651	97123	3/8/2017 11:47 PM
1652	97202	3/8/2017 11:28 PM
1653	97209	3/8/2017 10:59 PM
1654	97068	3/8/2017 10:44 PM
1655	97211	3/8/2017 4:13 PM
1656	97219	3/8/2017 3:53 PM
1657	97203	3/8/2017 1:40 PM
1658	97211	3/8/2017 1:17 PM
1659	97068	3/8/2017 12:16 PM
1660	97068	3/8/2017 11:35 AM
1661	97232	3/8/2017 11:23 AM
1662	97215-1826	3/8/2017 10:56 AM
1663	97229	3/8/2017 10:53 AM
1664	97213	3/8/2017 10:52 AM
1665	97008	3/8/2017 10:14 AM
1666	97206	3/8/2017 9:26 AM
1667	97229	3/8/2017 8:20 AM
1668	97211	3/8/2017 7:55 AM
1669	97086	3/8/2017 7:31 AM
1670	97068	3/8/2017 7:26 AM
1671	97229	3/8/2017 7:06 AM
1672	97211	3/8/2017 6:37 AM
1673	97212	3/8/2017 6:10 AM
1674	97068	3/8/2017 5:59 AM
1675	97266	3/8/2017 5:46 AM

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1676	97232	3/8/2017 5:45 AM
1677	97225	3/8/2017 5:22 AM
1678	97068	3/8/2017 5:12 AM
1679	97223	3/8/2017 4:53 AM
1680	97223	3/8/2017 4:50 AM
1681	97229	3/8/2017 4:47 AM
1682	97229	3/8/2017 4:36 AM
1683	97229	3/8/2017 4:27 AM
1684	97229	3/8/2017 4:25 AM
1685	97202	3/8/2017 4:23 AM
1686	97225	3/8/2017 4:02 AM
1687	97225	3/8/2017 3:55 AM
1688	97220	3/8/2017 3:42 AM
1689	97035	3/8/2017 3:41 AM
1690	97211	3/8/2017 3:40 AM
1691	97232	3/8/2017 3:37 AM
1692	97006	3/8/2017 3:28 AM
1693	97215	3/8/2017 3:25 AM
1694	97230	3/8/2017 3:13 AM
1695	97229	3/8/2017 2:59 AM
1696	97034	3/8/2017 2:05 AM
1697	97070	3/8/2017 2:01 AM
1698	97068	3/8/2017 1:55 AM
1699	97068	3/8/2017 1:54 AM
1700	97006	3/8/2017 1:41 AM
1701	97221	3/8/2017 1:33 AM
1702	97116	3/8/2017 1:22 AM
1703	97006	3/8/2017 12:37 AM
1704	97203	3/8/2017 12:31 AM
1705	97220	3/8/2017 12:05 AM
1706	97266	3/7/2017 11:50 PM
1707	97224	3/7/2017 11:42 PM
1708	97070	3/7/2017 11:27 PM
1709	97203	3/7/2017 10:58 PM
1710	97229	3/7/2017 10:38 PM
1711	97003	3/7/2017 10:18 PM
1712	97222	3/7/2017 9:07 PM
1713	97217	3/7/2017 4:31 PM
1714	97203	3/7/2017 4:27 PM
1715	97220	3/7/2017 3:52 PM
1716	97203	3/7/2017 3:50 PM

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1717	97229	3/7/2017 3:33 PM
1718	97078	3/7/2017 3:16 PM
1719	97210	3/7/2017 2:16 PM
1720	97213	3/7/2017 2:08 PM
1721	97319	3/7/2017 1:55 PM
1722	97203	3/7/2017 1:49 PM
1723	97202	3/7/2017 1:49 PM
1724	97223	3/7/2017 1:35 PM
1725	97203	3/7/2017 1:35 PM
1726	97217	3/7/2017 1:30 PM
1727	97070	3/7/2017 1:27 PM
1728	97211	3/7/2017 1:21 PM
1729	97203	3/7/2017 1:19 PM
1730	97202	3/7/2017 1:17 PM
1731	97229	3/7/2017 1:10 PM
1732	97217	3/7/2017 1:09 PM
1733	97217	3/7/2017 12:34 PM
1734	97221	3/7/2017 12:30 PM
1735	97070	3/7/2017 12:13 PM
1736	97229	3/7/2017 12:07 PM
1737	98607	3/7/2017 11:58 AM
1738	97003	3/7/2017 11:40 AM
1739	97203	3/7/2017 11:27 AM
1740	97212	3/7/2017 11:17 AM
1741	97006	3/7/2017 10:39 AM
1742	97232	3/7/2017 10:31 AM
1743	97062	3/7/2017 10:21 AM
1744	97203	3/7/2017 10:11 AM
1745	97212	3/7/2017 9:40 AM
1746	97124	3/7/2017 9:29 AM
1747	97229	3/7/2017 9:12 AM
1748	97206	3/7/2017 9:07 AM
1749	97006	3/7/2017 8:52 AM
1750	97206	3/7/2017 8:50 AM
1751	97267	3/7/2017 8:45 AM
1752	97123	3/7/2017 8:36 AM
1753	97223	3/7/2017 7:59 AM
1754	97045	3/7/2017 7:50 AM
1755	97070	3/7/2017 7:46 AM
1756	97206	3/7/2017 7:25 AM
1757	97045	3/7/2017 6:58 AM

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1758	97078	3/7/2017 6:48 AM
1759	97211	3/7/2017 6:41 AM
1760	97225	3/7/2017 6:40 AM
1761	97222	3/7/2017 6:34 AM
1762	98668	3/7/2017 6:32 AM
1763	97086	3/7/2017 6:17 AM
1764	97206	3/7/2017 6:13 AM
1765	97206	3/7/2017 6:12 AM
1766	97210	3/7/2017 6:05 AM
1767	97224	3/7/2017 5:45 AM
1768	97223	3/7/2017 5:39 AM
1769	97228	3/7/2017 5:36 AM
1770	97231	3/7/2017 5:26 AM
1771	97202	3/7/2017 5:11 AM
1772	97214	3/7/2017 5:11 AM
1773	97140	3/7/2017 4:58 AM
1774	97211	3/7/2017 4:57 AM
1775	97229	3/7/2017 4:28 AM
1776	97206	3/7/2017 4:21 AM
1777	97212	3/7/2017 3:04 AM
1778	97214	3/7/2017 2:49 AM
1779	97211	3/7/2017 2:41 AM
1780	97266	3/7/2017 2:27 AM
1781	97219	3/7/2017 2:23 AM
1782	97236	3/7/2017 2:18 AM
1783	97216	3/7/2017 2:15 AM
1784	97203	3/7/2017 2:10 AM
1785	97236	3/7/2017 2:04 AM
1786	97201	3/7/2017 2:00 AM
1787	97008	3/7/2017 1:56 AM
1788	97236	3/7/2017 1:50 AM
1789	97214	3/7/2017 1:49 AM
1790	97123	3/7/2017 1:31 AM
1791	97229	3/7/2017 1:29 AM
1792	97209	3/7/2017 1:05 AM
1793	97227	3/7/2017 12:39 AM
1794	97019	3/7/2017 12:35 AM
1795	97212	3/7/2017 12:33 AM
1796	97224	3/7/2017 12:27 AM
1797	97201	3/7/2017 12:26 AM
1798	97217	3/7/2017 12:25 AM

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1799	97013	3/7/2017 12:25 AM
1800	97232	3/7/2017 12:18 AM
1801	97230	3/6/2017 11:45 PM
1802	97202	3/6/2017 11:42 PM
1803	97202	3/6/2017 11:37 PM
1804	97227	3/6/2017 11:35 PM
1805	97045	3/6/2017 11:35 PM
1806	97211	3/6/2017 11:28 PM
1807	97009	3/6/2017 11:26 PM
1808	97229	3/6/2017 11:22 PM
1809	97266	3/6/2017 11:09 PM
1810	97007	3/6/2017 11:06 PM
1811	97201	3/6/2017 10:50 PM
1812	97009	3/6/2017 10:44 PM
1813	97206	3/6/2017 10:30 PM
1814	97229	3/6/2017 9:38 PM
1815	97266	3/6/2017 3:04 PM
1816	97006	3/6/2017 2:41 PM
1817	97266	3/6/2017 2:26 PM
1818	97215	3/6/2017 2:21 PM
1819	97206	3/6/2017 2:16 PM
1820	97210	3/6/2017 1:58 PM
1821	97212	3/6/2017 1:52 PM
1822	97078	3/6/2017 1:35 PM
1823	97218	3/6/2017 1:35 PM
1824	97202	3/6/2017 1:32 PM
1825	97202	3/6/2017 1:32 PM
1826	97062	3/6/2017 1:31 PM
1827	97206	3/6/2017 1:28 PM
1828	97266	3/6/2017 1:04 PM
1829	97216	3/6/2017 1:00 PM
1830	97206	3/6/2017 12:52 PM
1831	97214	3/6/2017 12:50 PM
1832	97038	3/6/2017 12:46 PM
1833	97232	3/6/2017 12:41 PM
1834	97206	3/6/2017 12:40 PM
1835	97213	3/6/2017 12:34 PM
1836	97206	3/6/2017 12:29 PM
1837	97210	3/6/2017 12:23 PM
1838	97217	3/6/2017 12:15 PM
1839	97123	3/6/2017 12:06 PM

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1840	97206	3/6/2017 11:58 AM
1841	97229	3/6/2017 11:57 AM
1842	97227	3/6/2017 11:38 AM
1843	97206	3/6/2017 11:21 AM
1844	97211	3/6/2017 11:17 AM
1845	97202	3/6/2017 11:16 AM
1846	97212	3/6/2017 10:53 AM
1847	97216	3/6/2017 10:52 AM
1848	97203	3/6/2017 10:49 AM
1849	97224	3/6/2017 10:40 AM
1850	97201	3/6/2017 10:38 AM
1851	97217	3/6/2017 10:31 AM
1852	97202	3/6/2017 10:29 AM
1853	97201	3/6/2017 10:21 AM
1854	97206	3/6/2017 10:17 AM
1855	97211	3/6/2017 10:13 AM
1856	97217	3/6/2017 10:12 AM
1857	97219	3/6/2017 10:03 AM
1858	97203	3/6/2017 9:51 AM
1859	97213	3/6/2017 9:50 AM
1860	97239	3/6/2017 9:41 AM
1861	97068	3/6/2017 9:40 AM
1862	97080	3/6/2017 9:39 AM
1863	97068	3/6/2017 9:33 AM
1864	97212	3/6/2017 9:25 AM
1865	97202	3/6/2017 9:20 AM
1866	97209	3/6/2017 9:18 AM
1867	97206	3/6/2017 9:16 AM
1868	97218	3/6/2017 9:16 AM
1869	97202	3/6/2017 9:15 AM
1870	97266	3/6/2017 9:14 AM
1871	97005	3/6/2017 9:11 AM
1872	97214	3/6/2017 9:11 AM
1873	97203	3/6/2017 9:04 AM
1874	97202	3/6/2017 9:03 AM
1875	97213	3/6/2017 9:01 AM
1876	97203	3/6/2017 8:50 AM
1877	97220	3/6/2017 8:47 AM
1878	97212	3/6/2017 8:47 AM
1879	97217	3/6/2017 8:24 AM
1880	97214	3/6/2017 8:21 AM

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1881	97214	3/6/2017 8:20 AM
1882	97202	3/6/2017 8:15 AM
1883	97219	3/6/2017 8:11 AM
1884	97203	3/6/2017 8:06 AM
1885	97201	3/6/2017 8:00 AM
1886	97222	3/6/2017 7:58 AM
1887	97060	3/6/2017 7:51 AM
1888	97213	3/6/2017 7:50 AM
1889	97210	3/6/2017 7:48 AM
1890	97212	3/6/2017 7:47 AM
1891	97116	3/6/2017 7:43 AM
1892	97124	3/6/2017 7:41 AM
1893	97266	3/6/2017 7:34 AM
1894	97266	3/6/2017 7:34 AM
1895	97206	3/6/2017 7:34 AM
1896	97216	3/6/2017 7:33 AM
1897	97211	3/6/2017 7:28 AM
1898	97212	3/6/2017 7:24 AM
1899	97225	3/6/2017 7:16 AM
1900	97008	3/6/2017 7:13 AM
1901	97045	3/6/2017 7:07 AM
1902	97219	3/6/2017 7:05 AM
1903	97213	3/6/2017 7:03 AM
1904	97217	3/6/2017 7:02 AM
1905	97211	3/6/2017 6:57 AM
1906	97224	3/6/2017 6:56 AM
1907	97211	3/6/2017 6:50 AM
1908	97219	3/6/2017 6:50 AM
1909	97201	3/6/2017 6:48 AM
1910	97224	3/6/2017 6:48 AM
1911	97045	3/6/2017 6:46 AM
1912	97214	3/6/2017 6:44 AM
1913	97202	3/6/2017 6:36 AM
1914	97211	3/6/2017 6:36 AM
1915	97217	3/6/2017 6:34 AM
1916	97201	3/6/2017 6:33 AM
1917	97203	3/6/2017 6:31 AM
1918	97213	3/6/2017 6:29 AM
1919	97214	3/6/2017 6:29 AM
1920	97266	3/6/2017 6:25 AM
1921	97227	3/6/2017 6:19 AM

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1922	97203	3/6/2017 6:15 AM
1923	97213	3/6/2017 6:15 AM
1924	97219	3/6/2017 6:13 AM
1925	97206	3/6/2017 6:10 AM
1926	97202	3/6/2017 6:09 AM
1927	97225	3/6/2017 6:08 AM
1928	97202	3/6/2017 6:05 AM
1929	97217	3/6/2017 6:05 AM
1930	97070	3/6/2017 6:05 AM
1931	97124	3/6/2017 6:02 AM
1932	97008	3/6/2017 6:02 AM
1933	97007	3/6/2017 5:59 AM
1934	97029	3/6/2017 5:58 AM
1935	97219	3/6/2017 5:58 AM
1936	97218	3/6/2017 5:55 AM
1937	97211	3/6/2017 5:54 AM
1938	97203	3/6/2017 5:50 AM
1939	97202	3/6/2017 5:48 AM
1940	97116	3/6/2017 5:44 AM
1941	97204	3/6/2017 5:41 AM
1942	97218	3/6/2017 5:37 AM
1943	97230	3/6/2017 5:25 AM
1944	97219	3/6/2017 5:24 AM
1945	97206	3/6/2017 5:24 AM
1946	97213	3/6/2017 5:20 AM
1947	98660	3/6/2017 5:19 AM
1948	97217	3/6/2017 5:17 AM
1949	97217	3/6/2017 5:16 AM
1950	97213	3/6/2017 5:14 AM
1951	97203	3/6/2017 5:10 AM
1952	97212	3/6/2017 5:08 AM
1953	97124	3/6/2017 5:08 AM
1954	97203	3/6/2017 5:08 AM
1955	97217	3/6/2017 5:05 AM
1956	97203	3/6/2017 5:03 AM
1957	97217	3/6/2017 5:00 AM
1958	97213	3/6/2017 4:59 AM
1959	97209	3/6/2017 4:59 AM
1960	97035	3/6/2017 4:59 AM
1961	97325	3/6/2017 4:58 AM
1962	97080	3/6/2017 4:58 AM

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1963	97230	3/6/2017 4:57 AM
1964	97214	3/6/2017 4:57 AM
1965	97219	3/6/2017 4:57 AM
1966	97219	3/6/2017 4:54 AM
1967	97202	3/6/2017 4:51 AM
1968	97223	3/6/2017 4:50 AM
1969	97209	3/6/2017 4:48 AM
1970	97239	3/6/2017 4:41 AM
1971	97202	3/6/2017 4:38 AM
1972	97219	3/6/2017 4:35 AM
1973	97206	3/6/2017 4:35 AM
1974	98660	3/6/2017 4:33 AM
1975	97266	3/6/2017 4:33 AM
1976	97266	3/6/2017 4:26 AM
1977	97266	3/6/2017 4:26 AM
1978	97202	3/6/2017 4:24 AM
1979	97062	3/6/2017 4:24 AM
1980	97203	3/6/2017 4:22 AM
1981	97211	3/6/2017 4:21 AM
1982	97202	3/6/2017 4:19 AM
1983	97266	3/6/2017 4:17 AM
1984	98683	3/6/2017 4:15 AM
1985	97080	3/6/2017 4:15 AM
1986	97035	3/6/2017 4:08 AM
1987	97209	3/6/2017 4:08 AM
1988	97068	3/6/2017 4:07 AM
1989	97201	3/6/2017 4:07 AM
1990	97266	3/6/2017 4:05 AM
1991	97215	3/6/2017 4:05 AM
1992	97266	3/6/2017 3:59 AM
1993	97232	3/6/2017 3:54 AM
1994	97217	3/6/2017 3:49 AM
1995	97202	3/6/2017 3:46 AM
1996	97045	3/6/2017 3:43 AM
1997	97211	3/6/2017 3:42 AM
1998	97030	3/6/2017 3:40 AM
1999	97215	3/6/2017 3:40 AM
2000	97219	3/6/2017 3:39 AM
2001	97266	3/6/2017 3:36 AM
2002	97222	3/6/2017 3:33 AM
2003	97212	3/6/2017 3:33 AM

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2004	97217	3/6/2017 3:32 AM
2005	97266	3/6/2017 3:27 AM
2006	97206	3/6/2017 3:25 AM
2007	97221	3/6/2017 3:23 AM
2008	97213	3/6/2017 3:22 AM
2009	97266	3/6/2017 3:19 AM
2010	97206	3/6/2017 3:19 AM
2011	97266	3/6/2017 3:18 AM
2012	97223	3/6/2017 3:16 AM
2013	97266	3/6/2017 3:16 AM
2014	97266	3/6/2017 3:14 AM
2015	97006	3/6/2017 3:14 AM
2016	97210	3/6/2017 3:13 AM
2017	97206	3/6/2017 3:12 AM
2018	97203	3/6/2017 3:11 AM
2019	97229	3/6/2017 3:10 AM
2020	97213	3/6/2017 3:09 AM
2021	97219	3/6/2017 3:07 AM
2022	97223	3/6/2017 3:05 AM
2023	97213	3/6/2017 3:04 AM
2024	97233	3/6/2017 3:03 AM
2025	97217	3/6/2017 3:02 AM
2026	97218	3/6/2017 3:02 AM
2027	97231	3/6/2017 3:00 AM
2028	97203	3/6/2017 2:59 AM
2029	97203	3/6/2017 2:57 AM
2030	97213	3/6/2017 2:57 AM
2031	97206	3/6/2017 2:57 AM
2032	97221	3/6/2017 2:57 AM
2033	97203	3/6/2017 2:57 AM
2034	98683	3/6/2017 2:57 AM
2035	97206	3/6/2017 2:55 AM
2036	97203	3/6/2017 2:55 AM
2037	97236	3/6/2017 2:54 AM
2038	97211	3/6/2017 2:51 AM
2039	97215	3/6/2017 2:51 AM
2040	97068	3/6/2017 2:50 AM
2041	97213	3/6/2017 2:49 AM
2042	97202	3/6/2017 2:46 AM
2043	97223	3/6/2017 2:46 AM
2044	97266	3/6/2017 2:45 AM

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2045	97214	3/6/2017 2:44 AM
2046	97210	3/6/2017 2:44 AM
2047	98383	3/6/2017 2:44 AM
2048	97266	3/6/2017 2:44 AM
2049	97206	3/6/2017 2:40 AM
2050	97060	3/6/2017 2:40 AM
2051	97266	3/6/2017 2:39 AM
2052	97062	3/6/2017 2:39 AM
2053	97206	3/6/2017 2:38 AM
2054	97211	3/6/2017 2:36 AM
2055	97204	3/6/2017 2:35 AM
2056	97206	3/6/2017 2:35 AM
2057	97202	3/6/2017 2:34 AM
2058	97202	3/6/2017 2:34 AM
2059	97202	3/6/2017 2:32 AM
2060	97217	3/6/2017 2:31 AM
2061	97214	3/6/2017 2:31 AM
2062	97222	3/6/2017 2:31 AM
2063	97214	3/6/2017 2:31 AM
2064	97206	3/6/2017 2:31 AM
2065	97035	3/6/2017 2:31 AM
2066	97019	3/6/2017 2:30 AM
2067	97221	3/6/2017 2:29 AM
2068	97024	3/6/2017 2:29 AM
2069	97217	3/6/2017 2:29 AM
2070	98683	3/6/2017 2:27 AM
2071	97214	3/6/2017 2:27 AM
2072	97211	3/6/2017 2:27 AM
2073	97035	3/6/2017 2:27 AM
2074	97030	3/6/2017 2:26 AM
2075	97060	3/6/2017 2:25 AM
2076	97214	3/6/2017 2:25 AM
2077	97232	3/6/2017 2:24 AM
2078	97225	3/6/2017 2:22 AM
2079	97206	3/6/2017 2:22 AM
2080	97217	3/6/2017 2:21 AM
2081	97215	3/6/2017 2:19 AM
2082	97202	3/6/2017 2:18 AM
2083	97217	3/6/2017 2:18 AM
2084	97211	3/6/2017 2:17 AM
2085	97267	3/6/2017 2:17 AM

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2086	97206	3/6/2017 2:16 AM
2087	97266	3/6/2017 2:14 AM
2088	97213	3/6/2017 2:14 AM
2089	97212	3/6/2017 2:11 AM
2090	97078	3/6/2017 2:10 AM
2091	97201	3/6/2017 2:07 AM
2092	97210	3/6/2017 2:07 AM
2093	97008	3/6/2017 2:06 AM
2094	97202	3/6/2017 2:04 AM
2095	97027	3/6/2017 2:02 AM
2096	97219	3/6/2017 1:59 AM
2097	97206	3/6/2017 1:58 AM
2098	97266	3/6/2017 1:58 AM
2099	97212	3/6/2017 1:57 AM
2100	97213	3/6/2017 1:56 AM
2101	97212	3/6/2017 1:56 AM
2102	97211	3/6/2017 1:56 AM
2103	98682	3/6/2017 1:54 AM
2104	97209	3/6/2017 1:50 AM
2105	97202	3/6/2017 1:50 AM
2106	97213	3/6/2017 1:49 AM
2107	97211	3/6/2017 1:49 AM
2108	97116	3/6/2017 1:48 AM
2109	97224	3/6/2017 1:46 AM
2110	97217	3/6/2017 1:45 AM
2111	97062	3/6/2017 1:42 AM
2112	97219	3/6/2017 1:42 AM
2113	98662	3/6/2017 1:41 AM
2114	97232	3/6/2017 1:40 AM
2115	97266	3/6/2017 1:40 AM
2116	97266	3/6/2017 1:40 AM
2117	97219	3/6/2017 1:39 AM
2118	97034	3/6/2017 1:38 AM
2119	97218	3/6/2017 1:36 AM
2120	97206	3/6/2017 1:36 AM
2121	97266	3/6/2017 1:36 AM
2122	97062	3/6/2017 1:33 AM
2123	97214	3/6/2017 1:33 AM
2124	97202	3/6/2017 1:33 AM
2125	97206	3/6/2017 1:32 AM
2126	98664	3/6/2017 1:31 AM

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2127	97266	3/6/2017 1:31 AM
2128	97035	3/6/2017 1:31 AM
2129	97211	3/6/2017 1:30 AM
2130	97210	3/6/2017 1:30 AM
2131	97213	3/6/2017 1:30 AM
2132	97215	3/6/2017 1:29 AM
2133	97209	3/6/2017 1:28 AM
2134	98604	3/6/2017 1:27 AM
2135	97008	3/6/2017 1:27 AM
2136	97220	3/6/2017 1:27 AM
2137	97266	3/6/2017 1:26 AM
2138	97232	3/6/2017 1:25 AM
2139	97034	3/6/2017 1:25 AM
2140	97213	3/6/2017 1:24 AM
2141	97202	3/6/2017 1:22 AM
2142	97202	3/6/2017 1:21 AM
2143	97218	3/6/2017 1:21 AM
2144	98682	3/6/2017 1:21 AM
2145	97206	3/6/2017 1:18 AM
2146	97202	3/6/2017 1:15 AM
2147	97206	3/6/2017 1:13 AM
2148	97203	3/6/2017 1:07 AM
2149	97212	3/6/2017 1:07 AM
2150	97223	3/6/2017 1:05 AM
2151	97045	3/6/2017 1:03 AM
2152	97202	3/6/2017 1:02 AM
2153	97202	3/6/2017 1:02 AM
2154	97034	3/6/2017 1:02 AM
2155	97213	3/6/2017 1:01 AM
2156	97007	3/6/2017 12:56 AM
2157	97229	3/6/2017 12:56 AM
2158	97213	3/6/2017 12:55 AM
2159	97006	3/6/2017 12:55 AM
2160	97070	3/6/2017 12:53 AM
2161	97206	3/6/2017 12:49 AM
2162	97086	3/6/2017 12:49 AM
2163	97231	3/6/2017 12:47 AM
2164	97206	3/6/2017 12:46 AM
2165	97123	3/6/2017 12:46 AM
2166	97216	3/6/2017 12:35 AM
2167	97206	3/6/2017 12:34 AM

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2168	97215	3/6/2017 12:33 AM
2169	97006	3/6/2017 12:31 AM
2170	97212	3/6/2017 12:31 AM
2171	97267	3/6/2017 12:30 AM
2172	97212	3/6/2017 12:29 AM
2173	97202	3/6/2017 12:29 AM
2174	97219	3/6/2017 12:22 AM
2175	97220	3/6/2017 12:13 AM
2176	97007	3/6/2017 12:13 AM
2177	97225	3/6/2017 12:09 AM
2178	97206	3/6/2017 12:01 AM
2179	97221	3/6/2017 12:01 AM
2180	97003	3/5/2017 11:54 PM
2181	97202	3/5/2017 11:54 PM
2182	97068	3/5/2017 11:50 PM
2183	97206	3/5/2017 11:47 PM
2184	97213	3/5/2017 11:44 PM
2185	98664	3/5/2017 11:43 PM
2186	97266	3/5/2017 11:39 PM
2187	97239	3/5/2017 11:36 PM
2188	97229	3/5/2017 11:33 PM
2189	97202	3/5/2017 11:31 PM
2190	97113	3/5/2017 11:24 PM
2191	97206	3/5/2017 11:22 PM
2192	97019	3/5/2017 11:21 PM
2193	97116	3/5/2017 11:12 PM
2194	97219	3/5/2017 11:10 PM
2195	97219	3/5/2017 11:06 PM
2196	97202	3/5/2017 11:03 PM
2197	97007	3/5/2017 10:43 PM
2198	97207	3/5/2017 10:25 PM
2199	97231	3/5/2017 10:22 PM
2200	97266	3/5/2017 10:22 PM
2201	97229	3/5/2017 9:59 PM
2202	97204	3/5/2017 9:55 PM
2203	97201	3/5/2017 9:24 PM
2204	97203	3/5/2017 8:52 PM
2205	97225	3/5/2017 8:50 PM
2206	97266	3/5/2017 8:08 PM
2207	97232	3/5/2017 7:17 PM
2208	97204	3/5/2017 4:24 PM

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2209	97217	3/5/2017 4:21 PM
2210	97202	3/5/2017 3:47 PM
2211	97206	3/5/2017 3:43 PM
2212	97222	3/5/2017 3:35 PM
2213	97212	3/5/2017 3:15 PM
2214	97239	3/5/2017 3:13 PM
2215	97219	3/5/2017 3:12 PM
2216	97202	3/5/2017 3:08 PM
2217	97007	3/5/2017 3:05 PM
2218	97218	3/5/2017 2:53 PM
2219	97266	3/5/2017 2:40 PM
2220	97217	3/5/2017 2:35 PM
2221	97206	3/5/2017 2:30 PM
2222	97223	3/5/2017 2:29 PM
2223	97209	3/5/2017 2:26 PM
2224	97202	3/5/2017 2:23 PM
2225	97215	3/5/2017 2:21 PM
2226	97206	3/5/2017 2:15 PM
2227	97212	3/5/2017 2:10 PM
2228	97008	3/5/2017 2:10 PM
2229	97202	3/5/2017 1:29 PM
2230	97217	3/5/2017 12:56 PM
2231	97212	3/5/2017 12:53 PM
2232	97219	3/5/2017 12:53 PM
2233	97219	3/5/2017 12:49 PM
2234	97214	3/5/2017 12:48 PM
2235	97123	3/5/2017 12:48 PM
2236	97213	3/5/2017 12:32 PM
2237	97007	3/5/2017 12:28 PM
2238	98204	3/5/2017 12:22 PM
2239	97217	3/5/2017 12:19 PM
2240	97217	3/5/2017 12:16 PM
2241	97006	3/5/2017 12:13 PM
2242	97206	3/5/2017 12:08 PM
2243	97202	3/5/2017 12:04 PM
2244	97206	3/5/2017 12:00 PM
2245	97068	3/5/2017 11:55 AM
2246	97140	3/5/2017 11:54 AM
2247	97222	3/5/2017 11:50 AM
2248	97214	3/5/2017 11:40 AM
2249	97217	3/5/2017 11:39 AM

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2250	97045	3/5/2017 11:36 AM
2251	97206	3/5/2017 11:36 AM
2252	97206	3/5/2017 11:11 AM
2253	97215	3/5/2017 10:56 AM
2254	97206	3/5/2017 10:48 AM
2255	97217	3/5/2017 10:46 AM
2256	97206	3/5/2017 10:40 AM
2257	97206	3/5/2017 10:13 AM
2258	97201	3/5/2017 10:12 AM
2259	97206	3/5/2017 10:12 AM
2260	97229	3/5/2017 9:47 AM
2261	97217	3/5/2017 9:02 AM
2262	97202	3/5/2017 8:43 AM
2263	97216	3/5/2017 8:12 AM
2264	97045	3/5/2017 7:55 AM
2265	97202	3/5/2017 7:49 AM
2266	97008	3/5/2017 7:48 AM
2267	97202	3/5/2017 7:29 AM
2268	98682	3/5/2017 7:19 AM
2269	97202	3/5/2017 7:18 AM
2270	97214	3/5/2017 7:08 AM
2271	97068	3/5/2017 7:06 AM
2272	97222	3/5/2017 6:54 AM
2273	97206	3/5/2017 6:39 AM
2274	97034	3/5/2017 6:23 AM
2275	97202	3/5/2017 6:10 AM
2276	97230	3/5/2017 5:52 AM
2277	97219	3/5/2017 5:43 AM
2278	97203	3/5/2017 5:29 AM
2279	97232	3/5/2017 5:29 AM
2280	97206	3/5/2017 5:20 AM
2281	97116	3/5/2017 5:08 AM
2282	97206	3/5/2017 5:00 AM
2283	97266	3/5/2017 4:58 AM
2284	97223	3/5/2017 4:43 AM
2285	97205	3/5/2017 4:32 AM
2286	97078	3/5/2017 4:04 AM
2287	97008	3/5/2017 3:51 AM
2288	97201	3/5/2017 3:47 AM
2289	97003	3/5/2017 3:43 AM
2290	97006	3/5/2017 3:38 AM

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2291	97202	3/5/2017 3:30 AM
2292	97045	3/5/2017 3:24 AM
2293	97202	3/5/2017 3:24 AM
2294	97209	3/5/2017 3:04 AM
2295	97229	3/5/2017 2:57 AM
2296	97214	3/5/2017 2:55 AM
2297	97209	3/5/2017 2:37 AM
2298	97201	3/5/2017 2:33 AM
2299	97215	3/5/2017 2:32 AM
2300	97202	3/5/2017 2:29 AM
2301	97202	3/5/2017 2:28 AM
2302	97218	3/5/2017 2:28 AM
2303	97222	3/5/2017 2:27 AM
2304	97202	3/5/2017 2:26 AM
2305	97217	3/5/2017 2:25 AM
2306	97222	3/5/2017 2:25 AM
2307	97239	3/5/2017 2:24 AM
2308	97078	3/5/2017 2:24 AM
2309	97239	3/5/2017 2:11 AM
2310	97232	3/5/2017 1:54 AM
2311	97045	3/5/2017 1:43 AM
2312	97236	3/5/2017 12:52 AM
2313	97211	3/5/2017 12:51 AM
2314	97202	3/5/2017 12:32 AM
2315	97217	3/4/2017 11:30 PM
2316	97140	3/4/2017 9:33 PM
2317	97206	3/4/2017 6:04 PM
2318	97214	3/4/2017 5:01 PM
2319	97206	3/4/2017 4:29 PM
2320	97402	3/4/2017 3:42 PM
2321	97211	3/4/2017 2:55 PM
2322	97202	3/4/2017 2:38 PM
2323	97229	3/4/2017 2:06 PM
2324	97206	3/4/2017 1:58 PM
2325	97202	3/4/2017 1:58 PM
2326	97206	3/4/2017 1:49 PM
2327	97214	3/4/2017 1:42 PM
2328	97212	3/4/2017 1:38 PM
2329	97217	3/4/2017 1:37 PM
2330	97202	3/4/2017 1:28 PM
2331	97224	3/4/2017 1:28 PM

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2332	97202	3/4/2017 1:26 PM
2333	97217	3/4/2017 1:17 PM
2334	97217	3/4/2017 12:47 PM
2335	97214	3/4/2017 12:47 PM
2336	97215	3/4/2017 12:40 PM
2337	97211	3/4/2017 12:22 PM
2338	97008	3/4/2017 12:16 PM
2339	97206	3/4/2017 12:11 PM
2340	97045	3/4/2017 11:53 AM
2341	97213	3/4/2017 11:32 AM
2342	97215	3/4/2017 11:25 AM
2343	97266	3/4/2017 11:18 AM
2344	97227	3/4/2017 11:15 AM
2345	97231	3/4/2017 11:00 AM
2346	97202	3/4/2017 10:59 AM
2347	97206	3/4/2017 10:55 AM
2348	97008	3/4/2017 10:52 AM
2349	97206	3/4/2017 10:48 AM
2350	97003	3/4/2017 10:43 AM
2351	97225	3/4/2017 10:28 AM
2352	97232	3/4/2017 10:15 AM
2353	97217	3/4/2017 9:53 AM
2354	97239	3/4/2017 9:23 AM
2355	97213	3/4/2017 9:19 AM
2356	97219	3/4/2017 9:15 AM
2357	97214	3/4/2017 9:00 AM
2358	97203	3/4/2017 8:45 AM
2359	97223	3/4/2017 8:34 AM
2360	97220	3/4/2017 8:21 AM
2361	97202	3/4/2017 8:07 AM
2362	97080	3/4/2017 7:56 AM
2363	97202	3/4/2017 7:54 AM
2364	97008	3/4/2017 7:36 AM
2365	97202	3/4/2017 7:20 AM
2366	97210	3/4/2017 7:04 AM
2367	97214	3/4/2017 6:50 AM
2368	97214	3/4/2017 6:32 AM
2369	97221	3/4/2017 6:07 AM
2370	97206	3/4/2017 6:05 AM
2371	97214	3/4/2017 5:55 AM
2372	97201	3/4/2017 5:52 AM

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2373	97223	3/4/2017 5:44 AM
2374	97008	3/4/2017 5:40 AM
2375	97266	3/4/2017 5:33 AM
2376	97062	3/4/2017 5:27 AM
2377	97222	3/4/2017 5:24 AM
2378	97214	3/4/2017 5:03 AM
2379	97229	3/4/2017 5:02 AM
2380	97219	3/4/2017 4:58 AM
2381	97223	3/4/2017 4:52 AM
2382	97214	3/4/2017 4:19 AM
2383	97214	3/4/2017 4:14 AM
2384	97206	3/4/2017 4:05 AM
2385	97068	3/4/2017 4:01 AM
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2387	97215	3/4/2017 3:52 AM
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2390	97201	3/4/2017 3:40 AM
2391	97209	3/4/2017 3:32 AM
2392	97222	3/4/2017 3:30 AM
2393	97201	3/4/2017 3:27 AM
2394	97214	3/4/2017 3:21 AM
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2396	97123	3/4/2017 3:17 AM
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2406	97214	3/4/2017 1:37 AM
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2413	97202	3/3/2017 11:47 PM

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2414	97213	3/3/2017 11:43 PM
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2431	97225	3/3/2017 4:05 PM
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2433	97223	3/3/2017 3:13 PM
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2455	97070	3/3/2017 12:19 PM
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2492	97070	3/3/2017 9:11 AM
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2495	97035	3/3/2017 8:59 AM

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2502	97220	3/3/2017 8:48 AM
2503	97206	3/3/2017 8:48 AM
2504	97213	3/3/2017 8:47 AM
2505	97206	3/3/2017 8:44 AM
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2513	97123	3/3/2017 8:32 AM
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2532	97214	3/3/2017 7:17 AM
2533	97203	3/3/2017 7:16 AM
2534	97070	3/3/2017 7:13 AM
2535	97212	3/3/2017 7:13 AM
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2537	97225	3/3/2017 7:03 AM
2538	97222	3/3/2017 7:00 AM
2539	97211	3/3/2017 6:58 AM
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2541	97206	3/3/2017 6:54 AM
2542	97229	3/3/2017 6:52 AM
2543	97224	3/3/2017 6:46 AM
2544	97217	3/3/2017 6:45 AM
2545	97218	3/3/2017 6:41 AM
2546	97229	3/3/2017 6:34 AM
2547	97217	3/3/2017 6:22 AM
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2552	97214	3/3/2017 6:19 AM
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2555	97219	3/3/2017 5:56 AM
2556	97203	3/3/2017 5:55 AM
2557	97229	3/3/2017 5:50 AM
2558	97212	3/3/2017 5:41 AM
2559	97232	3/3/2017 5:35 AM
2560	97214	3/3/2017 5:35 AM
2561	97212	3/3/2017 5:32 AM
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2563	97239	3/3/2017 5:26 AM
2564	97203	3/3/2017 5:26 AM
2565	97202	3/3/2017 5:23 AM
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2572	97070	3/3/2017 5:03 AM
2573	97212	3/3/2017 5:00 AM
2574	97227	3/3/2017 4:58 AM
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2576	97230	3/3/2017 4:56 AM
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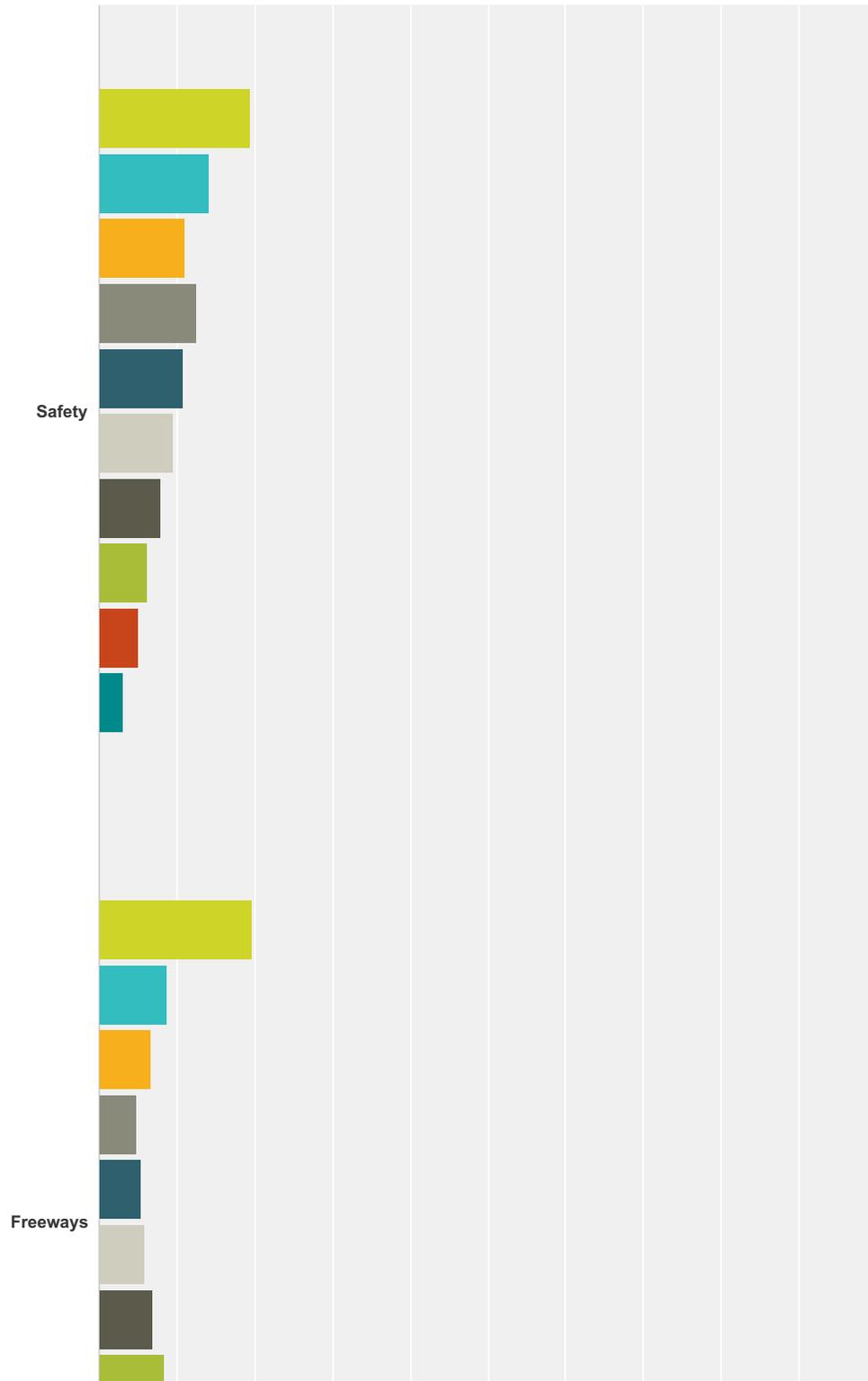
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2591	97211	3/3/2017 4:03 AM
2592	97203	3/3/2017 4:03 AM
2593	97266	3/3/2017 4:01 AM
2594	97045	3/3/2017 3:58 AM
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2601	97203	3/3/2017 3:47 AM
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2603	97030	3/3/2017 3:42 AM
2604	97206	3/3/2017 3:36 AM
2605	97042	3/3/2017 3:35 AM
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2612	97211	3/3/2017 3:26 AM
2613	97015	3/3/2017 3:24 AM
2614	97007	3/3/2017 3:22 AM
2615	97212	3/3/2017 3:18 AM
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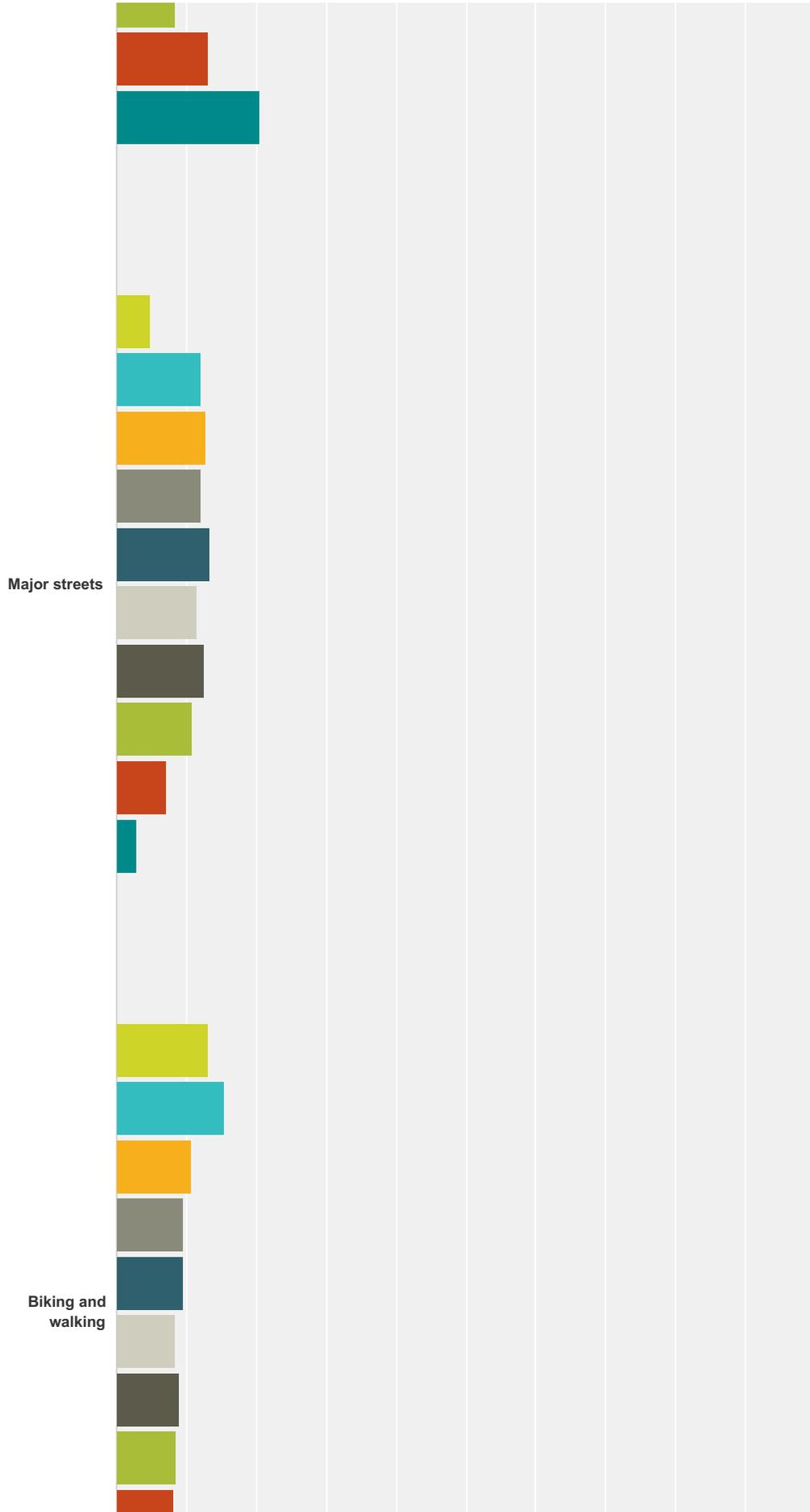
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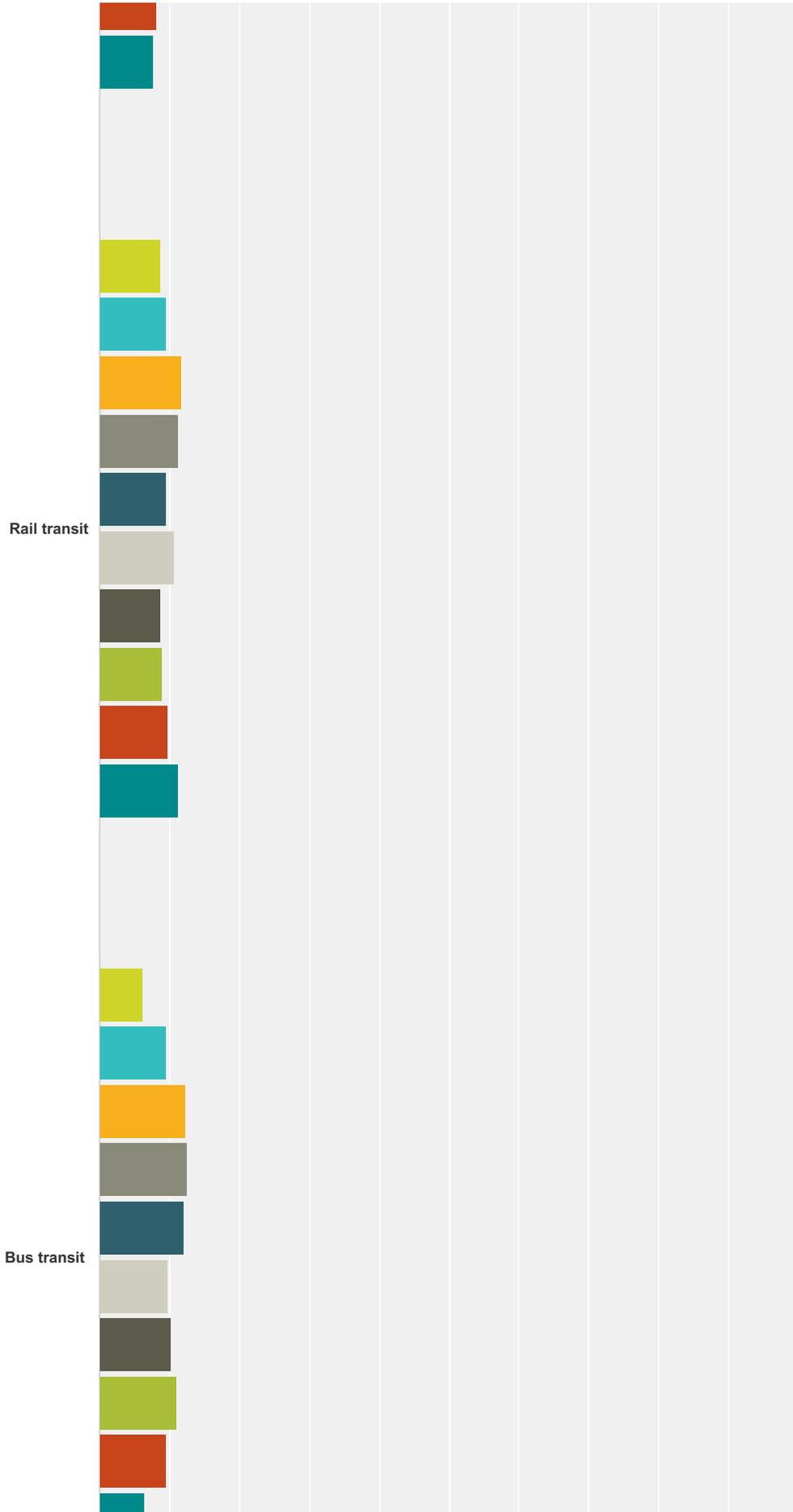
2619	97056	3/3/2017 3:14 AM
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2623	97035	3/3/2017 3:11 AM
2624	97003	3/3/2017 3:11 AM
2625	97214	3/3/2017 3:10 AM
2626	97215	3/3/2017 3:09 AM
2627	97220	3/3/2017 3:06 AM
2628	97212	3/3/2017 3:05 AM
2629	97201	3/3/2017 3:04 AM
2630	97221	3/3/2017 3:04 AM
2631	97213	3/3/2017 3:00 AM
2632	97214	3/3/2017 2:59 AM
2633	97215	3/3/2017 2:56 AM
2634	97229	3/3/2017 2:56 AM
2635	97232	3/3/2017 2:56 AM
2636	97267	3/3/2017 2:56 AM
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2638	97219	3/3/2017 2:54 AM
2639	97211	3/3/2017 2:54 AM
2640	97202	3/3/2017 2:54 AM
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2642	97212	3/3/2017 2:50 AM
2643	97214	3/3/2017 2:50 AM
2644	97266	3/3/2017 2:49 AM
2645	97203	3/3/2017 2:49 AM
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2647	97068	3/3/2017 2:47 AM
2648	97201	3/3/2017 2:47 AM

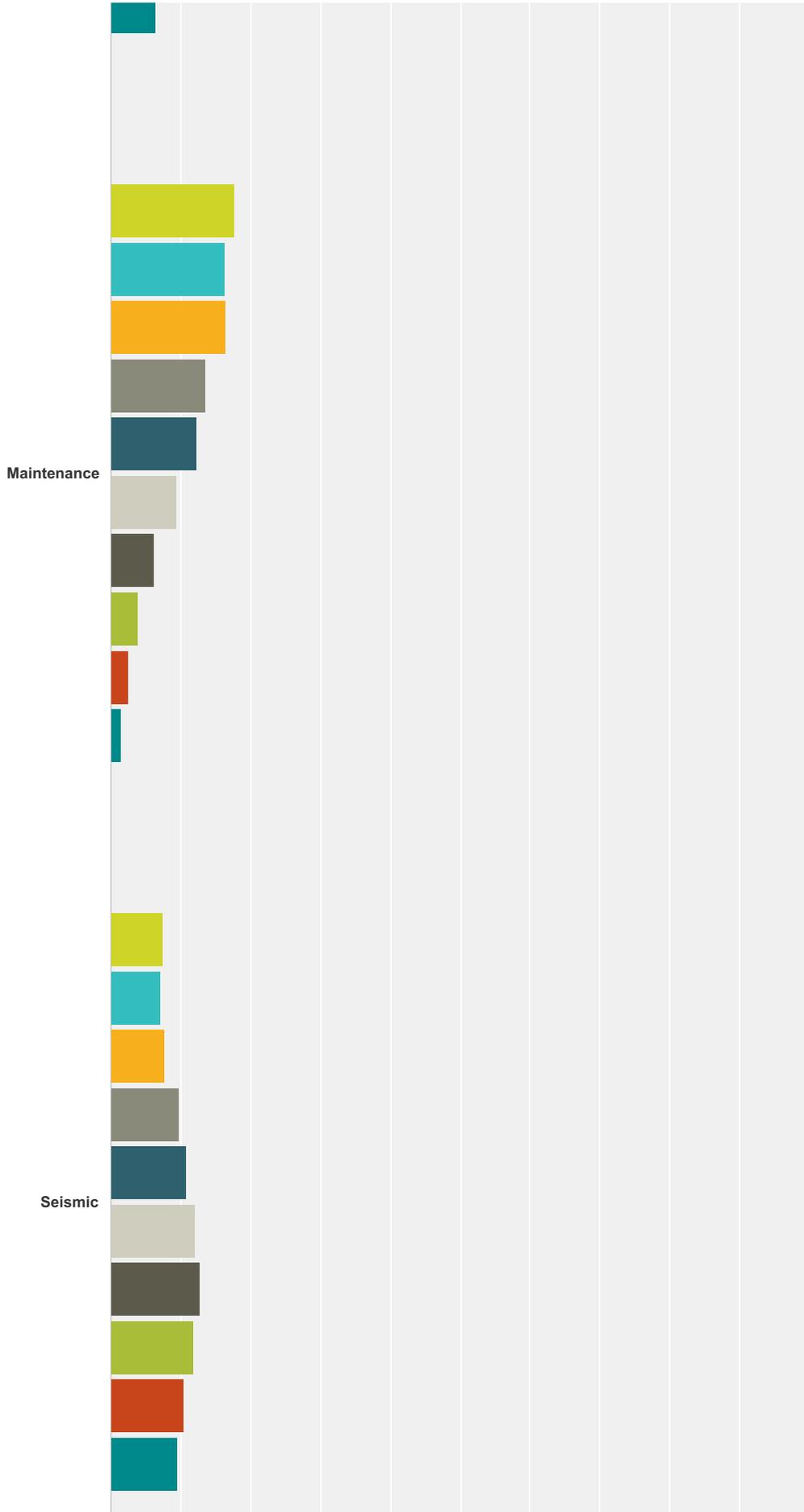
Q2 1. People have told Metro that these types of projects are the biggest needs for our transportation system. How would you rank what we need soonest? (drag and drop to place in order)

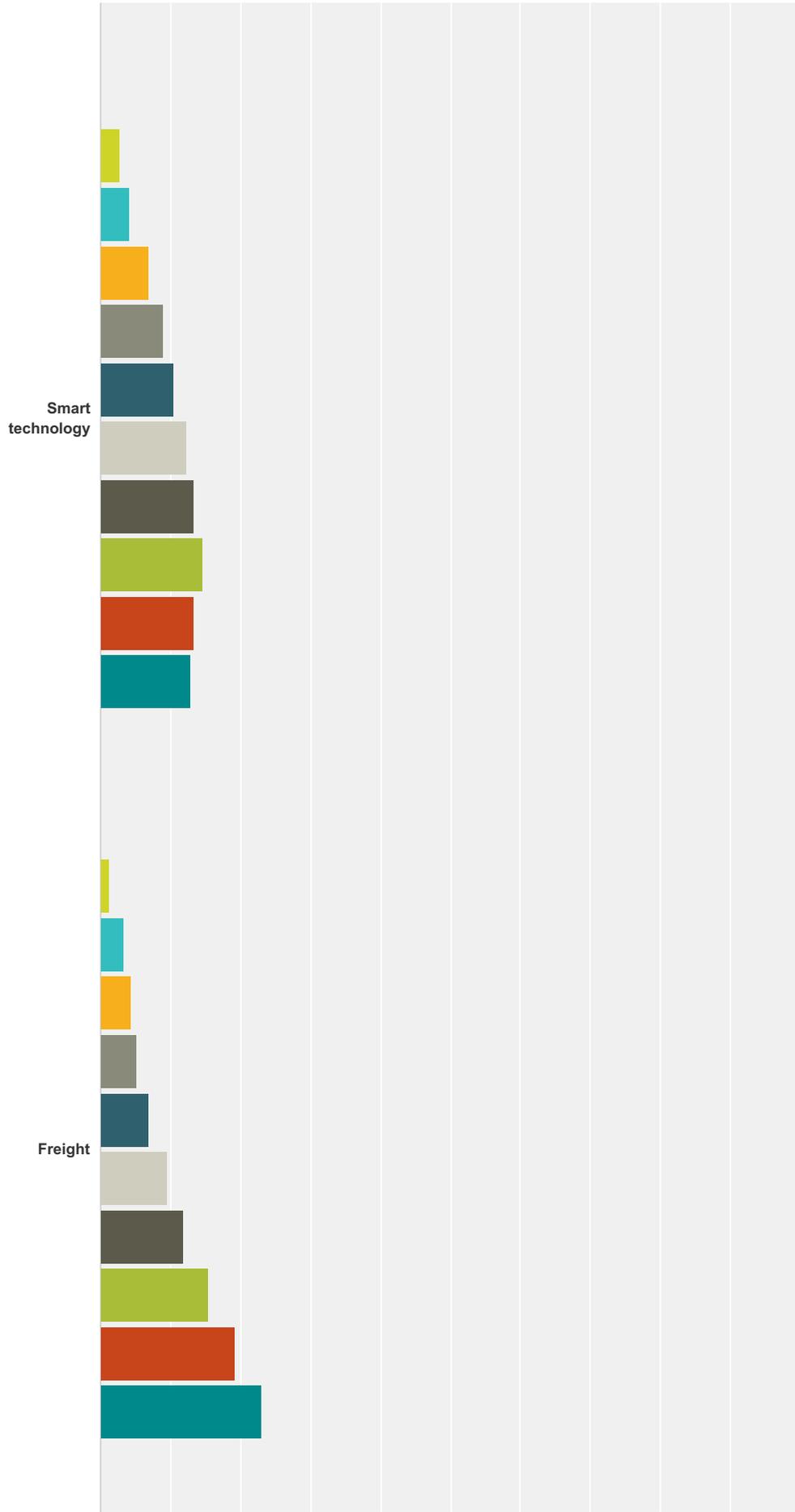
Answered: 2,643 Skipped: 5











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0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%



	1	2	3	4	5	6	7	8	9	10	Total	Score
Safety	19.36% 495	14.16% 362	11.07% 283	12.59% 322	10.79% 276	9.70% 248	7.90% 202	6.26% 160	4.97% 127	3.21% 82	2,557	6.74
Freeways	19.65% 501	8.79% 224	6.67% 170	4.71% 120	5.37% 137	5.88% 150	6.98% 178	8.28% 211	13.10% 334	20.56% 524	2,549	5.23
Major streets	4.85% 124	12.17% 311	12.79% 327	12.01% 307	13.30% 340	11.54% 295	12.56% 321	10.92% 279	7.00% 179	2.86% 73	2,556	5.82
Biking and walking	13.18% 335	15.47% 393	10.59% 269	9.68% 246	9.52% 242	8.34% 212	8.89% 226	8.54% 217	8.07% 205	7.71% 196	2,541	6.07
Rail transit	8.87% 225	9.54% 242	11.67% 296	11.19% 284	9.54% 242	10.56% 268	8.79% 223	8.91% 226	9.74% 247	11.19% 284	2,537	5.49
Bus transit	6.25% 158	9.61% 243	12.42% 314	12.50% 316	12.14% 307	9.85% 249	10.21% 258	11.04% 279	9.53% 241	6.45% 163	2,528	5.57
Maintenance	17.65% 450	16.28% 415	16.52% 421	13.57% 346	12.32% 314	9.49% 242	6.28% 160	3.96% 101	2.47% 63	1.45% 37	2,549	7.15
Seismic	7.51% 190	7.11% 180	7.82% 198	9.84% 249	10.94% 277	12.09% 306	12.76% 323	11.89% 301	10.47% 265	9.56% 242	2,531	5.14
Smart technology	2.61% 66	4.27% 108	6.92% 175	9.05% 229	10.36% 262	12.38% 313	13.44% 340	14.63% 370	13.33% 337	13.01% 329	2,529	4.45
Freight	1.27% 32	3.26% 82	4.34% 109	5.21% 131	6.81% 171	9.59% 241	11.90% 299	15.53% 390	19.11% 480	22.97% 577	2,512	3.58

Q3 Comment

Answered: 637 Skipped: 2,011

#	Responses	Date
1	Roads are inadequate. The increase in commute time and the pollution it causes needs to be addressed. I cannot take light rail or the bus to work as I use my car for work. The increases in residential building esp. along Roy Rogers Road is becoming so congested. Why can't Road improvements be done before the building of houses?	3/28/2017 5:12 AM
2	build freeways not light rail if they want bicycle safety they need to pay for it.	3/27/2017 11:14 PM
3	We can't let South Hillsboro and North Bethany grow at these rates without investments in highway and arterial infrastructure. Widen 217, synchronize stop lights and toll the I-5 bridge!	3/27/2017 1:35 PM
4	Maintain what streets & roads we have. Increase and improve Max & Tri-Met Bus service.	3/27/2017 1:08 PM
5	More streetlights would greatly increase pedestrian safety	3/27/2017 8:04 AM
6	Why are these surveys always on the Portland Metro area? Most People who live outside these areas never get a voice or if we so it does not want to be heard. Why is everyone so worried about Portland Metro areas, when there are back country roads in Clackamas County that have not had any maintenance done on them for years? Such as Needy Rd, Hwy170, Schneider Rd, & Bernards Rd, Judd Rd, Doghe Rd, and the list could go on and on from Canby, Molalla ,Colton, Eagle Creek, Estacada, Sandy and all other country areas.. Most people who bike or walk do not obey the traffic laws, because they feel they are entitled to "their own rules", and this is what causes so many traffic bike/pedestrian accidents. People who live in the rural and country area live there for peace and quite and the farm way of life. This means we do not want Max tracks out in the country. We are more than willing to carpool, park and ride ect.	3/27/2017 7:46 AM
7	The pot holes/craters on major streets in SE Portland are very dangerous. People swerve to avoid them and increase risk of crashes. Fix them please.	3/27/2017 5:32 AM
8	It's tragic that the Port of Portland shut down. It has made a considerable difference in the amount of traffic and number of trucks on the road.	3/27/2017 5:21 AM
9	We must expand car alternatives as the primary goal. Expanding freeways will simply add traffic congestion. The primary reason we moved away from Southern California was because of the freeway gridlock. More roads simply results in more traffic. The solution is expanded bus, rail, and bike transport options. DO NOT BUILD MORE ROADS.	3/27/2017 3:39 AM
10	Congestion pricing but no freeway expansions!	3/27/2017 2:23 AM
11	build the Red Electric Trail, protected path for walking and biking on SW Scholls Ferry Road from BH Highway to Sylvan	3/26/2017 11:08 PM
12	Nearest stop to my home is a mile. Sunset transit is almost impossibly blue to park and ride from.	3/26/2017 10:27 PM
13	There's a huge back-log of road repair, especially after this winter, that needs to be addressed right away. Beyond that, improving our transportation infrastructure to catch-up with our region's growth is critical.	3/26/2017 5:28 AM
14	The biggest improvements need to be in reducing congestion in the existing infrastructure. We can't make room for more private cars because it encourages more people to drive. We need to reduce congestion by encouraging active transport such as biking and walking as well as increasing the frequency of collective transport such as rail and buses.	3/25/2017 2:01 PM
15	I live on a dirt road in the Cully neighborhood. I don't mind that so much, but it would make a world of difference if some of the potholes were filled in or graded smooth. Good sidewalks that make walking circuits/routes would be so great too. Pushing a stroller down the busted shoulder of the road to get to the grocery store is scary.	3/25/2017 8:28 AM
16	I wish 7th avenue and mlk had bike paths	3/25/2017 7:50 AM
17	Road work needs to be done before forcing max/bus/Wes on people.	3/25/2017 3:52 AM
18	We need to have a MAX line run from Hillsboro to Beaverton along TV Hwy!	3/25/2017 3:17 AM
19	Eastside streets need improvement Regardless of if they were previously unincorporated. They are incorporated now and taxes are being paid.	3/25/2017 3:04 AM
20	Safety first for peds & bikes Seismic isnt realistic, when the big one comes all the roads will be toast.	3/25/2017 1:58 AM
21	More late night service and more frequent service on routes that pick up students after school. Connect 17th and Powell so the orange line is more accessible to those on the opposite side of Powell.	3/25/2017 1:34 AM

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22	Safety & maintenance of existing assets first. Then new transportation investments that benefit the economic well being of the community, using an Equitable investment strategy. Preferences regarding priorities may change if we know who benefits & who doesn't, however we need that analysis first before making investment choices.	3/25/2017 1:08 AM
23	Fix the damn potholes	3/24/2017 10:31 PM
24	You/ we are already so far behind on are infrastructure. Listen to the people of your city. Stop wasting money on light rail. Widened the freeways. Build beter bridges. WE need a new Columbia bridge, the the waste of money any time you came up with last time, just a wider and safer bridge.	3/24/2017 2:35 PM
25	I'm getting older and eventually will not be driving. Since only the rich people get to live in walkable neighborhoods, people like me will need a way to get around that is comfortable and convenient and easy on the pocketbook. Time is ticking. But then, of course, I could just be forced to keep driving and ... WATCH OUT!	3/24/2017 1:44 PM
26	Safety in East portland	3/24/2017 1:41 PM
27	Downtown Portland is surprisingly underdeveloped with safe bike infrastructure. Of all areas most likely to suffer traffic congestion and in need of alternatives to car dependency, it is this one. As the population continues to grow, filling downtown high-rise after high-rise, alternatives to car-clogged streets are a must. And, unless bike infrastructure is built with safety in mind -- i.e. protected bike lanes -- people will continue to opt, instead, for cars and immovable traffic.	3/24/2017 12:08 PM
28	We shouldn't even be thinking about freeways while bridges such as Hawthorne and Burnside still dump cyclists out into traffic abruptly without warning. If Metro was in any facet serious about freeway throughput they should stop everything else and implement congestion pricing to strategically get people off the road instead of caving to the 100 year old "just add a lane" logic and car entitlement which has gotten us into this urban planning mess in the first place.	3/24/2017 7:52 AM
29	You're not going to "help reduce freeway congestion" by building more freeways - induced demand is real and will only add more vehicles to the freeways. Encourage (by investing in REAL infrastructure) mass transit, biking and walking so we can shift away from single-occupancy vehicle travel.	3/24/2017 7:34 AM
30	Buses are causing more traffic than they're helping with. I see more empty buses clogging up congested routes than I do cars. More buses is the last thing Portland needs. Also, no one rides the Max aside from people who can't afford cars. It doesn't need expanded. Widen freeways. That's what we need. More lanes through the city. It's sad that Portland has THREE lanes through town when a tiny town like Omaha, NE has six in each direction and they don't have any issues with traffic.	3/24/2017 5:04 AM
31	Expanding rail and biking is a must for a growing city to provide an alternative to sitting in traffic during commute times. With the amount of lines on the Eastside, the Westside should have a similar number of lines. Plus, streetcars need to be used better and expanded to inner-city neighborhoods.	3/24/2017 4:54 AM
32	Expanding freeways and implementing things like HOV lanes on interstates are desperately needed. I-5 and Hwy 26 entering and leaving downtown are extraordinarily frustrating, and getting from one side of the city to the other through the narrow confines of downtown - especially during rush hour - is a nightmare.	3/24/2017 4:53 AM
33	I think you should put in more scrambles in downtown. I see blacked traffic every day when people cross streets and cars make right or left hand turns. You need a scramble jingle that plays so people know to do it!	3/24/2017 4:38 AM
34	Because of my long distance daily commute that does not have immediate access to public transportation, I spend approx 3 hours a day on the HWY systems due to congestion. I travel to Texas often where they have Express Way HWYs that build up instead of around. I can get from the Dallas FT Worth International Airport to the Will Rogers Colliseum in about 35 mins. That would be at least an hour and a half commute here. Having a "double decker" road system, with payment option for use, seems very effective.	3/24/2017 4:27 AM
35	Here's a pipe dream, but rail would be a lot more useful if it didn't follow highways and was grade separated.	3/24/2017 4:06 AM
36	We need to make our streets safe! I walk, bike, drive and take transit in this city and have felt increasingly unsafe traveling about. On a near daily basis I observe automobile drivers being unsafe around bikers and pedestrians. We need to reduce speeds, prevent drivers from driving around cars taking left hand turns, put speed cameras in more locations, improve biking and walking infrastructure, enforce driving laws, and incentivize alternative commuting options. People dying on our streets is unacceptable!	3/24/2017 3:48 AM
37	Assuming 1 is highest priority. I rated rail transit so low because I think it is working just fine.	3/24/2017 3:01 AM
38	With so many more tax dollars because of population increases I'm puzzled why we don't have the funds? As a 56 year native resident I'm embarrassed by the trash everywhere. It's disgusting and not the clean Oregon and portland I know :(3/24/2017 2:53 AM
39	Do whatever you can to prevent train service interruptions due to heat during this summer.	3/24/2017 2:49 AM
40	These are all so important! Thinking about you guys juggling all of these priorities was a helpful educational activity for a lay person like me.	3/24/2017 2:47 AM

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41	With many years focused on local biking, mass transit, and high efficiency tech for both of those, it's time to invest in options to decongest a very congested road system. A huge influx of new residents has made this exponentially worse. Seismic upgrades are a constant need as well.	3/24/2017 2:43 AM
42	More buses/bus routes. Trains are good, buses are better. More protected bike lanes. We can do better than the dangerous pedestrian crosswalks between traffic lights on streets like MLK and Foster.	3/24/2017 2:37 AM
43	Lower priority on busses (old, noisy, uncomfortable, slow) assuming efficient, affordable, clean car sharing and ride apps continue to grow. Keep trains for less expensive longer rides and high traffic routes. Freight works on the fringes and existing freeways once the cars are cut back. Sorry seismic, there's no money left - fingers crossed and knock on wood.	3/24/2017 2:19 AM
44	As a bike commuter (live in SE, bike downtown) my biking is very pleasant, however when it comes to driving, Portland suffers.	3/24/2017 2:12 AM
45	Westside tollway connecting I5 S of 217 and crossing N into WA - completely bypassing Portland is needed. 26/30/217 way too slow to get into/out of town	3/24/2017 1:55 AM
46	I realize folks to the south of Portland would rather complain about potholes and lanes, but out here on the Blue Line, we see the value of effective public transit and bike/pedestrian infrastructure. Intel and Nike value it, and it's because the people who work for them and live around their campuses value it as well.	3/24/2017 1:54 AM
47	Rail needs a much broader plan and RAPID.	3/24/2017 1:52 AM
48	These all seem important and connected. For instance when improving major streets, wouldn't safety come into play? Isn't seismic upgrades part of maintenance? Do you really want my top ten or is this just a clever way of illustrating our needs and funding gap?	3/24/2017 1:49 AM
49	bicycling improve everything around bicycling	3/24/2017 1:36 AM
50	Safety has to come first, we have too many bike and ped fatalities. Hand in hand with that is the need to reduce VMT, give people realistic options to single occupant vehicles. This requires improving the reliability and efficiency of our transit system. Weather related failures on the Max line are unacceptable.	3/24/2017 12:13 AM
51	Tri-met recently increased bus service and frequencies, so that seems a priority that can be continued to be addressed later, but will rise in priority if service is cut again or remains inadequate.	3/24/2017 12:07 AM
52	People need to bike more.	3/23/2017 11:41 PM
53	Driving in Portland is so frustrating. Even with no traffic I miss every single light. The lack of timed lights creates a ripple effect of frustration felt by all. San Francisco traffic moves better.	3/23/2017 9:34 PM
54	Increase bus frequency and route options. Cannot use bus if I have to wait 1/2 an hour after work. Cannot get to daycare pick up on time.	3/23/2017 8:12 PM
55	Extending light rail to Tualatin, and general maintenance for the roads we already have, while also preparing our major thru-ways for earthquakes are my priorities.	3/23/2017 3:55 PM
56	The new proposed freeway on the west side to bypass Portland starting at Longview and rejoining I5 around Wilsonville would be excellent.	3/23/2017 2:31 PM
57	I walk, drive and bike, and I think maintaining street and sidewalk surfaces so they are SAFE for bikes and walkers, and comfortable for those in cars is primary. Also, preparing for driverless cars, which will be here before you know it. That could get us to 0 traffic deaths.	3/23/2017 2:01 PM
58	The biggest issues I see at this particular moment are rough roads (potholes, etc) with a lack of safe crosswalks and sidewalks. Then our freeways are too narrow to support the growth in traffic and the I5 bridge needs to become a non-drawbridge bridge.	3/23/2017 12:53 PM
59	I 5 bridge needs to be rebuilt 4 lanes each way. Stop studying and DO IT.	3/23/2017 12:47 PM
60	you need to consult a qualified researcher, too many options above.	3/23/2017 12:11 PM
61	Portland needs to figure out its freeway system. Going from west-side to east-side (hillsboro to Gresham) usually takes me roughly 2 hours if I do it during day-light hours despite what Google claims (usually do to traffic). This is because there are only a handful of accessible routes across the river, all of which have nasty points that are especially prone to collisions.	3/23/2017 12:05 PM
62	stop building more traffic lanes. it doesn't help traffic flow. I read that in a study published in the NYT this month. Keep alternative ways of travel a priority.	3/23/2017 12:03 PM
63	Funding should be proportional to usage. If bikes constitute 5% of the daily trips, then bike facilities should receive 5% of the transportation funding.	3/23/2017 10:34 AM

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64	Please focus on reducing incentives to drive. Improve public transit/frequency/access/safety patrols as well as walk and bike ways being easier and safer. Putting millions into expanding highways just encourages the new residents to drive everywhere!	3/23/2017 9:50 AM
65	Work on mass transit, ped. cycling issues are most important. Freeway improvement (esp. 1-5 bridge with mass transit and ped. bike access) for freight. Maint. and seismic are important as are general safety and traffic flow. Do not make it TOO EASY for driving cars. Make it so people want to live close to where they shop, go to school and work. That along with ped and bike access to greenspaces is how you make our population have a smaller fossil fuel footprint and living places enjoyable to inhabit. Leave the longer car trips for special events....not every day needs. Bikes and walking are what keep people healthy and enjoying nature.	3/23/2017 8:38 AM
66	I drive and I walk and I ride a bike to work and for getting around in general. Mostly I ride a bike during the week. The state of the roads is abysmal for driving and for biking. I do appreciate the bike lanes, protected bike streets and special bike signals in some places. But the potholes, gravel and general disrepair of the road impacts me through angry drivers. When I drive I'm trying to dodge gigantic potholes and deal with horrible congestion and keep an eye out for bikes/pedestrians. Repair and maintain the roads. Add more flashing light crosswalks on busy roads - drivers just don't stop otherwise. Time the lights so traffic moves more efficiently, and you prevent road rage and pollution due to idling cars.	3/23/2017 8:02 AM
67	Trains and busses must run all day and all night, and reach every area of the Portland Metro. That's how a "big" city does it ;-)	3/23/2017 5:18 AM
68	Freeway congestion is by *far* my #1 priority. I waste hundreds of hours a year in traffic. With self driving cars on the horizon some types of transit infrastructure won't make as much sense. I suspect self driving cars will drive up the need for more roads. Max from the west side to downtown is too slow for it to be useful to me and there is not enough park and ride capacity anyway even if I wanted to use it. Also, including things like maintenance on this list does not make sense. You have to do maintenance without question. The bare minimum level is that maintenance which protects your capital investment (I.e. seal coating asphalt keeps the freeze/thaw cycle from destroying it - this is a good investment) and to safely operate the system. Then the question is beyond that minimum, what is the right amount to do (so you don't push too far into diminishing returns). On the rail side: We desperately need a new I-5 bridge and that should have light rail to Vancouver on it since we already built the line all the way up to the bridgehead. Beyond that, we need to spend money on freeways before investing further in light rail. Hwy26 from the west side to downtown needs to be expanded or alternate routes built. A west side bypass is a decade or more overdue.	3/23/2017 1:04 AM
69	As Portland grows as a city, I fear it is becoming less and less bike-friendly. I personally commute by bike, so I hate to see so much traffic on the smaller bike streets (Ankeny, Tillamook) that I feel unsafe while riding. More residents live further from city center and are having to drive from further out to get to work. Having fast, great bus and light rail is the only way to keep Portland from becoming a giant parking lot and hopefully keep pedestrians and cyclists safe.	3/23/2017 12:53 AM
70	Many of these overlap and so some that are low on the my list may actually be part of solving ones that are higher on my list.	3/23/2017 12:48 AM
71	We need rail service to outer SE neighborhoods like Foster Powell and Mt Scott Arleta. Bus service to downtown from these areas can take 1.5 hours. It's a total joke, and it's not equitable to continue to push biking and walking improvements over mass transit solutions that allow people to get to work downtown from the outer areas that are now the only affordable option for many. Mass transit is essential. There is currently no way to get from SE to NE other than by car during rush hour, if you want the trip to take less than an hour. This congestion is only going to get worse. The North to South commuting problem could be vastly improved by rail service along Cesar Chavez. Why isn't this being looked at? Not everyone can bike-- the elderly, disabled, and poor are being disenfranchised by the city's focus on enabling the bike commuter inner city dwellers. These populations are already priveledged; why the focus on them over disadvantaged populations?	3/22/2017 11:42 PM
72	Expanding freeways has proven time and time again not to help with traffic levels. Expanding public transportation options for those coming in from the suburbs will make the difference there.	3/22/2017 11:37 PM
73	I believe that the cleaner and safer our existing buses and trains are, the more people will want to ride them and invest in their growth even i it involves some growing pains (like temporary road closures and the like). One change I would love to see is replacing cloth seats with a material that can be wiped and sanitized on all the buses and streetcars, similar to what the max trains have.	3/22/2017 11:28 PM
74	If cars slowed down everyone would be a lot safer.	3/22/2017 1:42 PM
75	Safety begins by enforcing speed limits -- Portland has NO visible speed enforcement anymore, and record death rates are the result	3/22/2017 1:37 PM

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76	Portland, the city with miles and miles of roads where we can't turn left without taking our lives in our hands. We need dedicated lanes with lights for turning left. It's ridiculous how dangerous it is here. I am a 4th generation Oregonian, living in Portland for 13 years. It is by far the most irresponsible city in the state in this arena. Please make our drives safer. As the population explodes make plans to protect citizens. Traffic is also made unbearably worse during rush hours by poorly timed lights which clog intersections and breeds gridlocking.	3/22/2017 12:41 PM
77	It bothers me that Barbie Blvd is not listed as a major street for which improvements are needed, especially as a bike corridor.	3/22/2017 12:02 PM
78	increase frequency of max during peak times, coordinate efforts of washington and multnomah re 26 overflow onto fairview, skyline, burnside, cornell	3/22/2017 11:32 AM
79	For G-d's sake, PLEASE fix the pot holes and broken streets!	3/22/2017 10:41 AM
80	Bus system has been pretty great; could use improvements on a few lines, extended hours for main lines like 4, 19, etc	3/22/2017 10:40 AM
81	Safety would be improved dramatically if drivers had more training before getting a license.	3/22/2017 9:01 AM
82	Additional ways to get over the west hills please. 26 is a mess.	3/22/2017 8:27 AM
83	It is difficult to seriously guage these efforts for priority, as they are all critical to our community, but I think that if we look at which are costing the city the most in pollution, congestion, time lost, and ability to travel, we may be able to assess each by their data.	3/22/2017 7:09 AM
84	Thanks for asking.	3/22/2017 6:13 AM
85	Please take the parking off Sandy Blvd and make a bike lane. There is more than enough room and it is such a good way to get from NE to SE. Please do consider.	3/22/2017 5:53 AM
86	Please prioritize East Portland! It has a disproportionate number of children and too many pedestrian deaths. We lack not only lack sideways and crosswalks- in many places we lack paved roads!	3/22/2017 3:50 AM
87	Please incorporate Safe Routes to Schools	3/22/2017 1:08 AM
88	Until we can allocate the money to maintain the infrastructure that we have, we shouldn't build any more of it.	3/21/2017 4:30 PM
89	Congestion pricing is the only tool that actually improves traffic flow, plus it raises money to pay for transportation improvements. It should be the Number 1 choice	3/21/2017 12:18 PM
90	Connection between North/South and East/West line is difficult. like as SE11th, 39th, 60th, 82nd. Fix of Morrison bridge is important I believe.	3/21/2017 11:09 AM
91	Let's plan transit through our neighborhoods a little better - we have the ability to scale up transportation at every stage. Local service routes and arterial connectors will move people faster through the Metro area. Understand that in order to relieve traffic, decentralization from downtown Portland to the towns, villages, and neighborhoods is absolutely key. It can be done with very little effort; the idea is to make it so no one needs to commute more than 30 minutes to work, shopping, or recreation, unless they need or want to. Designate arterials for freight and speed up movement on them. Connect transit as a network of local service, terminal connectors, and MAX/WES lines. WES service should if possible be extended to weekend hours, and perhaps, if even possible, to Salem. MAX lines need expansion and intensive maintenance to insure a long service life. If possible, MAX service should not be so frequent that it causes delays due to the spacing of trains, especially on the Banfield corridor.	3/21/2017 10:05 AM
92	Quit pretending like you can reduce congestion by adding capacity. The concept of induced demand is well known and well documented. If you want to reduce congestion, you have to implement road pricing, full stop. To say otherwise is a flat out lie at this point.	3/21/2017 8:16 AM
93	It is getting impossible to get around town/downtown with all the pedestrians crossing at all intersections and biking lanes taking up car lanes....it is so stressful and difficult to not get involved in some type of accident and hurting someone....open up the streets and stop turning all the roadways into biking lanes and stop pedestrians from crossing everywhere without even considering that they may not be seen by car drivers....not only do automobiles have to be concerned with other cars but now have bikes and pedestrians jumping out in front of you whenever they want to.....I walk and bike but try to be considerate of traffic flow and movement other than just me....you have screwed up Naito Parkway near/under the Steel Bridge with a bike lane and adds horrible congestion along with the long illegal wait for the freight trains....bike accidents and pedestrians will continue to be hit as long as everything is competing for the same space at the same time....you did ask how we really feel about traffic/transportation right?	3/21/2017 7:45 AM
94	Fix the potholes please.	3/21/2017 7:10 AM
95	Please make it easier to get from the SW Suburbs to downtown, and especially across the river.	3/21/2017 4:47 AM
96	safety requires social, culture change not just education.	3/21/2017 12:23 AM
97	I can't get anywhere by transit efficiently from my home near King City.	3/21/2017 12:19 AM

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98	living so far out from the city, it takes so much longer to use public transport than to drive, i either stay home or clog the roads with my car-- i would LOVE to take public transport if it were more efficient.	3/20/2017 10:08 AM
99	I live out Beavercreek Rd just past Henrici Rd. You take your life in your hands every time you walk or bike along that road!! My commute is just a few miles but I must drive for my own safety.	3/20/2017 8:30 AM
100	Assume you will get no assistance from the Federal government and plan accordingly.	3/19/2017 7:57 PM
101	Hard to prioritize these, but as a long time resident of Washington County who commutes to downtown Portland via MAX, I'm very concerned with the increase in building high density housing in my area, and large projects such as the Nike expansion, both of which are adding thousands of drivers on already crowded roads in Beaverton/Washington County. Anything to improve traffic flow would be helpful. I take MAX but still have to drive several miles to the Park & Ride to catch it.	3/19/2017 4:27 AM
102	Transit connectivity, safety, pocket walking/shopping neighborhoods.	3/18/2017 4:15 PM
103	Please prioritize projects in Outer East Portland Consider investing in electric busses	3/18/2017 10:54 AM
104	We need to focus on moving cars/trucks. I chose freeways and major streets low because I can see you using them as an excuse to focus on bike lanes. Smart tech, like the suggest speed and travel time signs are a waste of money. Put that money to education so people can learn how to get traffic alerts on the radio.	3/18/2017 7:21 AM
105	By combining car and ped/bike issues on some of these, it skews my ability to rank them. Example: I am strongly in favor of improving safety, but much more concerned about bike/ped issues than car traffic issues.	3/18/2017 12:46 AM
106	You are missing one key factor which was used.for years to control traffic safety, ENFORCEMENT by uniformed police officers. We had it under control until Mayor Bud Clark eliminated 21 traffic cars in 1987. Retired PPB officer, Steve Seaton, 503-577-7480.	3/18/2017 12:43 AM
107	Need arterial streets with high speed limits!	3/17/2017 3:09 AM
108	We need to reduce car use as much as possible and substantially upgrade our transit access via electric rail. This will both make the city transportation safer, but also drastically reduce our emissions. We need to de-incentivize driving, especially in the downtown areas by enforcing tighter parking restrictions, higher fees, etc. We need to create many Woonerfs in dense downtown areas to improve pedestrian safety and increase urban quality of life.	3/17/2017 3:08 AM
109	In my opinion, not enough people are utilizing the Max system to continually invest resources here. Focus time and money on improving already existing infrastructure such as our freeways and major streets.	3/17/2017 2:05 AM
110	We need to quit spending so much money making bike lanes unless they are licensed and pay their fair share of road fees like autos. Bike riders should have to be licensed just like automobile drivers. If we spent the money on by maintaining and improving our freeways, main streets, etc., instead of bike lanes, our roadway infrastructure wouldn't be such a mess.	3/16/2017 3:53 PM
111	We need to improve our traffic infrastructure and widen streets and/or add new streets for traffic congestion. We don't need to add more bike lanes or anything like that. Roads were meant for cars not bikes.	3/16/2017 11:23 AM
112	Improving the efficiency of the Max, and biking and walking facilities, will reduce the need for automobiles, thereby reducing stress on highways!	3/16/2017 8:59 AM
113	Hard to rank these as many are important. Finding ways to do multiple things like safety, bike/walk, maintenance with at the same time and efficiently is key. Also finding was to do seismic is very important as a Cascadia earthquake could make our entire transportation system fail right now.	3/16/2017 8:22 AM
114	Major streets should include McLoughlin Boulevard and enhance crossings of Hwy 224	3/16/2017 5:52 AM
115	I was a committed bike commuter for the first 10 years that I lived in Portland. After a few very close calls with angry drivers I got scared. I hardly bike at all now. An education campaign that informs drivers that roads are for bikes and pedestrians too would be helpful. It just takes one angry dude in a big truck to scare the cyclist out of some. It's a matter of life or death when you are on a bike, when you are in a car, maybe a few second inconvenience of waiting for a bike to get out of the way.	3/16/2017 4:08 AM
116	I personally think one of the biggest challenges facing the Portland area are the highways 1-5, 217, 84, 205. I'm originally from Portland, but just moved back after being up in Seattle for a couple years and while they still have traffic problems, they also have 5-6 lane highways through downtown, plus 99 which can also get you through downtown so traffic is a bit easier to handle. I think we need to expand our highways which I realize if very difficult to do as there's not a lot of room to expand.	3/16/2017 3:34 AM
117	Improve the freeways and roads. Do not take any more lanes of traffic away for new bike lanes.	3/15/2017 2:01 PM
118	Parking at MAX stations on the Orange line on the east side of the river needs MAJOR additions!	3/15/2017 12:57 PM

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119	It would be nice to have better cross town transit like light rail or express bus from Clackamas Town Center to Bridgeport Village following I205 around the south end.	3/15/2017 12:13 PM
120	Abernathy bridge needs widening. Fix the Glad-stone wall.	3/15/2017 11:39 AM
121	more roads for cars! less focus on buses, max, bikes and pedestrians. major thoroughfare improvement! don't reduce lanes (like the plan for foster) which makes things worse. When doing road improvements, plan for far in the future. Sunnyside should have been a couple lanes wider when they did the project a few years ago. Fix damascus.	3/15/2017 11:25 AM
122	Improve infra structure, Widen existing roads Maintaining existing roads	3/15/2017 11:13 AM
123	Stop with all the bike routes and trains and fix the current roads	3/15/2017 11:05 AM
124	We need more roads. Max is dangerous & a joke!!	3/15/2017 10:45 AM
125	Make MAX reliable!	3/15/2017 9:48 AM
126	Road Maintenance!!!!!!!!!!!!!!	3/15/2017 9:34 AM
127	Improve roads before new companies move in and before new apartments are built!! Think 50 years ahead and not just 5.	3/15/2017 9:29 AM
128	Put a toll on the bridges that cross the Columbia river.	3/15/2017 9:27 AM
129	If I could, I would rank walking at 4, move the lower ones down by one, and rank biking at 11. I would rank biking at 4 or higher except that I know that you will read that as a desire for more bike lanes and side paths, when I really want all such currently existing facilities to be removed. I would consider that a great improvement in bicyclist access, comfort, and safety.	3/15/2017 4:13 AM
130	Thank you!	3/15/2017 3:23 AM
131	I think there are opportunities throughout the region to implement smarter systems. The highway readerboards are helpful, but it would be great if you had advanced notice before entering the freeway so you could choose a different route. We can restrict left hand turns during congestion hours on busy intersections with limited sight distance on our rural highways. People risk their own safety and the safety of others trying to make these maneuvers. Small, inexpensive fixes would go a long way.	3/15/2017 3:01 AM
132	Survey seems biased because you combine biking and walking. Walking improvements such as additional lights, crosswalks, etc. cost less and have less impact on traffic than the elaborate changes for bicycles.	3/15/2017 1:42 AM
133	Need more roads to Portland from the west side Washington county. Spending too much money on roads for bikers - as you push the growth to the suburbs and freeze all development closer in one wonders what Portlands priorities are.	3/15/2017 1:19 AM
134	TV Highway needs a lot of help. It's very dangerous crossing to access bus stops.	3/14/2017 11:44 PM
135	I don't own a car, but I love public transportation, biking and occasionally renting cars.	3/14/2017 9:44 PM
136	This survey is very skewed toward your desired outcome to spend more money on biking access. 3 questions barely worded differently. Fix the roads, stop choking the major thoroughfares, add a freeway and more rail. You wanted more population and they have cars. Deal with it and don't try to force everyone to ride a bike. Portland is not a European village!	3/14/2017 6:48 PM
137	One of the last things we need is more (or wider) freeways! If we want to improve freight movement (important) and reduce congestion, while making our communities safer, healthier, and greener, we need to get people off the freeways and out of their cars.	3/14/2017 3:59 PM
138	Rail transit investment should start with major core capacity project in downtown Portland- bury MAX, reduce stations, replace Steel Bridge.	3/14/2017 2:44 PM
139	Do the best you can. People are moving here at an alarming rate. Lo	3/14/2017 1:40 PM
140	Vision Zero should be our top priority, followed by expanding bikeways and improving transit frequency and reliability. Giving people transportation options will help reduce congestion and help Metro meet our climate goals.	3/14/2017 1:05 PM
141	Anything we can do to help reduce the use of cars, reduce carbon emissions, and make a healthier, more public transportation-friendly city!	3/14/2017 1:05 PM
142	There are many potholes after the ice storms this winter. I almost spun out because of one while driving a car2go in the rain, it was on an on ramp to I-5. These need to be addressed immediately, they are a safety hazard.	3/14/2017 12:46 PM
143	If everyone drives, our roads will not be able to handle the influx of people to the region. Our focus should be on continuing to make walking, biking, and public transportation safe and convenient so that it becomes the first option for most people (as opposed to driving) and keeps our city livable and lively. Portland does a great job at this. Thank you!	3/14/2017 11:47 AM

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144	Consider electric chargers for EVs basic service. Encourage electric vehicles, they pollute less and don't consume oil. On the other hand, charging to plug-in above utility rates sounds fair. Metro fares are costly. Priority should be placed to lower costs from \$5 for one round-trip and \$100 monthly pass.	3/14/2017 10:46 AM
145	Need more lanes on major freeways!	3/14/2017 9:23 AM
146	A lot of these are hard to prioritize. Good luck!	3/14/2017 8:32 AM
147	Getting more people walking, biking, and taking mass transit will do so much more for other areas by easing wear and tear that should be focused on. And doing that includes getting better safety.	3/14/2017 8:20 AM
148	A priority that isn't on this list is getting ownership/control of US26 for the section that is inside city limits so that PBOT can choose how to best enhance safety. The same needs to be done for other ODOT owned and maintained roads within city limits. With the exception of I-5 and I-205.	3/14/2017 8:10 AM
149	Stop worrying about biking and walking and start working on the roads. Our population has increase while drivable road lanes have decreased. Put the number one method of transportation first, stop reducing driving lanes, stop lowering speed limits, start looking for expansion. I'd start with roads like Glissan which have already been reduced.	3/14/2017 8:04 AM
150	This is a tough problem. Simply put, every outlined project is of high importance to maintain the economic health of the greater Portland area. Additionally, many of these are inter-related to a significant degree. With the population influx facing the greater Portland area in the last 10 years (and continuing), our commuting infrastructure is severely insufficient. I think the obvious issue is funding, as I would like to see all aspects above improved substantially.	3/14/2017 7:51 AM
151	Congestion/slowness on roads and highways is the worst problem; huge burden on daily driving. Should not take 10 minutes to go 2 miles locally. Driving from Beaverton to Portland can take an hour.	3/14/2017 7:47 AM
152	Enough with the bike infrastructure, it is not feasible for all people.	3/14/2017 7:11 AM
153	Fix what we already have before it costs us twice as much.	3/14/2017 6:59 AM
154	As pop	3/14/2017 6:58 AM
155	We desperately need to fix several bottlenecks on roads in the region. Rail transit shall also be explored , but I feel we need to start digging tunnels since streets have no room.	3/14/2017 6:50 AM
156	help poor people first	3/14/2017 6:48 AM
157	We must not allow for new freeways to be built.	3/14/2017 6:28 AM
158	Not sure why replacing aging buses is mixed in with road repair/replacement and major infrastructure fixes...	3/14/2017 6:21 AM
159	Traffic Laws for Bikes, Cars, and Pedestrians are useless unless enforced! Children need to be taught by their parents how to cross streets safely, and to walk on the sidewalks not in the streets! Pedestrians need to be held accountable for trying to cross streets when there is traffic present. Bicycle riders should not have traffic stopping to let them cross "through streets" when they are stopped at a stop sign! Automobile drivers should be cited for stopping in traffic to let bicycles waiting at stop signs proceed across busy streets, especially 4 lane streets. This is going to result in vehicle accidents and pedestrians getting killed. Cars disobeying traffic control devices, and stop signs on side streets should always be cited. Until we regain control of the street and freeway traffic, funding to allow greater amounts of traffic, shouldn't be considered! To begin regaining control of our streets, we need more police officers assigned to TRAFFIC, or to increase our current numbers of officers with officers whose primary job task is traffic!!!	3/14/2017 5:56 AM
160	Difficult choices	3/14/2017 4:31 AM
161	Adding many bike lanes has contributed to safety issues and congestion. Bikers should be required to take a course that requires licensing for biking on public streets, insurance should be required just as an automobile, and a fee for the licensing to help pay for the maintenance of the streets they use.	3/14/2017 4:27 AM
162	more enforcement for speeding and distracted driving will greatly help with the 1st priority, safety.	3/14/2017 3:58 AM
163	Under Seismic Prefer upgrades to bridges and over passes.	3/14/2017 3:53 AM
164	We need to retained our urban neighborhoods with traffic diversions limiting commuters from easy access through residential streets. Berkeley California did this 40 years ago and had great results.	3/14/2017 3:50 AM
165	Expand Max Green line down Sunnyside terminus in Happy Valley, Max Orange to downtown Oregon City. Interstate Bridge is a high priority as well as traffic flow of I-5 from Wilsonville to Interstate Bridge. I-205 in West Linn area (Abernathy Bridge), and 217 in general from point to point.	3/14/2017 3:43 AM
166	Public transit is impractical for many due to its tremendous slowness. A rapid cross-town option would make public transit viable for more people, reducing congestion. Personally, public transit would add 3 hours to my commute each day, which is simply unfeasible for me.	3/14/2017 3:35 AM

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167	More Roundabouts please! They improve traffic flow (if they dont have stop signs), and improve pedestrian safety by moving the crosswalks away from the actual intersection	3/14/2017 3:23 AM
168	More rapid transit, make buses competitive. MAX has too many stops to serve regional trips well.	3/14/2017 3:07 AM
169	What if the Big One happened tomorrow?Without first-rate rate seismic upgrades and maintenance, none of the other improvements matter. Portland needs to be as forward-thinking and innovative about seismic readiness as it is about non-vehicular transport.	3/14/2017 3:02 AM
170	We have to travel long ways and there's not enough room. Either build rail everywhere or make the bus faster	3/14/2017 2:57 AM
171	We're done expanding car capacity. We need to reserve dedicated routes across the city for buses that will never bog down as congestion increases. Driving will, and should, get harder and slower, but busing (as the most efficient way to move people over roads) should be easier and remain so forever.	3/14/2017 2:43 AM
172	PDX clearly doesn't have the infrastructure to sustain the influx of people moving to the city. I think freeway congestion is the most important because of that. Thanks so much Metro/Trimet you rock!	3/14/2017 2:31 AM
173	We need to focus on bike/ped/transit- alternative modes to getting people around. Improving freeways are just going to encourage driving and increase congestion.	3/14/2017 2:18 AM
174	Public transportation available later to accommodate work schedules past midnight and before 6 am. Many are obliged to drive because shifts start too early or late to take MAX or bus. Due to physical issues, cycling or walking 2.5 miles from a transit center to home is not an option.	3/14/2017 2:17 AM
175	Safety, biking and walking are relatively easy to do and have big impacts so that's why I have them prioritized.	3/14/2017 2:08 AM
176	* Work on key chokepoints, like the on ramps to Ross Island Bridge and the "zoo tunnel" that can clog up big sections of the city when there's a single car crash/etc. * More separated bike infrastructure needed, especially north/south on the eastside	3/14/2017 1:47 AM
177	PBOT is a disgrace. 60 miles of unmaintained roads and they still can't keep the "maintained" roads in decent shape despite the mild climate.	3/14/2017 1:21 AM
178	I would totally leave freeway investments off of this list if it was an option. The only thing that could reasonably help to reduce congestion in the long term is freeway tolling. Please do not waste billions of dollars trying to expand freeway capacity.	3/14/2017 1:02 AM
179	Bigger roads just lead to bigger loads (traffic) on them. Slow the city down and make it safer for everyone especially walkers, bikers!	3/14/2017 12:44 AM
180	Could not move listed so ranked them using numbers.	3/14/2017 12:28 AM
181	Figure out a way to have affordable housing (NOT more towers of condos NOT low income housing - AFFORDABLE housing). You, city of Portland, like every other city, are so worried about anyone making less than 35k annually that you forget those of us that make 40- 80k that are mortgage and rent POOR because we are spending 50-60% of our income on housing.....because we "can afford it".	3/14/2017 12:04 AM
182	More focus on transit & biking, less focus on cars.	3/14/2017 12:01 AM
183	Stop reducing lanes for cars in order to add bike lanes. We need roads like Foster, Powel & Division to move cars in/out of city. More people drive than bike commute and the gridlock is getting terrible.	3/13/2017 11:55 PM
184	Some of these choices are redundant. My top 3 could have been combined into 1. Vision zero for bikers and walkers.	3/13/2017 11:41 PM
185	Need to do something soon about Vancouver bridge and Sunset tunnel. Those 2 pinch points paralyze the traffic.	3/13/2017 11:13 PM
186	Literally just fix the freeway systems	3/13/2017 11:13 PM
187	Expansion of freeways should not be on this list at all.	3/13/2017 10:59 PM
188	Have Tri-Met pay their share of road repairs.	3/13/2017 10:45 PM
189	no more tri met, waste of money	3/13/2017 10:45 PM
190	Stop spending money on items that have no revenue stream and concentrate on the major highway and freeway congestion.	3/13/2017 10:14 PM
191	Repair & better maintain existing roadways. Stop taking away traffic lanes on major thoroughfares to give to bicycles. Enforce existing traffic laws to reduce speeding, duo & reckless driving. Expand bus service on weekends. Put in sidewalks & crosswalk signals in outer east Portlandd. Add flashing lights to all crosswalks.	3/13/2017 10:02 PM
192	Do not get involved technology projects like smartphone apps. Government builds the WORST technology.	3/13/2017 9:50 PM
193	We need a strong, well articulated vision for transit (bus & train &???)	3/13/2017 9:19 PM

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194	Safety is always number 1, simple as that. Beyond that freeways are just so far above important to me right now. With rising rent pushing me further and further from the city it's hard on my commute with such congested freeways. The current freeways really limit where I feel I can live, and cut down on my visits to downtown on my days off. Also in reference to the rail system I think by far the priority should not be with expanding the rail lines or increasing the number of trains, but providing more parking at transit centers. I adore MAX, I would ride it every day. But I can't because there's almost never parking. I would 100% of the time rather take the MAX and drive somewhere, but I have to be able to park at the station!	3/13/2017 5:35 PM
195	i have been car free all 7 years of living here in Portland. this city is great for a person such as myself who prefers biking, walking, skateboarding and riding transit. that is the city i want to live in and those are the investments i prioritize for metro.	3/13/2017 5:22 PM
196	Would it be possible to have solar roads?	3/13/2017 4:56 PM
197	To get more people out of cars: (1) improve PPS so all neighborhood schools are desired by neighborhood residents; and (2) build a comp plan to incorporate infant/daycare/preschool into the 20-minute neighborhoods. More moms and dads and kids are now out of cars.	3/13/2017 4:16 PM
198	Light rail line needed down the West Bank of willamette to oregon city.	3/13/2017 3:56 PM
199	Given that Portland's general population is exponentially growing each year, traffic and commute times and one of the biggest issues for our community. I think improving freeway congestion should be a top priority.	3/13/2017 2:49 PM
200	How about some synchronizing of the bus times with the max? Every morning at 6:08 when the 52 bus arrives at Beaverton Transit Center, we have to run to catch the max and flag it down to keep it from leaving, but the driver ignores us every morning. How about the Max driver seeing that busses are arriving and waiting to be sure to pick those that might need to take the train?	3/13/2017 2:47 PM
201	All the freeways are awful and some effort needs to be taken to reduce congestion before it gets worse. When you consider the housing situation and how more and more people are moving into the greater Portland area, the main roads need to be expanded or new roads need to be added to account for increased traffic. In my mind, 217 is flawed from a design perspective, constantly forcing cars to merge into a two lane system when it should definitely be three lanes plus off ramps - considering how much of the new housing is going in out towards Beaverton and Hillsboro, I think this should be a definite priority. I-205 is bad for similar reasons and it seems like there's plenty of room to widen that road and add a lane at least to the eastbound side. SW Tualatin-Sherwood Rd is jammed up pretty much all daylight hours and something should probably happen to alleviate that. Highway 26 heading into the city has always been a nightmare and it seems like there should be a tunnel bypass put in, maybe hooking down into SW Broadway. Getting onto the Hawthorne Bridge from I-5 is a mess, the place where 405 and I-5 merge on the Marquam Bridge is a mess, the onramp to I-84 is a mess, Ross Island bridge is a mess...considering how poorly the bridges have been ranked in terms of earthquake protection, it's probably worth looking into investing in tearing out some of those and replacing them with properly reinforced and more traffic-savvy options. POTHoles. There are way too many potholes, especially in North and East Portland. I feel like the MAX should probably connect Clackamas to Milwaukie and the WES or MAX should probably have a route that goes from Tualatin over along the southern edge of Beaverton - I think the odds are good coverage in that region needs to improve over time. It would be neat if the MAX were able to run up into Vancouver, but I'm sure that's a whole extra undertaking, building a massive bridge to support that kind of weight.	3/13/2017 2:46 PM
202	My little neighborhood street is like a freeway every morning and afternoon as drivers try to avoid traffic. This is incredibly dangerous for the youth and elderly in our neighborhood.	3/13/2017 2:42 PM
203	the intersection sw 4th and broadway is a nightmare during rush hour	3/13/2017 2:36 PM
204	I assume this is 1 for most important 10 for least.you do not have this information on your site	3/13/2017 2:19 PM
205	We don't have the climate (too dreary), topography (too hilly), economy (noncentralized) or demographics (haven for the indigent) to really support public transportation or biking as good options for the vast majority of people.	3/13/2017 1:49 PM
206	This is tough! I'm primarily a bus commuter- I'm satisfied with how often my bus comes, it seems it's more a matter of congestion with single drivers commuting. With our weather changes, road damage is also a huge concern.	3/13/2017 1:38 PM
207	Expand the MAX rail line down south! Tualatin to downtown would reduce the major headach that is all things I-5 from 217 to the Banfield at any hour and every day....	3/13/2017 1:37 PM
208	Definitely 10 for freeway congestion and MAX lines. It would be AMAZING to have more MAX stops further west and more in residential areas. The buses would be less crowded and traffic would be substantially less if more people could and would utilize public transit and if the city had the infrastructure to deal with it. PLUS if there were more MAX stops the stress of the bus/roads when we have bad weather more people could safely go to work.	3/13/2017 1:24 PM
209	Safety is key. People need to be able to get to destinations by bike foot or skate without putting their lives in jeopardy. Please prioritize the proven methods outlined in Vision Zero. I will gladly pay higher taxes to have my child safe in her own neighborhood.	3/13/2017 1:14 PM

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210	I keep thinking how valuable a highway that connected 26 to North Portland would be if it had been built as originally planned. Everyone that commutes to the burgeoning industries in Hillsboro/Beaverton or from the suburbs into downtown is forced through the Vista Ridge Tunnel, which can't possibly meet the capacity of our growing city. Giving people another route to North Portland, Vancouver, and 30 not through the city center would dial back traffic by decades. In addition, 5 needs to be widened beyond 2 lanes in the city. The longer we put freeway improvements off the worse it will get. When you can't afford to live close to work, you have to take the freeways. Unless you live in east Portland biking is not terribly safe. A bike route over/through the west hills needs to be built. Barbur Blvd is scary on bike. Sidewalks in southwest! Multnomah Blvd and Capitol Highway need sidewalks (and bike lanes) so badly.	3/13/2017 12:29 PM
211	For over a decade I've lived in North Vancouver, and work in Tigard (Paying your lovely state income tax the entire time...) In a decade my commute has easily gone from about 45 minutes in the morning, 60 in the evening a decade ago to at least an hour in the morning, and 1:20 at night. And I'm leaving earlier / later to avoid huge rushes, and use Wise / google maps to help me around major construction. It's a mess.	3/13/2017 12:23 PM
212	Widen US 26 through the tunnel. Widen rose quarter section of I5 and create a logical 84 interchange. Replace I5 bridge or create a 3rd bridge?	3/13/2017 12:09 PM
213	I love biking as much as the next Portlander, but it seems like the City forgets how many cars are on the roads these days. We need to work on alleviating congestion on I5 & main roads, the traffic is almost as bad as DC!	3/13/2017 11:30 AM
214	Getting around should be safe for everyone. Making streets safe for all modes of transit should be the priority and will begin to address congestion by making resource-intense (including space) transit more attractive.	3/13/2017 11:14 AM
215	Specifically, address traffic congestion getting to I-405 from Broadway/6th Ave. Better traffic control and deterrence from traffic trying to merge where there is no merge.	3/13/2017 11:08 AM
216	Improve freeway and large capacity roadways!	3/13/2017 11:02 AM
217	Decreased congestion on arterials means increased pleasantness for bikes far more than any dedicated bike work could, as cars will then stop taking the side streets that were intended to be bike-friendly. By not fixing congestion problems, you're only making it harder for bikers and walkers. Also the bus system is total garbage on the westside; while it works well on the eastside, the entire west hills lacks any sort of reliable bus service. Seismic upgrades are extremely important too due to the likelihood of a major earthquake.	3/13/2017 10:58 AM
218	Please prioritize public transit, walking, and biking instead of freeways and projects that will principally benefit car owners.	3/13/2017 10:54 AM
219	It is absolutely critical we end the violence on our streets that bad road design and dangerous driving is causing. Statistically, my daughter, my wife, and I are all most likely to die from a crash involving a car. I don't feel safe walking or on my bike. The government's number one job is to protect me and my family.	3/13/2017 10:52 AM
220	I own a car and live in North Portland. I work in SW, attend timbers games in Goose Hollow, and often eat and go to other entertainment on the east side. What I feel is needed most is to improve freeways and max service. Max should be faster form of travel then driving during rush hour in the central city. Freeways should be free flowing. Often I-84 and Hwy26 back onto I-5 and I-405 causing delays in people who arent even heading onto those freeways. That is preventable. One Hwy/interstate should always back onto another.	3/13/2017 10:36 AM
221	Safety and active transportation go hand-in-hand. Safer streets are by definition better streets for walking and biking.	3/13/2017 10:31 AM
222	Make max more reliable. Constant delays and being stranded due to mechanical issues or not being capable of handling the weather is unacceptable.	3/13/2017 10:16 AM
223	Parking is too prevalent and too cheap encouraging lots of people to drive alone. Increase parking fees, expand parking areas, cancel the proposed parkign garage at he Convention Center Hotel (it is contrary to every goal we have in every planning document created in the last 15 years!), and expand carpool/transit lanes. Then double down on all transit: more coverage, more frequent, longer hours. Pay for it with gas taxes and parking fees.	3/13/2017 10:14 AM
224	I assumed "1" was soonest? Please flip if 10 is supposed to be soonest.	3/13/2017 10:07 AM
225	The best thing that could be done for this region is whatever it takes to get more cars off of the road, and increase reliance on public transportation.	3/13/2017 10:05 AM
226	It really is tough to pick out the priorities out of this list. They are all important and one project is often intertwine with another. With that said, I strongly believe the best way to relieve traffic congestion and improve quality of life at the same time is to improve on biking and walking infrastructures. I believe that more people would opt for those two options instead of taking the car if there are more (and safer) routes available for bikers and walkers.	3/13/2017 9:41 AM
227	FIX THE POTHOLE! USE SOME SALT!	3/13/2017 9:40 AM
228	Freeways are a disaster we don't need more buses or trains expand the freeways!!!!	3/13/2017 9:39 AM

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229	I would place an even higher priority on a comprehensive campaign to educate ALL transportation users on the "rules and edicate" for safe and courtious use of all routes.	3/13/2017 9:27 AM
230	That's tough. I don't actually think seismic is the least important thing here, but some of these are close to impossible to prioritize.	3/13/2017 9:21 AM
231	Our roads are in disrepair. I know 4 people who have blown out tires due to potholes in the last two weeks. And frankly, biking streets aren't much better. First things first let's fix the streets. Then we can spend additional \$ on expanding buses and max lines.	3/13/2017 9:14 AM
232	The freeway congestion is insane	3/13/2017 9:13 AM
233	Remove I-5 through the eastbank, decommission the Marquam. No more investing in highway widening.	3/13/2017 9:08 AM
234	Priority should be on improving the people-moving capacity of existing roadways (e.g, transit) rather than moving single occupancy vehicles, and on safety improvements for vulnerable users. Also, seismic investments are in fact maintenance (ensuring that the system we have in place now will last) and safety investments.	3/13/2017 9:07 AM
235	Commute to work has doubled over the past three years. I might as well move to LA or NYC. All traffic headed from north to west and vice versa must pass through the 26 tunnel, which significantly increases traffic in and around the city with compounding affects. There is no reason to pass through downtown Portland from north Portland when you want to go to Beaverton. We need to relieve this congestion.	3/13/2017 9:04 AM
236	Please reduce the number of bus stops (and max stops)! Too close together means much more stopping, slowing routes, and slower traffic. Faster bus routes would increase bus use. Faster max routes would increase max use.	3/13/2017 9:01 AM
237	Seismic upgrades are absolutely critical.	3/13/2017 8:57 AM
238	Figure out ways to make public transportation a more appealing option to limit the number of vehicles on the road. This will improve safety, limit maintenance, and improve bike/walkability. We should focus on this until there are fleets of autonomous cars that will provide a more flexible and continuous form of transportation.	3/13/2017 8:53 AM
239	The longer we put off road maintenance the more expensive it gets. It has to be priority 1. Furthermore everything else is dependant on maintenance. It's tough to expand bus service to neighborhoods with dirt roads. Safety improvements are meaningless if an ambulance can't get to a location because the road will rip out it's suspension.	3/13/2017 8:48 AM
240	The age of the single occupant motor vehicle as the prime form of transportation will be over in 10 years. Let's look to the future.	3/13/2017 8:36 AM
241	We should focus on transit, not cars.	3/13/2017 8:33 AM
242	fix the potholes	3/13/2017 8:31 AM
243	Like the rest of our society, Metro has a huge inbuilt bias towards and subsidy of private auto use. This is politically understandable, as under current conditions most people seem to want to sit alone in their private car. The car lobby is so powerful and widespread as to be unnoticeable, it's just "how things are". Claims about prioritizing transit and biking facilities, prioritizing safety and Vision Zero, are nice ideas but in no way match the reality of PBOT, Metro etc. Pretending that anything other than private auto use is the priority is a complete joke.	3/13/2017 8:30 AM
244	The ranking system is to vague.broad. Portland is large and depending on which area you are referring to, this my rating could be completely different.	3/13/2017 8:20 AM
245	SW outside of downtown seems to be in particular need of mass transit and safe biking infrastructure.	3/13/2017 7:59 AM
246	I'm a walker, bus rider, and driver. Inner city Portland is pretty good for walking most everywhere nowadays, but oh my god the outer metro is a disaster!! Just put in some damn sidewalks oh my god.	3/13/2017 7:53 AM
247	People will be driving predominately. Plan for that. Fix freeway bottlenecks. MAINTAIN what we have. Buses. Electric, please. Technology is the cheapest way to efficiency in the system.	3/13/2017 7:53 AM
248	I would like to see extra services for the #10 bus, preferably a weekend service and a later schedule. It's a great route to get between SE and SW Portland but it only runs on weekdays with a limited schedule. Thanks.	3/13/2017 7:49 AM
249	Build tolling stations on freeways and apply "congestion charges" to moderate freeway traffic.	3/13/2017 7:48 AM
250	I care a lot about biking infrastructure but I don't care so much about connecting to downtown Portland.	3/13/2017 7:36 AM
251	217 and 26 are an embarrassment.	3/13/2017 7:35 AM
252	Prioritize projects that make life better for people not in single-occupancy vehicles.	3/13/2017 7:26 AM
253	I feel safer riding my bike on protected streets, designated bike lanes and bike trails. I think more people would ride their bikes if they didn't have to share the road with cars.	3/13/2017 7:25 AM

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254	Rail is a commitment that "if you build here, things will grow." Bus is more adaptable for transit, but rail shows you believe in the area for transit AND growth.	3/13/2017 7:15 AM
255	Public transit to St Johns is a joke. I know it's the stepchild of Portland, but it's embarrassing that it takes longer to get to downtown from St Johns than Hillsboro. And by quite a large margin, too.	3/13/2017 7:14 AM
256	Basically just think about the transportation issues for the ENTIRETY of the Portland-Vancouver-Hillsboro metropolitan region, and not just policies that privilege rich fucking assholes in Irvington, Laurelhurst, inner SE Division and downtown. Metro CONSTANTLY make decisions that are felt as consequences by its suburban and rural county members who must travel across the region to afford housing and find a living-wage job, which has increased traffic and inefficiency for our entire region, again at a more disproportionate cost to working-class and poor folk.	3/13/2017 7:04 AM
257	It's dark in Portland for most of the year- we need reflective traffic paint on the streets. It's especially difficult to avoid potholes and poor road conditions when you can't see the lane lines in the first place.	3/13/2017 7:04 AM
258	You don't say what the scale is based on so I'm assuming 1 is the most important	3/13/2017 7:02 AM
259	It's time to refocus our efforts on repairing our current infrastructure, and modernizing road construction to prepare for population growth, and the impending automation of vehicular traffic. Continuing to ignore drivers because of the stigma associated with internal combustion engines is short-sighted. The future of vehicular automation and green transportation will require a solid road network that optimizes traffic flow for autonomous vehicles.	3/13/2017 6:59 AM
260	We cannot build enough freeways to meet our needs now or in the future unless we pave over everything and then no one has a need to go anywhere, or even live here. We need to look at alternative modes such as bike, walking, and bus. Smarter technology would help if downtown went to now right-on-red and have walking alone and not with cars moving. So much gets blocked when people are crossing streets and people can't turn right or left. It will take some getting used to but it would be safer and faster for everyone. Also a big priority should be getting semis off downtown streets. Only delivery size vehicles should be allowed in downtown and other pedestrian congested areas.	3/13/2017 6:57 AM
261	If we don't keep the roads we have in shape, it will cost even more in the future.	3/13/2017 6:48 AM
262	If transit rail systems are added to "improve" public transit, reducing bus services is counter productive. Livability of communities near transit rail lines should become a higher priority.	3/13/2017 6:47 AM
263	We need improvements to our highway and major arterials. Less money spent on rail transit and bike trails. It makes no sense to build a Cadillac bike system when no one uses it 7-8 months of the year. Quit spending my money on improvements for bikes!!	3/13/2017 6:43 AM
264	Some of these overlap, not sure how to address. (Bike/Walking and Safety, for example)	3/13/2017 6:38 AM
265	The roads need to be upgraded. Congestion is a nightmare on every major street.	3/13/2017 6:30 AM
266	completion of sidewalks for pedestrians on all streets not just for schools & commercial areas. Get rid of any dirt/gravel street by putting in paved driving area, curbs & sidewalk should be #1 after maintenance of existing infrastructure	3/13/2017 6:26 AM
267	Put more emphasis on moving traffic and less on bus and light rail.	3/13/2017 6:22 AM
268	No more lane reductions / "road diet" changes.	3/13/2017 6:22 AM
269	We have GOT to promote ACTIVE transportation such as walking and especially cycling. Portland is a CITY, and *real* cities foster *efficient* and *healthy* and *people-friendly* ways of getting from A to B everywhere throughout the city.	3/13/2017 6:19 AM
270	I didn't see an equity choice (which would encompass several of the above). For instance, we don't need improved facilities in close-in wealthy neighborhoods - we need them in East Portland (where a quarter of all Portland's children live, where transit is poky and unreliable and where roads don't have sidewalks). Focus also on similar neighborhoods in the region. We need ways to help the transit-dependent get around like first-class citizens. Plus, please put more attention on walking than biking, as EVERYONE walks or rolls.	3/13/2017 6:16 AM
271	Please maintain the roads. As you've found with the cold, wet winter, failure to properly maintain our infrastructure leads to expensive failures (ravelling, potholes, etc.)	3/13/2017 6:15 AM
272	The I-205 bottleneck at Oregon City should be a priority	3/13/2017 6:15 AM
273	QUIT taking away my streets for BIKE LANES! Max is too slow when you keep putting it on the ground instead of elevated surfaces. QUIT wasting the gas tax money you/others receive already.	3/13/2017 6:11 AM
274	Some of these categories contain contradictory goals making them hard to rank, particularly the "major streets" category. Improving traffic flow on major streets is often bad for safety, walking and biking and is done at the expense of other improvements. I support making big streets safe and more efficient by reallocating space to transit, walking and biking facilities.	3/13/2017 5:56 AM
275	Our freeways and major arterials are already not sufficient for the traffic we have today, much less the traffic we will have in the next 25 years.	3/13/2017 5:54 AM

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276	I have to walk IN THE ROAD on SE 92nd and Lincoln because there's no sidewalk and the corner is flooded 8 months out of the year. Incredibly unfriendly to pedestrians.	3/13/2017 5:53 AM
277	Bus service is an essential first step and key to getting people out of cars.	3/13/2017 5:51 AM
278	I think the spending on light rail is out of hand and that BRT would be preferable. If money is going to continue being wasted on light rail, then a non-lift bridge that's seismically stable needs to be constructed to remove the steel bridge as a giant single point of failure.	3/13/2017 5:18 AM
279	There can be nothing more important than maintenance now and i believe it affects all other categories. Terrible conditions make driving, walking and biking unsafe for everyone. Our region seems to be in poor condition maintenance-wise right now and so many non-maintained streets in SE Portland - why? Where is the equity? Don't make improvements till you can maintain what you already have!	3/13/2017 5:17 AM
280	Biking & walking higher priorities than transit because of ROI. They're cheap & virtually self-financing economically.	3/13/2017 5:16 AM
281	I live in one of the most transit accessible areas and I still need a car to get most places. Our transit needs to improve reliability, frequency and cleanliness. Also, I would like to see more physically separated bike lanes. I do not believe bikes and cars belong together on congested roads without a barrier.	3/13/2017 5:10 AM
282	Please please please prioritize the needs of our most vulnerable neighbors, and avoid pouring public money into wasteful GHG-inducing freeway expansion.	3/13/2017 5:00 AM
283	We need more smart technology like sensors and we should make this data public and also partner with Google Maps, Waze, Apple Maps and other navigation providers to provide it in real time in order to allow motorists to flow with traffic better.	3/13/2017 4:44 AM
284	Increase bus service, especially on the west side. Bring back express bus service from Beaverton and Hillsboro to Portland City center.	3/13/2017 4:44 AM
285	I would like to see more put into making the streets ready for self driving vehicles and self flying vehicles, the sooner we get the driver out of the driver seat the better we will all be.	3/13/2017 4:38 AM
286	The future is people getting around in ways other than by automobiles.	3/13/2017 4:36 AM
287	If more items are going to be created for biking then bicyclist should start being held responsible for following the traffic rules and be charged a license fee to help with cost.	3/13/2017 4:23 AM
288	Overall there has been too much emphasis in recent years on a small number of "mega-projects" that eat up much of the available funding. I would rather see more money for smaller projects that improve the bus system, fill in the ped/bike network, improve safety, and improve signal timing. We also need to finally get going on seismic upgrades, which seem to be stuck with no real funding source.	3/13/2017 4:12 AM
289	99, 43 & 26 need to be added to the freeway section as well to help reduce congestion. Lanes should all be expanded to 3 lanes, rather than two; and lights should be timed with speed limit.	3/13/2017 4:10 AM
290	When I rank biking and walking 2 I'm interested in seeing improvements outside the downtown core - improvements that allow better direct north - south travel on the east side, safety for biking and walking past Cesar Chavez, etc.	3/13/2017 4:09 AM
291	Fix our roads I work with disabled that can not take public transportation due to behavior some people do need to drive!	3/13/2017 3:05 AM
292	Reducing accidents and improving safety should be the number one priority, followed by planning for growth. Projects that increase the efficiency of our transportation systems - i.e. those that maximize passengers at the lowest cost, such as buses and biking - should be prioritized over expanding freeways. Getting people out of their cars is always difficult but projects that reduce wait-times, crowding, and shorten transit/commute times would increase bus ridership. It would be nice to see buses running more frequently (<7 minutes) and more "bus-only" lanes during rush hour so full buses aren't sitting in gridlocked traffic. People would also bicycle more if there were more protected lanes around the city.	3/13/2017 2:24 AM
293	We have been prioritizing single occupancy motor vehicles for almost a century now, it's time to get everything else up to modern standards first. The days of the single occupancy, gasoline power vehicle are numbered please put our money towards the future. You don't even mention self driving electric vehicles and what they might need.	3/13/2017 1:51 AM
294	Regarding bus routes- I would use this option if I could get to work and back without having to take 3 buses and stand outside at night to wait for them. Continuous street cars would help.	3/13/2017 1:18 AM
295	The highest priority should be placed on improving the convenience and safety of people riding bikes and walking. Infrastructure for these modes of transportation should be designed and built with the same level of care that motor vehicle users enjoy.	3/13/2017 12:48 AM
296	10 being most important.	3/13/2017 12:45 AM

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297	All are important. I personally would prefer to see fewer bikers, old people, and walkers killed when trying to cross streets and use them safely because of distracted drivers. Every single death is preventable. There is a crisis of pedestrian fatalities regionally. Some are on corridors I use to bike--like Multnomah Blvd, where a cyclist was murdered in broad daylight on Labor Day by an errant driver under sunny skies.	3/13/2017 12:08 AM
298	Establish on-demand crosswalks for pedestrians and cyclists (non-motorized transport) in more areas of the city beyond the affluent neighborhoods (Irvington, Laurelhurst, etc).	3/12/2017 11:54 PM
299	Hi! Please bring the MAX to North Plains!	3/12/2017 11:45 PM
300	Elderly people will become more numerous in Portland. Transit officials need a greater focus on handicapped accessibility for rail, bus and parking. The city should increase the number of handicapped accessible parking, with a focus on street parking for people in wheelchairs and walkers.	3/12/2017 4:10 PM
301	Trimet and Max rail services need to go in many, many more directions outside of the city center!!!	3/12/2017 4:10 PM
302	Keep Foster Rd a 4 lane road!	3/12/2017 2:28 PM
303	Max on Foster Blvd please!	3/12/2017 12:59 PM
304	When I drive at 5am I still miss every single light. A lot of congestion could be solved with smart light timing.	3/12/2017 9:53 AM
305	Re: seismic activity: I hope Metro is also working on the plan for after the Big One. We can do some retrofitting but I think you all should be focusing on how we will quickly respond when it happens.	3/12/2017 4:29 AM
306	1. safety: build out sidewalk network, especially in SW and create separation of modes and speeds (seperate bike from car) as well as medians to reduce head on collisions. Quicken path to zero vision. 2. YES! 4. potholes galore. need state/federal funding packages completed. 5. yes. rely on private market. They are moving faster than our entities. Avoid major capital investments to smartly use funds. New speed signs on regional interstates were outdated before they were installed. 6. yes, needed greatly across region and SW portland in particular. need changes in sw enhancement plan executed in particular line 39/51 changes. This area is a public transit wasteland. 7. Yes to sw corridor project and extending yellow line to vancouver. need speed increased thru downtown (red/blue lines) and steel bridge improvements made. After that need to pause on MAX and focus on bus improvements. 8. need state/federal funding packages completed. major issues are well known. 10. should get state/federal funding for this rather than disaster funding when it happens. Need leadership to provide funding to preventative needs. major issue.	3/12/2017 4:20 AM
307	I feel biking/walking, safety, and major street improvements all go together as one.	3/12/2017 4:14 AM
308	Your questions suggest false equivalencies between a few things. And if asked, I would favor improvement of existing Max lines (express, improved reliability on the west side) over expansion of the network to new areas.	3/12/2017 3:38 AM
309	Given our increased focus on density we have to reduce major route congestion. Traffic jams increase carbon emissions, cause stress and angst, impatience causes accidents. It is ridiculous that have very little investment in improving our freeway infrastructure. I love the idea of a west side bypass from below Wilsonville to north Vancouver.	3/11/2017 11:45 PM
310	The potholes in the roads all over the metro area are in major need of fixing. Then doing something about freeways. We need something like 205 on the west side. I know it was planned and then not done- big mistake in hindsight... Our home is a mile walk from a bus stop, so we don't use it- we live off Scholls Ferry near Roy Rogers. With new high school being built, would be nice to have some sort of tri-met service come out that way.	3/11/2017 11:12 PM
311	We've done a good job with buses and trains but are getting behind with maintenance and congestion. Much of our freeway network was created in the mid 60's while the city has grown 40% larger and the region has more than doubled in population since that time. We need to make targeted improvements where we can while keeping our existing infrastructure from crumbling. Is it time to reconfigure portions of our road systems? The 1-405 needs to be re-thought out. Are all the exits necessary? Is there a better way to move traffic?	3/11/2017 4:38 PM
312	Cars are already dangerous, but you still have to pass a test to drive one. There should be similar ideas surrounding the personal responsibility and accountability of pedestrians and cyclists through PSA's, school training, street signage, and legal avenues.	3/11/2017 3:25 PM
313	it is unsafe to walk in most areas of Portland.. traffic is moving over the speed limit in most residential areas.	3/11/2017 3:11 PM
314	Continue to expand light rail to reach more people in the Portland metro to help provide an alternative to driving. Also improve safety for pedestrians and cyclists.	3/11/2017 2:28 PM
315	All of the above are important and have been neglected so long. With massive growth in population. The region is a fucking shit show.	3/11/2017 2:25 PM
316	Are there any private resources available for any of these??	3/11/2017 12:07 PM
317	Biking and walking should not continue to be grouped together. Biking is a great zero-impact commute method but not everyone can bike and all dollars seem to go to bike improvements. Pedestrian improvements should be viewed differently and should receive funding priority.	3/11/2017 11:01 AM

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318	Keep streetcars on the priority list	3/11/2017 10:08 AM
319	This survey wants these placed in order, but which order? Is 1 high or low? Also, many of the choices are not realistic and valid because they lump competing types of transportation into the same project buckets.	3/11/2017 5:54 AM
320	Please separate biking from walking. Way too much has already been spent on bikeways and there are still neighborhoods without sidewalks/good sidewalks.	3/11/2017 5:10 AM
321	Any project labeled as "congestion relief" should have an induced demand analysis, and a VMT reduction goal. Some states are now requiring this, as the methodology is well established, and it can help to get the most out of limited funds. Project that excessively induce the wrong kind of demand, encourage outward migration and sprawl, and increase future transportation costs for the city. So called "congestion relief" projects are also some of the most expansive, and in many cases these funds are completely wasted as congestion returns to its original levels in 3 to 5 years, due to induced demand. Beyond migration, the primary source of rush hour congestion is known to be related to how tightly the arrival and leave time distributions approach 8am and 5pm. In the extreme, if everyone left at exactly at 5pm, no practical amount of road capacity would be enough. In practice, some people arrive and leave a bit early, and some a bit late. When you add capacity, some of these people pull their schedule closer to 8 to 5, and thus congestion tends to remain roughly constant. One way to counter this would be to encourage mid to large size employers to allow some of their employees to slightly shift their schedules off 8 and 5. This could be done with a congestion relief fee for mid to large size employers that they could eliminate by earning points. Companies could choose the way they want to earn points by allowing some fraction of employees to shift there schedule slightly, or by allowing some increase in the work from home hours, or by allowing some employees to work a weekend day in place of a weekday, or by providing transit passes, etc. Or they could just pay the fee. This would allow past investments in capacity to be recouped, instead of spending more money, by making better use of existing capacity. It should also be noted that smoothing the SVO traffic demand distribution improves freight travel times, for free! Smart technology: Especially disturbing is Portland's recent push for drivers to use more phone apps while driving, like WAZE for example. Distracted driving is now believed to be in part responsible for the majority of collisions, and a growing issue. It is grossly undercounted of official counts, due to privacy issues in collecting the data. Encouraging more WAZE works directly against the city's Vision Zero goals by (1) encouraging distracted driving, (2) allowing drivers to easily be notified of the new speed safety cameras thus making them ineffective, (3) allowing drivers to easily be notified on the exact locations of traffic enforcement, making that enforcement less effective and endangering the officers, (4) redirecting cut-through traffic on to greenways to endanger VRUs and suppress non-motorized travel, and (5) acting to induce more motorized vehicle demand.	3/11/2017 4:27 AM
322	add more red lights for people trying to cross busy streets such as Division and Powell. Maybe a red light with sensors to gauge traffic every 5 blocks.	3/11/2017 4:11 AM
323	You need to separate so-called "multi-use paths" so that pedestrians can be separated from bicyclists. I don't even walk on them now 'cause it's _dangerous_ with bikes whizzing by you, too close, and if they alert you, it's just late enough that you turn to look around and it becomes even _more_ dangerous for the pedestrian!	3/11/2017 3:28 AM
324	With more frequent and accessible transit options, more people (hopefully) will be able to function without a car, thereby reducing parking needs and street damage. Better bike infrastructure would push me (and I imagine others) to bike more for short trips: bike lanes separated from traffic, wider bike lanes to allow for fast and slow riders, etc.).	3/11/2017 2:52 AM
325	Improvements in bike infrastructure mean fewer cars. That means it is easier for freight to get through. It's not an either or as your survey suggests.	3/11/2017 2:20 AM
326	Outer Powell Blvd. Should be the #1 regional priority for securing additional funding to complete the Outer Powell Blvd. Conceptual Design project. Safe, active transportation options for east Portland need to be prioritized for funding.	3/11/2017 1:50 AM
327	I-84, it can have back up at 9 pm even. Moda/broadway/I-5/I-84 area- on/off ramps, side streets, etc. Add high traffic times ramp light to west side Ross Island bridge. Fix timing of lights on Macadam. Congestion on Naito pkwy north bound between Ross Island bridge and Hawthorne Bridge. Thank you!	3/11/2017 12:48 AM
328	Too many choices. Don't see you receiving accurate useful information.	3/11/2017 12:10 AM
329	Tax gasoline and diesel	3/10/2017 11:50 PM
330	It is imperative that we standardize people's ability to easily commute by non-motorized methods across the region. We have some beautiful trails and roadways that are inaccessible to people living nearby on unimproved roads.	3/10/2017 11:44 PM
331	Seismic and safety should be top concerns!	3/10/2017 11:26 PM
332	Max access to places other than downtown. The bicycle spokes aren't useful outside of downtown, and going anywhere else by bus takes a good hour or two.	3/10/2017 8:17 PM
333	Improve pedestrian and bicycle safety by ensuring freight vehicles such as double-trailer semis are forbidden from entering residential neighborhood streets. There's absolutely no reason why a semi truck needs to be driving down a residential street just one block away from an elementary school.	3/10/2017 4:31 PM

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334	Extend light rail throughout the city. All the way to oregon city/canby.	3/10/2017 3:18 PM
335	No more freeways!	3/10/2017 1:07 PM
336	Stop allowing more housing developments until road infrastructure can adequately support increases traffic.	3/10/2017 1:07 PM
337	More buses and more MAX service. I live near Scholls Ferry and Murray and we have very, very limited options here..just the 62. If nothing else, more options to get to MAX.	3/10/2017 9:49 AM
338	We need expanded lanes, as in MORE, on I5, Hwy 26, 217,etc. NOT MORE bike lanes!!!	3/10/2017 8:56 AM
339	Fewer people driving means less congestion, safer roads, and better freight access. Besides, cars are expensive, so we need to invest in alternative modes because it is an equity issue.	3/10/2017 8:40 AM
340	Bike, pedestrian and bus/rail transit safety and connections will help relieve congestion. I love bike commuting and even walking to work, but have to skip it sometimes or take a much longer route, due to lack of safety controls, shoulders, bikes lanes, unresponsive signals, no crosswalks, etc. It's especially dangerous in the winter, my family has "forbidden" me to bike commute in the winter for fear of my life! I use lights and safety equipment, obey traffic signal, and do everything right, but it's still very dangerous. Do keep up the great work with rails to trails! I use the Trolley Trail, Springwater, 205 trail, and dream of a day Highway 43 has bike lanes or a parallel pathway. The SE 17th street trail is a great safety improvement too, thank you!!!	3/10/2017 8:36 AM
341	Stop making car slip / turn lanes. Car lanes need to be no more than 11 feet wide. Please build the Wilamette Shore Trolley into a trail. Build a trail on the inside edge of the Red Tail Golf Course because Portland Parks owns it.	3/10/2017 8:26 AM
342	Rail transit improvements should not be limited to expansion projects but also include projects to improve the speed and capacity of our existing rights of way.	3/10/2017 6:08 AM
343	I agree with bike lanes and sidewalks on major streets but to improve the safety for these modes, they should look to off-street or parallel routes as these would more than likely have a lower ADT	3/10/2017 5:26 AM
344	Highway 211 and highway 213 need a great deal of improvement. Hwy 211 is not wide enough in Molalla and is very unsafe, since it functions as our Main Street and is not even completely improved with sidewalks.	3/10/2017 5:13 AM
345	Safety first. We need our roads to be safe for everyone. One way to accomplish that is to reduce vehicle miles traveled by supporting people to walk bike and ride transit to get around our communities.	3/10/2017 5:02 AM
346	No highway expansion without matching benefit to the rest of the transportation system!	3/10/2017 4:13 AM
347	I think seismic should be implemented with any road upgrades or work, similar to storm management implementation on the west side.	3/10/2017 3:56 AM
348	diverters on ne 7th now	3/10/2017 3:42 AM
349	We've spent so much time trying to make Portland a haven for bikes and pedestrians that the city has become nearly un-drivable, especially with more and more transplants coming every year. Also there needs to be more ways to get off of the freeway and turn around once you get in towards Portland. Missing an exit can be a traffic nightmare and easily add 40+ minutes to a trip.	3/10/2017 3:15 AM
350	We need more park-n-ride opportunities. Like increased parking at Sunset Transit Center. That will most definitely get more cars off the road and increase rail/bus ridership.	3/10/2017 1:50 AM
351	I live in rural east county. We need our community less car dependent - and I love getting around in my car - not anti-car. Streets/routes safe for walkers and bicyclists to do everyday tasks are needed. The mountain can't park all the cars that want to go up it. Love the MH Express. Use it regularly to go skiing! Let's get the funding more stable - maybe charge a bit more. The chart below seems to imply that bikes and walking are prioritized last which I view as shortsighted.	3/10/2017 1:47 AM
352	The crash corner in Raleigh Hills by the Parr Lumber by SW Scholls Ferry Road at SW Oleson Road needs to become walkable corner with better land use planning and protected bike lanes and a 30 mph speed limit on all of SW Oleson Road and SW Greenburg Road. The Red Electric Trail needs to be expedited and built to a world-class standard.	3/10/2017 1:41 AM
353	More street lighting please or at least brighter street lighting.	3/10/2017 1:40 AM
354	The survey lumps things together that don't belong together. For example, pothole repair and bridge maintenance should be top priorities. The survey includes "bus replacement" in that category, and that doesn't matter to me at all.	3/10/2017 1:17 AM
355	I would say instead of expanding rail making our current system nicer (station and train improvements) and faster. Also instead of expanding freeways (which is proposed) doing the one thing that actually reduces congestion, put a price on it.	3/10/2017 12:30 AM
356	Vision zero please!	3/9/2017 9:38 PM

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357	Encourage major employers to pay for transit passes as an employee benefit with a tax credit.	3/9/2017 2:38 PM
358	Please review a presentation made by Robin Chase a few days ago, organized by the OSU Foundation.	3/9/2017 2:02 PM
359	I feel we need to invest in our transit backbone (light rail or BRT), fixing major freeway bottlenecks (up to three lanes), and ensuring seismic resilience.	3/9/2017 1:43 PM
360	We must maintain and expand if possible the public transportation system. That includes maintaining surface streets and adding sidewalks and bus stops. There is room, I feel, to provide a system for freight delivery in a low-impact manner. This could be explored in a joint venture with local businesses and freight haulers, perhaps with a system of terminals that scales down in size along with freight demand and vehicle size. These facilities could be owned by Metro and leased by local businesses or shipping companies - almost like a commercial freight version of a Post Office. A business could lease a space for their goods to be received at, and pick it up either on their own or through a local delivery service. So at intermodal terminals, roads and bridges are heavy-duty, but by the time they get to St. John's or Aloha a business owner or their appointee could pick up the materials in their personal vehicle or a Car-2-Go or similar. It could work ;)	3/9/2017 1:15 PM
361	I'd like to have no semi's on 99E.	3/9/2017 11:02 AM
362	More bus service in west linn is needed	3/9/2017 10:28 AM
363	Should be a category for improving bus travel times, capacity and inefficiency like BRT, not just bus frequency and Max service	3/9/2017 9:28 AM
364	We need investments in equitable infrastructure which will keep our communities healthy and safety. This means stop prioritizing freight and freeways and start putting money into pedestrian-friendly infrastructure. Looking at the chart below it is clear no where near enough money is being put into walking and biking improvements.	3/9/2017 8:17 AM
365	I think that smart technology will be important to achieving any of these goals. Improving safety includes improving bike and walking safety	3/9/2017 7:51 AM
366	I am hopeful that some of the above suggestions can be combined.	3/9/2017 7:23 AM
367	In 30 years, I've seen 100% of highway expansions fill up before the bonds were paid. More highways encourages more infill. Only developers benefit.	3/9/2017 5:16 AM
368	Improve and increase access to railroad use to areas on the outer boundaries of the Metro area.	3/9/2017 5:02 AM
369	Safety is in my top three, but why is nothing said about improving traffic enforcement? Daily one can witness vehicles violating crosswalks, speeding, running red lights, texting on cell phones and other infractions of the vehicle code. Yet, there is nary a traffic citation being dispensed. It is obvious that this takes a back seat to ineffective safety window dressing. Partner with the insurance companies for public service announcements, especially warning of increased insurance rates. Then, put more traffic cops out on the road. Talk to anyone and they will lament the dangers they face from people breaking the law. This can happen now and continue forever, unlike this fairy tale chart below.	3/9/2017 4:45 AM
370	I believe that nearly all of these concepts are interconnected to one another. Bus and Rail transit are closely related to Major streets and Safety for example. To place these issues in a 1-10 ranking seems under realistic to what could be incorporated or merged together to efficiently upgrade our transportation system maintenance and transits of our major streets. Even with a funding gap there are much needed improvements in addition to maintenance needed for out growing community.	3/9/2017 3:47 AM
371	Thank you for doing this survey. I worry about areas like inner SE Division that have had an economic boon, and are now very congested because the roadway was reduced from 4 lanes to 2 lanes. I appreciate that the bioswales are an important environmental investment, so I feel a little conflicted, but I think we need to consider this in areas as they grow, such as Foster / Powell and Williams. Thanks!	3/9/2017 3:29 AM
372	Bus transit is proven. To be the most efficient, cost-effective, and flexible way to move people. Invest in EXPRESS buses that don't stop at every two corners, and bus only lanes across bridges and congested areas. Make the seats better for riders!	3/9/2017 2:18 AM
373	Hwy 43 has been in worse shape than rural Hwys 211, 212 and 213..... pathetic.	3/9/2017 2:17 AM
374	As a West Linn resident, I'd like the Amtrak station moved to downtown OC so I can ride my bike to it to get to downtown Portland and I'd like an express bus down 43 to downtown. I also think that we do need a west side bypass freeway and a new bridge over the Columbia to relieve congestion in Tigard/Tualatin. I'd also like a max line to continue either down 99 west or 205 to downtown OC or over to West Linn. With all our knowledge of physics, we should be able to quiet road noise nowadays. 205/99 West are very noisy for my neighborhood!	3/9/2017 1:51 AM
375	Just follow the active transportation pyramid, yo.	3/9/2017 1:46 AM

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376	on "Major Streets" it includes biking and walking, which i've ranked #2 on my list but biking and walking as #8. The investment in these minimally used modes of transportation is excessive when compared to the problems affecting many more citizens. I would like to see a de-emphasis on these cosmetic improvements until the real problems are solved.	3/9/2017 1:42 AM
377	Freeway traffic is horrendous compared to even just 5-10 years ago. We try to find other ways to travel to alleviate traffic but walking, biking and bus routes need to be improved.	3/9/2017 1:34 AM
378	Depending on whether you ride your bike, walk or drive a car, these are ALL important to move the masses. To think that everyone is going to ditch their car and ride a bike is very shortsighted and naive. Our region is comprised of residents of many different ages and with a range of mobility capabilities so access, service and safety are important to all but in different ways.	3/9/2017 12:26 AM
379	Focus on protecting billions invested in local road system. Most improvements mean greater speeds despite 'limits' with zero police presence/enforcement - negating any 'safety' for bikes/peds. Reduced street sweeping imperils bikers / loose gravel and violates clean air requirements / micro-particles -- asbestos, diesel exhaust, etc. Is there a truck policy? Brooklyn Yards / Holgate & perimeter neighborhood collectors?	3/9/2017 12:17 AM
380	PRIORITIZE WORK AROUND HOW WE TRAVEL (instead of how you think we should travel) 1)car, 2)train, 3)bus, 4)bike, 5)walk. FTLOG FIX THE POTHOLES!	3/9/2017 12:11 AM
381	Start with increasing capacity on freeways and major thorough ways, incorporate technology into the egress of traffic on other streets, expand max to maximize the commuters since buses are old technology and getting to be a thing of the past.	3/9/2017 12:01 AM
382	I honestly think we need to realign priorities to get autos/trucks moving smoothly.	3/8/2017 11:56 PM
383	We should be filling potholes before upgrading curbs and crossings.	3/8/2017 4:13 PM
384	There's no excuse for difficulty crossing the street or biking to school. Prioritize active transportation, starting with reduced convenience (speed, space, parking) for drivers. It doesn't need a lot of time and money, just get on a bike and actually see the obstacles that you're constantly building against people.	3/8/2017 3:53 PM
385	It is unclear what is meant by "Help reduce freeway congestion" ... if you mean freeway widening, then NO. If you mean congestion pricing, then YES.	3/8/2017 11:23 AM
386	Thanks. The way to make it easier for freight is to discourage Single Occupancy Vehicles. Separated bike lanes that are also separated from pedestrians, please!	3/8/2017 10:56 AM
387	I strongly believe that improving public transportation. I would take the	3/8/2017 10:52 AM
388	Bus, walking, and safety go together. New buses should be zero-emission.	3/8/2017 9:26 AM
389	bunching of categories will not give a true reading of what folks feel is important. For example, why does the description of major streets include bike/ped facilities along with improving traffic flow. Bike and ped were a separate category--improving major streets should include things like bus turn outs and additional lanes.	3/8/2017 4:47 AM
390	#1: figure out how to semis off the road. The semi truck traffic has grown so much adding to the traffic congestion. #2: light rail and bus service to Washington, no more roads, and they should pay for most of it. Toll bridge also. Half the traffic on our roads are Washington vehicles and semi trucks.	3/8/2017 4:27 AM
391	Provide more parking at MAXax stations. This simple step would increase MAX usage and reduce some road congestion. No use building more systems if you can't use them.	3/8/2017 4:02 AM
392	Extending light rail to Scappoose and down to Tualatin and Lake Oswego would reduce SO MUCH traffic!	3/8/2017 3:37 AM
393	Would love to see more continuous bike lanes - particularly in the NE edge of town, roads like Sandy Blvd, Killingsworth. Increased street sweeping of existing bike lanes to keep auto damage / refuse out of cycling lanes.	3/8/2017 3:13 AM
394	Cancel Trimet bus route 47 on LAIDLAW. Few riders boarding or exiting here. Bus is just a hellacious noise polluter	3/8/2017 2:59 AM
395	I commute by bicycle between West Linn and Tualatin. I see many others that do. A bike lane on Borland (parallel to 205) could make this year round and serve commute and schools.	3/8/2017 1:55 AM
396	Freeway and Freight I view on equal footing. To me they're both the top priority.	3/8/2017 1:41 AM
397	Personally, I would love 99w to not be so backed up, would love a sidewalk between 99w and the Dartmouth on 72nd ave. Need freeways to be less congested. But also need to make sure that all our bridges don't collapse in an earthquake, would be nice to have at least one standing. It is all very important. Everyone is mobile now so a system that is user friendly that may help report pot holes with an app and problem areas faster by the public.	3/7/2017 11:42 PM

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398	Look at us, we're seeking public input because we don't know how to properly budget and manage projects! Here's the thing about ranking: it sucks if you have more than 4 items. People can't rank 10 items consistently so this is a bullshit format for a question that most respondents aren't actually prepared to answer. And since this is devoid of any sense of magnitude, it's bullshit (a different flavor of bullshit). Good job!	3/7/2017 4:27 PM
399	Please prioritize all outer East Portland projects. It's time for REAL EQUITY for this increasingly important part of the city that has suffered such profound neglect, yet holds such enormous potential.	3/7/2017 3:52 PM
400	Need a way for cyclists to be able to bike to Bvtn Hillsboro. Right now the only ways are convoluted long routes through the zoo or hills. Need a bike lane that cuts a direct path. And St Johns needs an express bus that goes from Lombard near the St Johns bridge and stops in downtown. No 45 min ride to travel 8 miles distance.	3/7/2017 1:49 PM
401	In reality, all of these are important and cannot be ranked. Achieving some will automatically solve others. Planning infrastructure for autonomous vehicles will solve the need to expand freeways - don't waste money on adding freeway lanes just in time for the arrival of AV. They will increase road capacity so jump ahead of the curve here.	3/7/2017 1:27 PM
402	Traffic enforcement is key to safety as it discourages bad behavior. Currently, drivers are driving like it is the wild west.	3/7/2017 12:34 PM
403	Expanding Rail Transit will greatly reduce SOV use thus addressing Freight and Freeway congestion. Reduced use of highways will reduce maintenance needs.	3/7/2017 10:21 AM
404	I would really love to see better transit for n Lombard into St. John area	3/7/2017 10:11 AM
405	Expanding freeways/roadways for more cars only causes induced demand and doesn't solve our transportation problems and in fact makes them worse. With such great population growth in our future we must focus our efforts on encouraging people to use transit means other than a car. This means encouraging bicycle use rather than just accommodating it, and optimizing public transit for every street and every user.	3/7/2017 9:40 AM
406	Priority should be given to expanding biking, walking, and mass transit options because these modes of travel contribute most to improving public health.	3/7/2017 9:29 AM
407	Transit needs to improve cross town, not all people need/want to go downtown	3/7/2017 8:45 AM
408	More grade-separated rail transit options are needed -- both MAX and WES.	3/7/2017 7:46 AM
409	I listed Rail transit above Bus transit, but really they are of equal priority to me.	3/7/2017 7:25 AM
410	The congestion issues are huge and cause ridiculous loss of time and idling engines. Fix the Freeways!!	3/7/2017 6:58 AM
411	I find it astonishing that Metro has come out in support of freeway widening. Why would Metro enable and induce more driving? If you're going to widen freeways, do it to add a public transit line!	3/7/2017 5:11 AM
412	Buses get caught up in traffic. It gets worse and worse each year. MAX isn't reliable in the snow/ice/heat or during protests. Not everyone can bike/walk for their commute. We need a subway! Also, I scored all the categories above but my choices keep disappearing. Hope you receive all my inputs.	3/7/2017 4:57 AM
413	Safety should be a highest priority. Transit/active modes should be encouraged/supported more. Congestion is not a real problem at all.	3/7/2017 2:49 AM
414	Increasing light rail and other alternative (non-motorized vehicle) modes of transportation are by far my top priority. Second is reducing our reliance on car travel and dependence on major thoroughfares like interstates through our city and in some cases through the middle of our neighborhoods.	3/7/2017 2:27 AM
415	Could we move the truck driving time to a less used hour of the day? There isn't much traffic midnight to 6am. Not that I drive that much, mostly bike everywhere, but when I do the trucks are everywhere. They often speed thru heavy traffic. Why not encourage them to drive During low demand hours. I love the system London uses that charges all cars a fee for passing thru their inner city. It puts a lot less traffic on their roads. Lots of people run, walk or bike to work. We should do this!	3/7/2017 2:23 AM
416	In my area there are waaaaaaay too many potholes. You have to continuously swerve down a straight street to avoid them.	3/7/2017 2:18 AM
417	I believe making the improvements to bridges for earthquake preparedness is the highest priority.	3/7/2017 2:10 AM
418	Improved mass transit will reduce traffic issues. Portland metro should spend some time analyzing systems that have worked elsewhere in the world. Also, improved housing around business areas would increasing walking and reduce traffic.	3/7/2017 1:31 AM
419	Poorly designed question. It does not indicate if top (1) is most important or if the bottom (10) is the most important. Also please add a disclaimer that this is a self selecting sample and not a valid representation of community values.	3/7/2017 1:29 AM

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420	one issue not addressed that is increasing and will be a major source of complaints in the near future is the lack of parking available for new apts. being built. Not everyone moving into an apt. is going to ride a bike or take mass transportation and even if they do ,the most likely will still have a car. If not enough spaces are provided the surrounding neighborhoods will be crowded with cars with no place to park	3/7/2017 12:39 AM
421	Safety has to be the highest priority. Biking and walking is by far the cheapest and safety encouraging.	3/7/2017 12:35 AM
422	Freeway congestion and freight traffic have only increased in Portland over the years and as the population continues to grow, improvements to relieve congestion must be addressed. Other main streets such as Greeley and Interstate ave become gridlocked for hours as a side effect of congestion on 1-5. relieving this congestion will have a positive domino effect on many other main arteries of traffic throughout the city. I also believe that the timing of signals based on traffic studies seems like a relatively cheap way to solve traffic in certain areas where traffic begins to accumulate (i.e. Rosa Parks at Greeley).	3/7/2017 12:25 AM
423	I-5 S at I-84 is a nightmare...must be fixed someday...also, potholes on Grand Avenue at SE Mill are terrible too! Synching traffic lights will help greatly also...	3/6/2017 11:35 PM
424	I oppose any money spent on adding additional lanes to freeways	3/6/2017 11:28 PM
425	Add sound walls to I-205 south of Powell please!! Reduce/eliminate diesel pollution	3/6/2017 3:04 PM
426	When more & more people bike, walk & use transit, the freight problem solves itself. I'd like to see Metro lead this issue by actively discouraging car overuse, and encouraging use of bikes & transit for trips between 3 & 15 miles by building bike connections, and demonstrating through new infra & law enforcement that people will be safe from car conflicts when traveling by bike.	3/6/2017 2:41 PM
427	Earlier start times for public transit would be helpful. I work construction, so using public transit isn't an option.	3/6/2017 1:35 PM
428	I'm all in favor of transit, biking, and other alternative transportation projects, but the roads have been neglected too long. Traffic, maintenance, and safety issues on the roads need to be addressed.	3/6/2017 12:50 PM
429	We need to focus on fostering alternative modes of transportation while still fostering freight movement throughout the region.	3/6/2017 12:06 PM
430	Max or ferry to St Johns area please!	3/6/2017 10:49 AM
431	This winter shows just how poorly built and maintained our roads are. Driving has become an obstacle course and so much more dangerous. You look for potholes more than people, bikes, or other vehicles.	3/6/2017 10:03 AM
432	Some of these seem to overlap, which makes ranking them difficult. Doesn't using smart technology improve safety of surface street flow? It's also hard to rank them without any idea of how much they cost relative to one another. Maybe you can knock out several of these for the cost of one big one.	3/6/2017 9:25 AM
433	Pretty please can there be an express MAX? The locals are a killer if you want to get from the Eastside to Beaverton/Hillsboro	3/6/2017 9:16 AM
434	Safety first. Trying to meet induced demand at the expense of livability is a vicious cycle -- evermore so at the expense of safety. Freight & Freeways are important, but they've been overemphasized in the past -- they can 'coast' for a while until other parts of the system are back in balance.	3/6/2017 9:14 AM
435	Eliminate stop and go traffic due to stoplights by converting intersections to roundabouts and integrate the pedestrian/bike uses into automobile uses by creating an interface that forces share use with preference to the vulnerable user.	3/6/2017 8:21 AM
436	Major streets is a 10 because you specified Tualatin, Powell, 82nd and Sunnyside. Where is East County in Troutdale, Gresham, Wood Village and Fairview. We are always left out!!!	3/6/2017 7:51 AM
437	Spending money improving bike lanes and greenway green spaces while letting the eastside roads deteriorate is not prioritizing lower-income residents. Peoples cars are damaged often from the large potholes in my neighborhood. Many streets are even not paved. 82nd is horrible.	3/6/2017 7:34 AM
438	No more cars, it doesn't work.	3/6/2017 7:33 AM
439	It's extremely embarrassing that the DEMOCRATS in power are pushing freeway expansions. It's up to folks like you at Metro to educate them about, oh, pesky little things like induced demand. And how such huge expenditures could be better spent on infrastructure that would simultaneously provide options to driving, free up space for freight movement, and help reduce emissions as our population grows.	3/6/2017 7:28 AM
440	Vision Zero	3/6/2017 7:24 AM

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441	Areas such as South Cooper Mountain need transit opportunities (max line) in order to move people more efficiently throughout Scholls Ferry Road corridor. Even people who would rather drive will take transit if they will get to their destination quicker. If its not efficient people will not use it. Bus is an option but that bus will still be sitting in traffic. What a difference it truly makes when I am on the Max moving parallel with US26 and see everyone sitting there, just sitting. I am moving and getting to my destination quicker, what a stress reliever!	3/6/2017 7:13 AM
442	The pothole situation feels critical now since the storms we've had. They will cause a fatalistic crash as some are so large and since our streets are not well lit the likelihood of a dangerous accident caused by a combination of massive sized potholes, lack of street lighting and pedestrians throughout the city will happen.	3/6/2017 6:57 AM
443	On bus service, specifically, weekend service to outlying areas such as Tualatin, Oregon City, etc. needs to be improved	3/6/2017 6:48 AM
444	I work with college students, many of whom who are not able to drive to class. Providing safe and easy ways for residents to access education, without requiring them to drive, will allow everyone in our region to prosper.	3/6/2017 6:46 AM
445	Safety should not be a separate issue from biking/walking infrastructure. There are many places that, as a cyclist, I feel threatened by cars that cannot see me or who must make quick lane changes. The bike lane on Williams just before Fremont is a good example of dangerous bicycle infrastructure with lots of people going in and out of that New Seasons lot, and many cars crossing the bicycle lane to get into the left-turn lane. No more of those crazy situations, please!	3/6/2017 6:19 AM
446	We need much better transit service and access to transit in order to reduce the number of motor vehicles on the road. We also need more efficient ways to move freight than by diesel trucks.	3/6/2017 6:13 AM
447	The Portland area is quickly becoming mired in gridlock. We need system capacity increases to deal with the traffic volume increases that have occurred over the past several years, and will continue to grow.	3/6/2017 6:02 AM
448	We need a North-South safe all-weather mobility route in Washington County to connect the High Growth Areas.	3/6/2017 5:59 AM
449	upgrade and maintain bridges are very important	3/6/2017 5:24 AM
450	Streets need some significant repair after this past winter. Various locations around the City need to have crosswalks/lights for everyone's safety. Some of the new bike paths on main streets make sense- some absolutely do not. Housing costs are going to continue to push people out further and our growing population is going to need better solutions and more forward thinking to make this happen. We should be working with similar growth cities to consider a number of different solutions we have not yet tried along with those we have and are working on.	3/6/2017 5:20 AM
451	Improving items 1-5 would also improve many of the items in the bottom five categories.	3/6/2017 5:19 AM
452	FYI - I'm reading this as #1 being the most important.	3/6/2017 5:14 AM
453	Increase bus service to all major area hospitals	3/6/2017 4:59 AM
454	Would have ranked rail transit higher if it did not include WES.	3/6/2017 4:57 AM
455	freight - move freight off of Sandy between I-205 and 148th - move it to Airport Way. Seismic - have a Plan A for the "big one" to re-design freeways, but make no changes until then. Find a way to make single occupancy cars pay more to use ALL roads during rush hours. Major Streets: Do NOT widen roads in environmentally sensitive areas (Jenne/162nd/Foster), rather, find a way to redirect traffic to other routes.	3/6/2017 4:54 AM
456	Fixing the existing pot holes would be great.	3/6/2017 4:51 AM
457	Let's make Portland the model city for car free living. Cut off car through ways, reduce lanes, and improve biking and walking paths.	3/6/2017 4:50 AM
458	Your survey mechanism sucks. I spent a lot of time selecting my preferences and then the scale reset. Twice.	3/6/2017 4:38 AM
459	Bus and mass transit should be free for all Portland residents, funded through cap and trade, gas and vehicle registration taxes.	3/6/2017 4:35 AM
460	Freight as a single category ranks low because I think freight issues are dealt with in other priorities - get cars off the road and freight can move more freely.	3/6/2017 4:33 AM
461	In the Lents neighborhood, I-205 cut right through the middle in the 70's, forming a wall that has contributed to decreased pedestrian and bicycle flow. Please consider projects that aim to decrease the impact I-205 has had on the community (Sound barriers along the highway, more pedestrian bridges, bike lanes, more local groceries and supplies to eliminate the need to travel far, etc. Thanks!	3/6/2017 4:17 AM
462	making better connections for bikes and other alternative forms of transportation are very important to me	3/6/2017 4:15 AM
463	We would be better served with more rail for freight rather than freeway. I know this outside of Metro's control, but would benefit us all.	3/6/2017 4:08 AM

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464	Freeways Freeways Freeways! We've been under investing for decades and Portland is BROKEN because of it.	3/6/2017 4:07 AM
465	Growth strategies that reduce travel distances is also part of a good transportation policy: create a variety of jobs east of 82nd Ave, promote grocery stores east of 82nd, etc, and you'll see reduced congestion toward the city center.	3/6/2017 3:59 AM
466	Create N-S bus lines.	3/6/2017 3:54 AM
467	Congestion reductions from freeway expansion are temporary, and by encouraging more driving, they increase the burden on the rest of the system. Projects should be judged on their ability to safely meet regional objectives, not merely for their narrow effect on vehicle throughput.	3/6/2017 3:46 AM
468	Traffic is terrible now!! Improved transportation such as rail and increased bus schedules will help but we also need to expand our freeways to handle the vehicular traffic that is still continuing to grow in spite of the best public transportation efforts.	3/6/2017 3:43 AM
469	it would be great to have bus route with less frequent stops for those commuters on the Eastside. Right now, our choice is a very crowded, often failing Max, or a Bus ride that is more than 30-40 minutes the time of the Max. If the travel time was more in-line with each other, it's possible neither would have the crowding?	3/6/2017 3:40 AM
470	These options obviously overlap with one another. Transportation options are part of comprehensive livable neighborhood creation. Unfortunately, where I live now (97222), it is unsafe to walk to the closest bus stop which is over a half mile away and only runs infrequently.	3/6/2017 3:33 AM
471	I support ways of moving more people in our city without cars.	3/6/2017 3:33 AM
472	We will all rue the day when seismic improvements are absent.	3/6/2017 3:23 AM
473	In the next 25 years, expensive energy, climate refugees, and a contracting economy will make for tough choices.	3/6/2017 3:22 AM
474	For the Lents area that is intersected with major busy streets and and split down the middle with a highway, livability and safety desperately needs to be addressed	3/6/2017 3:19 AM
475	As the population ages more will be unable to drive or afford a car and costs associated with it. Out of five siblings I can no longer drive for health reasons and have a sister who can no longer afford a car.	3/6/2017 3:16 AM
476	Please work on relieving the congestion of our road ways. It makes driving in the area very difficult, and leads to more CO2 emissions as people wait in traffic. With an estimated 100,000 more people moving to the area in the next 10 years Portland Metro will no longer be a "small" city, so we need to be prepared for it.	3/6/2017 3:14 AM
477	Traffic congestion wastes fuel and time and creates stress that can result in violence so flow needs to be improved with several factors in mind. Conflicts between bikes and autos always results in injury to the biker so we need to be doing a better job at separating the flows, minimizing conflict points, and expanding band width at high volume times. An example of a bad solution is creating more restriction by reducing 2 auto lanes to one and adding a bike lane. Better idea is to designate certain streets as bike only during certain hours for mass commutes and keep band width flowing. Objectively, it seems to be a logical solution to opening up the modes of transportation comprehensively without a lot of expense, and use our monetary resources for expanding our commute perimeter and increasing flexibility.	3/6/2017 3:02 AM
478	The gas tax is for automobiles not bike and walking paths.	3/6/2017 3:02 AM
479	While safety should be an overarching #1 concern, the way I see it, increased safety comes as a side-effect of improving: Biking/Walking; Major Street traffic flow improvement; Maintenance; better bus routes; improved rail routes. So I moved safety to the bottom of the list.	3/6/2017 3:00 AM
480	There should be an alternate route/bridge for semi trucks other than the St Johns bridge. There should also be a bike path along the Willamette from St Johns to The Rose Quarter on the east side.	3/6/2017 2:59 AM
481	Spend more improvement dollars in outlying areas of the region, including St. Johns.	3/6/2017 2:57 AM
482	Increase capacity for cars, trucks and buses. Stop reducing capacity for cars, trucks and buses.	3/6/2017 2:57 AM
483	We need to focus on the projects that can move large number of people from outer metro (where we can afford to live) to where we work(city core) focus on mass transit, walking and biking with an emphasis on safety.	3/6/2017 2:49 AM
484	Rail is a complete waste of taxpayers money.	3/6/2017 2:45 AM
485	Please repair current roads especially major through fares. Transportation around the city has deteriorated dramatically as Metro/PBOT have removed numerous major roads for bike lanes (i.e. Everett instead of putting bikes on other less used road)	3/6/2017 2:44 AM
486	New bridge will help reduce traffic on 205 and I5	3/6/2017 2:44 AM
487	Transit in the Metro area must be more convenient and take less time than driving. If it doesn't, it will never be successful. Light Rail is a fundamentally good thing for Portland provided it's not treated as a bus line. There should be fewer stops and larger park and rides.	3/6/2017 2:39 AM

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488	Foster is a death trap.	3/6/2017 2:38 AM
489	When these are weighed for priority and ease of adoption, a cumulative cost estimate should include maintenance needs.	3/6/2017 2:35 AM
490	I am happy that there is a plan to improve walking and biking by 2252..... But seriously, biking, walking, and the human scale of the city is what makes Portland so livable. Please keep pushing further in that direction!	3/6/2017 2:31 AM
491	A second exit lane onto I-205 N from I-84 would dramatically decrease traffic congestion traveling from Gresham and farther east into Portland. There is often little congestion after the I-205 split, both on I-84 and I-205 N, but traffic will be backed up for miles before the 205 split	3/6/2017 2:30 AM
492	We need to be focused on the most cost-effective measures we can take to leverage the disproportionate investment we have already made for the movement and storage private motor vehicles. If a larger share of travelers use transit, bikes, or walk then we can delay or eliminate further substantial investments that are counterproductive to our many other quality-of-life and sustainability goals. All "new" trips in the region between now and 2040 need to be met by "anything but the single-occupancy vehicle." A more rational allocation of space on the regional highway network is needed to directly benefit freight. That means dedicated "freightways" and we should be creating significant, behavior-changing incentives for using non-highway modes for freight.	3/6/2017 2:17 AM
493	Improve HOV lanes. Make more miles of them, enforce them better, expand the hours.	3/6/2017 2:14 AM
494	Ranking without costs isn't very good. You could do biking + walking + technology for a fraction of the cost of major freeways. I suggest divvying up a dollar among the ten priorities instead (something Metro's done in the past and actually what decisionmakers do).	3/6/2017 2:11 AM
495	I would like to add that along with increased bus service and street safety, turn outs for bus stops be mandatory. It does not help the flow of traffic when a bus every few blocks stops traffic and does cause a safety issue when cars are all crowding into the left lane to avoid getting stopped behind a bus. Biking/Walking is a 10, because lets face it, this is a very small segment of the total population, its nice for some to the the option but the "Good of the many, outweigh the good of the few or one".	3/6/2017 2:10 AM
496	If driving gets unpleasant enough, some people will take advantage of other options. So priority should be given to supporting alternatives to using a car.	3/6/2017 2:07 AM
497	Most safety issues for bikes and pedestrians are from maintenance issues- large potholes, lack of sidewalk connectivity, etc. Address maintenance and then safety for most modes will be addressed as well.	3/6/2017 2:04 AM
498	MAX from Wilsonville to Portland is needed.. I-5 is a mess Wilsonville to Portland during peak hours	3/6/2017 2:02 AM
499	We can not efficiently use our current infrastructure if it is not maintained. . . . (e.g. pot holes)	3/6/2017 1:56 AM
500	I5 congestion is my biggest concern. I frequently have to cross the bridge to Washington and it's A huge chunk of my day wasted. The productivity and gasoline wasted is something Washington state and Oregon need to address as soon as possible	3/6/2017 1:49 AM
501	No opportunity to rank biking and walking separately, so I am ranking it last. Otherwise I would have ranked walking second.	3/6/2017 1:46 AM
502	I really feel that technology is going to be a key way to get my generation to use more public transit, if that isn't there we aren't as inclined to use it.	3/6/2017 1:42 AM
503	We need lightrail in the SW Corridor!	3/6/2017 1:39 AM
504	Biking is by far the most efficient transport, prioritize it, make it safe and easy!	3/6/2017 1:38 AM
505	Potholes are out of control and are hazardous to walking and driving: we need safe streets for pedestrians and that doesn't stop at crosswalks and paths!	3/6/2017 1:32 AM
506	Portland roads are in terrible shape and were even before the brutal winter of 2016-17. We have got to take better our of our current roads for cars, transit, bikes, and peds. As a cyclist I would like to see additional bike lane improvements and additions. I would love to see a bike line on NE 7th, connecting Tillamook and Going. I move over to NE 8th and go north to avoid 7th, but back onto 7th to get across Fremont.	3/6/2017 1:30 AM
507	Stop reducing lanes on major roads for cars to accommodate bikers - place bikes on adjacent streets, require registration of bikes with license plates large enough to see when they cause injury/damage.	3/6/2017 1:29 AM
508	Smart Tech- improve efficiency with signal timing & clearing crashes, but real time travel & apps? That's why we have google/apple maps. I use light rail everyday, because I am too cheap to pay parking, but it doubles my commute time, and crowded. Buses are less capital and additional buses can be added during rush hours-more efficient.	3/6/2017 1:27 AM

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509	Let move people and freight. Replace the I-5 Bridge will have the largest impact on the Metro area and the economy of the Pacific Northwest. This can also be a catalyst for other opportunities to move people by expanding bus, rail and biking and walking.	3/6/2017 1:21 AM
510	Since the orange line went live, traffic congestion has not improved on 99E. Harold street max stop was not funded and bus 33/32/31 no longer serve N. Westmoreland, so we now drive to jobs in inner eastside.	3/6/2017 1:15 AM
511	Stop building roads for cars. End congestion by pricing congestion.	3/6/2017 1:05 AM
512	Convert to electric buses as soon as possible.	3/6/2017 1:02 AM
513	It is difficult to rank items that have more than one part to them. For example Major streets - improve traffic flow AND complete gaps in biking.... What if you support one or the other, but not both? Also, rail transit has both MAX and WES, but they are not necessarily something that would gather equal support. More importantly you are not getting good data when you put out a survey that is unclear.	3/6/2017 12:47 AM
514	These are not rankable - almost all are important	3/6/2017 12:33 AM
515	You (people who allocate transportation money) continue to fail to be strategic about investing in the state of infrastructure. Stop with the bikeways and freeway expansion and start taking care of what we already have. Don't bother with endless meetings about values until you figure out how to value your assets.	3/6/2017 12:29 AM
516	It seems that some of these items could be done in conjunction with one another. If we are improving our major streets there may be opportunity to increase lighting, pedestrian cross-ways and island refuges. The maintenance of our streets needs to take a huge priority. Our roads are filled with pot holes and are damaging our vehicles and the fact that the roads are in ill repair make it difficult to have pride in the area cause the value of everything surrounding the pot hole filled streets declines because the streets are so bad.	3/6/2017 12:13 AM
517	Right now, roads across the region are barely usable for any mode of transportation. A lot of that is recent winter storm damage, to be sure, but there's been such a maintenance backlog that it can't wait any longer and still make fiscal sense. Also, Tri-Met service has become too unreliable to be usable in many situations, particularly inter-suburban travel.	3/6/2017 12:09 AM
518	Let's provide people with good alternative transportation, and maintain the infrastructure we have.	3/5/2017 11:54 PM
519	Increased freight traffic on I-5 and I-205 is a big contributor to escalating commute times. An alternate route for N-S traffic to bypass the urban core would be very valuable	3/5/2017 11:50 PM
520	People go way too fast to get around increasing traffic threatening public safety. I live on a residential street on an emergency route in SE Portland and feel helpless against the 40 mph speeds we see on our 25 mph street.	3/5/2017 11:47 PM
521	The highways would be improved if the Metered On-ramps were extended such that all merging traffic has the space to get up to traffic speed.	3/5/2017 11:24 PM
522	We absolutely have to improve the congested state of our traffic...highways, streets, & roads.	3/5/2017 11:10 PM
523	Investing heavily in making public transportation easy, accessible, and fast will be the most helpful in decongesting our streets and highways. Portland needs to be a leader again with public transportation. Thank you.	3/5/2017 10:22 PM
524	I realize that earthquake safety isn't sexy and isn't immediate, but if not now, when?	3/5/2017 3:47 PM
525	Benefits for transit users, walkers, bicyclists. Cheaper transit - why's it so damn expensive when it doesn't offer much?	3/5/2017 3:35 PM
526	Pedestrian safety and convenience is an illusion in Portland.	3/5/2017 3:13 PM
527	Do not do anything that encourages pollution or single occupancy vehicle usage. Make people healthier and happier by having them live closer to work, in walkable neighborhoods. Let Portland be the example of the next great American city. Be bold, do not believe the inertia of our progressive past is enough. Have courage and put an end to car culture and auto abuse.	3/5/2017 2:35 PM
528	Freeways will never be un-congested. Increasing the available public transportation network of buses and trains will make ridership an attractive alternative to driving as it is in Europe. Good bike and ped facilities can only help that and are relatively affordable improvements.	3/5/2017 1:29 PM
529	non-drivers are currently at such a disadvantage that special emphasis is needed to complete gaps and help non-drivers navigate more safely as drivers choose to do other things than concentrate on operating their lethal weapons	3/5/2017 12:48 PM
530	More walkability and transit options "in the numbers" and out beyond NE and SE 60th and below. Affordable neighborhoods are worse for walking, biking, and getting other mass transit options	3/5/2017 11:40 AM
531	I think the above question is flawed. Seismic improvements don't have to be separate from other improvements (safety, bike ped, etc.). We need to make sure that we have bridges to cross in the event of a Cascadia quake, but it's tough to rank that against safety.	3/5/2017 9:02 AM

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532	I am in support of all changes that help reduce our dependence on fossil fuels and reduce personal vehicle use.	3/5/2017 7:08 AM
533	I want to encourage people to walk, bike or use public transport (by improving the efficiency and safety of these modes of transport) -- that is the future!	3/5/2017 6:39 AM
534	The freeways should have always been the focus. Bikes on the roadway are a nuisance and should be taxed. The focus should be to fix our freeways, add a west side freeway like an I-205, and make sure our pedestrians on side streets have sidewalks to walk on(especially SW 209th & 198th). Less buses and rail needed. Don't invest in smart technologies with my tax dollars.	3/5/2017 4:04 AM
535	Metro must discourage more cars on the road despite growing population	3/5/2017 3:51 AM
536	You did not specify what number was highest rank. On a mobile phone I have to enter the number. I used 1 as most important and 10 as least important	3/5/2017 3:43 AM
537	As density increases, it is essential to ensure that pedestrians and bicycles can safely cross streets used by motorized vehicles.	3/5/2017 3:30 AM
538	The funding priority from the legislature should be to relieve the three major pinch points in the highway system. Maintenance and technology should be at top of list. All other items are distant behind these top 3.	3/5/2017 2:55 AM
539	I don't think we should expand any more highways. We have sufficient supply of these highways. I'm sure you're aware that we'll be inducing demand for the highways if we expand them, so building more highways won't actually solve any congestion issues. I think we should instead manage the demand for highways by adding congestion tolls that fluctuate with the amount of traffic. This will ease congestion and be a source of much needed income for Oregon.	3/5/2017 2:37 AM
540	Sidewalks!	3/5/2017 2:24 AM
541	I-5 has the same amount of lanes as in the 80's and 90's yet our population has drastically increased and gas tax is paid by drivers. It's time to upgrade and add lanes on 217 and I-5.	3/4/2017 9:33 PM
542	Cars never stop at the crosswalk at se 50th and clinton! Please put in flashing lights there! Also cars going northbound on se 72nd and se center never stop. Can you make the stop sign there more noticable?	3/4/2017 6:04 PM
543	Se Powell & 82nd ave is a death-trap for pedestrians. Cars make right turns on red without looking or try to speed through the crosswalk and almost hit me nearly every time I use it. This is when I'm crossing during the pedestrian walk sign, and have right of way. Please fix this, it's terrifying.	3/4/2017 4:29 PM
544	Express buses (and potentially trains - although I recognize the challenges there with single tracks each way) from Portland to the major employment centers in Hillsboro and Beaverton would make taking transit to those areas feasible. As it stands now, transit often takes 2 - 2.5 times as long as driving, even with traffic. I would be interested to see a study on the impacts that express options would have on transit ridership and traffic.	3/4/2017 1:28 PM
545	Some of these are hard to decouple, for example maintenance is necessary to make all of these work. Overall, we need to rethink transit and biking and make these modes of transportation work for the Portland of today, not 10 years ago. Any freeway expansion would only use valuable transportation dollars to result in more cars and no decrease in congestion as has been demonstrated in many others cities (e.g. 405 freeway in Los Angeles).	3/4/2017 1:26 PM
546	I hate the congested I-5 corridor, but the only way out is through transit and walkability	3/4/2017 12:47 PM
547	My heart aches for the constant bicycle and pedestrian fatalities in our city. One is too many.	3/4/2017 12:40 PM
548	Increase gas tax to improve roads for cars only	3/4/2017 11:53 AM
549	I can't stand that freeway expansion has such political support in Portland. This is not a long-term solution to congestion. Ultimately, it will exacerbate it by stimulating more people to drive cars. The focus should be on making more efficient use out of existing roads by improving mass transit -- speeding it up, making it more frequent and more attractive to people.	3/4/2017 11:32 AM
550	The walking and biking network is the cheapest part of the entire system and pays for itself,many times over in saved maintenance and health care costs. Currently our medical system subsidizes our driving sprawl through the Obesity collateral damage.	3/4/2017 11:25 AM
551	Will micro-bus autonomous vehicles that use an app (like ride-sharing but with a group of people) help reduce the number of SOV on the road? (Shared Autonomous Vehicle study: http://www.sciencedirect.com/science/article/pii/S0968090X16300870)	3/4/2017 10:55 AM
552	As a city resident that pays more per capita to the state, for rent, and for other externalized costs of traffic (environmental most notably), I am against the idea that I should pay any money to subsidize suburban commuters further in their destruction of the environment. Freeway users should have to pay a toll to enter various points within the region (I-205 North where it begins, HWY 26 & I-5 North at their respective connections to 217, & Both bridges from Vancouver). All current funding should be creating jobs by constructing the public transit and bike/ped. driven transit options that will ensure our survival and success.	3/4/2017 7:54 AM

553	<p>Mass transit expansion should be the top priority. Model off of Seattle's Rapid Ride! Relatively low cost, supplements MAX, increases ridership and comfort significantly. Off boarding ticketing for bus & all door boarding would significantly improve existing service. Integrate with biking better as well ! PDX could pay for it, as city's are more amenable to raising taxes for those things. Improve pedestrian and bicycle infrastructure too, especially connecting existing tracks. Also, we already have great MAX infrastructure, there are small-ish things we can do to dramatically improve it. Double track downtown so we can add express routes and make MAX lanes reserved for MAX. Lines are so often very crowded during peak hours, double tracking and express service would add significant capacity. Would be very controversial, but closing off every other street down town that crosses MAX tracks so that they are not through streets would allow longer MAX trains (3 cars) and would increase capacity, allowing MAX (at least some lines) to break even (if I recall correctly there are some lines, maybe the Red line, that is close to breaking even). Double tracked downtown & every other street closures would significantly increase capacity, and maybe even allow future Spurs into the suburbs off current lines that would be more cost effective at increasing rapid transit service. Tilamook crossing is a great asset, adding another transit only bridge for the other lines towards the airport, Gresham, etc. would also be really useful for increasing those train capacities, especially if they were double tracked. Tilamook was only \$150 million or so, double tracked transit only bridge (including a new approach from DT) wouldn't exceed \$250 million, and would increase capacity, allow the current bridge to increase car capacity AND maybe even allow for better separated pedestrian and bike lanes to cross the river. All of the above would easily dramatically increase transit ridership in Portland, are doable within the next 5-10 years, updates and upgrades our system to modern best practices and ensures Portland stays ahead of the curve, leverages existing infrastructure, solidifies funding (through increased fares and hopefully breaking even on some lines), and allows Portland to grow in a dense, equitable, and sustainable way and avoids the traffic woes of our West coast neighbors ensuring portland's continued competitiveness and makes PDX the premier place to invest. Coupled with more aggressive TOD, especially in downtown, we could make a dent in the affordable housing crisis, allow equitable access to transit (and jobs), we could leverage the infrastructure construction to lift the poor with job training and guaranteed jobs for at least a few years building transit infrastructure, reduce racial economic gaps, boost the economy by building wealth amongst the poor, thereby lifting up those that need most lifting. This far ranging plan is what is needed for Portland, and will cement our status as a transit leader and THE place to live and do business. We need to pass a regional funding and strategic plan like Seattle just did with ST3. Except we already have most of our workhorses and our back bone is in place with MAX. We need to expand MAX only a little, and then build off of it & borrow from Seattle's (and others) best practices. And we can do it at a fraction of Seattle's costs. Urbanites have shown their appetite for this, and Portland is no exception - we love transit ! The region needs to lead the way, and let the legislature and federal government follow.</p>	3/4/2017 6:07 AM
554	<p>Smart traffic tech is good but the commercial section is doing that pretty well, eg Waze.</p>	3/4/2017 6:05 AM
555	<p>keeping traffic flow on major arteries reduces stress on surface streets</p>	3/4/2017 5:55 AM
556	<p>lol that's a crazy figure. We should have compulsory voting, so if they vote they have to invest in transportation.</p>	3/4/2017 5:40 AM
557	<p>Until crime can be mitigated at existing transit locations, please don't spend more of our money on new rail lines. We live in a neighborhood that just had a new line put in and our homeless people and crimes are increasing quickly.</p>	3/4/2017 5:24 AM
558	<p>No freeway widening, even if doing so provides a few crumbs for active transportation. Certainly a number of bridges need to be usable after the inevitable huge Cascadia quake, but not all, and freeway bridges should not be the top priority.</p>	3/4/2017 5:03 AM
559	<p>Build out the regional trail network, such as the North Portland Greenway Trail, for multi-purpose use--bikes & walking, for safe separate from vehicle transportation. Healthy life style that is safe.</p>	3/4/2017 3:53 AM
560	<p>Our freeways and major streets are not scaling to the size of the traffic and population. We can't continue to ignore growth and expect folks to bike and max, it's not realistic for many and the commute has gotten untenable.</p>	3/4/2017 3:43 AM
561	<p>We are at a point where we could make transportation and transit the easiest, fastest and nicest way to get around. Let's make streets for people</p>	3/4/2017 3:27 AM
562	<p>Look forward to walk, bike, transit future, the only one we can afford and the only way to save the planet.</p>	3/4/2017 3:21 AM
563	<p>Address the bottlenecks - river crossings, all freeways should be at least 3 lanes each way. Unclog the freeways and improve east to west routes so 26 is the highway it should be that moves traffic along.</p>	3/4/2017 2:12 AM
564	<p>You have left a Westside I-5 bypass out of the list of ways to reduce freeway congestion, which also would improve the freight traffic flow, because trucks passing through Portland would not be forced to go through Portland, which would relieve a lot of the congestion on I-5 and I-205.</p>	3/4/2017 1:23 AM
565	<p>Bike infrastructure provides a better return on investment than any other mode.</p>	3/4/2017 12:56 AM
566	<p>Expanding freeways just brings more traffic not less. As transportation experts you should know better.</p>	3/3/2017 11:40 PM
567	<p>Expanded street cars lines; jitney neighborhood people movers</p>	3/3/2017 2:56 PM

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568	listen to the neighborhoods to create priorities. Create transparency to show taxpayers EXACTLY what money will be applied from where on projects and EXACTLY what is going to be done to mitigate the problem. e.g. What is meant by "help reduce freeway congestion and reliably move freight" ??	3/3/2017 2:40 PM
569	Encourage public transit use!	3/3/2017 2:29 PM
570	I hope that metro will work to create an inner linking bike path system. Expanding Olmsted's 1904 vision metro wide. I hope to see a bold vision for Oregon city Falls.	3/3/2017 1:23 PM
571	Build all freeways so that lanes could be converted to mass transit systems. Not like I-5 and I-84. Vehicles of the future will not need what we need for the next 20 years.	3/3/2017 12:59 PM
572	The ONLY correct prioritization is 1. walking 2. cycling 3. transit 4. freight 5. private auto use. This is the only order that has been found to benefit ALL users of our streets, including those who solely drive!	3/3/2017 12:26 PM
573	My highest priority personally is to get TriMet to cooperate in getting their schedules to jibe with SMART and other local transit services. They seem determined to build a monopoly by making SMART inconvenient.	3/3/2017 12:19 PM
574	"Safety" and "Biking and Walking" are connected; one of the best ways to improve safety for people on bike and on foot is to increase the number of people on bike and foot out there. Especially for bikes, there is safety in numbers! Drivers are more likely to watch for bikes and peds on streets where they are present in higher numbers. Also, improved bike/ped/transit means the people who shouldn't be driving (due to impairment, disability, age, etc) have more options and don't feel like they "need" to drive. On the other end, we shouldn't even be THINKING about freeway widening while there are urban neighborhoods without sidewalks. There is nowhere in the city that you cannot go in a car; there are many, many place that you cannot (safely/comfortably) go on foot or bike. Many neighborhoods are transit poor as well; compared to more developed cities around the nation and globe, calling service every 15 minutes "frequent" is pretty pathetic (in Chicago, a train every 7 minutes is standard; in Tokyo it's every 2-5 minutes, even outside of rush hour).	3/3/2017 12:08 PM
575	Safety must be #1 to comply with Vision Zero.	3/3/2017 11:36 AM
576	Improve Max thru Portland from the sunset. Too many stops. Quicker to drive to work than stop at every station. Have a few express lines throughout the day that eliminate some stops such as the 3 stops at Goose Hollow thru Providence Park. More parking for people leaving later in the morning to access Sunset Transit. I live off of 113th in the hills and there aren't any buses up there so rely on car to get to Max. Lot is filled by 7:30am.	3/3/2017 11:09 AM
577	Fix the potholes!	3/3/2017 10:58 AM
578	I feel that Biking and Walking, Bus Transit, and Safety as a comprehensive plan and network. It was a hard decision to put safety as "3rd", but I feel strongly that by improving access to biking, walking, and transit, it is 100% inevitable that safety will be increased regardless. Safety is always top priority when considering biking and walking. Always. That mostly stands true for transit (though efficiency is high on the list as well. Safety is not always integrated with roadway design as a TOP priority. And I say that as a practicing engineer for a transportation firm. Safety is included in the discussions and decisions around auto-focused projects, but the top priority is always capacity, efficiency, and "level of service". This does not even address the equity and public health benefits of providing a comprehensive walking, biking, and transit network. I hope this provides insight to my rankings. We are at a point where we have to make significant changes to the way things have previously been done in order to prevent detrimental impacts in the years to come.	3/3/2017 10:48 AM
579	Express Bus service from Forest Grove to Sunset Transit Center or Beaverton Transit Center for Portland commuters. It takes too long to drive or take the Max during peak hours.	3/3/2017 10:33 AM
580	Stop road dieting. We live in North Bethany and travel to SE & NE frequently for restaurants and to visit friends. You are making that harder. Road diets only create more traffic and hurt business. They do not ease congestion or make a road more walkable or bikeable. No one bikes on Division, it's a death trap. Some of our favorite businesses have seen revenue drops since your road diet. Do you really think that the people who are dropping \$\$\$ at all these downtown, SE and NE restaurants are all biking and walking there? No, they are bridge and tunneling over from Bethany, Hillsboro, Lake Oswego, Beaverton and more. Embrace the entire metro area and stop being so anti-car militant. It hurts the economy and ironically makes the metro area LESS livable.	3/3/2017 10:17 AM
581	Safety will be a net result of the others! Electric vehicles will supplant gasoline, and shared vehicles will reduce the overall number, but not the number in use at any given time - plan for individual vehicles, plus transit.	3/3/2017 9:48 AM
582	No new freeway lanes. Complete waste of taxpayer money when so many urgent safety and mobility issues exist	3/3/2017 9:48 AM
583	There needs to be another bridge across the Columbia River, maybe in the Gresham- Camas location,	3/3/2017 9:44 AM
584	Provide more services in East Portland, in general.	3/3/2017 9:43 AM
585	I can't put them all at #1. However many interstate trucks SHOULD be put on freight trains. Capacity and safety of freeways would skyrocket UPWARD.	3/3/2017 9:21 AM

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586	Services for older adults and people with disabilities. More fixed route service on weekends and evenings, particularly in east county. I live on Westside but work for seniors in MultCo.	3/3/2017 8:56 AM
587	good luck! having a port for our agricultural, natural resource products and goods for shipping should be a priority	3/3/2017 8:55 AM
588	There are several dangerous intersections in SW Portland that should be immediately addressed, the worst of which is Capitol and TFR. As a pedestrian, and while driving, I have had many close calls at that intersection including a car turn so quickly into me I have literally had to leap out of the way while crossing in a marked crosswalk to avoid being hit.	3/3/2017 8:52 AM
589	Smart technology should include signal prioritization for buses. Bike ped is the most cost effective investment (benefits to health, environment, congestion, parking, resilience), and yet we are investing the least in it. Go figure.	3/3/2017 8:51 AM
590	Public transit! Focus on biking, pedestrians, bus and train and congestion will automatically improve	3/3/2017 8:47 AM
591	Give out laying areas an express max train from a couple hubs into downtown. The max is too slow.	3/3/2017 8:44 AM
592	Sidewalks, I live in southwest Portland and we don't have one single major arterial that meets the City of Portland street standard with complete sidewalks on even one side of the streets. These arterials carry lots or regional traffic through our communities and need to be safe to walk on and safe to bicycle on as well as carry regional traffic.	3/3/2017 8:29 AM
593	We really need to focus on making biking, walking, and mass transit easier, safer, and a truly better option than driving. I like these options, but I won't honestly change my car habits until driving becomes more inconvenient than the other options.	3/3/2017 8:21 AM
594	I am guessing that you assume widening freeways will reduce congestion, and I challenge that assumption, considering IT NEVER WORKS OUT THAT WAY. Induced demand it a real phenomenon, and happens every time you add capacity to existing highways. I can't believe people still think it doesn't happen, especially professionals who should be studying these things.	3/3/2017 8:09 AM
595	Rail is slow, low capacity and expensive. Try improving all roads before adding anything to rail.	3/3/2017 8:03 AM
596	Walking and biking has been underfunded for decades. It's time to stop chasing marginal gains for automobiles, and reallocate priority to our most efficient and least destructive modes.	3/3/2017 7:25 AM
597	More people using active transportation and transit mean less congestion on major streets and freeway -- many birds with one stone!	3/3/2017 7:17 AM
598	you should not put MAX and WES in the same category. MAX is a success and WES is a failure pushed by a crank in the legislature	3/3/2017 6:58 AM
599	My top priority would actually be a new mode of transportation for the Portland region and Oregon, electric high speed rail, interlined with electric commuter rail services, to connect Tillamook and/or Astoria to Portland via westside stops; the Rogue Valley to Portland via the Willamette Valley, including both Eugene and Corvallis; Pendleton to Portland via the Gorge; and Bend to Portland via deep tunnel with a station under Mt. Hood. We need to invest in infrastructure to pull our state closer together, to ensure long-term economic resiliency. These lines will serve both passengers and high-speed freight, reducing the burden on our road system.	3/3/2017 6:55 AM
600	Use social cost benefit analysis to decide what is a priority.	3/3/2017 6:22 AM
601	Time for the city to deliver on what has been advocating for years... More investments need to happen to Biking and Walking infrastructure and transit infrastructure. The city's mode share will not alter until we develop a world class and SAFE system. Small and simple investments like road diverters creates a world of change for bicycle and walking commuters, and ensures the well being of our neighborhoods. We know what works, lets invest in those strategies now!	3/3/2017 6:20 AM
602	its all important....sell the public on the concept we need it all	3/3/2017 6:07 AM
603	Get I-205 corridor widened out to its maximum envisioned capacity, before attempting anything that would shutdown I-5 with any improvements. Eliminate choke points on major roads and freeways.	3/3/2017 5:58 AM
604	Focus should support goals of protecting the environment and human health from the impacts of climate change, and should support safety. We should preserve what we have to the best of our ability and then shore up our foundations so we can make it through the pending big earthquake.	3/3/2017 5:35 AM
605	The "Major Streets" type is confusing. Is it about cars, or is it about bikes & pedestrians? If it's the latter, there's already a type about that.. Similarly, freeways -- only freight is named, but clearly that's a lot about moving personally owned vehicles. So I'm not sure how to communicate that I want prioritize people walking, biking, using transit, and the movement of freight, while de-emphasizing single-occupancy car use and road-widening.	3/3/2017 5:35 AM
606	Improving freeway traffic is a red herring since it generally translates to enlarging the freeway which, at best, is a temporary solution. It's smarter to improve other forms of transportation such as walking, biking and mass transit.	3/3/2017 5:32 AM

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607	Get smart about rail transit: it is expensive and any expansion looks non-sensical. For example: the bus transit time to/from Portland-Vancouver is 18-21 minutes now. The once proposed bridge with rail extension at best would take 46 minutes. Why would we pay \$1 billion to take twice + the time?	3/3/2017 5:12 AM
608	My priority list is for REGIONAL decisions. Lower listees, such as safety & maintenance, are also important but should be addressed primarily by the state (in the case of highways) or local jurisdictions (in the case of safety and maintenance)	3/3/2017 5:05 AM
609	What about CO2 reductions goals? Seems to be missing here. Also, what about land use changes needed to minimize the need to travel? Also seems to be missing.	3/3/2017 5:03 AM
610	I live in the SW Hills and Bus transportation is a mile from my house. I hardly ever ride the bus. I would ride more often if there were a park and ride in Hilsdale. I walk daily in the Neighborhood and a walking path around Fairmount would be nice. It is used a lot by walkers and bikers. I don't ride a bike, so it is not high on my list of priorities. I also wish that the Department of Transportation would work more closely with SW Trails. I would be willing to more gas tax in order to support our roads.	3/3/2017 4:58 AM
611	Biking has had a lot of funding, relative to the number of commuters. It is time to maintain bus/max/trolley systems at 1st priority, and to make the bus system the main transportation mode in the area, with max limited to long runs.	3/3/2017 4:49 AM
612	I have never seen so much traffic in PDX. I have also never seen the city streets in such bad condition. While this needs to be fixed the serious answer is to reduce auto usage and that means alternative transportation especially buses and walking. Freight needs to be reduced too. More should go by train, plane, ship, etc., and by-pass PDX if does not stop in our fair city. Safety is also very important, but reduced auto use is an important part of the answer. Also is reduction of speed limits. Fewer big expensive solutions should be suggested and the money used for small incremental fixes.	3/3/2017 4:45 AM
613	I would have like to see a lot of these priorities teased apart. For example, I would consider "complete gaps in biking and walking facilities on major streets" to be a high priority, but "improve traffic flow" (where "traffic" implicitly signifies motor vehicle traffic) I would consider a very low priority. I would consider seismic improvements to ped/bike infrastructure a high priority; but for motor vehicle traffic I would prefer to see a regional system of toll fees funding those improvements. Same goes for maintenance - prioritize ped/bike system maintenance high but motor vehicle system maintenance low. Etc.	3/3/2017 4:25 AM
614	Need free public parking near and for apartments being built with no dedicated parking!!!	3/3/2017 4:14 AM
615	Safety, especially the safety of the most vulnerable road users should be the guiding goal for these decisions.	3/3/2017 4:03 AM
616	Smart is less important than infrastructure maintenance and improvements. Biking is a terrible idea, encouraging it with existing or new paths is worse.	3/3/2017 4:01 AM
617	I'd like to see investments to achieve mode parity (bike, walking, public trans, private car -- all equally viable ways to get from A to B) but it seems like there's not enough money. It's seems like there's only enough money to do a fraction of the needed maintenance (including safety and seismic)	3/3/2017 3:55 AM
618	We have invested a significant amount in bicycling facilities. It's time to acknowledge that not everyone is a cyclist and to shift focus onto improved mass transit and improved freight and automobile movement.	3/3/2017 3:53 AM
619	Washington County is not getting it's fair share of road funding. 217 and 26 are horrible and there is no I-205 equivalent on the west side. South Cooper Mountain, River Terrace and South Hillsboro (eventually 10's of thousands of residents) are all starting to move dirt and the local roads are all a traffic mess. We are already gridlocked during rush hour and soon it will be all day long! We need a major rethinking of transportation in Washington Co and I'm afraid that the WCTF study fell short of the mark... We are building communities with no local jobs co-located at the communities, forcing people to drive distances to work instead of bicycling locally. With two workers in many of the homes, the amount of cars on the road is going to soar when these 10's of thousands of people move in. None of the 10 choices above address this specific issue!	3/3/2017 3:50 AM
620	If the economy & freight are working well, and people can get to work via bus, then more money becomes available for lower level priorities	3/3/2017 3:42 AM
621	People seem much more willing to take the max than the bus in general, I think it converts drivers to transit riders much more effectively than buses (although buses are great too). There are big gaps in where the Max runs. We need a Max on SE Powell boulevard. That would create a much more comprehensive system of light rail to help people to easily get around.	3/3/2017 3:36 AM
622	It would be better to separate bicycling and walking in your questions. While I support more facilities for both, walking is universal and has different needs.	3/3/2017 3:34 AM
623	General improvements need to address those with disabilities (ADA Compliance).	3/3/2017 3:26 AM

624	Some of the listed improvements work together. If the major streets are improved, those improvements will include multi-modal components.	3/3/2017 3:24 AM
625	Lane capacity has been cannibalized to accommodate low volume and usage bike ped.	3/3/2017 3:22 AM
626	stop trying to widen our freeways. this will just make traffic worse. If anything- put in congestion-based tolling to help traffic. Make non-driving options better (biking is best return on investment) and get more folks out of their cars or carpooling. If you do anything to the highways -- set up carpool/bus entrances and exits that can queue-jump the lines. The old ones sucked (think old cornell/26 intersection) -- need to jump the whole line. Getting buses out of traffic with bus-only lanes and queue-jump schemes will be a huge improvement and help convince drivers that they aren't taking the fastest way. Make driving less convenient coupled with improving other options = problem solved way more cheaply than building more freeway capacity	3/3/2017 3:18 AM
627	Before increasing bus service, the buses need to be able to get out of traffic. They are stuck in traffic for so long that increasing service won't do much to help.	3/3/2017 3:14 AM
628	<p>Congestion Management; Philosophy and Data Part 3 of our report is intended to provide some insight to the planning methodology, regulation, and general philosophy of current congestion management in the Portland-Vancouver region. Parts 1 and 2 addressed some of the social implications of congestion management and how those are frequently at odds with the technical factors involving traffic facilities and congestion1. Part 3 will document how congestion has been impacted by Portland area planners' philosophy, as well as their implementation of public policy and expenditures. We will provide research data that describes some of the economic and social impacts of that philosophy. For better or worse, in the end, congestion management comes down to political process. While it is sometimes difficult to achieve consensus in a state legislature, the solutions in this case must reach consensus in not one, but two legislative bodies. In conclusion, some theories will be explored as to a bi-state process that could provide a framework to affect reasoned solutions to what some politicians have described as "mind numbing congestion". On February 11, 2017, Washington legislators Liz Pike and Vicki Kraft hosted a Transportation Solutions town hall meeting. Representative Pike recognizes the value, and champions a bi-state approach to the congestion crisis. She has introduced House Bill 1222 in the Washington legislature that creates a work group of eight legislators from each state tasked with identifying affordable cross-river solutions. Congestion Management is the term used by planning bureaucrats and academics to describe their efforts to prescribe improvement in traffic flows. It might be more helpful for them to re-name, or at least think of it, in terms of Congestion Solutions, as described by Representative Pike, in order to better address the phenomenon. It would seem many of our political leaders would agree that congestion in the region is a problem. In her State of the State address on April 8, 2016, Governor Kate Brown said: "Congestion. If it seems to take a lot longer to get anywhere in the tri-county area than it did five years ago, that's because — it does. Currently, each commuter will waste an extra 52 hours each year fighting traffic" She went on to say: "Insist that your elected leaders take action in 2017 to address this mind-numbing congestion that degrades our quality of life." Clark County commuters and through-haul truckers traversing the morning and afternoon commute would sharply disagree with Governor Brown's analysis of "52 annual wasted hours fighting traffic"; those numbers would equate to twelve minutes per day, six minutes each way. The very real numbers, according to surveys of those affected, would indicate more like 4.5 to 5.5 hours PER WEEK or more than 250 hours per year; that's 500 percent higher than reported in the governor's analysis. Reported statistics would bear out this discrepancy as shown in the chart below. "Congestion Management", as touted by many planners might be frightening for the 300,000 crossings of the two Columbia River bridges each day. (ODOT Average Weekday Crossings) Three of these planners have written an article published in the Washington Post2. The three professors of urban planning from Columbia, Cornell, and Rutgers respectively write: Transit receives about 20 percent of U.S. surface transportation funding but accounts for 2 percent to 3 percent of all U.S. passenger trips. In fact, use of mass transportation has remained remarkably steady, and low, since about 1970. There is nothing exceptional about last year's numbers; they represent a depressing norm. ↘ Heavy reliance on driving creates congestion, increases carbon emissions, pollutes our communities, and is a leading cause of injury and death. ↘ Resting our hopes on a transit comeback distracts from our real transportation problem, which can be summarized in four words: DRIVING IS TOO CHEAP. Drivers impose costs on society — in delay, in pollution, in carbon, in wear and tear on our roads — that they don't pay for. ↘ The SOLUTION is ending this underpriced driving — through higher fuel taxes, parking and congestion charges and insurance premiums based on miles driven — is a central challenge for local, state and federal transportation officials. ↘ Ending these subsidies will be hard work, politically. Yet we will have no incentive to do this work if Americans continue to believe that transit is making a comeback on its own. It isn't. Transit, like the rest of our transportation system, is in trouble. We need to act quickly to save it. On February 11, 2017 KOIN TV aired an article on Portland regional congestion; two city planners with doctoral degrees in urban planning were interviewed. Dr. Ian Carlton and Dr. Jennifer Dill said: ↘ Must raise the cost and inconvenience of driving private vehicles ↘ Widening highways is only a temporary fix because it would only encourage more people to drive State Senator Rod Monroe was also interviewed, saying that congestion was hurting everyone and that approximately one billion dollars would be needed for expansive solutions. In closing, the narrator said that 70% of the funds would go to highways and bridges, the remaining 30% to mass transit. In 2012, the Federal Highway Administration (FHWA) put forth their "Foundation for Performance-Based Management of Transportation Operations Programs" 3. This comprehensive document is intended to "provide state and regional planners to be able to implement some measurement of the effectiveness of their management of traffic congestion". That administrative rule is now five years old. Some of the initiatives included: ↘ Cost effective congestion solutions ↘ Why measuring operations performance matters ↘ Creating effective performance measures ↘ Using measurement to make better</p>	3/3/2017 3:14 AM

investment decisions. Is it possible that these initiatives proffered by the ultimate highway funding agency, do not “fit” within the boundaries and philosophy of the bureaucratic “Planners” in the Portland area? Could that be why it took two years, before the Oregon Department of Transportation (ODOT) commissioned two well known consultants to begin the “ODOT Region 1 Active Traffic Management Study”? The draft document was published in January, 2015. The 16 page comprehensive study was addressed to ODOT, Region 1, in Portland. Unfortunately, after contacting three individuals in the Region 1 planning department, and two more in Salem, none were familiar with the document nor were able to shed any light on the “next steps” as identified in the study. The Texas Transportation Institute is widely recognized as the pre-eminent authority in traffic analysis for the entire United States. ODOT relies heavily on the important information they produce. Their most recent data (2014) shows some interesting statistics.⁵ Portland ranks as the 23rd most populous city in the U.S., yet congestion data consistently ranks it in the top 10 cities. This data is more than two years old and more recent indicators place Portland even higher in all categories today. ODOT counts across the two Columbia River bridges over the past 4 years shows geometric increases of 1.7%, 2.2%, 3.3%, and 4.4%. It is important to note that the Southwest Washington Regional Transportation Council reports both bridges have been over capacity during peak periods since the 1990’s and mid 2000’s respectively. On Wednesday, January 18, 2017, the Federal Highway Administration (FHWA) published in the Federal Register the final rules for new national Performance Management Measure regulations⁶. The regulation calls for an increased level of transparency and accountability in establishing and achieving targets for performance impacting commuters and freight movement on the Interstate System. The Institute of Transportation Engineers Inc. submitted the following written opposition to the new ruling: “While ITE is supportive in moving forward with the majority of the proposed measures as the first step in this evolutionary process, we believe FHWA should postpone the adoption of an urban congestion measure until such time as this measure can represent all users of the system. The singular focus of the current proposed measure on vehicle-based travel may have the unintended consequences of focusing investment on the movement of SOVs at a time when the transportation industry has begun to aggressively support shared services and transportation choices. Rather than expending limited FHWA, State and local resources on implementing a measure of questionable value, we respectfully request that FHWA direct those resources toward the collection of multi-modal data and the establishment of multi-modal and person-based measures.” It would appear from the statement of the Institute of Transportation Engineers Inc., the state and regional planning professionals insist the solution to congestion is to place artificial limitations on what they call the SOV, (an acronym for Single Occupant Vehicle), by regulatory action. Rather, they recommend more mass transit, more bike lanes, and more and better pedestrian trails to the detriment of those seeking faster, more flexible travel, and freight movement. This organization of transportation bureaucrats uses word groupings like multi-modal data, and multi-modal person-based measures. This is clearly bureaucrat-speak for: we need get you out of your cars and on mass transit. While the planners seem to have ignored it, five years ago the FHWA put in place a series of rules that were intended to help regional planners measure the effectiveness in “Congestion Management”. Perhaps it would be prudent to do some measurements of our own. Have the planners studied some of this data? Page 5 ↘ Population in relation to miles of light rail line; of the 22 regions with higher populations, Portland has the most light rail per capita in the nation. Each mile of light rail in Houston services 220,000 people, Boston-170,000, Philadelphia-81,000, Seattle-162,000, and so on. For every mile of Light Rail, Portland serves 33,617 people. 23rd lowest of the 23 largest regions in the nation. ↘ Portland’s Light Rail capital expenditure per capita is the highest in the nation. ↘ The regional planners have gained national recognition as one of the leading cities in the nation in terms of light rail development. Have they considered it has come at the cost of the 6th worst congestion in the nation, at the lower end of ridership per mile, at the lowest population per mile of development, and near the top of congestion cost? If you were the CEO of regional transportation and congestion staffers, how would you rate them, given the realities of congestion vs. expenditures? For many of us involved with transportation over the past three or four decades, it has always seemed that transportation facilities and policy were being skewed toward mass transit at the expense of private travel and freight movement. That skew has now turned to open public statements that the planners and academics will, if unchecked, continue to make it more expensive, and in general much more difficult to drive, in order to force more and more commuters to mass transit. It is important to note the writing of the three professors of urban planning: “...our real transportation problem, which can be summarized in four words: DRIVING IS TOO CHEAP.” Our own city staffer with a PhD in urban planning: widening is only a temporary solution to congestion because it will encourage more people to drive more. The video of his statement reeks of bureaucratic arrogance. These bureaucrats work at the direction and pleasure of the elected officials, and those elected officials work for the individual constituency. Representative Pike’s approach to solicitation of public input and bi-state cooperation is a welcome breath of fresh air to what has become a very ugly circumstance of social engineering. The Portland regional planners have spent approximately \$17B on light rail alone, in addition to other transit expenditures; left unchecked they will continue to invest public funding to the intentional detriment of freight movement and private transportation. Even the most avid proponents of mass transit say it’s not working and report ridership in most sectors nationally in the sub-10 percent range. Portland’s expenditures provide service to less than 6% of the population, yet have far exceeded those for congestion mitigation, including freight movement. To continue to assert that more public transportation without additional traffic lanes will solve the congestion issue is folly; artificially increasing the cost to drive in an effort to support that folly is worse. There are solutions, and if the Oregon Legislature is willing to support the ideals of Representative Pike and the bi-state, reasoned approach to truly long-term planning and implementation, there is still hope. Part 4 will explore several of the alternatives for those long-term solutions. 1

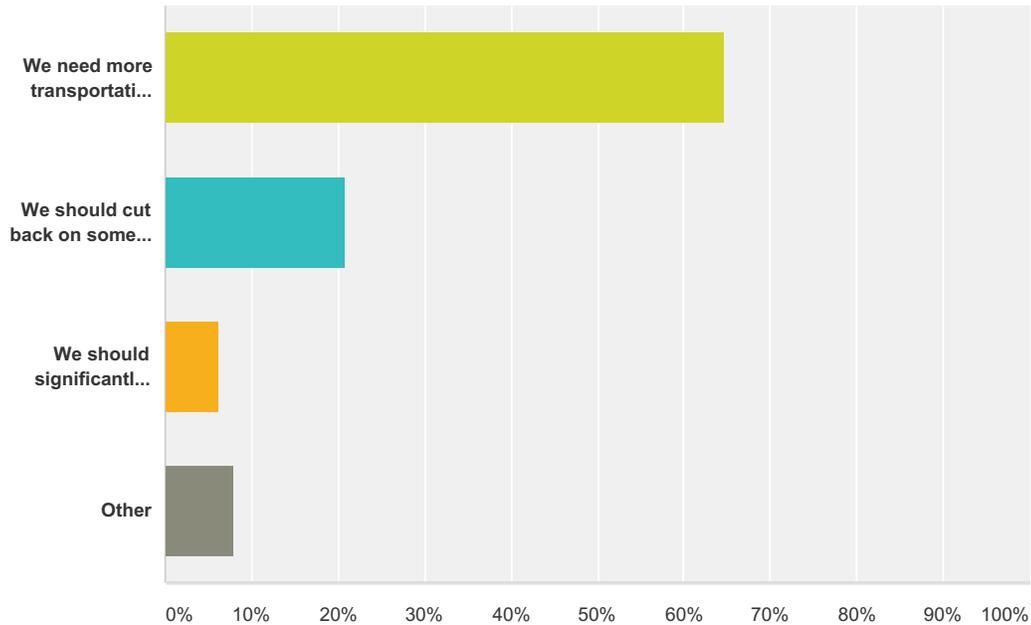
<https://people.hofstra.edu/geotrans/eng/content.html> 2https://www.washingtonpost.com/opinions/use-of-public-transit-isnt-surgin/2014/03/20/0b44e522-b03b-11e3-95e8-39bef8e9a48b_story.html?utm_term=.b3eb8058508d 3<https://ops.fhwa.dot.gov/publications/fhwahop12018/> 4DRAFT METHODOLOGY AND PERFORMANCE

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	MEASURES MEMORANDUM; David Evans Assoc 5TTI Performance Measure Summary – Portland, Oregon 6Office of Transportation Performance Management.	
629	Repair and maintain first!	3/3/2017 3:12 AM
630	I feel very strongly that Metro, Trimet, and local governments are not thinking nearly big enough in terms of raising revenue for a major transit/ped/bike infrastructure improvement package. The Seattle area just passed a \$54 BILLION measure to massive extend buses and rail across the region, and the Bay Area and LA have done similar things. Meanwhile, the Portland area is being overwhelmed by increasing congestion terribly deteriorating transport infrastructure. We are mired in "small thinking" and hamstrung by a highly conservative corporate sector that refuses to pay its fair share to maintain and improve transit/transport infrastructure. PLEASE prepare a major, multi-billion dollar bond measure or property tax measure for the 2018 ballot to *dramatically* expand our mass transit and bike/pedestrian infrastructure. This should be on the order of at least \$20 billion over 20 years. As shown in Seattle and California, voters will approve this kind of measure if they see it will make a major improvement in mobility, accessibility, and quality of life. A few items that *must* be in any such package: 1--Major increases in bus service; Add express bus lines and more BRT lines; Add bus lines that do not go through downtown. All new buses should be electric, not diesel. 2--Extensions of existing MAX lines to their natural termini (to Hayden Island, to Mt. Hood Comm. College, to Forest Grove, to Tualatin/Sherwood) 3--A MAX tunnel under the Willamette River and downtown to dramatically improve train speeds and remove the seismically vulnerable Steel Bridge as a choke point 4--Expand the Portland Streetcar to the top new corridors prioritized in the Streetcar system development plan (MLKing, Broadway, etc.) 5--Complete remaining gaps in the area's bike path network (paved trails) and expand buffered bike lanes. I truly believe that by thinking big and going to the voters, we can completely change the game in terms of transit/transportation in the Portland area. Thank you for your consideration.	3/3/2017 3:11 AM
631	Most transportation is done by car. Why not make it a priority instead of letting the politicians have their way?	3/3/2017 3:11 AM
632	Improve traffic flow on commercial streets which depend on truck supplied goods daily.	3/3/2017 2:59 AM
633	Transit and other kinds of ride sharing, and traffic management technology seem more cost beneficial than concrete and rail.	3/3/2017 2:56 AM
634	"Traffic flow" is killing our planet and our citizens. Metro should be pursuing the traffic pyramid and reducing the need for and the convenience of SOVs.	3/3/2017 2:54 AM
635	Passage through downtown Portland is too slow when using any mode of transit. Express options are needed for Rail, Bus and Car/truck that don't stop/have exits in Downtown Portland	3/3/2017 2:50 AM
636	These are all important items.	3/3/2017 2:50 AM
637	First priority should be MAX enforcement. Open drug dealing, homeless sleeping on trains. Trains are filthy.	3/3/2017 2:49 AM

Q4 2. We know we need to be efficient with the money we have, but we still have a gap between what is needed and current funding. Based on that, which is closest to your view?

Answered: 2,609 Skipped: 39



Answer Choices	Responses
We need more transportation funding to expand and maintain our system of roads, bridges, transit, bikeways and sidewalks.	64.74% 1,689
We should cut back on some projects but continue to explore ways to raise revenue.	20.93% 546
We should significantly cut back on our planned investments to match the current funding levels.	6.32% 165
Other	8.01% 209
Total	2,609

#	Other	Date
1	Funding needs to be focused on new construction and road maintenance not walking and bicycle lanes.	3/28/2017 5:12 AM
2	Oregon needs a Sales Tax	3/27/2017 1:08 PM
3	Review existing funding	3/27/2017 8:47 AM
4	Cut back on funds for motor vehicle projects	3/27/2017 8:42 AM
5	Institute a sales tax but you will also need to control property taxes otherwise people won't vote for it when they are already paying too much for property taxes.	3/27/2017 5:21 AM
6	I'm not yet fully up to speed on the budget, so I'm skipping this question.	3/27/2017 3:39 AM
7	no more high cost items like light rail and streetcar until we have repaired current infrasstrcutre	3/24/2017 4:50 PM
8	Invest in alternatives to trucking, including reopening the shipping Port.	3/24/2017 4:10 PM
9	Improve the roadways for automobiles. Period. That is all you can aford. B	3/24/2017 2:35 PM

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10	Cut light rail to help fund freeway improvements and increase funding	3/24/2017 1:59 PM
11	Stop funding car infra, 2252 for walking/biking is a farce if Metro is serious about reaching vision zero anytime before we run out of fossil fuels.	3/24/2017 7:52 AM
12	Encourage more walking/biking by investing funds in those projects. Discourage driving by cutting those projects.	3/24/2017 5:45 AM
13	Our freeways need more lanes. That's what causes the traffic. People aren't going to stop driving just because there's a new Max line.	3/24/2017 5:04 AM
14	Just Maintain what you have now and keep people safe, then you can see how much money you have left for your projects.	3/24/2017 3:14 AM
15	Implement tolls on select routs to fund needed freeway expansion - i.e. allow tolls in I5 carpool lane during carpool only time	3/24/2017 1:55 AM
16	Charge a toll for drivers and divers only. Install penalty fees for people that drive to commute under ten miles.	3/23/2017 11:41 PM
17	We should make do with the money we have and use volunteer labor to fix the roads.	3/23/2017 9:24 PM
18	We need more trans. funding as in the first one, but also need to keep working on ped. bike access in the natural surface greenspaces to keep our local areas good healthy places to live and minimize long trips for getting into nature.	3/23/2017 8:38 AM
19	Gas tax is in place. Dismantle the PDC and put all that money to transportation projects. Levy a state-wide tax on corporations. The recent initiative failed, but the state gov't. can enact a tax on corporations. That's where the money resides - in corporate coffers.	3/23/2017 8:02 AM
20	Be more efficient with the dollars already allocated and re-allocate funding from other programs that do not provide long term benefits to society.	3/23/2017 1:04 AM
21	Use funding wisely	3/22/2017 12:20 PM
22	Fix the potholes and broken streets before doing anything else!	3/22/2017 10:41 AM
23	Use current funding more efficiently.	3/22/2017 10:21 AM
24	Update our highways to accommodate for the extra population and traffic. Extra lanes! Fix the pot holes and maintain the roads.	3/22/2017 8:47 AM
25	D) all of the above	3/22/2017 7:09 AM
26	Raise more money but spend it with greater efficiency and oversight. Dispense with sinecure and allow people who can manage the construction and operation of all aspects of the system. Your friends and cousins do not make for effective leaders.	3/21/2017 10:05 AM
27	Invest in transit to give people options in the future. More options is good policy	3/21/2017 9:00 AM
28	Spend available \$\$\$ on roads for cars and stop spending so much on biking	3/21/2017 7:45 AM
29	Cut back on bioswails and other silly shit	3/21/2017 7:10 AM
30	We should look for creative funding, foundations, charitable trusts, etc for specific projects.	3/18/2017 4:15 PM
31	you should focus on repairing roads and adding lanes to move cars/trucks faster	3/18/2017 7:21 AM
32	Raise the gas tax/ Reg. Fees- user taxes	3/18/2017 12:43 AM
33	stop wasting money on pers	3/17/2017 3:09 AM
34	Prioritize new lanes for freeways and thoroughfares. Take back bike lanes and turn them into car traffic again!	3/16/2017 4:00 PM
35	Spend the money on roads not bike or pedestrian walkways	3/16/2017 11:23 AM
36	Spend the money we have more efficiently	3/16/2017 11:20 AM
37	More parking, keep lanes on traditional cit through streets.	3/15/2017 3:21 PM
38	lol	3/15/2017 12:10 PM
39	Figure out how to eliminate waste and stop raising taxes	3/15/2017 11:05 AM
40	Stop paying more than the budget allows	3/15/2017 9:27 AM
41	Stop the special projects and fix the system water sewer streets	3/15/2017 5:10 AM
42	No idea what funding is available nor the priorities of spending.	3/15/2017 1:42 AM
43	look at the plan for the city and how to best support the real needs and not a few peoples agenda	3/15/2017 1:19 AM

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44	Call out the current Presidential Administration on their Infrastructure Building promise.	3/15/2017 12:22 AM
45	Stop subsidizing automobiles	3/14/2017 2:30 PM
46	Work with mayor and city council to get bigger slice of general fund. We are wasting money elsewhere.	3/14/2017 12:59 PM
47	Convince the city to start putting existing tax dollars towards the roads. If people see their taxes being spent well, they won't resist as hard if more taxation is necessary. Keep removing lanes, building rails, and putting blocks in the road and I don't see any reason to pay, and in fact a reason to demand that people start being replaced due to incompetence.	3/14/2017 8:04 AM
48	Close the gap through better budgeting in all parts of government.	3/14/2017 7:12 AM
49	Tax bike riders	3/14/2017 5:55 AM
50	Save money by permanently ceasing highway construction & expansion, redirect that money to transit, cycling, and walking.	3/14/2017 5:46 AM
51	Need to reprioritize projects to more immediate needs	3/14/2017 3:53 AM
52	I	3/14/2017 1:56 AM
53	Just fix the freeways	3/13/2017 11:13 PM
54	Get what you pay for. More competitive bids with better oversight, less of the pour, over priced designs and more accountability	3/13/2017 10:45 PM
55	Reduce social and entitlement programs to pay for the needed repairs and projects	3/13/2017 10:14 PM
56	Cut back on all the bicycle route improvements & repair existing roadways. Freight and cargo items are not and never will be delivered by bicycle so roadways & traffic flow improvements need to be repaired & maintained for efficient delivery of goods & services.	3/13/2017 10:02 PM
57	Tollways	3/13/2017 9:05 PM
58	Perhaps introducing a sales tax may alleviate some of the burden, and this pains me as an Oregonian to admit.	3/13/2017 4:41 PM
59	We should get Trump out of office ASAP	3/13/2017 4:17 PM
60	Stop fixing working streets in good repair and start fixing the broken ones.	3/13/2017 2:19 PM
61	MORE MAX LINES AND BETTER FREEWAYS PLEASE!!!	3/13/2017 1:24 PM
62	Does upper management use transit?	3/13/2017 12:39 PM
63	Focus more on roads, bridges!	3/13/2017 11:02 AM
64	Sales Tax	3/13/2017 10:33 AM
65	Prioritize funding for active transportation and mass transit	3/13/2017 10:31 AM
66	We should invest the money we have on the projects that provide the greatest ROI: Transit, Bike, Ped.	3/13/2017 10:14 AM
67	Use the funds we have better	3/13/2017 9:46 AM
68	J	3/13/2017 9:13 AM
69	I don't know enough about the budget.	3/13/2017 9:01 AM
70	Eliminate agency overlap and overhead by dissolving the Metro regional government and assigning its responsibilities and resources to relevant local governments who can make more specified, targeted use of them according to the feedback of their residents. Metro's use of resources and funding gathered from within cities and counties in the region takes away from what those cities and counties can do for themselves.	3/13/2017 8:59 AM
71	Divert arts tax money to fix the roads	3/13/2017 8:48 AM
72	We need more funding, yes. But emphasis should be on highways and arterial.	3/13/2017 7:53 AM
73	This is impossible to answer in a vacuum, without budget context.	3/13/2017 7:48 AM
74	Less focus on alternative trans and more on auto	3/13/2017 6:54 AM
75	Develop a priority plan that places maintenance of existing roads and improving congestion as the most important.	3/13/2017 6:53 AM
76	We need transportation funding to expand and maintain our system of roads, bridges, and transit	3/13/2017 6:48 AM
77	Fund maintenance of existing roads before spending money on other projects	3/13/2017 6:47 AM

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78	Focus on freeways and highways.	3/13/2017 6:30 AM
79	we already have an increased gas tax, stop wasting money on poor choices & due maintenance & get rid of dirt street & put in sidewalks	3/13/2017 6:26 AM
80	Additional funds are needed for multi-modal safety, maintenance, and transit. We should not emphasize expansion of automobile capacity.	3/13/2017 6:16 AM
81	Whatever it is, stop raising taxes and fees.	3/13/2017 6:11 AM
82	we need to build roads for cars	3/13/2017 6:10 AM
83	Completely stop road spending, catch up on bike led.	3/13/2017 5:56 AM
84	More funding and cut back on freeways/car centric	3/13/2017 5:51 AM
85	Focus funding on Public Transportatoin	3/13/2017 5:24 AM
86	Stop spending money on surveys and use that money to actually improve transportation.	3/13/2017 5:18 AM
87	Budget with current funding as priorities above	3/13/2017 4:39 AM
88	Trim middle management and pet projects	3/13/2017 4:37 AM
89	USE TOLLING!!!	3/13/2017 4:04 AM
90	Roads for driving we pay the bulk of taxes	3/13/2017 3:05 AM
91	We need to upgrade our roads and bridges now. Start charging bike commuters and registration fee to add revenue. We need to expand our transportation network drastically.	3/13/2017 2:53 AM
92	We should measure impacts of each project towards our overall goals and only fund those that advance the goals.	3/13/2017 1:25 AM
93	reduce waste and become even more efficient	3/13/2017 1:08 AM
94	The budget should be re-prioritized towards active transportation, with improvements related to motor vehicles limited to those needed for safety (i.e. seismic, pothole repair), and freight. New revenue sources should be searched out	3/13/2017 12:08 AM
95	Improve the systems which bring in the most revenue first whether that's taxing traffic in some way (car tax, parking costs, gas tax) or increasing people's ability to take transit to work (increasing morning routes and decreasing time between far away transit locations with reduced routes for major residential and work areas).	3/12/2017 3:21 PM
96	D	3/12/2017 2:43 PM
97	Question is misleading. There is always "need" that is not really a need. It would be more fair to indicate there is a larger project list than available funding.	3/12/2017 11:09 AM
98	We desperately need another bridge between Portland and Vancouver. 2 would be best.	3/12/2017 7:09 AM
99	We do need funding but people feel taxed out here.	3/11/2017 4:38 PM
100	We need to tax corporations and quit trying to blame the citizens for this crisis. Legislature needs to take action. This is an emergency. Public safety is at stake.	3/11/2017 2:25 PM
101	Active transit.	3/11/2017 6:51 AM
102	We should cut back on some projects in order to fund those that benefit the greatest number of people.	3/11/2017 5:54 AM
103	Cut back on SVO demand inducing projects, and increase transportation funding to induce more sustainable cost effective demands.	3/11/2017 4:27 AM
104	balance funds available to make sidewalks available and safe, mass transit, and walking safety.	3/11/2017 3:31 AM
105	Look at efficiency. Recently saw four trucks and four people to fix on small porthole. Maybe a two person job in one truck. It is frustrating to tax payers to see people standing around watching a few work. Be efficient with the funds,time and employees you have.	3/11/2017 3:24 AM
106	Corporations that rely on our transit system and roads should be taxed.	3/10/2017 8:17 PM
107	Streets & freeways should come before busses & rail.	3/10/2017 1:07 PM
108	Higher car parking prices. Also, gonbuild metered car parking spots in downtown Beaverton	3/10/2017 8:26 AM
109	We should reallocate money from road capacity expansion to transit and bike facility expansion	3/10/2017 6:54 AM
110	Cut back on Portland projects and improve the surrounding areas with money we have.	3/10/2017 5:13 AM
111	see comment	3/10/2017 3:42 AM

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112	No new road/freeway expansions. Focus on the more efficient forms of transportation, such as bus transit, biking, walking.	3/10/2017 3:41 AM
113	Look at more ways to reduce the cost of road construction projects. How much. is spent before any money hits the ground!	3/10/2017 1:47 AM
114	tolls need to be built for the I-205 and I-5 bridges over the Columbia River to pay for active transportation projects, and ban metal-studded tires.	3/10/2017 1:41 AM
115	we need more ways of funding like dynamic congestion tolling and new ways of allocating (i.e. set some allocation minimums and then allocated additional money based on mode split)	3/10/2017 1:13 AM
116	Ask for federal money	3/9/2017 8:28 PM
117	Efficiency in these matters comes with significant front-end investment AND long-term providing for maintenance. It must be done, and it cannot be done cheaply or quickly. Perhaps if your planners can find ways to spread the impacts out without ignoring them, the agency will be little troubled by cranks freaking out about tax increases. Remember, the rule is to steal little, and spread it around.	3/9/2017 1:15 PM
118	We need to increase taxes on large businesses.	3/9/2017 8:32 AM
119	Traffic enforcement is not mentioned. Fund a real traffic division and stop the problem of unsafe streets to walk, bicycle or drive upon.	3/9/2017 4:45 AM
120	Focus funds on important things like freeway congestion.	3/9/2017 3:33 AM
121	We need higher gas taxes!!!	3/9/2017 2:18 AM
122	Money is there, learn to manage it correctly.	3/9/2017 2:17 AM
123	We need to focus on increasing the flow of traffic. Closing traffic lanes to put in bike lanes is counter productive. Find other routes for bikes away from traffic and initiate a bike tax so they can pay for it.	3/9/2017 1:25 AM
124	prioritize projects that will impact safety and flow of traffic, create funding request for specific large projects - ex: dedicated/limited to seismic upgrade of bridges	3/9/2017 12:38 AM
125	Much more efficient project management necessary to avoid cost over-runs -- OHSU Tram and McLoughlin/99E Grand Ave overpass rebuild.	3/9/2017 12:17 AM
126	State & Feds (we pay a fortune in taxes already - 11th nationwide)	3/9/2017 12:11 AM
127	City and state governments need to make roads a priority	3/8/2017 11:56 PM
128	gas tax needs to provide sidewalks and bikeways	3/8/2017 3:53 PM
129	We need to redistribute planned funding my mode to balance planned completion	3/8/2017 11:23 AM
130	This survey question is heavily skewed towards answering letter A, obviously we need more funding, but there is no mention of where that funding would come from.	3/8/2017 1:22 AM
131	Reduce our property tax and have a sales tax	3/7/2017 1:49 PM
132	Modes of transportation such as biking, walking, and public transit should be prioritized above all else from a completion date perspective. I'd prefer to take money away from silly highway expansions, but if the only way to get biking and walking projects is through additional funding, ramp it up!	3/7/2017 6:12 AM
133	We need a congestion charge to get people out of their SOVs. It's too inexpensive to drive currently compared with taking transit.	3/7/2017 3:04 AM
134	We should be smarter. Discourage nonessential driving. Reward people for driving less. Gas prices could do this or use a smarter system like the London fee.	3/7/2017 2:23 AM
135	Better appropriation of funds.	3/7/2017 2:18 AM
136	I would actually advocate for a blend of #1 and #2, with the "edge" towards #1	3/7/2017 1:50 AM
137	We should change our plan to increase the value of our investments.	3/6/2017 9:38 PM
138	Lead this issue by actively promoting a need to end to car reliance.	3/6/2017 2:41 PM
139	You	3/6/2017 1:00 PM
140	Congestion tax	3/6/2017 12:23 PM
141	get focused on moving people instead of vehicles	3/6/2017 12:15 PM

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142	We should prioritize the relatively inexpensive safety and pedestrian projects, and undertake expensive expansion projects when additional resources support them	3/6/2017 9:01 AM
143	Use the existing resources more efficiently	3/6/2017 8:21 AM
144	We need more transportation funding to expand and maintain our system..ABSOLUTELY, as bullet point number 1 states. However, the question here is how do we raise that money locally and not rely on the federal government which exaggerates cost almost 40%. If we can find local revenue we can build more with less funding.	3/6/2017 7:13 AM
145	We need more transportation funding to expand and maintain our system of transit, bikeways and sidewalks etc	3/6/2017 6:13 AM
146	Re-prioritize where the \$ is spent - direct more \$ to walking/biking, bus & rail, and local streets (better connections). Spend more \$ on changing behavior (car > transit . bike/walk)	3/6/2017 4:54 AM
147	You should inform the public on what you are accomplishing with the gas tax so that they can weigh in in an educated manner as to how they feel they should answer this question.	3/6/2017 4:51 AM
148	Cut back on car related projects and fund bike, walk, and rail projects.	3/6/2017 4:50 AM
149	Stop blowing money on rail and other crap. Need Freeways and you already have plenty of money	3/6/2017 4:07 AM
150	Significantly cut back on planned investments to match current funding levels and focus on maintaining existing infrastructure.	3/6/2017 3:22 AM
151	Obviously not everything can be done that is needed but select the low hanging fruit that statistically will provide the biggest return	3/6/2017 3:02 AM
152	Focus on cars, trucks and buses. No more funding for facilities that reduce capacity for cars, trucks and buses.	3/6/2017 2:57 AM
153	We need to be efficient with current funding opportunities and prioritize allocation of said funds.	3/6/2017 2:55 AM
154	Combination of need more transportation funding AND cutting back on some projects	3/6/2017 2:51 AM
155	Please use our existing funds wisely and not on more bike lanes and crossing where unneeded.	3/6/2017 2:44 AM
156	Reassess the efficiency of the use of resources. Increase funding moderately. Crowd source new solutions.	3/6/2017 2:39 AM
157	We should reduce funding for road expansion in favor of efficient modes of travel.	3/6/2017 2:25 AM
158	Tax corporations more.	3/6/2017 2:04 AM
159	In the absence of not enough money, no project is better than a bad project, but Metro prefers the bad cheap project option.	3/6/2017 1:46 AM
160	Reduce car-oriented road inventory, charge drivers, invest in walk, bike, transit only	3/6/2017 1:05 AM
161	Prioritize improved bypass routes to improve flow and safety on underlying roadways	3/5/2017 11:50 PM
162	we should prioritize pedestrian/bike safety projects over other maintenance/expansion projects.	3/5/2017 7:17 PM
163	We need to pay for what's been neglected before we add to it	3/5/2017 3:43 PM
164	Ridiculous. Figure out how to get people to use transit, walk and bike more. Period. Force them until they love it. It's 2017 ffs	3/5/2017 3:35 PM
165	Invest in walking and biking NOW—it'll save money in the long run!	3/5/2017 12:56 PM
166	Stop road and freeway expansion. It never ends!	3/5/2017 12:28 PM
167	Sidewalks are needed everywhere or we are not better than a suburb	3/5/2017 10:12 AM
168	We should focus our investments on the safest, most efficient projects: walking, cycling, and transit.	3/5/2017 8:12 AM
169	cut back on light rail, not nearly enough bag for our buck	3/5/2017 4:58 AM
170	L	3/5/2017 2:57 AM
171	I don't know how much funding there currently is or how it's being spent.	3/5/2017 12:52 AM
172	Cut back on rail and bus and allocate to streets and freeways.	3/4/2017 9:33 PM
173	Increase gas tax to improve roads for cars only	3/4/2017 11:53 AM
174	cut out freeway projects and give the savings to transit and biking/walking projects	3/4/2017 11:32 AM
175	Use current funding more effectively	3/4/2017 11:15 AM

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176	We should focus on transportation options that move multiple people in one vehicle rather than spending money to alleviate congestion for drivers of single occupancy vehicles.	3/4/2017 8:34 AM
177	prioritize ped/ bike access to limit need for street improvements	3/4/2017 5:55 AM
178	We should indict the current and last four governors for negligence in allowing the infrastructure to fall apart	3/4/2017 5:02 AM
179	Prioritize multipurpose trails for safe bike and walk trips	3/4/2017 3:53 AM
180	we should prioritize investments that help achieve our climate change goals.	3/4/2017 3:21 AM
181	We should prioritize biking and walking investments, followed by transit. Freeway expansions should be lowest priority. Reference "induced demand;" you can't build your way out of freeway congestion.	3/4/2017 12:56 AM
182	all of the above	3/3/2017 9:32 PM
183	Engage neighborhoods about the costs to fix "their" problems and the money that is available.	3/3/2017 2:40 PM
184	Put streets and freeways on the back burner, focus on bus and vision zero wrt bike and walk facilities. Then rail transit.	3/3/2017 1:48 PM
185	Transportation is one of the primary functions of local government. We should prioritize transportation spending over other great but secondary priorities. Use existing funding for transportation, then seek additional revenue by making a case to the public to take on other projects.	3/3/2017 1:30 PM
186	No freeway expansion	3/3/2017 12:26 PM
187	We should focus on lower-cost modes, i.e. pedestrian and bike.	3/3/2017 11:36 AM
188	We need more transportation funding to expand and maintain our system of sidewalks, bikeways, transit, bridges, and roads.	3/3/2017 10:48 AM
189	Use money on much needed bus service. Spend money on roadways that need improvements. Invest in pedestrian and bicycle improvements	3/3/2017 9:51 AM
190	Redirect any freeway Money to walking and biking first, then to bus and rail transit.	3/3/2017 9:48 AM
191	Do somethin about PERS, and cut property taxes.	3/3/2017 9:44 AM
192	Shift existing funding more to walking and biking	3/3/2017 9:30 AM
193	We need to stop pouring money into car infrastructure and start making viable biking infrastructure. World class biking infrastructure could be cheaper than maintaining or expanding our system for cars.	3/3/2017 8:21 AM
194	We should put a complete stop to adding auto capacity until we properly fund transit, walking and biking infrastructure.	3/3/2017 8:09 AM
195	Stop paying prevailing wage. That will add millions to projects.	3/3/2017 8:03 AM
196	We need to re-prioritize; the billion dollars that planners have budgeted for widening 217 should instead be spent to build out our entire regional bicycle and pedestrian network. Then, if by 2050 217 still requires widening, it can become a priority once all our other modes have complete, built-out networks.	3/3/2017 6:55 AM
197	no more light rail expansion	3/3/2017 6:19 AM
198	Prioritize Roads, Freeways and Freight Mobility	3/3/2017 5:58 AM
199	We should be using the money from taxes car owners pay to do these projects, NOT taking that money and using it for unrelated projects like what has happened in the past.	3/3/2017 5:56 AM
200	funding yes for roads & bridges that carry the big numbers, but not on transit, bikeways and sidewalks with small usage numbers.	3/3/2017 5:12 AM
201	We need to have clear goals and critically consider whether the multimodal vision is really useful.	3/3/2017 5:03 AM
202	Raise taxes only for roads and bridges	3/3/2017 5:03 AM
203	Prioritize active transportation investments. Excellent bang for the buck. Only fund projects with a heavy Vision Zero component.	3/3/2017 4:25 AM
204	Use what we have effectively.	3/3/2017 4:18 AM
205	Revenue should not be raised on the backs of seniors and the poor who have no way to pay for it.	3/3/2017 4:14 AM
206	Expand transportaion funding, and cut back on other, less important projects.	3/3/2017 3:42 AM
207	Cut back on larger infrastructure projects and maintain our current systems of roads, bridges, transit, bikeways, and sidewalks.	3/3/2017 3:26 AM

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208	Institute policy of automobile stickers to raise revenue. Example-Chicago. Stricter fare enforcement	3/3/2017 3:00 AM
209	We should drastically expand the budget for Walking and biking by reducing or eliminating the freeway budget. We should also seek additional funds for light rail and active transportation.	3/3/2017 2:54 AM

Q5 Comment

Answered: 531 Skipped: 2,117

#	Responses	Date
1	Institute a Sales Tax and cap real property taxes. Bring in revenue from on-line sales and tourists. Why should out of state tourists get a free pass when they use our resources?	3/27/2017 1:08 PM
2	We need a thorough review to make sure what is being spent is spent efficiently on long-term projects, and not on short-term bandaids	3/27/2017 8:47 AM
3	Our populations grows each year which means there are more taxes received. Use this money for more freeways. Many more new residents in Oregon but no new roads to hold this added capacity.	3/27/2017 5:47 AM
4	maintain what's in place before expanding	3/27/2017 5:32 AM
5	There also has to be a way to collect from electric cars since they do use the roads. We should pay "gas tax" based on number of miles you drive per year. We'd have to call it something different so all hybrids and electrics are paying it too.	3/27/2017 5:21 AM
6	Transportation improvements have not kept pace with the regional growth in population. Maintenance is falling way behind acceptable standards.	3/27/2017 4:27 AM
7	I think that mass transit options (bus and rail) are the most cost-effective approaches. I think roads are FAR more expensive in the long-run. I'm opposed to fixing roads if comes at the expense of alternative transportation investment.	3/27/2017 3:39 AM
8	Get more transportation funding through state tax reform. Raise the state gas tax and lobby for a raise in the federal gas tax. Get voters to repeal Measure 5. Remove the pre-emption against real estate transfer taxes. Institute a state capital gains tax. Raise corporate taxes. Raise the personal income tax on annual incomes above \$250,000. Pass a law directing unclaimed beverage container deposits to the state (some \$60 million in a recent year) and not the beverage association. The legislature makes so much noise about finding revenue and in the 2017 session passing a large transportation bill. Challenge the legislators to put money where their mouths are. Locally, I'd probably vote on a Portland metro tax to fund additional TriMet frequent transit lines (bus and/or rail), depending on the particulars.	3/26/2017 11:11 AM
9	Invest in public transport, not roads!	3/26/2017 9:49 AM
10	I think the bus system works well for me personally and doesn't need expansion. Light rail is expensive to expand and you can't go back, so funding big projects worries me. Bikeways and sidewalks need large investments, particularly in under served neighborhoods.	3/25/2017 8:28 AM
11	No more new freeways	3/25/2017 6:51 AM
12	Cut back on pay and pork barrel projects that do nothing. Stop funding projects in affluent areas first.	3/25/2017 3:52 AM
13	We need more, and more reliable, public transportation. And transportation that connects neighborhoods with transportation hubs. I have to walk at least a mile just to catch MAX. Tough, at 67 years old! Also, the bus line from Hillsboro to library on Brookwood needs to run at least one day on the weekend.	3/25/2017 3:17 AM
14	Keep educating all of us about these gaps. People need to know that current revenues are not sufficient to meet the public's desired levels of service	3/25/2017 1:08 AM
15	Gas tax!	3/24/2017 9:06 PM
16	I live in unincorporated Washington County. I use many of the services in Portland yet pay for none. I am willing to pony up more funding if that is the answer.	3/24/2017 3:18 PM
17	When disaster hits Portland nobody is going anywhere.	3/24/2017 2:35 PM
18	The most vulnerable, those walking and biking, should receive top consideration. Safety (and forward-thinking innovation which decreases car traffic while increasing safety and efficiency for all) should drive transportation-funding priorities. These priorities must strive to maintain Portland's reputation as a livable city. The 2252 goal for safe walking and biking conditions is too long. Casting walking and biking as a distant last priority will undo this reputation while other cities surpass Portland in transportation ingenuity.	3/24/2017 12:08 PM
19	That question was confusing. I have a master's degree, and I had to read it twice. Too wonky!	3/24/2017 10:35 AM
20	Specifically maintaining and keeping safe and rideable what we already have rather than expanding.	3/24/2017 7:43 AM

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21	Free up funding for road's by implementing a bicycle registration program. Any further tax increases on fuel shall only go to road projects.	3/24/2017 7:33 AM
22	You should stop taking money from actual public safety to fund pet projects.	3/24/2017 6:33 AM
23	We need to expand our freeways. End of story.	3/24/2017 5:04 AM
24	Transit and biking is a key factor to any growing infrastructure. We have no room for more roads and highways, so it is best to expand alternatives.	3/24/2017 4:54 AM
25	No CRC.	3/24/2017 4:46 AM
26	Gas tax, vehicle tax, usage fees, etc should all be considered as ways to raise funds.	3/24/2017 4:08 AM
27	We need more funding, but it should not go towards expanding freeways. We must start prioritizing non-motorized forms of transportation and make our city truly livable.	3/24/2017 3:48 AM
28	Nothing made this more clear than the snow storms.	3/24/2017 3:01 AM
29	Before you ask for a tax increase it'd be nice for our governor to explain why we have such a budget shortfall. PERS maybe? We have one of the highest tax burdens and yet we struggle. I'd say our money is being mismanaged.	3/24/2017 2:53 AM
30	Transit is a public service and should be funded as such, not run to make a profit.	3/24/2017 2:49 AM
31	I have no issue with being taxed more directly or indirectly for more funding.	3/24/2017 2:43 AM
32	Fix the pot holes. Expand freeways. New I5 Bridge.	3/24/2017 2:06 AM
33	Tax the out of state corporations that are draining the money out of the state.	3/24/2017 1:58 AM
34	Implement tolls on select routs to fund needed freeway expansion - i.e. allow tolls in I5 carpool lane during carpool only time	3/24/2017 1:55 AM
35	When you cut back and revert to patch repairs, you advocate for crumbling infrastructure. We've already see how that's worked east of the Rockies. Let's invest now so we'll have useable infrastructure later.	3/24/2017 1:54 AM
36	Money is often spent on silly things that improve nothing. Ask. Focus on maintenance and hi speed rail.	3/24/2017 1:52 AM
37	I don't know the policy and procedure to get the much-needed funding, or the connection between federal money and local issues, but isn't it a shame that a pro-infrastructure president isn't addressing this. (BTW He <3 Trucks)	3/24/2017 1:49 AM
38	Freeway expansion is NOT an effective use of limited transportation dollars.	3/24/2017 12:13 AM
39	Every issue in Oregon seeks bonds because we have no sales tax. The bonds are a heavy burden on the middle class. Is there a tax tourists can pay to help fund infrastructure they use?	3/23/2017 9:34 PM
40	I'd be willing to pay higher tax to expand light rail and fix bridges	3/23/2017 3:55 PM
41	Freeways clog just as soon as they're updated. Let's not keep making the same mistakes. Let's find more effective and efficient way of moving people and goods than freeways	3/23/2017 1:07 PM
42	There are plenty of bus routes. This doesn't need more funding. We all use the same roads. Maintain and expand these roads. The traffic will only get worse.	3/23/2017 12:53 PM
43	Especially with how horrible this winter has been for the whole state, our struggle even to maintain our roadways is very clear. If we don't provide more funding for it, it will take even longer than predictions to complete the projects at hand.	3/23/2017 12:05 PM
44	stop adding more lanes. make roads safer instead.	3/23/2017 12:03 PM
45	taxes! raise \$\$\$\$\$	3/23/2017 11:40 AM
46	Do away with the streetcar, or maybe actually enforce tickets? Kind of a free (and redundant) ride for tourists and homeless at the moment.	3/23/2017 9:50 AM
47	Work to keep neighborhoods enjoyable places to live and recreate...no just on groomed fields, but by bike and hike in natural areas.	3/23/2017 8:38 AM
48	It seems like population is increasing at a fast rate and unless transportation options increase along with it the quality of life will greatly diminish.	3/23/2017 5:55 AM
49	Infrastructure spending should be a priority over other budget line items that do not provide long term benefits to society. I don't see the need for increased taxes. Government needs to be more efficient with the revenue we provide them and to prioritize infrastructure projects.	3/23/2017 1:04 AM

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50	Rail service is desperately needed from outer SE and also N-S route. No more bike corridors as a solution to air quality! Focus on point source pollution - this is clearly a problem- bikes are not going to fix the air pollution problems unless the city cracks down on industrial polluters and addresses dry cleaners, glass companies, and other polluters at the same time. We need clean mass transit options- not dirty buses!	3/22/2017 11:42 PM
51	Population will continue to grow...	3/22/2017 11:23 PM
52	If the regions population is going to continue to grow as fast as it has, we need to see some major investments in public transit and walking and biking projects to ensure these are viable options for people across the region or else our bad traffic will just get worse and the region will be plagued by congestion	3/22/2017 10:34 PM
53	we do NOT need more roads. we need FEWER cars	3/22/2017 1:42 PM
54	Gas tax? Portland auto sales tax? The public subsidizes auto travel in myriad ways, why not get something back for our money?	3/22/2017 1:37 PM
55	If we don't fix the what's broken first, there's no point in adding new stuff.	3/22/2017 10:41 AM
56	Cut funding (and cut planning) for rail. Rail looks nice, but buses and general road infrastructure improvements/maintenance affect and benefit more citizens, not just those living in neighborhoods served by a light rail line.	3/22/2017 10:40 AM
57	Stop deferring maintenance onto future citizens and tax at an appropriate level to complete needed infrastructure	3/22/2017 10:12 AM
58	Add a bit to car registration to help fund. If people want to move here so bad, they'd be willing to pay. And if people move away, because they don't want to pay, *shrug* there's too many people here anyway.	3/22/2017 9:01 AM
59	Without expansion into planning for the three options, I see little differentiation between them, but rather they seem to be part of a whole. I think that we can develop multi-stage plans and set realistic attainable, and funded, goals to reach each stage.	3/22/2017 7:09 AM
60	Please! Raise my taxes! I'll either pay for transportation with my tax dollars or with the headaches of trying to get around the city or by sacrificing my safety or my child's safety. Please just take my money now!	3/22/2017 2:56 AM
61	Pouring so much money into a bridge that only allows for Trimet and pedestrian/cycle traffic was a huge mistake. If future decisions are so one-side, funding should be cut back.	3/22/2017 2:20 AM
62	Funding by miles driven	3/22/2017 1:01 AM
63	We should cutback on bike projects and focus on basics like maintenance, seismic, congestion fixes and some smart technology investments like sensors. But we really should cut back on greenways and bike investments were already a leader there and everything else we are doing rather poorly at.	3/21/2017 5:12 PM
64	The \$200 million wasted on the interstate bridge replacement would have filled a lot of potholes and funded a lot of traffic lights.	3/21/2017 4:30 PM
65	I am willing to pay my share, to maintain and improve our quality of life.	3/21/2017 2:04 PM
66	We need to educate people for riding especially Max rail. I also would like to use electric buses.	3/21/2017 11:09 AM
67	Sensible road pricing would both raise revenue and decrease demands on the system. Toll to the level that makes the system operate efficiently, assess the economic impact of those tolls, then add capacity as needed to bring the tolls down. In the meantime, fully fund alternative, lower impact modes like transit, walking, and cycling.	3/21/2017 8:16 AM
68	Spend \$\$\$ to maintain roads for cars and stop spending so much on biking lanes on every street....bikes should have designated streets in all directions but not have access to every street and that should be enforced	3/21/2017 7:45 AM
69	Focus funding on basic infrastructure- fix the potholes	3/21/2017 7:10 AM
70	Investing in infrastructure for private automobiles is expensive and backwards. Focus on bike/walk infrastructure and mass transit.	3/21/2017 7:04 AM
71	Tax-payers would really like full transparency with regards to how funds are spent.	3/21/2017 6:52 AM
72	We don't have enough funding for anything in the state budget, so we need more bond measures- clear ones, so people know what they're voting for.	3/21/2017 4:47 AM
73	How does capacity planning work? You have a maximum occupancy rating for a building, and codes require that it's posted; having more people is a violation. Yet, we allow a seemingly unlimited number of motor vehicles to be registered. Assuming we know what the capacity of the transportation system is, why not cap the number of registrations to keep traffic at a manageable level?	3/21/2017 1:40 AM
74	Investment in better and faster public transportation would help in reducing peoples use of auto if public trans. options are increased in areas	3/21/2017 12:41 AM

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75	more enforcement, photo radar, smaller speed limits	3/21/2017 12:23 AM
76	As it becomes more expensive to drive cars and people have less money to cover that expense, time efficient transit becomes more and more necessary to move people around. It blows me away that Oregon and Portland metro don't have a way to get me anywhere.	3/21/2017 12:19 AM
77	marijuana tax, alcohol tax, gas tax, luxury taxes (not tampons or food)	3/20/2017 10:08 AM
78	We desperately need improvements in non-car transit options on the west side -- walking, biking & bus. Doing nothing, or postponing improvements, also has costs -- enormous social, economic, and environmental costs, as people are forced to use private vehicles to get anywhere. And those who can't afford a private vehicle are severely limited in their employment options.	3/20/2017 5:14 AM
79	Tax paying individuals and families should not have to make up for businesses/developers that get tax breaks.	3/20/2017 3:35 AM
80	Plans can always be changed, but if you don't continue to dream it won't happen.	3/19/2017 7:57 PM
81	Tolls... congestion tax? Seems like it would be easy to set up booths coming into Portland.	3/19/2017 3:11 PM
82	People are moving here in droves. If we want this area to be "livable" we need to find a way for improvements in roads, bridges, public transit, etc. to keep pace with the population growth.	3/19/2017 4:27 AM
83	Transportation infrastructure is the backbone of the city and should be highly prioritized.	3/18/2017 10:54 AM
84	The Rose Quarter interchange is extremely inefficient and causes significant delays. This needs to be corrected before any more billion dollar rail projects.	3/18/2017 10:28 AM
85	My opinion may change based on the types of projects and the types of funding. this question is very general.	3/18/2017 4:40 AM
86	Vehicles should be taxed (or registration costs be) based on their impact to the roads (e.g., heavier vehicles pay more).	3/18/2017 12:46 AM
87	We need to tax corporations their fair share to make up these budget shortfalls! DuH!	3/17/2017 3:08 AM
88	Cut back on bike lanes which provide no revenue for road expansion and repair, or make bike riders licensed just like cars.	3/16/2017 3:53 PM
89	Alternative modes of transportation swill reduce our future costs and will promote a healthier environment.	3/16/2017 8:59 AM
90	I support a toll for the I-5 columbia river bridge	3/16/2017 6:05 AM
91	I know raising taxes is hard, but this is very much needed for our region and it might be helpful for you guys to do a postcard campaign to say this is what your tax dollars are currently working on so that people hear about the investments that are being made and see the difference. Also will help people stay engaged with the decision making process.	3/16/2017 3:34 AM
92	Where do the PUC taxes go	3/16/2017 1:16 AM
93	95% of us use cars as our primary means of transportation. Stop wasting money on bike paths and spend the dollars you have on the roads motorists use.	3/15/2017 2:40 PM
94	There's a great need for accountability in government spending. Lots of waste on unnecessary projects. Bikers need to pay their share of using the roads. Pedestrians need to be responsible when they cross unmarked streets.	3/15/2017 2:14 PM
95	Stop spending money on expensive bike lanes, pedestrian crossings and signage. Pedestrians to use existing controlled intersections.	3/15/2017 2:01 PM
96	Better overall budget planning from the city and state	3/15/2017 12:12 PM
97	We are one of the highest taxed populations in the US. NO EXCUSES -WE NEED TO DO BETTER AT MANAGING PUBLIC FUNDS.	3/15/2017 11:35 AM
98	Take money away from max & make Morse roads & parking.	3/15/2017 10:45 AM
99	Contractors should not have to be union, if other unions will not work well with non-union, that terminate the contract.	3/15/2017 9:27 AM
100	Every time I read about a new max line or new metro project all I see is how far (sometimes many times) over we go on the budget. We need more accurate budget information on projects instead of getting a project underway and finding out that it will cost way more than expected.	3/15/2017 6:45 AM
101	Do you know that Oregon once had a law requiring able-bodied males between certain ages to "volunteer" time working on road projects? I think it was one week per year? That probably wouldn't be acceptable today. However, increased employment would increase taxes. Creating road construction jobs should help pay for the road construction. A little bit. I suppose it is a futile as the search for a perpetual motion machine.	3/15/2017 4:13 AM

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102	We need a balanced transportation funding package that will allow all users, regardless of the strength of their lobbying community, to participate in building and maintaining an efficient network of roads and bridges. Semi-trucks place a large burden on the system, but are they paying their fair share through weight mile taxes? Encourage citizens to use studless snow tires, charge a tax on studded snow tires that would not apply to studless tires. Hold bicyclists accountable, I am less concerned with the money -- but register the bikes when this is used for a daily commuter. Currently bicyclists can terrorize a motorist and easily disappear from the scene with no way to hold someone accountable for damage they may have caused. We are all sharing the road, lets all take responsibility for ourselves.	3/15/2017 3:01 AM
103	Divert money from railways and bike ways to buses.	3/15/2017 1:42 AM
104	roads are a mess - traffic getting worse. controlled development in city of Portland has forced people to move further out and commute. Opposite of what we should be doing. Develop the city and have a plan!! Forest park - skyline area should be developed - just like forest heights.	3/15/2017 1:19 AM
105	Tolling, tolling, tolling - bridge & freeways. Or make the HOV lane on I-5 require 3 people and be all day. Or develop more HOV lanes.	3/15/2017 12:40 AM
106	Focus funding on repairing roads, seismically upgrading since we live on a river and know we are past due for an earthquake and moving traffic. Stop the frivolous spending on unused bike lanes. Bikes can ride on side streets the same as they have for years and years.	3/14/2017 6:48 PM
107	Is that a hilarious typo that lead to a completely useless metric on your chart? If by your calculations, in regard to funding, biking and walking transportation efforts won't improve for 225+ years you could probably safely leave it off... But come 2252 if more sidewalks aren't built expect to hear from my corpse.	3/14/2017 5:38 PM
108	235 years to improve walking and biking infrastructure? This is asinine. If our plans and funding models are this flawed, there is something very wrong with our priorities. We throw money at projects that further enable and encourage an expensive, unsustainable, unhealthy, inequitable, and inefficient transportation system, while we can't scrape together the relative spare change that it takes to build safe infrastructure for walking and biking.	3/14/2017 3:59 PM
109	I support a new regional transportation funding source.	3/14/2017 2:44 PM
110	Metro should explore congestion pricing as a way to raise revenue for transportation projects.	3/14/2017 1:05 PM
111	And businesses should pay for it instead of regressive gas taxes. They want to move their freight so those trucks cause the most road damages. Or we should tax oil and gas company profits.	3/14/2017 1:02 PM
112	Find smarter solutions. For example, why not investigate the CSA plan for Columbia Crossing? https://youtu.be/sPB1jtmHVkk If this plan can be rethought, why not others?	3/14/2017 12:59 PM
113	This is a growing city in a geologically unstable area and climate change is here. The roads are suffering, traffic is bringing down quality of life and we are not prepared for a disaster. It's time to raise funds and invest in keeping up with the growth of the city.	3/14/2017 12:46 PM
114	Please don't cut infrastructure funding!	3/14/2017 11:32 AM
115	We should have the ones who benefit greatly from the transportation system put money in: the large companies who pay a low rate in this state. We need a better Measure 97 to fund state expenses.	3/14/2017 10:46 AM
116	I believe most funding comes from gas taxes, but the amount of gas needed is likely to decrease extremely quickly in the next ten years, so other sources of funding must be explored	3/14/2017 10:28 AM
117	Doesn't the graph on this poll (showing gap between funding and project timeline) show walking and biking as the biggest gap? Haven't you sort of answered your own question about need just by posting this graph? Also, please raise the gas tax. Thank you!	3/14/2017 10:21 AM
118	Need to use money more efficiently, wasted so much money on I-5 bridge study	3/14/2017 9:23 AM
119	Increased taxes to pay for things. Maybe a 'street fee'???	3/14/2017 8:32 AM
120	More protected bikeways, buses, and rail. Get people to drive less.	3/14/2017 8:20 AM
121	The Portland area needs to focus on car transportation. Get bikes off the busy streets and into the neighborhood greenways. Expand those greenways, they really do seem like a cheap and useful way to promote bicycle transportation. Start expanding driving lanes (again a great start is to just put back what was taken away). Focus on motorvehicles. Hell start promoting mopeds and motorcycles. It's "European" which the people who move here seem to love for some reason and with filtering could have a major effect on our commute times without needing a great deal more infrastructure / removing infrastructure.	3/14/2017 8:04 AM

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122	We absolutely need to increase funding (and funding oversight that guarantees efficient and competitive use of allocated funds) for transportation infrastructure. I am an overwhelming advocate of implementing tolls on highways and expanding incentives to minimize the number of vehicles on the road. This includes increasing the network and frequency of mass transit to make it a viable commuting option, limited access (HOV) roads for East-West/North-South commuters to incentivise mass transit/carpooling. Tolls are irksome and should not be applied to I-5 (if that's even legal...?) as it is a large interstate pass-through route, but East-West traffic (especially connecting Portland to the West hills) must be expanded and funded by tolls.	3/14/2017 7:51 AM
123	I think we should examine getting rid of streetcar to have extra funding for general transportation, its too expensive for what it is.	3/14/2017 7:46 AM
124	Seismic - just imagine if we had to build the Fremont or Marquam bridges from scratch.	3/14/2017 7:31 AM
125	I think the best is some combination of 1 & 2. We obviously need more funding, but there's also major waste in certain areas. A thorough review of where there is waste is needed.	3/14/2017 7:09 AM
126	I think there needs to be consolidation of government entities providing these services. Metro, Tri-Met, PBot, Odot. It seems unnecessary and challenging to coordinate.	3/14/2017 6:58 AM
127	push for a lift on the property tax cap that is currently benefitting only wealthier property owners as the less wealthy ones' property taxes continue to rise...	3/14/2017 6:48 AM
128	I don't feel the funding has match the Portland metropolitan population growth	3/14/2017 6:42 AM
129	Not prioritizing maintenance and current needs is a budgeting issue, not a funding issue. Prioritize fixing what we already have before investing more money into systems we do not have the money to maintain going forward. The funding issue becomes worse, not better.	3/14/2017 6:21 AM
130	NO NEW TAXES!	3/14/2017 5:16 AM
131	We need to greatly prioritize and increase funding for bike/ walk/ transit. We need to reduce spending on new roads/ highway expansion/ road widening.	3/14/2017 5:02 AM
132	Raise taxes	3/14/2017 4:31 AM
133	walking and biking have the largest gap, focus on that when spending funds	3/14/2017 3:58 AM
134	Infrastructure needs to be repaired and reduction of congestion on Freeways for better traffic flow.	3/14/2017 3:53 AM
135	Safety would be at the top of our major concerns. By implementing the use of technology to monitor traffic infractions and an aggressive parking patrol issuing tickets to people parked incorrectly we could generate millions of revenue while insuring a safe environment for our families.	3/14/2017 3:50 AM
136	The biggest impact to our roads system is freight which is economically vital, but freight transport does the most damage to our infrastructure. Step up the commercial and consumer diesel tax since it is unregulated emission in Oregon.	3/14/2017 3:43 AM
137	I think the city needs to seriously consider cutting other projects' funding and redirect funds to it's primary responsibilities. The public can't repair roads or enforce laws, but we can help in promoting the arts and caring for the needy and bettering our local schools if allowed and enabled.	3/14/2017 3:37 AM
138	Take all the freeway and highway expansion money and put it into bus and Max infrastructure.	3/14/2017 3:36 AM
139	More Roundabouts please! They improve traffic flow (if they dont have stop signs), and improve pedestrian safety by moving the crosswalks away from the actual intersection	3/14/2017 3:23 AM
140	We should spend more, but not just to do it. Give me free buses everywhere in the tri-county area that run every three minutes and don't have to share lanes with cars.	3/14/2017 2:57 AM
141	We should absolutely spend more money, but only on projects that reflect our climate, land use and transportation goals. That means a massive increase in transit funding, including ROW acquisition. It also means more direct bicycle routes, at the expense of current vehicle lanes. We need to move people over long distances with greater frequency and more transit options so we don't only offer livability to people rich enough to live within four miles of downtown. We shouldn't spend a dime expanding roads for cars because, as you and everyone else know, we will only create more demand for driving and make congestion worse (not to mention fouling our air, increasing maintenance bills, destroying our livable communities. Preachin' to the choir, I sincerely hope.) (Side note: that chart is confusing and adds nothing.)	3/14/2017 2:43 AM
142	I think infrastructure is almost always worthy of funding!	3/14/2017 2:31 AM
143	There is so much wealth and investment being brought to Portland. Tax it all and improve our infrastructure!	3/14/2017 2:25 AM

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144	No toll roads (slow, never goes away, money gets diverted). The common sense alternate Columbia river crossing plan looks great. Tax polluters - gas tax is fairest of them all.	3/14/2017 1:55 AM
145	Explore a range of options, not just the usual gas and property taxes	3/14/2017 1:47 AM
146	Focus on maintenance and low-cost projects rather than big-ticket expenses (e.g. freeway expansion)	3/14/2017 1:26 AM
147	But the lowest focus is on roads.. keep them smaller and focus on public transportation	3/14/2017 12:44 AM
148	We are a growing city. Now is the time to invest.	3/14/2017 12:11 AM
149	With the increase in population we should focus limited funds on road improvements, not bike transportation. Maybe small increase to vehicle registration to fund road improvements? Bikers should also share the costs of transportation.	3/13/2017 11:55 PM
150	ODOT must cede control to PBOT/Metro of 82nd, Sandy, TV Highway, and Powell. They are death traps.	3/13/2017 11:41 PM
151	Ease of mobility is one of the defining characteristics of a city. As it begins to fail, so does the whole character and quality of life of the city.	3/13/2017 9:50 PM
152	The only money that should go to auto infrastructure should be user fees such as the gas tax. All other funds should be put toward transit. If people want more/better roads, we must be willing to raise the gas tax & pay the user fees.	3/13/2017 9:19 PM
153	There are tolls in Chicago everywhere and the interstates are always in excellent driving condition.	3/13/2017 9:05 PM
154	Shift the priority to active transportation modes to decrease wear on the entire system, increase the health of our community, improve air quality, reduce congestion, increase the vitality of "Main Street" businesses, make neighborhoods more attractive and increase their property values, and help us all to live active healthy lives. Thanks.	3/13/2017 9:05 PM
155	We definitely need to fund more bicycling and walking friendly infrastructure.	3/13/2017 5:02 PM
156	Tolls	3/13/2017 4:16 PM
157	I will gladly pay more taxes for improved biking, walking, and public transportation.	3/13/2017 4:05 PM
158	It seems like the speed at which transportation efforts are being worked on is not matching the influx of new traffic to the region. There are probably projects that I would consider a waste of money going on that should be cancelled in order to direct funds toward more pressing matters, but overall it doesn't feel like enough is happening to fix the current problems and more money is needed.	3/13/2017 2:46 PM
159	Focus on incentivizing work from home and flex work schedules to alleviate traffic and allow more parents to participate in to and from school transportation.	3/13/2017 2:42 PM
160	what's missing from this chart is the actual cost of any project. I would imagine, that while 'walking and biking' improvements under current budget are pushed out until 2252, that the tradeoff of prioritizing funding is that it could all be pulled in 200 years if the street/freeway improvements are pushed out only 10 more years.	3/13/2017 2:20 PM
161	This idiotic practice of fixing non damaged roads is ludicrous. My tax dollars do nothing for my neighborhood. You are crooks	3/13/2017 2:19 PM
162	Tolls for new roads, register bikes to raise revenue for bike related work, actually control access to the max, cut some trimet initiatives.	3/13/2017 1:49 PM
163	But new sources of revenue should be user fees for driving, e.g. gasonline taxes, tolls, congestion pricing, etc.	3/13/2017 1:43 PM
164	We need better and more MAX service. As population increases so does the need for more transit options, this would also help decrease our carbon footprint as less people would be driving	3/13/2017 1:24 PM
165	We should cut back on the most expensive projects — i.e. freeways.	3/13/2017 1:19 PM
166	Raise the gax tax and vehicle fees.	3/13/2017 1:19 PM
167	Walk / bike infrastructure has the highest rate of return and the lowest maintenance costs. High skilled younger people want a walkable city.	3/13/2017 1:14 PM
168	I supported raising the gas tax to pay for our roads. We're the last reasonably priced major city on the west coast and we'll only continue to grow. The longer we wait, the more it will cost.	3/13/2017 12:29 PM
169	As a Washingtonian paying Portland income taxes for over a decade, let me choose to put ALL of my money towards traffic improvement when I pay your state taxes (without any representation).	3/13/2017 12:23 PM
170	More sidewalks!	3/13/2017 12:06 PM
171	Increasing bike/walking infrastructure requires less maintenance and reduces congestion. Increasing transit options and availability reduces congestions, and reduces maintenance for infrastructure. A focus on cars is not a focus on the future. People need viable options other than cars for going places.	3/13/2017 11:15 AM

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172	We need more funding that prioritized safety for people walking and biking. We also need to expand public transit to accommodate all the new people moving to Portland because of our great economy and environment.	3/13/2017 10:52 AM
173	Discourage driving!	3/13/2017 10:45 AM
174	We need more funding. Anyone who disagrees with that is a moron. But Mult. Co already has property tax rates too high. Please explore gas tax, increasing vehicle registration fees, and/or tolling.	3/13/2017 10:36 AM
175	Focus on Freeways and Cars!	3/13/2017 10:30 AM
176	Invest in the smart, efficient projects like transit, bike and ped projects, then look for money from increased parking rates, expanded parking areas, more gas taxes, increased vehicle registration fees based on size and emissions (bigger/more polluting= higher \$\$), create a studded tire permit area within City limits: must have a permit to use studs in area: \$100/day, \$250/3-day, \$500/week, \$1750/month, \$5000/year	3/13/2017 10:14 AM
177	Shift funding towards public transportation projects, which help to reduce traffic congestion, as well as offering various incentives for the use of public transportation.	3/13/2017 10:05 AM
178	if people can safely walk, bus and bike here they will which creates less overall issues like accidents and potholes.	3/13/2017 9:36 AM
179	Better transportation funding - the gas tax is a poor model, which doesn't equitably distribute the burden amongst multiple modes.	3/13/2017 9:36 AM
180	stop increasing property taxes. everything can't be paid for on the backs of homeowners. sales tax on non essential/luxury items would be fine w/me. maybe a bridge toll on 205/5. or fee for driving in the city. like london.	3/13/2017 9:34 AM
181	We should examine what forms of transportation will use our resources most cost-effectively, economically, socially and environmentally, and focus whatever we have on those.	3/13/2017 9:27 AM
182	We need to expand our freeways and bridges to hold our expanding city.	3/13/2017 9:22 AM
183	Don't spend money on freeway expansion.	3/13/2017 9:22 AM
184	Our system of roads are built out. Only maintain, or do road diets; no expansion.	3/13/2017 8:33 AM
185	We cannot afford to maintain our current infrastructure, we fall short by a factor of ten. People have become accustomed to a level of convenience and luxury that is simply not possible to continue.	3/13/2017 8:30 AM
186	We need significantly increased investment in multi-modal and technology enhanced transportation to stay a competitive and productive city in the 21st century. Stop prioritizing the car!	3/13/2017 8:24 AM
187	Please NO toll roads, that just screws over poor people like me!	3/13/2017 8:14 AM
188	Better winter weather readiness (more plows/gravel/salt) is a must; having the city effectively shut down for weeks on end is terrible for the people and the economy. Besides that, expanding light and commuter rail has to happen ASAP because it's one of the longest term infrastructure improvements, and the sooner they're built the easier it is.	3/13/2017 8:10 AM
189	eat the rich	3/13/2017 7:53 AM
190	Maintenance, please..	3/13/2017 7:53 AM
191	Prioritize transit over widening or building more roads.	3/13/2017 7:23 AM
192	Raise more, spend more, with a focus on transit over roads.	3/13/2017 7:15 AM
193	Cutbacks won't work in a term of growth as we currently reside. I would consider Portland to have been falling behind even before our growth spurt. We not only need to catch up, we need to be in a position where we are ahead. Additionally, we need to not just spend wisely, but spend with increased oversight.	3/13/2017 7:15 AM
194	There are some projects that just baffle me, like the cross-bikes. We probably should have used that money on potholes or something like that. Although if I had the choice to spend the money on cross-bikes or not have that money at all, I would probably choose not to have that money at all.	3/13/2017 7:14 AM
195	Also, stop spending money on pill hill. Do you have any idea what bus rapid transit we could've provided the ENTIRE area rather than just rich doctors and students? GOD	3/13/2017 7:04 AM
196	Eliminate plans for pedestrian and bicycle infrastructure, and instead repair or replace our current infrastructure with more modern roads that optimize traffic flow.	3/13/2017 6:59 AM
197	How about a free market on transportation, where people pay the real costs. That would provide a lot of money with cars and trucks paying at least double what they do now.	3/13/2017 6:57 AM
198	Taxes on use (i.e. gas tax,tolls,fares) with cheaper off peak use + low income fares is preferred to funding transportation out of general taxes/housing taxes.	3/13/2017 6:48 AM

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199	Decrease funding for bikeways and sidewalks	3/13/2017 6:48 AM
200	Property tax should reset on sale. That's the tax I'd implement.	3/13/2017 6:38 AM
201	Stop subsidizing lightrail and busfairs. We need serious congestion relief with improving the freeways and highways. Or even another west side bypass.	3/13/2017 6:30 AM
202	I'm just guessing here. Obviously, I don't have the data you do, nor the time to pore over it in detail. All I know is that there are too many unpaved roads in Southeast. It's unsafe and embarrassing.	3/13/2017 6:30 AM
203	Need to plan better to maintain what we have. Get rid of dirt streets & put in sidewalks. Many people don't walk because they have to walk in the street or go 1 mile just to get to a traffic light to cross the street to a shopping center or grocery on a major arterial. Spend money wisely, I see a lot of waste.	3/13/2017 6:26 AM
204	Get off the bus and light rail spending binge and concentrate on making the roads move the growing traffic volume.	3/13/2017 6:22 AM
205	Reduce the retirement obligation, spend more per dollar on the roads we have, less on max, less on bikes. Prefer bus to max. Add lighted crosswalks / sidewalks to SE.	3/13/2017 6:22 AM
206	I ONLY support bike, MAX, Streetcar and bus transportation spending. ZERO highway expansion forever--literally none. Maintaining streets and roads is essential (and not the demonstrably failed "worst first" policy that has hopefully been abandoned).	3/13/2017 6:19 AM
207	Additional funds are needed for multi-modal safety, maintenance, and transit. We should not emphasize expansion of automobile capacity.	3/13/2017 6:16 AM
208	I am in favor of an income tax, tolls, etc., provided the BENEFITS are spread more widely (and not just accrue to those who already benefit because they can afford to live in close-in or walkable neighborhoods). Likewise, places like the wealthy SW needs to take a backseat on improvements- they are CHOICE neighborhoods.	3/13/2017 6:16 AM
209	I would be in support of a road utility fee, increased vehicle licensing fee or road/mile fee (a gas tax increase also but may not capture the impact & increase of electric vehicles).	3/13/2017 6:15 AM
210	We should monitor budgets and spending closer to ensure we are spending money appropriately and not misusing funds. Taxpayers want to see funds used to repair roads and expand on pedestrian and bike paths, create stronger bridge structures. We want the money spent on the roads and not be misused elsewhere.	3/13/2017 6:01 AM
211	This chart shows just how dramatically we've shortchanged walking and biking in our region despite supposedly prioritizing it. Road widening doesn't work anyways so it's ridiculous to spend billions on that when we can't find change to paint a few bike lanes.	3/13/2017 5:56 AM
212	Stop spending money on painting the streets green and closing streets to vehicle traffic. I'm not inclined to vote for any transportation taxes simply because you lot will likely use it to build more bike lanes instead of more roads/bridges where we need them.	3/13/2017 5:54 AM
213	Tolls	3/13/2017 5:51 AM
214	I don't believe it is wise to build out new bikeways or replace existing storm drains while potholes blanket the city. I wouldn't be opposed to paying more for infrastructure, but it is really frustrating to see money spent modernizing crosswalks and such close in while other parts of the city lack access to paved roads.	3/13/2017 5:36 AM
215	I think Trimet does a very poor job considering the amount of expenditures vs. operating revenue. I also question the validity of passenger counts on the trains.	3/13/2017 5:18 AM
216	Again, don't make improvements till you can maintain what you already have!!!	3/13/2017 5:17 AM
217	We should stop throwing money down the bottomless hole of expanded automotive capacity. Also we need some sort of fee on occupying road space to be in place before autocars are here or else they'll just drive in endless circles.	3/13/2017 5:16 AM
218	don't build it if their is no money to maintain it and don't spend money on other non-essential things and ask for money for maintenance	3/13/2017 4:38 AM
219	Cut back on highway expansion and "congestion relief" projects. Raise more money for transit investments.	3/13/2017 4:36 AM
220	Freeway expansion plans are needed and substantially more expensive than the other initiatives. I would strongly support variable priced tolling (like a HOT lane) that would promote transit and carpooling, give freight an option to pay for faster travel times, and raise revenue to offset project costs.	3/13/2017 4:35 AM
221	look at priorities and fund them first and budget accordingly	3/13/2017 4:23 AM
222	I would especially support more funding if it prioritizes transit and bike projects, but recognize the need for more overall transportation funding.	3/13/2017 4:22 AM

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223	We definitely do not have enough funding for transportation in our region, but please ensure that new funding is used for smart investments including transit operations and not just for a few mega-projects.	3/13/2017 4:12 AM
224	The city is growing and it is taking a toll on our right of way. Funding for maintenance and traffic flow improvements are critical for a health metro area.	3/13/2017 4:09 AM
225	Tolling is great because the people who use the highway pay for it.	3/13/2017 4:04 AM
226	Why are peds and bike last on the funding scale above? Should the most vulnerable users get priority? Why so auto centric? Everyone is a pedestrian, not every can afford to drive.	3/13/2017 4:02 AM
227	Dollars should come directly from owners of private vehicles (personal or commercial) weighted by potential for most damage to the infrastructure. As nearly as possible full costs for driving should be borne by drivers.	3/13/2017 3:08 AM
228	Fix the roads for driving	3/13/2017 3:05 AM
229	The streets are rapidly becoming hazards - money needs to happen!	3/13/2017 1:59 AM
230	If the state doesn't fund transportation at 1 billion dollars a year, prioritize spending on non- single occupancy vehicular modes	3/13/2017 1:51 AM
231	A project-by-project evaluation based on agreed-upon metrics should drive the decisions about what projects get funded. We should ground our decisions in research and learn from other regions, rather than succumb to politics (e.g. freeway expansion WILL result in induced demand, and will not solve our congestion problems). Any freeway expansion must also include tolls and we should expand tolling authority broadly to include existing roads, both owned by the state and by local jurisdictions.	3/13/2017 1:25 AM
232	We should cut back on the most expensive projects: freeways.	3/13/2017 12:48 AM
233	You are not providing enough details to answer a question. I won't answer what I don't understand. I have no idea what the gap you describe means in terms of what will happen when and why. Muddled question.	3/13/2017 12:08 AM
234	As for finding additional revenue, how about a coalition of local, regional, and state government and politicians advocating for a re-allocation of military funding to transportation infrastructure?!	3/13/2017 12:08 AM
235	Increase the gas tax now. City parking permits / fees now.	3/12/2017 11:40 PM
236	Better coordinate with utility maintenance so newly paved areas aren't destroyed within months of completion. Don't forget Portland is more than downtown and expands east of 39th - especially with more than emergency safety (pedestrian) improvements.	3/12/2017 8:48 PM
237	So many things in OR need to be funded at higher levels ... it's hard to know where to start! Many things in PDX are in a rather sad state of affairs ... transportation, education, etc!! But hey ... we've got coffee shops, no real cold weather ... and tons of independent breweries so it can't be all bad!!y	3/12/2017 4:10 PM
238	Cost / benefit analysis on all improvements. Take well reasoned risks and be innovative.	3/12/2017 2:38 PM
239	studded tire tax	3/12/2017 2:02 PM
240	Fund education and the arts fully first.	3/12/2017 1:52 PM
241	Poor misleading question	3/12/2017 11:09 AM
242	What projects would we be cutting back? More information would be helpful.	3/12/2017 10:57 AM
243	More bridges between Portland and Vancouver	3/12/2017 7:09 AM
244	1. The state desperately needs to pass a transportation package. We need clear state leadership to for metro and cities to reliably plan and execute transportation projects. 2. I believe additional funding is needed as well as cutting existing projects. The first answer can't always be more money without creating transparency and trust in stress testing existing project budgets, prioritizing existing projects and efficiently executing. 3.	3/12/2017 4:20 AM
245	I believe that, those of us who can afford it, should pay more taxes to fund these and other infrastructure and social needs.	3/12/2017 12:53 AM
246	Portland increased the gas tax. That will be huge. What we really need to do is put future public employees on a 401(k) plan and let the current PERS recipients run out their pension. PERS is the State/county/city budget killer.	3/11/2017 11:45 PM
247	No more narrowing of major streets for bikes. Lane elimination causes nightmare traffic jams.	3/11/2017 11:44 PM
248	Really a balanced approach with targeted improvements at bottlenecks is best. I'm all for grand design ideas, and those should be explored but also taking the steps we can with where we are at is helpful. Out of the box broad based funding approaches are best. Spread the burden out a bit. Increased vehicle registration fees, taxes on new developments to go towards road improvements, commercial assessment fees, ballot measures. Tollways aren't terribly popular here but discussion of a new west side bypass is fruitful.	3/11/2017 4:38 PM

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249	the working class can not support anymore taxes.	3/11/2017 3:11 PM
250	Enforce fares on current system, you would be surprised how much money you could accrue without raising fees!	3/11/2017 2:31 PM
251	It is important to promote transit and cycling as an alternative to traffic, it is important to get the new people moving here out of their cars when they are commuting.	3/11/2017 2:28 PM
252	Be responsible. Take action.	3/11/2017 2:25 PM
253	Some dedicated fundung sources esp. for special needs would be good (rail, bridges, etc.)	3/11/2017 12:07 PM
254	Halt investment in freeways and IHS. Build sidewalks, BRT lanes, rail, bike trails and safe bus stops.	3/11/2017 8:50 AM
255	Until new revenue is secured, focus on maintaining infrastructure we already have and stop building new, stop adding new programs. Focus on work with highest benefit to most people.	3/11/2017 7:01 AM
256	I would not support increased funding for projects that induce demand for SVO trips and increased VMT. I would support funding for funding that induces demand for sustainable methods of transportation.	3/11/2017 4:27 AM
257	We all benefit from improved transportation modes, for ease of getting around in our personal and work lives, and for improved movement of goods in and out of the city. I suspect the longer we wait to make these improvements, the greater their cost will be. We as citizens need to financially support these improvements now, so we can see the benefits sooner (especially as Portland's population grows), and so the costs don't increase further as infrastructure degrades.	3/11/2017 2:52 AM
258	Stop putting the weight of tri-met funding on the backs of small business owners. We don't benefit from tri-met.	3/11/2017 12:10 AM
259	Tax the rich and businesses to acquire necessary capital to improve transportation in the metro region.	3/10/2017 11:58 PM
260	Fuel tax	3/10/2017 11:50 PM
261	There's no sense in cutting projects when the region is expanding and the infrastructure is aging.	3/10/2017 11:44 PM
262	We need to use existing road capacity more efficiently	3/10/2017 10:32 PM
263	I know many people may disagree, but I wouldn't mind paying a little more for gas if that means that some major projects would be funded. A .25/gallon tax maybe?	3/10/2017 9:26 PM
264	Ideally we find more funding but I think we need to prioritize education funding if more \$ is found	3/10/2017 2:04 PM
265	Municipal income tax, percentage-based gas tax, toll roads—all great. No more talk about that regressive sales tax bullshit though.	3/10/2017 11:23 AM
266	I would be happy to pay a bike license fee to help fund these projects. If people are against licensing their bikes, perhaps working out additional licensee benefits might be helpful, especially if it helped in reduction of bike theft and increased recovery of stolen bikes. Better enforcement and stiffer penalties for bike theft would be great too... It's hard to bike commute when you are worried your bike will be stolen once you get out of class or work.	3/10/2017 8:36 AM
267	Higher ticket prices for dangerous driving.	3/10/2017 8:26 AM
268	We should not spend any money on road widening or new streets for private automobiles. There should be more spent on better transit and walking and biking facilities.	3/10/2017 6:48 AM
269	I would redistribute funds that move the most PEOPLE, not the most cars. You generally get a much greater return for a lower level of investment with that approach.	3/10/2017 5:46 AM
270	Large employers need to improve and increase available alternative work schedules options (telecommuting, 4/10s, 9/80s, etc. to reduce daily vehicle trips. Reduces emmissions, congestion, accidents, etc.	3/10/2017 5:26 AM
271	We need to rethink improvement to encompass all of Oregon, not just Portland	3/10/2017 5:13 AM
272	Freeways are so stupidly expensive. Please stop with the expansions already. We need to invest in walkable communities and safe reliable transit within and between them.	3/10/2017 5:02 AM
273	We should be taxing the road users to maintain roads and manage congestion. Tolls and other time methods should be implemented to encourage efficient use of transportation space (roads, rails, right of way, etc.).	3/10/2017 3:56 AM
274	- defund freeway support - fund mass transit / bike / ped - extend the max out to hayden island (to reduce the vancouver friction.) - tax rideshare - fight odot wherever it tries to harm people	3/10/2017 3:42 AM
275	To create cheap capacity, create bus and protected bike lanes by removing general traffic lanes. You can move more people in the same amount of space by bike and bus than you can in single occupancy vehicles.	3/10/2017 3:41 AM

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276	Transportation is a pressing issue, right behind the housing crisis in this city. Getting anywhere by car is becoming increasingly hard. I honestly avoid having to do anything over on the westside of town. If I take public transportation it is too slow, and if I drive I'll be stuck in traffic all day.	3/10/2017 3:15 AM
277	Our transit and transportation infrastructure is lagging and will almost certainly cause delays to commuters and emergency vehicles, freight, leisure trips, and other transit for years. I would support a low tax to fund more projects and better safety.	3/10/2017 1:50 AM
278	Need to raise the gas tax and introduce tolling.	3/10/2017 1:47 AM
279	ban metal-studded tires	3/10/2017 1:41 AM
280	gas taxes, tolls, vehicle fees, and other system charges. These should not be general tax levies	3/10/2017 1:21 AM
281	Oppose as a region spending 450 million on freeway expansion. Or the PDC building and expanding auto parking structures. Think creatively for solutions.	3/10/2017 12:30 AM
282	Projects should be chosen partially based on the carbon footprint of the vehicle that uses the infrastructure. Freeway projects that largely encourage single occupancy vehicles would be lower priority given this scheme	3/10/2017 12:21 AM
283	Work with other agencies to maximize transportation funding	3/9/2017 10:01 PM
284	It's ridiculous how little money has been allocated to active travel. We need to prioritize this.	3/9/2017 9:38 PM
285	Corporate taxation needs to be increased to pay for the maintenance of infrastructure and improvement to roads. Clean hybrid technologies needs to be applied to freight vehicles as well as cars.	3/9/2017 2:38 PM
286	Our public transportation system needs to be divided into a local (short haul) system and a rapid longer distance system.	3/9/2017 2:02 PM
287	We should be able to pay for basic maintenance (paving and potholes) out of operating funds (not bonds). Bonds are appropriate for major projects and new or enhanced infrastructure.	3/9/2017 1:43 PM
288	Steal little, spread it around, and you can keep stealing for some time. Make people publicly aware of the visible benefits and they won't ask questions. A professional chisels and scrapes where an amateur steals the lot.	3/9/2017 1:15 PM
289	raise gas tax	3/9/2017 1:14 PM
290	Business is a huge user of our infrastructure and needs to pay their share!	3/9/2017 8:32 AM
291	Walk and biking projects should not be forecast for completion in 2252, this is unacceptable.	3/9/2017 8:17 AM
292	Can't you guys use the information in question one to answer this on your own? Seems you would be smarter at prioritizing than I.	3/9/2017 7:23 AM
293	Expanding transportation is a 20th century solution misaligned to a 21st century workforce.	3/9/2017 5:16 AM
294	Funding does not mean raising taxes. Gov't needs to reallocate \$\$ and make transportation a priority. For too long, the focus has been on bikes and mass transit, which is fine downtown, but not at all realistic for the geographic size of the region. Now the roads are overcrowded because of so many years of inattention. Stop trying to force mass transit. Invest in roads!	3/9/2017 4:15 AM
295	Cutting back on new projects that would not improve the current situation would be wise (Such as the Foster Road lane reduction project that was planned to begin against the communities wishes) would be one project to slate to reexamined some time in the next 10 years. We will have nothing but more traffic on Foster above 50th ave because it is the second most direct route to I205. If we have to assume anything about funding is that we should not plan to use money not currently insured to be available. If new revenue raising can be found, which doesn't burden the homeowner property taxes, then bring it to the community with a clear plan on how to fund these projects. The new gas tax in Portland is a burden but at least it is shared most of the community in which the improvements will benefit. Good Luck. Do not push for more taxes of the community that already has financially supported the schools and public safety. Use the taxes revenues being collected through the per gal of gas tax.	3/9/2017 3:47 AM
296	The city is only growing. We can't ignore investing in transportation infrastructure. I support increased funding in these areas.	3/9/2017 3:29 AM
297	Focus on maintaining existing assets and expanding the vehicle and freight systems, before putting more money towards light rail.	3/9/2017 2:30 AM
298	We need higher gas taxes and to double all taxes on diesel fuel.	3/9/2017 2:18 AM
299	Increase gas taxes	3/9/2017 1:47 AM
300	Again, walkways and bikeways lumped in with fixing our roads which impacts a disproportionately small portion of the population.	3/9/2017 1:42 AM

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301	The exponential increase in costs for maintenance is severe and we need to address the lack of federal funding for local and state roads.	3/9/2017 1:34 AM
302	Livability in this region is significantly impacted by an inadequate transportation infrastructure. We must increase investment to match the rate of growth	3/9/2017 1:29 AM
303	i would be more open to transportation funding ideas if each one was specific to a project, i.e. bond for bridge seismic upgrade, limited time fee for specific repair or safety improvement. It seems when ever a tax or fee is assessed without a dedicated project it gets poorly spent with small return for the investment	3/9/2017 12:38 AM
304	Earmark marijuana taxes and lottery funds for roads specifically. FOCUS ON ROADS - THE WEST NEEDS MORE ROUTES IN AND OUT OF STUMPTOWN. Get Lightrail out to Forest Grove	3/9/2017 12:11 AM
305	Need to get away from cents per gallon as that gets devalued the next day when inflation goes up. Need to fund based on at least percentage per gallon, and if alternative fuels come up, you have to tax that as well (whether it even means taxing electricity for a small percent to account for hybrid/electric vehicles not paying their way at the gas stations)	3/9/2017 12:01 AM
306	Need to explore P3 when projects could create revenue stream-- including HOT lanes on Metro-area freeways and/or tolls on CRC and other crossings.	3/8/2017 10:59 PM
307	We should be spending less on bikeway improvements unless there is a funding mechanism from the bikeway community to support improvements.	3/8/2017 4:13 PM
308	Cars are the only reason we need money for sidewalks or bikeways. Get the cars out of the neighborhoods and we don't need either. If drivers want to move fast, make them pay for the space and their risks to everyone else. Too many projects assume no cut to wide fast lanes but claim there isn't any space for biking or walking. Cars have the freeway, and plenty of it. Get this pollution out of our neighborhoods.	3/8/2017 3:53 PM
309	Cars and trucks should pay for road usage. This would cut down on congestion and carbon emissions, while increasing funding for maintenance. By spending tax dollars to build capacity for cars, we make our city and world less livable.	3/8/2017 1:17 PM
310	We support an increase in the gas tax & alternative taxing methods of electric & hybrid vehicles	3/8/2017 12:16 PM
311	I wish you had included the total cost of planned improvements along with the completion schedule, so we could see the relative total investment.	3/8/2017 11:23 AM
312	If we didn't spend so much on federal taxes for the military budget & aid to Israel (among other things) we'd have more money for infrastructure.	3/8/2017 10:56 AM
313	I strongly believe in improving rail transit. I believe it should be 24hrs a day, there should be gated and ticketed entry, increase safety, increase frequency and reliability.	3/8/2017 10:52 AM
314	Perhaps consider increasing the very low vehicle registration fees in Oregon.	3/8/2017 7:26 AM
315	Freeway lane expansion is not popular but absolutely necessary because we are a throughway for west coast freight and transport. 205 is ridiculous. We also need noise barriers for those of us who live along this freeway in West Linn. Other communities have it; we do not.	3/8/2017 5:12 AM
316	Sales tax, please.	3/8/2017 4:02 AM
317	auto-based transportation has been 'invisibly' subsidized for years. it's time to spend money on other forms, and infrastructure is key. it will cost 'more money', but that's because it won't be hidden from sight.	3/8/2017 3:55 AM
318	I would de-prioritize expanding the freeways. If the city increases biking, walking, and transit convenience and reliability, freeway traffic will be less of an issue.	3/8/2017 3:13 AM
319	less investment in Portland biking and overall Max and streetcar	3/8/2017 1:54 AM
320	I am not opposed to additional tax measures to support the funding of the regions transportation needs. Federally Funded projects take entirely too long to complete.	3/8/2017 1:41 AM
321	Every time taxes are raised for roads it goes to Mass transit or bikes.	3/7/2017 11:50 PM
322	However, we need to explore other ways to raise our revenue at the same time.	3/7/2017 11:42 PM
323	So, how do we feel about diverting funds to the street car? Pretty great, right?!	3/7/2017 4:27 PM
324	The infrastructure of the city is the foundation upon which everything else is built. I would gladly pay additional tax to have it be brought up to snuff, IF East Portland were brought into the fold by having its historic inequities addressed.	3/7/2017 3:52 PM
325	Embrace a sales tax.	3/7/2017 3:16 PM

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326	Increasing taxes on residents is unfair. A sales tax could work if property taxes were reduced significantly. Let tourists help pay for our roads.	3/7/2017 1:49 PM
327	Maintenance will always chew up the funds. The timeline will never be achieved as the more infrastructure we have, the more money it will take for maintenance. METRO needs to convince the people that they need to actually pay for this agenda themselves. People voted in support of the idea of higher taxes for roads in Clackamas County but when they actually had a vote on a specific plan, they overwhelmingly voted against it. More needs to be done to get people to understand that they are ultimately responsible for achieving the answers to their complaints.	3/7/2017 1:27 PM
328	Portland metro is a rapidly expanding desirable place to live and work. With increased growth, there is not enough space to support increased SOV travel. Alternate safe methods of travel are the only longterm solution to the congestion dilemma.	3/7/2017 10:21 AM
329	Vision Zero should be a priority. Everything that can be done to improve safety and reduce traffic fatalities should be done first.	3/7/2017 9:29 AM
330	No more freeways or widening, please. How about some tolls so autos begin to pay their fair share? How about a fee on those dang studded tires?	3/7/2017 9:07 AM
331	seek a regional funding package that is matched by state	3/7/2017 7:46 AM
332	We should cut back on expensive freeway expansions and invest in transportation that moves more people in less space like walking, biking, and transit.	3/7/2017 7:25 AM
333	Quit spending money on hugely expensive light rail while our freeways continue to clog at all hours of the day. Divert away from excessive pedestrian and bike lanes and add more auto lanes for all those trapped drivers!	3/7/2017 6:58 AM
334	If Vision Zero is important, it's reprehensible how little funding is given to creating safe and protected pedestrian and bicycling facilities.	3/7/2017 5:11 AM
335	More money needs to go to safety improvements and transit/active modes. Less money to freeways/more roads. We do need more revenue though.	3/7/2017 2:49 AM
336	We obviously need more revenue in the state (ideally by balancing the burden between corporate taxes and, to a lesser degree, individual taxes) but there are some priorities that simply cannot wait - particularly road maintenance and repair.	3/7/2017 1:50 AM
337	We need more transportation funding specifically for projects for transit, bikeways, and sidewalks so that we can have less reliance on the automobile.	3/7/2017 1:49 AM
338	This is a leading question.	3/7/2017 1:29 AM
339	I think it is important to keep public transportation affordable. Many underserved populations have been pushed to the suburbs and Trimet is extremely expensive compared to the public transit of other urban cities. Multnomah County car registration is also extremely expensive due to funding the Sellwood bridge. If metro plans to find more funding it should be across the region, not just for Multnomah county, and we need to work with Clark county to fix 1-5 since this is where a large portion of traffic is coming from. Consider a toll bridge or focus on incentivizing public transit from WA to OR.	3/7/2017 12:25 AM
340	Get creative with funding options to fund all modes of transportation. NEED MORE FUNDING.	3/7/2017 12:18 AM
341	Projects focused on expanding lanes are lower priorities. Enabling modes other than single occupancy vehicle is highest priority.	3/6/2017 11:28 PM
342	We may need more funding. But until we develop a plan that builds more capacity in freeways and major roads, it's difficult to know how far our resources can go.	3/6/2017 9:38 PM
343	What if the problem isn't that there isn't enough money, but that most of the money is slated to be spent on an unviable form of transportation: private auto.	3/6/2017 2:41 PM
344	Tax corporations!!!	3/6/2017 1:04 PM
345	We need to fully internalize the cost of creating and maintaining our transportation system.	3/6/2017 12:06 PM
346	Repeal the stupid carbon tax passed in 2015-16. Tax electric and hybrid vehicles an equivalent to gas tax. Eliminate the semiannual emissions testing and divert those dollars to roads by having auto maintenance shops do the certification.	3/6/2017 11:57 AM
347	We should focus on Bike and walking infrastructure and safety. Many of these items are comparatively inexpensive.	3/6/2017 10:52 AM
348	I live in Portland and work in Washington County -- I would *love* to take public transit to work and avoid the traffic on 26, but it takes three times as long, and, once I am in Washington County, it's time-consuming and laborious to get anywhere. We need to have a truly metro-area system, and not one that is only Portland-focused.	3/6/2017 10:12 AM

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349	Phase in use taxes and commuting taxes to help fund road maintenance. Gas taxes are no longer enough.	3/6/2017 10:03 AM
350	Improving transit will help grow the economy. We should use smart taxation to fund investment, but we should also focus on projects that will have the best and fastest ROI.	3/6/2017 9:25 AM
351	Walking & Biking are cheap (but not free) infrastructure. Support them with dimes (not just pennies) and the mode split will save many dollars from the more expensive modes. Bus & Rail need to stop assuming that all trips must be to downtown Portland, or a very expensive tunnel must happen between Lloyd and Goose Hollow.	3/6/2017 9:14 AM
352	Please don't make an increased property tax the basis for more funding. Plenty of people in Portland are renters and I believe they should pay their fair share for our transportation improvements! We can barely afford our property taxes as they stand right now.	3/6/2017 8:47 AM
353	Auto use is the most expensive use in the city. Focus on uses that are sustainable and more efficient.	3/6/2017 8:21 AM
354	Our State Legislatures need to (which they are incapable of) fund out transportations needs. I have heard the Federal Government has said they are going to leave transportation funding to the states,,,	3/6/2017 7:51 AM
355	we should implement a sales tax	3/6/2017 7:48 AM
356	Long term planning for a growing city reliant on cars and buses/trains should be priorities over the idea people should use bikes. Oregon has so much outdoor activity people will continue to use cars even with better bike lanes. We need to plan for Portland to continue to increase in population. Putting the Max above ground would make transit faster downtown for both cars, riders, and pedestrians plus make the city safer when it comes to protests.	3/6/2017 7:34 AM
357	Make public what will and will not happen with current funding. Prioritize safety and improvements over expansions. Raise street parking to \$5/hr., tie property tax to real market value & make Trimet free.	3/6/2017 7:33 AM
358	We also need to use our streets wiser. Chains on the streets have ripped them up, this practice needs to end.	3/6/2017 7:24 AM
359	Find a way to monetize existing waivers of right to remonstrate. After all, if these waivers had not been issued, the new development would have been forced to pay for infrastructure.	3/6/2017 7:05 AM
360	Metro must immediately stop prioritizing transportation projects that benefit Single Occupancy Vehicles. Safety-oriented maintenance, yes -- but no new freeways or freeway/high-volume road expansions until biking and walking is addressed. If we can get people out of SOVs, many of these extremely expensive transportation projects won't even be needed.	3/6/2017 7:03 AM
361	Before building more new buildings address the infrastructure of streets, lighting, and sidewalks in existing and well utilized neighborhoods. Wealthy neighborhoods last. Then begin to design and implement developing and building.	3/6/2017 6:57 AM
362	We should reduce funding for freeways, which require significant investment but do not support our Climate Smart Strategy.	3/6/2017 6:46 AM
363	I am very willing to pay more (gas tax, sales tax!, property tax, user fees, tolls, etc.) to fund beneficial and forward-looking active transportation, transit, and maintenance projects. Highways and large roads are not our future.	3/6/2017 6:36 AM
364	Raise taxes on luxury cars to help pay for better roads.	3/6/2017 6:34 AM
365	The current network of huge streets paved with expensive and environmentally difficult concrete and asphalt, constantly torn apart by giant vehicles is not sustainable environmentally or financially. Rethink with narrow ways.	3/6/2017 6:29 AM
366	Good (alternative) transportation is part of what makes Portland a beautiful city. With the growth we're experiencing in population, it should continue high on the priority list.	3/6/2017 6:19 AM
367	Base transportation funding decisions on "return on investment" for the greatest number of people and goods served.	3/6/2017 6:05 AM
368	We need federal dollars to supplement regional funds given the scale of work necessary to make even minor increases in traffic flow capacity.	3/6/2017 6:02 AM
369	Reality is, more people (Multnomah and Washington County are growing at incredible rates) and that means that we need to increase the transportation funding (taxes) - if we don't, the growth will stagnate with the traffic.	3/6/2017 5:59 AM
370	We should cut back on freeway and roadway capacity projects and shift existing funding to transit and active transportation while we develop ways to generate new funding. Freeway and road capacity projects are the most expensive, inefficient, and socially inequitable. If Metro wants to be efficient with the money they have, cut roadway and freeway projects!	3/6/2017 5:58 AM
371	We need more money for transportation funding but more money should come from people living further out from urban areas who travel into the city. They pay the least amount of taxes and use more of our road system. Consider a gas tax and/or tolling. Figure out a discounted rate for low income people.	3/6/2017 5:24 AM

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372	Public transportation on trains and with walking and biking is affected by safety concerns. The MAX is right by me and I don't use it any longer because of the lack of security and rising issues. I bus now, so I still use public transportation. As for biking in- our newly expanded homeless camps make using bike paths very challenging, if not impossible. PBOT can't do this alone. The other bureaus and leadership need to clean up other parts of the city for the transportation piece to be fully successful.	3/6/2017 5:20 AM
373	Major transportation projects like an expansion of 217 or an I-5 bridge crossing should use grant funding sources like Fastlane along with private partnerships (tolling) when necessary. Tolls cannot be unreasonable or the projects will fail.	3/6/2017 5:19 AM
374	Transportation simply needs to be a legislative priority (local, regional, state and federal)	3/6/2017 4:59 AM
375	The auto isn't going away anytime soon, but that's ok because behavior changes takes awhile. Metro/TriMet/cities & counties need to focus on baby steps to help transition away from the auto (and acknowledge that complete abandonment of the auto isn't likely), and keep the focus going for a long time. Generations. And start to focus on ways to create 20-minute live/work places - thinking that people will naturally want to live near where they work is false. Make it easier to try something new - for all economic classes and races. Start with school kids. And bring in the behaviorists.	3/6/2017 4:54 AM
376	I am not anti gas tax. I just don't know what it is solving.	3/6/2017 4:51 AM
377	It's time for radical change. Portland is a leader in car free living. Now let's take it to the next level! Make it easier to bike, walk, train, or bus and people will stop driving.	3/6/2017 4:50 AM
378	Walking and biking improvements should be the highest priority for funding.	3/6/2017 4:48 AM
379	Please increase taxes on gas, vehicle registration and implement a carbon cap and trade program to help fund transportation infrastructure.	3/6/2017 4:35 AM
380	It is time to come up with a gas tax alternative. It is also time to ensure that funds that have a targeted use are indeed used for those assets. PBOT is probably the worst offender in this regard. Not sure where Metro lands.	3/6/2017 4:19 AM
381	We need to invest in infrastructure. There must be a way to fund it. It is the backbone of our city.	3/6/2017 4:17 AM
382	bicyclists need to help fund additional bike lanes and the like as the cost per bicyclist far exceeds anything they are putting into the sytem.	3/6/2017 4:08 AM
383	Stop asking for more money and then blowing 200 million on I5 bride lawyers. Spend the money you have now on the roads for which the money was intended.	3/6/2017 4:07 AM
384	No more funding highway improvements, except sound walls on I-205. I have lived with a constant hum of 205 in Lents for almost a decade now; it would be a dream come true to have that noise reduced.	3/6/2017 3:59 AM
385	Revenues should be increased in part by eliminating subsidies for private cars and trucks. Not only will that boost revenue, but charging the actual cost of driving will encourage people to be more prudent about road use and help them make clear personal spending decisions about how and when to travel based on actual costs, instead of the current artificial subsidies for driving and auto storage.	3/6/2017 3:46 AM
386	Street repair is urgent	3/6/2017 3:40 AM
387	I am happy to pay more in taxes for more transportation funding.	3/6/2017 3:33 AM
388	Toll	3/6/2017 3:23 AM
389	Societal complexity will necessarily be reduced into the foreseeable future. Metro should be planning for contraction of budget and capacity to do things while at the same time expecting population growth.	3/6/2017 3:22 AM
390	Taxes are fine if you target them and communicate that to the public.	3/6/2017 3:16 AM
391	We need to expand and maintain our roadways, but I don't want the city to over extend and end up with a huge deficit.	3/6/2017 3:14 AM
392	Safety is the biggest concern. Don't pit drivers against bikers and pedestrians and we need at least one bridge seismically fitted to remain standing after the big one hits that is capable of providing circulation across the river for all modes of transportation for movement of rescue equipment, personnel, and supplies. This is way overdue. What good is expanding the light rail or trolley system if it has no bridge to cross?	3/6/2017 3:02 AM
393	Spending millions to build a bridge for bikes and Tri-met is a waste of money when the people paying for it sit in traffic.	3/6/2017 3:02 AM
394	We're, what? 5x the population now that the current freeway system was designed for? Unless we want MORE freeways (I don't), we need more/better mass transit options. I live in Linnton; the Hwy 30 corridor is ripe for an express lins similar to WES...	3/6/2017 3:00 AM
395	The region's population growth isn't going to slow down any time soon. Projects to improve existing infrastructure and support transit options, reliability and frequency must happen NOW.	3/6/2017 2:57 AM

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396	We can't cut back on improvements, unless people stop moving here.	3/6/2017 2:49 AM
397	Freeway expansion is enormously costly and provides few (arguably no) benefits. Freeway funds would be better spent improving biking & walking infrastructures.	3/6/2017 2:44 AM
398	Gas taxes are not high enough relative to the cost imposed on communities and the environment by car exhaust.	3/6/2017 2:38 AM
399	I would be happy to pay more taxes to improve our transportation system. Especially considering how badly this winter has effected our road surfaces. Whether I am biking or driving, the roads are just awful.	3/6/2017 2:31 AM
400	I strongly support infrastructure and transit and would happily vote for a bond to raise funding, but I would shy away from putting additional burden for funding on transit users, many of whom use transit because they cannot afford a personal vehicle.	3/6/2017 2:30 AM
401	Transportation should be seen as a utility that each user should help to fund. When we make the network more efficient, that funding will be well-spent!	3/6/2017 2:22 AM
402	I don't believe your chart. Its very leading, similar to most of your public materials. Secondly, aren't you federally required to provide a financially constrained project list to assure air quality?	3/6/2017 2:21 AM
403	See recent article on City Observatory re: trucks not paying fair share - really worth a look!	3/6/2017 2:18 AM
404	Selected projects should be scored by their ability to meet regional goals (balanced mode-split, climate change/sustainability, traffic reduction, road safety, others). If a project does not reduce total VMT, it should not be on the table for funding.	3/6/2017 2:17 AM
405	We need to have more user fees, such as toll roads, gas taxes and VMT tax. We need to radically change how we move people around in the region. We need to take climate change seriously.	3/6/2017 2:14 AM
406	What is "needed" is very different than what is "demanded." And calling expanding polluting freeways "improvements" is coded language, not unbiased language.	3/6/2017 2:11 AM
407	Only so much can be put on the backs of homeowners. Recently the house I owned for 20 years in Multnomah county, I had to sell because my income was not keeping up with, not the mortgage, but the property taxes, it broke my heart. Now I live in Washington County increasing my commute to the SE side. I tried MAX but a person needs to be able to stand for long periods of time and walk several blocks to use public transport and because of mobility issues I'm not able.	3/6/2017 2:10 AM
408	If people get tired enough of congestion, they might actually take the bus or get on their bike. I do not want to see cuts to other priorities. How about financial incentives for people who do not drive to work.	3/6/2017 2:07 AM
409	The investment package should: prioritize SAFETY and provide opportunities to shift mode out of SOVs. Funding should not be raised for freeway expansion.	3/6/2017 1:57 AM
410	We need more and better transit.	3/6/2017 1:50 AM
411	This is hard to answer because I don't know what other things would be cut for transportation funding. I don't think social services and education should be cut to pay for freeways, but bike infrastructure and public transportation should be priorities.	3/6/2017 1:40 AM
412	We need to invest in infrastructure and transit!	3/6/2017 1:39 AM
413	Where is that marijuana money going? All these increased taxes? The money's gotta be somewhere other than the banana stand.	3/6/2017 1:32 AM
414	Need more lanes for cars. Spend too much on making more bike lanes when it's not a viable option for middle class people.	3/6/2017 1:31 AM
415	As I said above the roads are terrible. I hope the additional gas tax money is being put to effective use.	3/6/2017 1:30 AM
416	Working on the federal level to help add support for more funding on this project would be necessary.	3/6/2017 1:21 AM
417	Separate biking and walking on your questionnaire. They have very different needs.	3/6/2017 1:02 AM
418	A carbon tax with most of the revenue dedicated to transit and infrastructure improvements would be the most logical way to solve funding problems.	3/6/2017 1:02 AM
419	This is ridiculous. With the amount of revenue the people who move here should generate the taxes needed to pay for this. Increase tax on business.	3/6/2017 12:55 AM
420	Just like a household budget, you shouldn't be able to buy a new car or go on a fancy vacation if your roof is leaking and the hot water heater is held together with duck tape. Get serious!	3/6/2017 12:29 AM
421	If there is a major bypass route such as I5 or a new I5 bridge it should be toll financed as is common in the rest of the country.	3/6/2017 12:22 AM

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422	Gas tax, no tolls	3/6/2017 12:13 AM
423	I think new light rail (other than a possible Vancouver extension of the Yellow Line) and especially new streetcars need to be shelved for the time being--while I appreciate MAX, given the magnitude and variety of needs the return on investment isn't in their favor. I'm also opposed to the proposed Washington County toll bypass--it's a terrible idea on any level.	3/6/2017 12:09 AM
424	I think people are willing to pay more taxes for better transportation options in the metro area.	3/5/2017 11:54 PM
425	We need to make some larger decisions in regards to transportaion routes. Was disappointed the Powell light rail/bus rapid transit project failed because the city was afraid of taking on extra properties. That route connection is needed. In the year it took to determine the bus would go slower than it does now, property values for the domain it would have taken to get a real light rail option skyrocketed. We need big vision and a budget to support it.	3/5/2017 11:47 PM
426	If you're going to do something, do it right.	3/5/2017 11:43 PM
427	You should should know better than to offer an odd number of question 2 choices. You're pre-biasing the survey outcome.	3/5/2017 11:36 PM
428	After the money wasted on the Columbia River Crossing project, I have little confidence in the states' money management abilities.	3/5/2017 11:24 PM
429	Our economy will choke & die if we don't fix the traffic congestion that is killing our city.	3/5/2017 11:10 PM
430	Portland is growing by leaps and bounds, yet people in east Portland still have no safe sidewalks, bus service is not convenient or fast enough to cause people to skip their cars, and the roads are now full of potholes. The latter affects bikers as well, also contributing to auto congestion. Taxes on new construction would be one way to help with funding.	3/5/2017 10:25 PM
431	Don't widen streets or freeways!	3/5/2017 3:35 PM
432	"An ounce of prevention is worth a pound of the cure," Benjamin Franklin, unknowingly talking about how investments in sustainable transit pay for themselves compared to the ponzi-scheme that is our auto dependence. Think about how much future generations will have to pay for maintenance of roads that divide and cause pollution. Just have people bike instead, they'll be happier, healthier, and Portland will be better for it.	3/5/2017 2:35 PM
433	we need to consider pricing for parking in congested residential districts as well as congestion pricing for using overcrowded freeways and arterials! Until gasoline prices increase, it's just too cheap and easy for people to drive. We need to price that convenience to make it more competitive with active transport and transit.	3/5/2017 12:48 PM
434	Stop adding auto capacity and price it instead.	3/5/2017 12:19 PM
435	Federal and state gas taxes should be pegged to inflation.	3/5/2017 10:12 AM
436	Side walks are needed for our children.	3/5/2017 10:12 AM
437	We need to prioritize resiliency, safety, and adapting to becoming a BIG city.	3/5/2017 9:02 AM
438	Everyone needs to be willing to pay higher fees to help with projects - this includes bike riders	3/5/2017 7:55 AM
439	waste too much money on light rail.	3/5/2017 4:58 AM
440	More people are expected to live here. The existing transportation system is already overburdened. Making it work better is imperative to support commerce and quality of life.	3/5/2017 3:30 AM
441	As we expand roads and improve them, we'll just see more driving and cars on those roads.	3/5/2017 3:04 AM
442	Gas tax is inadequate. Stipulate to that. Recognize that most people will continue to drive when investing. 5G technology is the most efficient way to get greater yield with limited dollars. Known major bottlenecks are the best big capital investments, e.g. 217, 184, 205. But maintain the current system is fundamental. Then bus transit, and make it electric.	3/5/2017 2:55 AM
443	I don't think we should expand any more highways. We have sufficient supply of these highways. I'm sure you're aware that we'll be inducing demand for the highways if we expand them, so building more highways won't actually solve any congestion issues. I think we should instead manage the demand for highways by adding congestion tolls that fluctuate with the amount of traffic. This will ease congestion and be a source of much needed income for Oregon.	3/5/2017 2:37 AM
444	Funding needs to be fundamentally re-organized in order to provide the best transportation options to the broadest populous and a focus should be on carbon neutral transportation options	3/5/2017 2:28 AM
445	Cut back on rail and bus. Allocate \$\$\$ to freeways and roads.	3/4/2017 9:33 PM
446	Our city is growing more rapidly than we can handle. Please encourage more public transit use, and slow down the cars on Powell, and 82nd in particular.	3/4/2017 4:29 PM

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447	We need more funding, however it should be wisely spent on smart and efficient transit and NOT on freeways or more infrastructure for cars.	3/4/2017 1:26 PM
448	We need to spend so. much. money. on deferred maintenance now so that we can save money later: a stitch in time saves nine. Unfortunately it seems unlikely to get public support.	3/4/2017 12:47 PM
449	We need a tax that isn't a regressive sales tax to pay for all of this.	3/4/2017 12:40 PM
450	Most of the people in the Metro area dirve to work. So spent all the money improving are road systems	3/4/2017 11:53 AM
451	Congestion price the limited access highway system	3/4/2017 11:25 AM
452	Initial Costs for rail are much higher than road diets and dedicated bus lanes. Improving bus service throughout our region sould be one of the top priorities for regional planning. Affordable housing near economic centers is also an effective way of reducing congestion. The less distance traveled for work, shopping and housing the less strain on our transportation network.	3/4/2017 11:15 AM
453	Gas tax. Raise the fees on single occupancy vehicles. We're basically subsidizing cars. The city can collect more fees on parking. We need to incentivize the transition away from single occupancy vehicles and fossil fuels.	3/4/2017 10:55 AM
454	We should eliminate the projects that don't provide a lot of value (in terms of cost-benefit) to the region's transportation network, especially if they increase VMT, SOV rates, and GhG emissions. But we also need to continue to find ways to increase revenues and find new innovative ways to fund our transportation system (especially for the projects with bicycle and pedestrian components).	3/4/2017 9:19 AM
455	Raise revenue by tolls entries into the city. These figures for bike/pedestrian projects are deplorable. We our subsidizing our destruction as a species, and in the short term, our way of life. Being able to walk, bike, choose public transit, and explore green spaces are what it means to live in this metro area. Emphasis on doomed models of freeway expansion and leap frog development will only ensure the end of Portland and Oregon as unique. We might as well be California.	3/4/2017 7:54 AM
456	The walkability of our region is terrible. While improving our ability to move on road networks is going to be something needed, reducing families need to travel longer and longer distances will help alleviate congestion on roadways locally.	3/4/2017 5:27 AM
457	Walking and biking are the farthest behind in funding, but can move the most people for the lowest cost. If we keep feeding the freeway system, we encourage longer and longer car commutes. Put your - including my - money where it will do the most.	3/4/2017 5:03 AM
458	No planning results in no action and failure. A plea for money is a smokescreen.	3/4/2017 5:02 AM
459	I'm willing to pay more but you need to move faster. 1-205 and 217 and I5 are ridiculously bad and will take a decade to fix once we start so START! Two lane roads in a major metro is just poor planning and holding on to a past that doesn't exist anymore.	3/4/2017 3:43 AM
460	Let's implement congestion charging	3/4/2017 3:27 AM
461	We have to address the flow of traffic before businesses leave the area in search of less congested areas so the don't lose so much money to transit time. We are killing the planet sitting in our cars idling along the freeways for 2 or more hours a day. It's stupid.	3/4/2017 2:12 AM
462	It is VERY BAD to commit future federal flex funds to a particular project (like light rail). Those funds are designed to be flexible to meet needs like what occurred this winter (potholes). Nobody could have anticipated this, and that is what flex funds are designed for. By committing flex funds to Tri-Met for 20 years, we are tying up our future, which leads to transportation constipation.	3/4/2017 1:23 AM
463	Portland is walkable, bikeable, and has great transit (MAX, bus, streetcar, trolley, tram) - do more of this and less car-centric BS.	3/3/2017 11:40 PM
464	Don't waste money on road widening. It just induces greater demand from SOV. Instead, try pricing approaches like congestion pricing to match demand with today's supply and match true cost of driving a SOV to what driver's actually pat (including for their Transportation Network Company use.	3/3/2017 10:50 PM
465	Planning should align with Portland's comprehensive climate and carbon reduction plan by not subsidizing auto traffic.	3/3/2017 10:36 PM
466	I feel this very strongly.	3/3/2017 2:56 PM
467	You might be surprised about the creativity in neighborhoods looking to solve their priority issues. After all, apart from main thoroughfares, its the citizens that are supposed to be benefited. If you are deciding their priorities and problems, don't expect them to be grateful when you fix something they didn't ask for.....and don't ask for money on top of it.	3/3/2017 2:40 PM
468	We need to raise more money locally. Not all from state or federal.	3/3/2017 2:31 PM

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469	As a senior I want to pass along to my children a city that is in good shape and ready to serve their needs.	3/3/2017 1:38 PM
470	Get the most bang for the buck	3/3/2017 12:59 PM
471	We can avoid paying \$BILLIONS simply by NOT expanding any "freeways," which are the farthest things from "free." Cities are for PEOPLE.	3/3/2017 12:26 PM
472	Make better use of what we have by getting TriMet to cooperate in schedule building with SMART, CAT, etc.	3/3/2017 12:19 PM
473	Perhaps we need to make many smaller improvements over a few megaprojects. (Except a new Col R crossing; and even that needs a more economical, less grandiose solution.)	3/3/2017 12:10 PM
474	Build out the least developed systems first (biking, walking, transit), THEN go back and upgrade the already fully-built motor vehicle and freight network. You will find that with a proper walk/bike/transit network built out, the need for motor vehicle infrastructure will have dropped substantially. ABSOLUTELY NO INTERSTATE WIDENING WHILE URBAN NEIGHBORHOODS LACK SAFE AND CONNECTED WALKING AND BIKING INFRASTRUCTURE! Stop the cycle of induced demand; clear up congestion with improved public transportation!	3/3/2017 12:08 PM
475	I think if government dedicated 100% of some new tax to transportation and specified where each dollar was being spent then voters would more likely approve it. But voters want to see that money will actually be spent in particular ways.	3/3/2017 10:44 AM
476	I'd be interested in a tax to fund alternative transportation: biking & walking safety, and transit frequency and reliability - especially in under-served areas (outer east Multnomah County, for instance). Not interested in funding major improvements to highways and freeways for car travel - other than seismic upgrades to major bridges.	3/3/2017 10:26 AM
477	There will never be enough money, but we need the proposed package of thirty cent per gallon of gas equivalent.	3/3/2017 9:48 AM
478	With so much needed to be done, perhaps we should be more friendly with the Trump Administration in the areas of immigration and pot use. People are taxed to the max in this state.	3/3/2017 9:44 AM
479	The funding doesn't match with policy. All the talk about significant mode shift to bicycling (25% in Portland bike plan), but the funding is almost completely all for roads (2/3) and transit (1/3) with the crumbs going to bike/ped. Completing our planned bike/ped project in 250 years! Come on get serious!	3/3/2017 9:30 AM
480	Some safety measures won't cost a nickel. Let the fuel tax be spent ON ROADS, rather than nature and bike trails. Get rid of subsidy on electric vehicles and use the proceeds on roads.	3/3/2017 9:21 AM
481	Tri-Met will waste every nickel they get and then cry for more.	3/3/2017 9:11 AM
482	Rail transit is so outrageously expensive and will always require such high levels of subsidies, that it should be the last transportation mode considered.	3/3/2017 9:08 AM
483	a need road toll with help. Do sooner than projected.	3/3/2017 8:55 AM
484	Seek more funding and find ways to increase ROI of what we invest in (more rigorous project selection)	3/3/2017 8:51 AM
485	Divert funding from freeway expansions and put into active transportation	3/3/2017 8:48 AM
486	Public transit is an investment, not a cost	3/3/2017 8:47 AM
487	Don't use property taxes	3/3/2017 8:44 AM
488	The feds should be funding transportation needs more! It is how this country gets around and makes money!	3/3/2017 8:32 AM
489	I-5 widening will cost us enormously in construction costs, bad land use promotion, loss of central real estate revenue, health issues for Portland residents (especially children), and crash fatality increases on surrounding streets, while providing only a temporary benefit for commuters (many of which are not city or county residents) until such time as induced demand fills up the freeway again and we have the same congestion. All this damage for what? Maybe four years of slightly reduced commute times? Please stop this madness.	3/3/2017 8:09 AM
490	End all dollars spent on rail and devote that money to roads and bridges. There is plenty of money, just needs to be spent more intelligently.	3/3/2017 8:03 AM
491	We need more funding, but could save money by de-emphasizing highway projects which tend to be very expensive.	3/3/2017 7:49 AM
492	Look for efficiencies to reduce overhead but mainly work hard to secure more funding. Raising taxes on gas while not popular would be a good way to incentivize active transportation modes.	3/3/2017 7:41 AM
493	Need to maintain balanced budgets.	3/3/2017 7:21 AM
494	Light Rail is too costly & benefits too few people. Those dollars would be better spent elsewhere!	3/3/2017 7:21 AM
495	Atleast two bridges are needed across the Willamette River and one across the Columbia River that can remain useful after an M9 earthquake.	3/3/2017 7:20 AM

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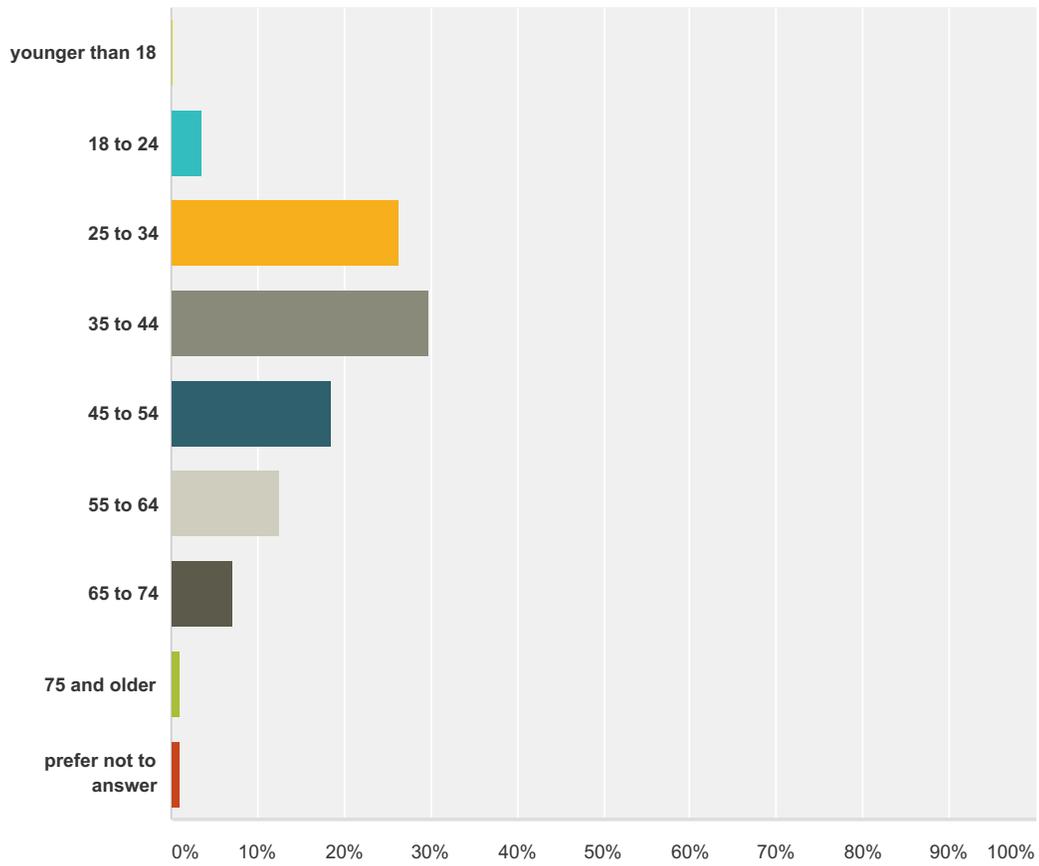
496	Cut back on auto percentage within budget and allocate more to bike/ped & transit. Funny how residents beg for safety improvements for years but funds to widen a freeway magically appear.	3/3/2017 7:17 AM
497	focus increased taxation on upper income brackets and large companies	3/3/2017 7:00 AM
498	increase the fuel tax and devote the increase to transit	3/3/2017 6:58 AM
499	We should halt all expansion of the freeway system until the bicycle, pedestrian & transit networks are fully built out. We should aim to complete buildout of the bicycle and pedestrian networks, entirely, by 2035. We should have two electric high speed interurban rail lines connecting Portland to destinations to the south, east and west open and under construction by then.	3/3/2017 6:55 AM
500	Use social cost benefit analysis to decide what is a priority and research progressive ways to raise money for projects, both current and future.	3/3/2017 6:22 AM
501	shift more road expansion and maintenance budget to transit and bicycle/ped improvements. The more folks that ride and walk to work the less need we will have to continually repair replace and expand. Start ensuring that counties are paying their fair share of improvements. The Sellwood bridge example of Clackamas county not funding that vital piece of infrastructure cannot continue if we want to provide metro wide transportation solutions.	3/3/2017 6:20 AM
502	We have wasted billions on light rail that does nothing to improve our traffic in the are.	3/3/2017 6:19 AM
503	need all necessary funding mechanisms, including tolling.	3/3/2017 6:07 AM
504	Over the next 20-years we must reverse how money has been spent and now get 80% to where it now goes to Roads, Freeways, Bridges and maintenance, lets get that infrastructure up to where it needs to be.	3/3/2017 5:58 AM
505	Everybody uses our transportation system: for business, recreation, for life. This is a critical investment with a tremendous need. Investments critically impact public quality of life, and in many aspects, people's quantity of life too. We need safer, healthier ways to get around for all people and it is time transportation gets prioritized. We should consider tolling, sales tax, whatever it takes to get the money we need for these investments. It is absurd to have to wait 50+ years for these important investments we've frankly needed years ago.	3/3/2017 5:35 AM
506	While I selected "more transportation funding" I feel only transit, bikeways, sidewalks and road maintenance should receive that funding. More funding for road expansion is unnecessary and a waste of \$\$.	3/3/2017 5:32 AM
507	cutting back is what we have been doing and look where we are. we're long past due to make the investment to create the transportation system we need in the 21st century.	3/3/2017 5:05 AM
508	Until transportation funding gets fixed, as in enabling funds derived from roads and fuel and registration to be spent on our highest priorities, I am not willing to raise a dime of new revenue for transportation, particularly from property tax sources. Metro of all agencies needs to stop treating transportation finance as the silo it is. Keep in mind that your goals for equity extend far beyond transportation, into schools, healthcare, and housing just to mention a few, and funding transportation makes it harder to achieve equity goals. There is only one set of pockets in my pants, and the transportation lobby seems to live in a state of blissful inattention to that fact.	3/3/2017 5:03 AM
509	Focus on the most needed projects. A crew of 6 to fix some sidewalk that was mostly fine is not a good use of money.	3/3/2017 4:58 AM
510	I have no clue as to what RTP is/	3/3/2017 4:58 AM
511	Transportation is the biggest impediment to a good life in the area right now. Funding should be substantially increased.	3/3/2017 4:49 AM
512	Get rid of the big expensive projects in favor of the small ones.	3/3/2017 4:45 AM
513	significantly increase the gas tax NOW, fix later the distribution formula problems and the electric car issue. Gas is now TOO cheap. Metro should take over bridge maintenance from Multnomah county	3/3/2017 4:05 AM
514	People are being killed by road design that was designed to move cars as fast as possible. We need to invest in redesign that promotes safety for all, not just speed for some.	3/3/2017 4:03 AM
515	Do more with way less.	3/3/2017 4:01 AM
516	We really need to focus on bus, rail, and freight movement	3/3/2017 3:53 AM
517	I know we're looking to design a system that isn't so auto reliant, by focusing on bike options. Let's also recognize that the auto is here for some while, and perhaps longer with the current administration preference for fossil fuels. While bike investments are sound, there are very real and current issues for auto transit now.	3/3/2017 3:47 AM
518	Creative thinking on funding and a willingness to support ideas such as tols are the future	3/3/2017 3:42 AM
519	I would be willing to pay more taxes to improve transit. That said, I wish I was more confident about the way Metro spends money.	3/3/2017 3:36 AM

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520	We need more funding--but we also need to shift funding from road capacity to walking, biking, and transit.	3/3/2017 3:30 AM
521	Address the gaps in the current system that would be smaller projects.	3/3/2017 3:26 AM
522	"Biting the bullet" means increased vehicle registration fees, "usage fees", toll lanes, etc., etc.	3/3/2017 3:24 AM
523	stop rail, fund busses, all modes rely on lane capacity. Expand freeways.	3/3/2017 3:22 AM
524	While cutting back, also we need to reprioritize. Acknowledge that our road networks are overbuilt and biking networks are underbuilt. We should prioritize the healthiest and best return on investment items. Freeway capacity should be literally cut completely. We have enough lane miles for the next 100 years. get people used to the ideas that we aren't going to widen the roads any more and they'll adjust expectations for traffic.	3/3/2017 3:18 AM
525	With continued population growth, we need to advance projects, not cut them back or defer them.	3/3/2017 3:14 AM
526	We need *dramatically* more funding to expand transit and bike/ped infrastructure, and to maintain (but not substantially expand) our road network.	3/3/2017 3:11 AM
527	Prioritize repair and maintenance of current systems over expanding them.	3/3/2017 3:09 AM
528	What do I know? But, I would favor increased gasoline taxes dedicated to roads and buses and bikes.	3/3/2017 3:05 AM
529	Its easy. Get rid of the cleans fuels bill and raise the gas tax \$0.10/gallon.	3/3/2017 2:56 AM
530	We should drastically expand the budget for Walking and biking by reducing or eliminating the freeway budget. We should also seek additional funds for light rail and active transportation.	3/3/2017 2:54 AM
531	stop wasting money on bike infrastructure	3/3/2017 2:49 AM

Q6 Which of the following ranges includes your age?

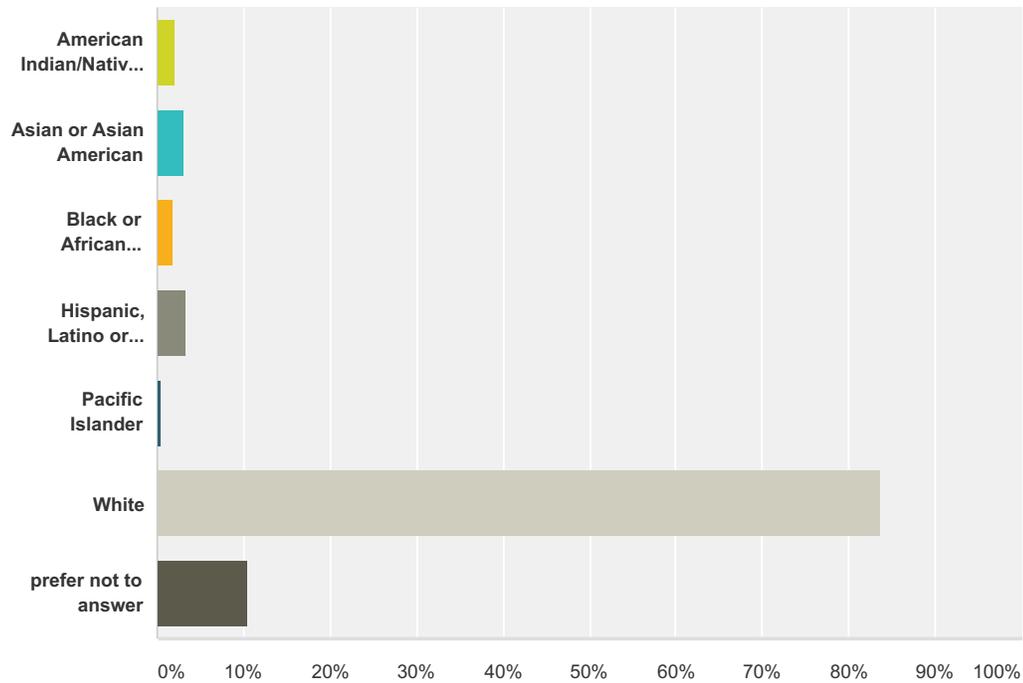
Answered: 2,631 Skipped: 17



Answer Choices	Responses	
younger than 18	0.27%	7
18 to 24	3.46%	91
25 to 34	26.26%	691
35 to 44	29.91%	787
45 to 54	18.62%	490
55 to 64	12.43%	327
65 to 74	7.11%	187
75 and older	0.99%	26
prefer not to answer	0.95%	25
Total		2,631

Q7 When asked to identify your racial or ethnic identity, how do you identify? (pick all that apply)

Answered: 2,570 Skipped: 78



Answer Choices	Responses
American Indian/Native American or Alaskan Native	1.98% 51
Asian or Asian American	3.23% 83
Black or African American	1.79% 46
Hispanic, Latino or Spanish origin	3.35% 86
Pacific Islander	0.51% 13
White	83.62% 2,149
prefer not to answer	10.47% 269
Total Respondents: 2,570	

#	Other (please describe)	Date
1	Apache helicopter	3/25/2017 3:52 AM
2	Middle-Eastern	3/25/2017 1:34 AM
3	Mix	3/24/2017 4:54 AM
4	Fancy White Trash	3/24/2017 3:14 AM
5	Caucasian	3/24/2017 1:36 AM
6	European American	3/22/2017 12:41 PM
7	Eldar	3/21/2017 10:05 AM

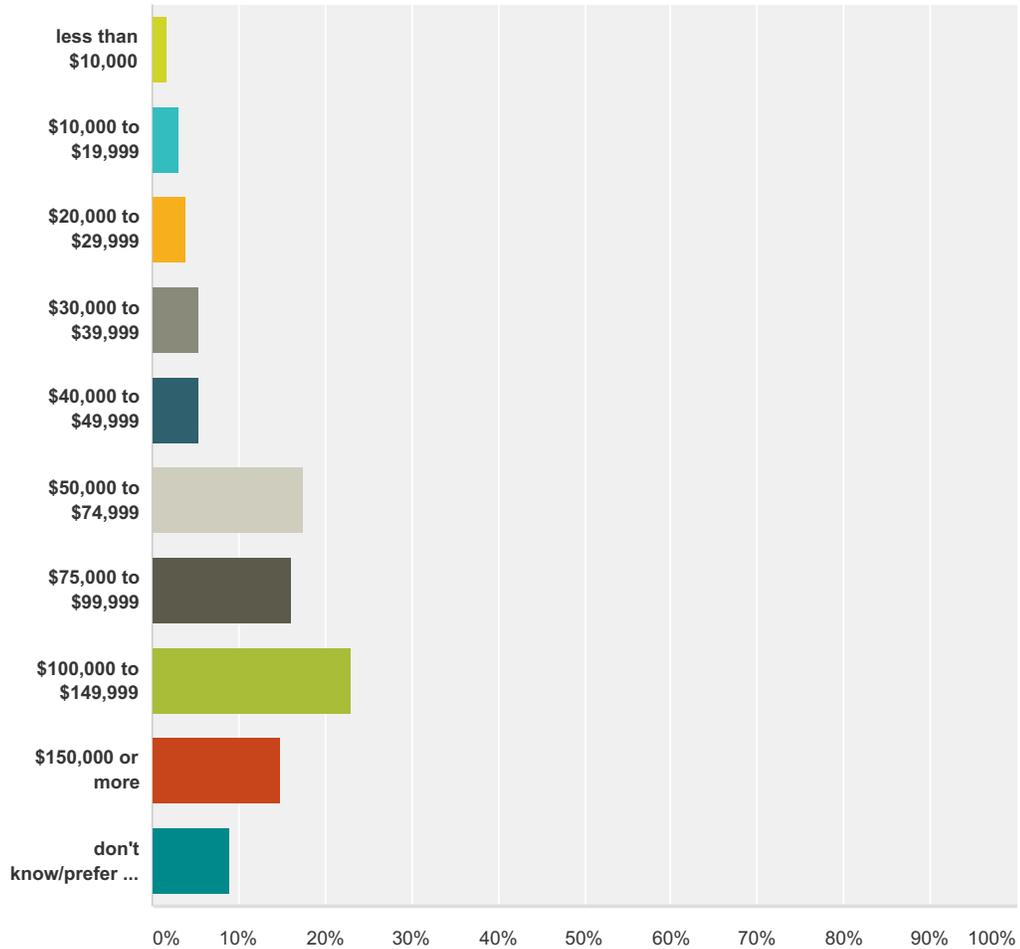
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8	Human race	3/19/2017 7:57 PM
9	mixed races	3/18/2017 7:21 AM
10	Stop asking this question...	3/16/2017 4:30 AM
11	Filipino	3/16/2017 12:33 AM
12	Easterian European - White is a color not a racial identity	3/13/2017 10:45 PM
13	Biracial	3/13/2017 9:39 AM
14	Many of the above	3/13/2017 9:27 AM
15	Are you seriously passive-aggressively asking for race or ethnicity?	3/13/2017 7:57 AM
16	fuck you for asking	3/13/2017 7:54 AM
17	an actual fucking local	3/13/2017 7:04 AM
18	Jewish	3/13/2017 6:18 AM
19	European American	3/13/2017 12:08 AM
20	aryan	3/11/2017 3:11 PM
21	American	3/11/2017 2:31 PM
22	human	3/9/2017 2:02 PM
23	Eldar	3/9/2017 1:15 PM
24	This has nothing to do with fixing roads	3/9/2017 2:17 AM
25	European American mix	3/9/2017 1:03 AM
26	mixed race	3/9/2017 12:38 AM
27	Irish American	3/9/2017 12:11 AM
28	mixed race	3/8/2017 11:56 PM
29	california native	3/8/2017 4:47 AM
30	American	3/8/2017 4:27 AM
31	Mixed-race	3/8/2017 3:55 AM
32	It's racist to ask	3/8/2017 2:59 AM
33	human	3/7/2017 9:29 AM
34	Middle Eastern	3/7/2017 5:11 AM
35	This is racism	3/6/2017 6:56 AM
36	american period.	3/6/2017 4:58 AM
37	mixed	3/6/2017 3:13 AM
38	European-American	3/6/2017 2:25 AM
39	Filipino	3/6/2017 12:56 AM
40	An American citizen who took the time to take your survey	3/5/2017 3:35 PM
41	human	3/5/2017 12:48 PM
42	Caucasian	3/5/2017 7:19 AM
43	blended	3/5/2017 4:58 AM
44	Euro-American	3/4/2017 10:55 AM
45	race doesn't matter; we all need safe ways to get around	3/4/2017 12:56 AM
46	Arab-American	3/3/2017 12:19 PM
47	European ancestry	3/3/2017 10:37 AM
48	Human	3/3/2017 10:07 AM

49	mixed - mutt -mongrel etc	3/3/2017 9:48 AM
50	White European	3/3/2017 9:44 AM
51	Mediterranean	3/3/2017 8:03 AM
52	Irish American	3/3/2017 6:19 AM
53	Mix	3/3/2017 4:01 AM
54	Irish-German Ancestry	3/3/2017 3:00 AM

Q8 Which of the following best represents the annual income of your household before taxes?

Answered: 2,621 Skipped: 27

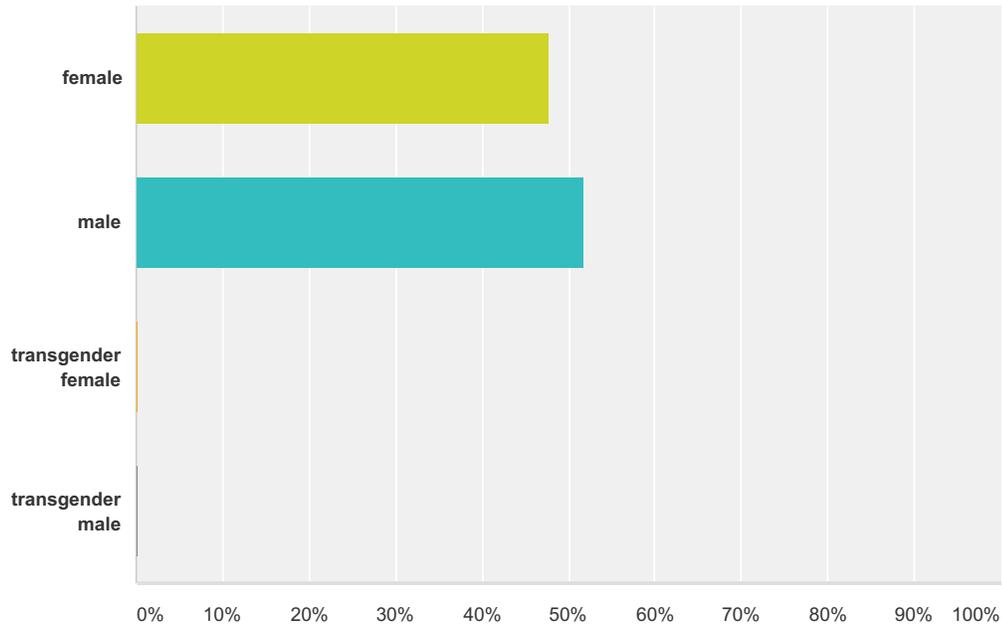


Answer Choices	Responses
less than \$10,000	1.72% 45
\$10,000 to \$19,999	3.05% 80
\$20,000 to \$29,999	4.01% 105
\$30,000 to \$39,999	5.38% 141
\$40,000 to \$49,999	5.53% 145
\$50,000 to \$74,999	17.51% 459
\$75,000 to \$99,999	16.14% 423
\$100,000 to \$149,999	22.93% 601
\$150,000 or more	14.77% 387
don't know/prefer not to answer	8.97% 235

Total	2,621
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Q9 How do you identify your gender?

Answered: 2,530 Skipped: 118



Answer Choices	Responses
female	47.79% 1,209
male	51.74% 1,309
transgender female	0.24% 6
transgender male	0.24% 6
Total	2,530

#	other identification (please describe)	Date
1	Apache helicopter	3/25/2017 3:52 AM
2	n/a	3/25/2017 1:34 AM
3	Two Spirit	3/24/2017 11:16 PM
4	gender nonconforming	3/24/2017 12:08 PM
5	agender	3/24/2017 6:01 AM
6	Does it matter?	3/24/2017 2:57 AM
7	what the fuck difference does that make????	3/23/2017 9:24 PM
8	Genderqueer	3/23/2017 11:24 AM
9	fluid	3/21/2017 10:05 AM
10	Your choices are invalid, transgender female = female, no choice for non-binary, except other	3/21/2017 12:16 AM
11	Again human	3/19/2017 7:57 PM
12	does it matter?	3/18/2017 7:21 AM
13	This is not important.	3/15/2017 2:01 PM

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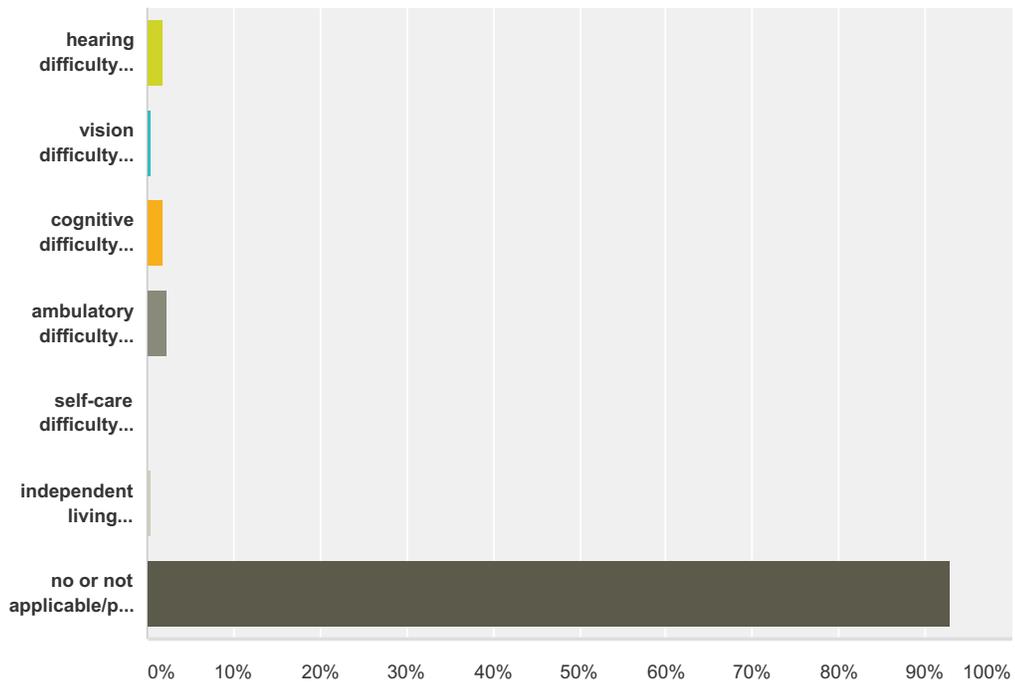
14	Human	3/15/2017 1:42 AM
15	This shouldn't matter to the issue of transport repairs and maintenance.	3/14/2017 12:59 PM
16	seriously? transgender is seperate? what is this, the fifties?	3/14/2017 10:55 AM
17	i am a meat popsicle	3/14/2017 8:26 AM
18	nonbinary (agender)	3/14/2017 6:48 AM
19	nonbinary	3/14/2017 3:04 AM
20	genderfluid	3/14/2017 2:14 AM
21	gender queer	3/14/2017 1:50 AM
22	How is this a factor?	3/14/2017 1:00 AM
23	Non-binary	3/14/2017 12:09 AM
24	other	3/13/2017 7:13 PM
25	non-binary	3/13/2017 2:25 PM
26	genderqueer	3/13/2017 12:40 PM
27	I'm an outie	3/13/2017 12:39 PM
28	it does not matter	3/13/2017 10:14 AM
29	prefer not to answer	3/13/2017 10:01 AM
30	.	3/13/2017 9:23 AM
31	Prefer not to answer	3/13/2017 8:50 AM
32	Agender	3/13/2017 8:09 AM
33	again, fuck you	3/13/2017 7:54 AM
34	genderqueer	3/13/2017 7:04 AM
35	you don't need to know for a survey	3/13/2017 6:26 AM
36	none of your business	3/13/2017 4:37 AM
37	prefer not to answer	3/13/2017 4:23 AM
38	Human	3/13/2017 3:15 AM
39	genderqueer	3/13/2017 2:03 AM
40	And gender non-conforming	3/12/2017 1:39 PM
41	There are only two genders.	3/11/2017 2:31 PM
42	Non binary	3/11/2017 3:21 AM
43	Really?	3/11/2017 12:10 AM
44	Prefer not to answer	3/10/2017 9:21 AM
45	not applicable	3/9/2017 2:02 PM
46	Fluid	3/9/2017 1:15 PM
47	Not applicable	3/9/2017 5:16 AM
48	How does this matter towards road repairs??	3/9/2017 2:17 AM
49	MYOB	3/7/2017 4:27 PM
50	I don't	3/7/2017 1:49 PM
51	Why does this even matter?	3/7/2017 12:13 PM
52	Prefer not to respond	3/7/2017 12:25 AM
53	prefer not to answer	3/6/2017 9:38 PM
54	trans (nonbinary)	3/6/2017 10:31 AM

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55	Cis-female	3/6/2017 9:16 AM
56	queer	3/6/2017 7:34 AM
57	Transmasculine	3/6/2017 6:57 AM
58	gender queer (not clearly in the "binary")	3/6/2017 5:00 AM
59	Queer	3/6/2017 2:17 AM
60	Gender fluid trisexual	3/6/2017 1:46 AM
61	tax payer	3/5/2017 3:35 PM
62	nonbinary	3/4/2017 1:42 PM
63	gender doesn't affect my need for safe transportation	3/4/2017 12:56 AM
64	How about sex kitten - that's how I identified myself today!	3/3/2017 1:29 PM
65	cisgender female	3/3/2017 11:36 AM
66	prefer not to answer -- we are all equal	3/3/2017 9:08 AM
67	Pastasexual	3/3/2017 8:34 AM
68	Also, I'm gay.	3/3/2017 8:21 AM
69	I don't	3/3/2017 4:01 AM
70	cisgender male	3/3/2017 3:18 AM

Q10 Do you live with a disability? (pick all that apply)

Answered: 2,397 Skipped: 251



Answer Choices	Responses
hearing difficulty (deaf or serious difficulty hearing)	1.92% 46
vision difficulty (blind or serious difficulty seeing, even when wearing glasses)	0.42% 10
cognitive difficulty (because of a physical, mental or emotional problem, difficulty remembering, concentrating or making decisions)	1.96% 47
ambulatory difficulty (serious difficulty walking or climbing stairs)	2.38% 57
self-care difficulty (difficulty bathing or dressing)	0.08% 2
independent living difficulty (because of a physical, mental or emotional problem, difficulty doing errands alone)	0.38% 9
no or not applicable/prefer not to answer	92.87% 2,226
Total	2,397

Q11 Additional comments about these topics or this survey

Answered: 239 Skipped: 2,409

#	Responses	Date
1	Lets fix the problems we have before making more problems to try and maintain.	3/27/2017 7:46 AM
2	Please take neighborhoods into consideration when you are planning. The thought of drilling a tunnel thru a neighborhood by Sylvania PCC was nuts. That would have destroyed a neighborhood and displace people from their homes for years. Not to mention all the trucks and noise that people would have had to live with and property values greatly declining.	3/27/2017 5:21 AM
3	It is past time to look for innovative methods of getting road construction / improvements done in a much shorter planning horizon and then funding them so that they are operational much sooner. We need to have a good understanding of how far we are below acceptable maintenance standards for all of our roads -- from Interstates to residential streets. It is past time for leaders to be transparent with this issue. The one graph starts to show the extent of the problem, but we need our elected leaders to step up to the plate and give us the real dimensions of the problem along with a range of solutions for the Region, Counties, and Cities.	3/27/2017 4:27 AM
4	Very appreciative of the opportunity to provide feedback! I am concerned about the challenges that will come here as a by-product of the regional growth. I believe the city and region has a good infrastructure - specifically bike commuting and rail. I think busses and rail should be prioritized over roads and car infrastructure. I think the increased costs of living in the city are driving suburban growth. The city should expand rail and bus options to accommodate that demographic trend! Otherwise we will end up with traffic nightmares like LA or Washington DC. We cannot let that happen here.	3/27/2017 3:39 AM
5	lower speed limit for safety	3/26/2017 11:08 PM
6	Consider a survey soliciting how to raise transportation revenue.	3/26/2017 11:11 AM
7	Survey description said 2 questions. Not Accurate!	3/24/2017 9:06 PM
8	I am starting to feel the creaks and groans of my body. Me and plenty more are going to need a way to get around that doesn't involve walking far distances to get to a bus and then to another bus and then to whatever until we finally get to where we want to go five hours later! Uh, you have to pee sometime.	3/24/2017 1:44 PM
9	A shift is necessary from engineering to a public health perspective. Please consider the vulnerability of the human body in the design of our transportation system. Sixty-three people have been killed in Oregon traffic as of March 20th, 2017. Pedestrian, bicyclist and motorist deaths in Oregon have increased each year over the last two years (492 in 2016, 445 in 2015). Pedestrians and bicyclists made up 20% of traffic fatalities from 2011-13 in Oregon.	3/24/2017 12:08 PM
10	Please think of incentives for people to use alternatives to cars. Please think of incentives for people to purchase zero emission cars. Thank you.	3/24/2017 10:14 AM
11	To reiterate: prioritize biking, max, bus and walking above building new roads for cars. Please and thank you.	3/24/2017 7:34 AM
12	I was told there were only two questions. The lie detector determined that was a lie.	3/24/2017 5:04 AM
13	Thank you for the work Metro is doing to improve transportation in our region!	3/24/2017 4:51 AM
14	Bring back our clean green and we'll run Oregon government. One that wouldn't sell water to Nestle and plans ahead for growth and doesn't play catch up all the time.	3/24/2017 2:53 AM
15	Very timely with good options. Like Twitter Access. Ive done Opt-in Survey before.	3/24/2017 2:06 AM
16	HWY26 exit @ Cedar Hills Blvd needs to be addressed ASAP! Not Safe! At a minimum make the Eastbound exit right turn only heading S on Cedar Hills to eliminate accidents when people try to turn left (north).	3/24/2017 1:55 AM
17	Spend money with small local companies to improve the economy while doing this.	3/24/2017 1:52 AM
18	Good luck guys, I'm rooting for you	3/24/2017 1:49 AM
19	More bicycle paths, bicycle parks, inner city trails for mountain biking, open up Forest Park for expansion/use for mountain biking - about bloody time it happened	3/24/2017 1:36 AM

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20	Other cities with more severe winters than we experience are able to run light rail effectively. We need to learn from them and avoid the fiasco we experience every time we have snow and/or ice. Keep the transit system reliable and efficient to get more riders.	3/24/2017 12:13 AM
21	Seriously? Gender and race questions on a survey about transportation? We all need to get around the city.	3/23/2017 9:24 PM
22	That rail line to Vancouver WA would be awesome!	3/23/2017 9:50 AM
23	no disability other than aches and pains of progressing age....still love to get out into my outdoor cathedral of nature on my bike so experience the peace of nature around me.	3/23/2017 8:38 AM
24	The auditor has routinely called out the city of Portland for lacking priorities and for not spending money on vital maintenance. Before you create a new funding source, voters need to see that the government is responsible with the budget. Thanks for the opportunity to give feedback.	3/23/2017 8:02 AM
25	I'm getting older and I am going to use the senior lift program. My mother used it with great success. I hope it will be there for me. Thank you for senior independence.	3/23/2017 6:41 AM
26	Self driving cars and route planning technology such as "Waze" is changing the landscape much faster than infrastructure can be built. Regional government needs to make sure the road capacity is available and in good repair. The technology industry will take care of the automation - don't try to develop this yourselves. And stop investing in useless road signs that tell me transit times on different freeways. Everyone has a smart phone now and apps like Waze are so much better than a handful of not very useful signs.	3/23/2017 1:04 AM
27	Look at Paris; they are combatting pollution by eliminating automobiles from the city center. Same with a lot of European cities. Why not here? Portland would be the perfect place.	3/22/2017 1:42 PM
28	Should have lights at all crosswalks	3/22/2017 12:20 PM
29	Fix the damn pot holes!	3/22/2017 10:41 AM
30	Expand bus and rail. Expand bike thoroughfares. Add driver training to license requirements and renewals.	3/22/2017 9:01 AM
31	We need to focus on roads and easing traffic congestion. Outside of infrastructure solutions, Metro should consider running awareness campaign a to encourage employers to allow employees to work from home or float the idea of a tax or LEAD credit to employers who allow employees to skip the commute.	3/22/2017 2:20 AM
32	I also want to expand the bus or Max rail system to the Afro-American resident area.	3/21/2017 11:09 AM
33	Construction blockages of streets add even more difficulty and delays in getting around in Portland...maybe work on that....doesn't cost much to do that.....It is terrifying to drive in Portland due to all the bikes, pedestrians, and cars all competing for the same space to move forward....	3/21/2017 7:45 AM
34	Fix the potholes	3/21/2017 7:10 AM
35	There are dozens of miles of unpaved roads in SE Portland. When the City annexed parts of SE Portland, residents were told road improvements were one of the benefits of being part of the City. The City has broken this promise. It's time for METRO to use the authority vested in the regional government to finally keep this promise to SE area residents.	3/21/2017 5:56 AM
36	Making it easier for people to carry groceries or other such items on public transportation would greatly reduce need for people to have another person use automobile to help them move these items. Making it easier and faster to get these items on and off public transit would be essential.	3/21/2017 12:41 AM
37	limited disability mostly balance and walking	3/21/2017 12:23 AM
38	Our whole country is literally going to come to a standstill, thanks to federal cuts in funding. It's about interstate commerce, the other thing that the federal government has jurisdiction over. I guess nobody over there cares.	3/21/2017 12:19 AM
39	Thank you for this survey! I hope many people answer and many people contact your office and always VOTE!	3/20/2017 10:08 AM
40	Given the time scales we are discussing, the best focus is going to be on sustainable transportation methods. If we just make it easier for single-person cars to get around, we're going to have the same problems in 20 years, in 50 years, that we have today. If we make it easier for everyone to use public transportation, carpool, alternative transportation, we have a chance to break out of that path. It's even worse when you consider that more people will choose single-person cars over alternatives (public transit, alternative transit, carpool, etc.) when traffic flow is eased, resulting in very little improvement. Please focus on maintaining our infrastructure and improving these kinds of alternatives, as opposed to attempting to improve the situation for single-person cars (and inevitably failing). You're never going to make the single-use car folks happy, so you may as well focus on everyone else.	3/20/2017 4:37 AM
41	Your all apply label doesn't work.	3/19/2017 7:57 PM
42	Medical condition requiring daily management for healthy psychological functioning. Some physical limitations.	3/18/2017 4:15 PM

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43	It seems to me that trains are the most efficient way to move lots of people. My opinion is that we need serious expansion of our rail systems - for people and for moving freight, which would help with easing congestion on our highways. There are so, so many more freight trucks on the highways these days. Could metro partner with the state/national rail system to help get more trucks off the highways (easing congestion) and move people from Portland to Vancouver, Salem and Eugene better?	3/18/2017 4:40 AM
44	Transit options in Metro must consider suburb-to-suburb transit - this is a major gap in public transportation now (it's easy to get to downtown Portland from everywhere, but not as easy to get from one side of Beaverton or Hillsboro to the other on transit).	3/18/2017 12:46 AM
45	Enforcement of traffic laws by uniformed police officers has a monetary and psychological effect on people. It hurts to pay and it scares the heck out of you to be stopped by police officer. Photo radar generates a lot of revenue, but does nothing to imprint in your brain the need to obey traffic laws. We need more traffic cops.	3/18/2017 12:43 AM
46	Fix the roads. Eliminate gridlock. New bridge/bridges to Washington.	3/17/2017 7:06 AM
47	All the out of state growth due to people moving here from other places has increased rapidly. Road conditions and time to get from point A to B is becoming a real drag. I live in Clackamas County and dread heading into downtown Portland. The day of week and time of day really don't matter anymore. There is traffic all the time!!!	3/17/2017 2:05 AM
48	To the outsider, most projects I see happening appear to make traffic and safety worse rather than better. I also see some areas of the city getting more attention. Some roads seem to get the majority of upkeep, while others get overlooked. Because cars are the major transportation that makes sense from a time and cost perspective, we need to deal with this first.	3/17/2017 12:51 AM
49	My wife is disabled but we are exploring the Electric- 3 wheel trike as a transportation option and a recreational avenue. I currently am fortunate in that I do not have any disabilities. Excellent survey, being a part of the process is important for me!!!	3/16/2017 8:59 AM
50	I suggest using our present funding for maintenance and safety, and ask for more revenue or apply for grants for rest. If asking for revenue from voters, would keep specific, like 50% of funds goes for walk/bike paths and 50% goes for freight road support.	3/16/2017 6:05 AM
51	There needs to be another north south bike corridor close in on the east side. It's not practical to ride down to the esplanade to go north south. I end up riding on 20th from North Portland to deep SE. It's not a safe route but there isn't a better alternative. Biking eases traffic and is less hard on roads but we need safe routes!	3/16/2017 4:08 AM
52	Our roads/ freeway system needs to be invested in. Our city is becoming increasingly unliveable and a detriment to the local economy.	3/15/2017 11:25 AM
53	The low numbers on the first question keep erasing. Especially on the bus and mass transit questions. This survey seems rigged	3/15/2017 11:05 AM
54	Transplants are making the city grow faster than the infrastructure to support it; I've lived here all my life and traffic has become a nightmare over the past 5 years. Something needs to be done to ease traffic. Max is unreliable and moves very slowly compared to metro systems like NY, DC, etc. It can also be unclean and unsafe, lots of harassment especially for female riders.	3/15/2017 9:30 AM
55	Bus are doing fine, but MAX needs more security and safety.	3/15/2017 9:00 AM
56	Walking and biking should never be a combined choice on any survey. The two have nothing to do with each other.	3/15/2017 4:13 AM
57	Portland needs to listen to more of its residents and not just a few that have agendas. We have become a city that cares about the homeless, environmental propaganda and bikers.	3/15/2017 1:19 AM
58	Most people will have one of the above at some point, we need to ensure these needs are addressed.	3/14/2017 3:33 PM
59	Toll the Columbia River bridges!	3/14/2017 2:44 PM
60	Autonomous Vehicle technology is improving fast and will be in the mix very very soon. I know that the future of AV tech is hard to predict, but please do your best to include it in your future plans.	3/14/2017 1:52 PM
61	My dream for the future of Portland is a city with minimal cars. As a pedestrian, I often feel in danger! Thanks for your work!	3/14/2017 1:36 PM
62	I'd love to take public transportation downtown from St. Johns instead of driving. But it takes 15 minutes to drive and over 1.5 hours by bus. That is ridiculous. Service needs to improve.	3/14/2017 1:24 PM
63	This is great! Thank you for taking public opinion. There is lots of new work that can be done with these topics when thinking outside the box.	3/14/2017 12:59 PM
64	Good survey!	3/14/2017 10:59 AM

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65	Incredibly disappointed with the selection of genders. A transgender woman is a woman. A transgender man is a man. To call someone transgender is to deny them their change and in essence is still using the gender they were wrongly assigned at birth.	3/14/2017 10:55 AM
66	Promote an advisory board to the directors that include a diverse group and fund that program, such as a Metro pass to members, monthly meetings, etc.	3/14/2017 10:46 AM
67	I work with gay and transgender youth and am thrilled to see you ask about them in the gender section; much appreciated, thank you.	3/14/2017 7:47 AM
68	I have two main comments: Portland has begun closing down streets through residential areas. The whole point of a grid is redundancy - they have been shutting down streets for neighbors that don't like cut through traffic. This is part of life in a city. Closing down redundant routes is making commutes even more difficult. Also, Metro could "lead the way" to encourage government agencies to let staff work from home on a rotation. Even 10% fewer cars on the roads per day would make a huge difference. Thank you.	3/14/2017 7:07 AM
69	expect investments in areas of higher need (economically disadvantaged areas, communities of color, etc) to trigger the eventual displacement of those communities because that area becomes more desirable to people who can pay higher rents. therefore, such investments MUST come alongside (not before) investments in affordable housing in that neighborhood.	3/14/2017 6:48 AM
70	Our transportation policies must demonstrate a will and commitment to combating man-made climate change.	3/14/2017 6:28 AM
71	Thank you for including non-conventional options for gender identification.	3/14/2017 5:46 AM
72	This question won't allow "pick all that apply"	3/14/2017 3:58 AM
73	please coordinate with other agencies such as PDOT and ODOT since there is such an overlap in jurisdictions.	3/14/2017 3:58 AM
74	We as citizens have a duty to ensure a safe city. This means instilling in each and every citizen their civic responsibility and respect for our policies and laws which insures the safety of all citizens.	3/14/2017 3:50 AM
75	I would love to understand how other cities manage these issues and what unique hurdles are in Portland's way.	3/14/2017 3:37 AM
76	More Roundabouts please! They improve traffic flow (if they dont have stop signs), and improve pedestrian safety by moving the crosswalks away from the actual intersection	3/14/2017 3:23 AM
77	You need to use checkboxes rather than radio buttons when you say "pick all that apply."	3/14/2017 3:04 AM
78	The form is only letting me pick one, but I have both ambulatory and cognitive difficulty.	3/14/2017 3:04 AM
79	I mean, what else can you do? You can't bring in more cars. where would you put them?	3/14/2017 2:57 AM
80	The longer we wait, the harder it gets to pry away our roads from cars. We need some backbone to say "our city has grown up. It is now geometrically impossible for everyone to commute by car. Furthermore, we do not want people to commute by car, except in rare circumstances. We are making investments in transit to move the most people in the quickest, safest way possible." And then, I don't know, drop the mic or something.	3/14/2017 2:43 AM
81	The condition of all roads will continue to get worse until there is a point at which the public feels pain in their wallets from unnecessary vehicle repairs. This sounds cynical but is proving to be true and is sad because the city only asked for a \$4.28 monthly investment for roads which failed to be approved. Vehicle repairs will far surpass that amount.	3/14/2017 2:10 AM
82	A lot of attention has been paid lately (it seems) to pedestrian safety, which is great. However, I drive a lot and still see pedestrians crossing the street wherever they want, even though there is a clearly marked crosswalk five feet away. And bicyclists continue to be smug and break rules--tax them. Make them register their bicycles to pay for road upkeep, make them get insurance, just like auto drivers. The fact is, there are hundreds of thousands of people who drive cars and LIKE to drive and will never give up their cars. Make it easier to drive. Celebrate the automobile and our fairly decent public transportation system.	3/14/2017 12:59 AM
83	Talking points that light rail helps MAGA > low-info voters in Vancouver support MAX > CRC > VICTORY	3/14/2017 12:48 AM
84	When I was pregnant it was significantly difficult for me to get around walking and taking the bus in the Middle Halsey area. Thankfully improvements are coming soon.	3/13/2017 11:41 PM
85	if the questions were any more broad you would be able to report any results you wanted	3/13/2017 10:45 PM
86	For my daily commute, I drive 1/3, take bus or max 1/3, and bike 1/3 of the time. I'd rather see more congestion on roadways and spend 3 extra minutes getting to work in exchange for greater priority given to bike and ped infrastructure and expansion of Max lines and frequent bus service. The congestion on my drive in fact encourages me to get on my bike and get to work (7.5 mi each way) faster.	3/13/2017 9:05 PM

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87	Please consider an internal audit regarding the repair and construction services which the city utilizes. Inefficient and unsustainable practices will only further kick the problems down the road. The developer cash grab which has made this city a mecca for construction seems to reap many of the rewards from the influx in population, and seems to rarely share in the burden which growth possesses. The all to familiar site of cranes erecting a new building within the urban corridor is accompanied with little to no investment in parking, green spaces. and other needed social infrastructures. Creating a plan which includes the values Portlanders hold dear must not be obfuscated by the economic swell that the city is riding. Growth is inevitable but who is steering the conversations? Are all of the stakeholders able to sit at the table? When we look at where the city will be in the future, is it better then it was before? Thank you for trying to engage in the pressing issue of transportation. I used to mock the idea of toll roads and sales tax for transportation, but seeing the dire state of our physical infrastructure juxtaposed to some of the more well thought out and better funded systems has swayed my opinion.	3/13/2017 4:41 PM
88	My biggest concern regarding our transportation issues is the proposed changes to Foster Rd between 50th - 82nd Ave. This area is growing every year and Foster is a major East/West thoroughfare (and will continue to be). There has been a proposal to eliminate one of the lanes of traffic in lieu of a bike lane. I think this would be a huge mistake as it would create major issues with traffic. Although I agree that there should be safer bike options there are less bike commuters in this area of East Portland because we have so much farther to travel to get to downtown and other central Portland areas. The majority of our neighborhood are car commuters and we need Foster Road to remain as open and moveable as possible to facilitate traveling East/West. If anything I believe Foster Road needs more lanes added, not taken away.	3/13/2017 2:49 PM
89	In my mind, Portland is in dire need of an upgrade to its road system. I used to live in Eugene and I miss having a highway that loops around the city and does an effective job of spreading out traffic and allowing people to bypass central congestion and I don't feel like Portland has an equivalent to that.	3/13/2017 2:46 PM
90	I am a single parent	3/13/2017 2:42 PM
91	With portland expanding so much public transportation is important to help the city grow in the right way and reduce congestion	3/13/2017 1:56 PM
92	The problem with public transportation is the public. The problem with Portland are transplants.	3/13/2017 1:49 PM
93	Expand MAX south!	3/13/2017 1:37 PM
94	I hate driving here because there are so Many people, please keep Portland safe and expand MAX transit	3/13/2017 1:24 PM
95	Pothole repair is desperately needed, as well as fixing the timing of traffic lights.	3/13/2017 1:22 PM
96	So often policy wants to put people in boxes like: Driver, cyclist, skater, pedestrian. Any campaign to improve our situation should focus on the reality that we are all inherently multi-modal. We all walk. Many who drive also own a bike. Bring us together as a city!	3/13/2017 1:14 PM
97	Please.	3/13/2017 12:09 PM
98	This city should be for people, not cars	3/13/2017 11:15 AM
99	Thank you for asking.	3/13/2017 11:14 AM
100	Who cares if someone is transgender?! This is about roads. Replace the 100 year old Interstate Bridge and widen all the freeways. Stop reducing traffic flow by adding bike lanes, only a tiny % of Portlanders really bike!	3/13/2017 10:30 AM
101	I am really grateful that I live in a city that supports biking and public transportation as much as this city does. I love the Sunday Parkways and our new Bike Share program. Thank you so much for helping make this city the way it is, and I am looking forward to seeing more improvements in the future.	3/13/2017 9:41 AM
102	For the love of God please stop pissing money away on public transit!!!!	3/13/2017 9:39 AM
103	We need to expand trimet. We need a SW line for MAX. We need a subway for express transit. And we need true bus rapid transit on Division and Powell.	3/13/2017 8:33 AM
104	Although not within Metro's purview, an increased gas tax to support improving the adequacy of the transportation system (all modes) should be considered.	3/13/2017 8:14 AM
105	I ranked my priorities backwards, giving 10 to the most important and 1 to the least important. The directions are really unclear and backwards from standard surveys.	3/13/2017 7:59 AM
106	Portland already has a great public transportation and bike access infrastructure. Please keep up the great work and make our city ready for the next generation.	3/13/2017 7:25 AM
107	I walk, bike, and drive from my home in downtown Portland. Parking is limited where I live, congestion is bad, because so many people are driving in a single-occupancy vehicle. There has to be a better way!	3/13/2017 6:57 AM

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108	need to look at how your are spending your funds. stop wasting money. citizens can see the waste and poor choices made by those with their own agenda and not for the public good.	3/13/2017 6:26 AM
109	We cannot afford to pay for the wish list of the transportation planners. The outrageous cost per mile of light rail is unconscionable. Self driving cars are coming soon enough and we can avoid huge expense in the interim by not building more mass transit.	3/13/2017 6:22 AM
110	Disability question is broken: click all that applies should be check boxes, not radio buttons. As a result, a user can't respond to more than 1 answer.	3/13/2017 6:20 AM
111	A city planned for cars and traffic becomes just that. All you have to do is look for "downtown" Beaverton to see how miserable a city planned entirely around cars is. Portland is NOT much better, despite our transit lines. Driving is still FAR too enticing of an option in Portland. The more we get people OUT of their cars, the better our city will be for ALL residents, *including* those who only drive!	3/13/2017 6:19 AM
112	My neighborhood has no sidewalks, no rail, and weak biking facilities, but if it were up to me, I'd defer those upgrades in favor of basic maintenance.	3/13/2017 6:15 AM
113	I don't think using the term "difficulty" in regards to people's disability is reflective of what people with disabilities experience. Personally I don't have "ambulatory difficulties" because I can't walk at all. Same with someone who is deaf or blind. There is no "difficulty", because that is not an option for someone with paralysis, blindness or deafness. Thinking about the language used to connect with that group is important.	3/13/2017 5:53 AM
114	So many minorities want to bike more but the city and regional government doesn't make accessibility easy! Infrastructure is not safe, and needs to have physical separation from cars. As for walking and driving issues, we need better safety enforcement in neighborhoods that are marginalized.	3/13/2017 5:43 AM
115	Overall, due to the two car limit on the MAX, I think BRT (using articulated buses that can switch between diesel or natural gas and overhead electric like I've seen on the Boston Silver line) would be a better way to proceed with mass transit. Also, the costs are much too high for the level of service currently provided. Perhaps something could be done about the many places buses and trains have to compete with car traffic, especially between Rose Quarter and Pioneer Square.	3/13/2017 5:18 AM
116	ever growing ringing in my ears but I can still hear..... for now.	3/13/2017 4:38 AM
117	You likely muddled your question re the gaps. So I don't think your survey will have reliability. Please consider having your surveys get a check internally before pushing out. It should be understandable by a 9th grade reading level and be clearly worded so a user can make an informed answer.	3/13/2017 12:08 AM
118	Adding more freeways does not work. Getting people out of their cars does work.	3/12/2017 11:40 PM
119	I live in SW. Many parts of SW lack basic transportation and safety infrastructure such as sidewalks and paved roads let alone reliable public transit. We need these inequities addressed. While the home prices and property taxes are some of the highest in portland we are transportation poor. Further we lack walkable services and face considerable terrain challenges (hills!) that make it even more difficult to use multi-modal transit. Everyone in portland deserves basic safety infrastructure like sidewalks. My neighborhood has some of the lowest bike, walk and transit scores in portland. Bus service has been reduced or eliminated for decades to the point where it is unreliable and neighbors have given up on taking public transit. At a recent neighborhood association meeting the lack of bus service was a major complaint among residents with one saying, we've been neglected for decades, why not just take our bus line out back, shoot it and be done with it.. We need sidewalks completed and bus service restored. Without sidewalks and bus service SW is limited at best to connect to the regional transportation system. We rely on single occupancy vehicle use and are unable to meet the city goals of 20min neighborhoods, reducing single occupancy vehicle use and safety. Actions needed are the execution of the trimet SW enhancement plan changes. Most pressing is the combining of lines 39/51 with addition of midday/night/wknd service to provide bus service from lewis and clark thru hillsdale into downtown. Second is to complete the sidewalk (see PBOT documents) and trail network(see SW trails city plan and upcoming SWIM documentation). This will greatly increase SW's connection to/use of the regional transportation network and meet safety and other city goals.	3/12/2017 4:20 AM
120	Expand light rail, expand safety for cyclists and pedestrians, and promote alternative transportation options to help reduce congestion.	3/11/2017 2:28 PM
121	Make our elected officials take action. Tax the corporations. Increase property and income taxes. Establish a sales tax. DO SOMETHING BESIDES SURVEYS. Stop making excuses.	3/11/2017 2:25 PM
122	I am continually shocked by the seeming lack of political will to fund fixes to our infrastructure (of all kinds) that will help our region better survive the major Cascadia quake. We know it will happen. It needs to be talked about constantly and agencies like Metro, ODOT, the Bureau of Transportation, and the Water Bureau need to continue to spell out for people what the consequences of inaction will be. We are not helpless. If we act now we can reduce the catastrophic impacts of the quake and preserve the home city we love.	3/11/2017 11:01 AM
123	What this survey lacks is any mention of induced demand or VMT reduction priorities.	3/11/2017 4:27 AM

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124	I think more people would walk more often if it was safer. Sidewalks should be for people, not bikes. And, as I alluded to above, any place where you think peds and cyclists can share is a joke, especially for kids and seniors. Remember this - a senior who has a fall - is pushed down by a brush with a cyclist - has a drastically increased risk of serious injury and even death. Our bones are brittle, they break far more easily than those of the cyclist demographic. The danger to peds - especially, kids, seniors and folks in wheelchairs is significant! Keep ped space for peds.	3/11/2017 3:28 AM
125	Enforcement of traffic and speed is nonexistent. We can reduce speed limits to 5 but people will continue to drive up safely until it is costly to do so.	3/11/2017 1:50 AM
126	I am not disabled, but family members are. They deserve the means to conduct their business independently, and car ownership isn't for everyone.	3/10/2017 11:44 PM
127	Improve timing of traffic signals on Interstate Ave, particularly around Max stations so pedestrians are not having to run in between traffic to catch a train because the traffic light takes too long to change.	3/10/2017 4:31 PM
128	I do not have a disability, but my husband has Parkinson's disease and this creates issues of mobility, transportation, safety, etc.	3/10/2017 3:57 PM
129	I live in a neighborhood with 14,000 residents and the highest density of poverty in the City. Only three thousand of those residents own cars. My neighbors depend on safe sidewalks and reliable public transit to get them to their destinations.	3/10/2017 8:40 AM
130	Lower speed limits	3/10/2017 8:26 AM
131	Male and female are sexes, not genders (woman, man, transgender, non-binary, etc).	3/10/2017 5:02 AM
132	Permiability!! Need safe connections through neighborhoods that utilize safer, quieter side streets, and a grid network. Stop dumping peds and cyclists to fend for their lives on six lane arterials.	3/10/2017 3:08 AM
133	Almost all of us will have a disability at some point. I expect to not be able to drive at some point 25 years down the road.	3/10/2017 1:47 AM
134	please implement lower speed limits	3/10/2017 1:41 AM
135	These zero visibility projects are stupid, waste money, and only serve feel-good priorities.	3/10/2017 1:40 AM
136	Pleasant use of my time, I hope you take my advice to heart.	3/9/2017 1:15 PM
137	We need to expand or build highways. If there were an emergency downtown, there are not enough options to get out.	3/9/2017 11:02 AM
138	Pedestrian friendly transportation infrastructure should be THE priority. Looking at our plans as a state and city it makes no sense to put more money into anything else.	3/9/2017 8:17 AM
139	traffic on US26 at the Tunnel is ridiculous. There has to be a better solution then avoiding it all together.	3/9/2017 5:27 AM
140	Keep them coming. this way I feel as if you may be listening to me the person who is effected by your decisions. Thank you.	3/9/2017 3:47 AM
141	Please make EXPRESS abuses and bus only lanes!!	3/9/2017 2:18 AM
142	My income, ethnic background, income or disability have nothing to do with fixing a road.	3/9/2017 2:17 AM
143	I know more bike lanes makes the vocal minority happy but not the people that actually vote.	3/9/2017 1:42 AM
144	Thanks for asking about disability in your demographics! And please know that non-motorized and public transit options will become even more critical as people age.	3/9/2017 12:59 AM
145	thank you for taking the time to get more feedback	3/9/2017 12:38 AM
146	Traffic management re: Sellwood Bridge and SE 6th require a lot more attention from commissioner / director. Buses and trucks are beating local streets to potholes everywhere -- SE Bybee / fire station & light rail station; SE Milwaukie, and more.	3/9/2017 12:17 AM
147	There are not enough parking spaces designated for handicapped folks - EVERYWHERE. City of Cornelius refuses to help residents with on street sign designations - even though they are aware that parking is a premium is specific areas. It's beyond time to do right by the ADA. Get the railways to repair their dangerously degraded RR crossings - it's like driving into potholes in Cornelius on 10th and on 20th (two main roads in and out). TIME THE FLIPPING LIGHTS - you drive 1 block and wait 8 minutes at two lights it's ridiculous! REOPEN 14TH! FINISH THE ROUND ABOUT CONSTRUCTION ON SCOTCH CHURCH ROAD! COORDINATE ROAD CLOSURES TO BE SURE THAT RESIDENTS STILL HAVE SEVERAL DIFFERENT OPTIONS IN AND OUT OF TOWN i.e. don't close 10th for construction when Sausbauer is flooded. DIG ONCE - quit tearing up the same streets over and over again.	3/9/2017 12:11 AM
148	There is something wrong with the buttons. I can only choose one. When I add vision difficulty, hearing disappears.	3/8/2017 11:56 PM

149	We don't have 200 years. Make short walks and 2-mile bike rides into viable transportation options for everyone ASAP. Cut-through traffic all over the metro area is running our neighborhood street grids into the ground and terrorizing school children. Diverters and similar traffic restrictions can turn the existing grid into a complete, comfortable walk/bike network with minimal impact on motor vehicle access. The freeways don't need to be wider. Just change a lane to carpool/bus-only so we don't have HOV/transit stuck behind SOV traffic. Some of the on/off-ramps could also be carpool/bus only, even a lane each way on Powell and/or queue-jump signals for busses. Quit waiting for grand rail projects -- if you serve the demand with reliable frequent bus service, people will ride it. We'll be able to afford rail *after* we quit wasting time and money creating SOV driving/parking convenience.	3/8/2017 3:53 PM
150	Won't let me click more than one, add ambulatory	3/8/2017 11:35 AM
151	More mass transit, including 24 hour transit please. Thanks!	3/8/2017 10:56 AM
152	Trimet should focus on ways to save money. Route 154 through Willamette uses a full-sized bus; this is extremely wasteful for our small community. We need service, but a large or medium sized eco-van would serve us just as well as most people choose to drive. We don't need a mega bus wasting fuel and taking up the roads when a smaller van will do.	3/8/2017 5:12 AM
153	Metro 2040 density allocations, clogged freeways and insufficient major street designs are killing the livability and economies of the metro area. Yes, we can attempt to accommodate population growth and mimic Seattle but that is a deeply flawed path.	3/8/2017 4:36 AM
154	Needed better coordination between city, county, metro and federal. All levels should be focusing ultimately on local/regional needs.	3/8/2017 1:33 AM
155	Bike, ped, and transit investments (including connecting gaps across major roadways) in areas with lower income and non-white areas is my priority. You lumped in " complete bike and ped gaps across major facilities" with major facility work, which I think should be separate. Access to affordable and safe transportation is important to me. Rich, white neighborhoods get so much more of this!	3/8/2017 12:31 AM
156	Keep in mind that self-driving cars are coming. Engineering everything around automobiles may be outdated by 2042.	3/7/2017 10:18 PM
157	No and Prefer not to answer are very different responses. Now you don't know the proper base for your %.	3/7/2017 4:27 PM
158	These transportation issues are extremely important and affect human lives profoundly (I know... my next door neighbor's daughter was killed while trying to cross the street in outer East Portland). Let's address these issues while addressing the tale of two cities we have inadvertently created by neglecting outer East Portland for so long. Paved streets and sidewalks should not be considered a luxury.	3/7/2017 3:52 PM
159	Trains are inflexible and easily disrupted. That's why I ranked it so poorly.	3/7/2017 2:08 PM
160	St Johns needs to connect the neighborhood across Columbia Blvd to St Johns. Sidewalks are lacking as are safety islands and traffic calming on Columbia Blvd.	3/7/2017 1:49 PM
161	I hope you'll be true to the needs of people in our region, and invest in walking and bicycling and access to jobs and transit first, before we look at funding expensive highway expansion projects.	3/7/2017 1:17 PM
162	It seems odot is very concerned about meeting the needs of all the small minorities and ignores the bigger picture! I volunteered to participate in the community involvement committee for the SW light rail. They actually left spots open for representatives from small minority groups and didn't select volunteers like me. Those of us who would be your major customers that live in adjacent neighborhoods. I know odot tried to strike a balance for this committee but it seems they ignored the majority of customers. Makes lots of people feel unrepresented!!!	3/7/2017 2:23 AM
163	Please focus a significant amount of time on the east side (very little public transit) and the bottlenecks (bridges, tunnels) -perhaps using trains with P&Rs more around these areas. Thanks.	3/7/2017 1:31 AM
164	I know there must be some among you who realize that pretty soon, someone's going to have to show leadership around advising citizens to limit their car use—to solve freight congestion, to solve climate death, to solve traffic violence. If you are that person, reading this comment, I beg you to be the leader we need, and speak up. The one solution that never seems to be offered in these surveys & studies is to do the tough thing, and actively work to end car use as we know it today.	3/6/2017 2:41 PM
165	Thank you for seeking our input	3/6/2017 1:28 PM
166	I drive approximately 70 miles all over the metro area and experience traffic everywhere. There can't be any easy answers and funding all the "wants" near impossible	3/6/2017 12:46 PM
167	planning should be based on moving people instead of vehicles. That focus will inform decisions on both how to spend and raise revenue.	3/6/2017 12:15 PM

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168	What the hell difference does it make about my gender, my race, my age or my income? Does a white transgender thirty five year old have some special transportation need. Quit removing traffic lanes and accommodate the eighty percent of the new population that will be driving cars.	3/6/2017 11:57 AM
169	I hope to see most efforts go towards walking, biking and buses/trains. Cars add external costs in deaths, emergency visits, pollution and traffic at rates well beyond what modern cities can afford. I feel the money is much more cost efficient when spent on efforts in the realm of buses, bikes and walking.	3/6/2017 11:16 AM
170	I think it is important that Portland transportation continues to lead the nation in greenhouse gas emissions reduction, access to public transport, and walkability.	3/6/2017 10:29 AM
171	The dearth of usable bike lanes makes bike commuting a suitable option only for those with suicidal tendencies.	3/6/2017 9:33 AM
172	I have a upper body disability using my hands, wrists, arms and shoulders. This is often not asked for or addressed by your surveys. I also work at a facility that has no public transportation access and my car is in the process of dying. Can you consider a bus that would cover NE Whitaker Way between NE 122nd and NE 138th? A bus that went all the way up NE 122nd would work, I can walk some distance just not miles.	3/6/2017 8:47 AM
173	I do not live with a disability	3/6/2017 7:51 AM
174	Thanks, I know I'm unrealistic.	3/6/2017 7:33 AM
175	One thing to consider. My age group 35-44 is or will be taking care of their parent(s)/baby boomer generation and they have disabilities and needs that may be directly affected by any transportation infrastructure decisions made over the next ten years. We need to really consider our aging population and what that means in relation to transportation options moving forward. How can we integrate a system that these folks can easily utilize when going to appointments, grocery stores and social gatherings (important as the elderly socially isolate at times).	3/6/2017 7:13 AM
176	I support work on major streets that makes it safer to walk, bike, and take the bus. There should be an option to support those activities without investing limited resources into traffic flow.	3/6/2017 6:46 AM
177	The highest taxpaying corridor in Oregon (Cooper Mountain) is currently under duress with traffic. If this condition is not rectified, we might find these homeowners moving out of state! Not to say that there should be an unequal distribution of funding, but it certainly would be wise to look at how to retain the tax-bearing residents - or, at least, how not to drive them away.	3/6/2017 5:59 AM
178	Please don't consider any type of property tax increase for transportation funding. We can barely afford our taxes today. The urban areas have historically subsidized the suburban and rural areas. This is unfair. Figure out a system that has the suburban and rural areas pay their fair share of transportation costs.	3/6/2017 5:24 AM
179	thanks for listening. i am a crabby land use planner.	3/6/2017 4:54 AM
180	Thanks for asking.	3/6/2017 4:51 AM
181	Bring the max to SW Portland / Tigard! I would ride it often.	3/6/2017 4:50 AM
182	have some of the above, but not enough to consider "serious or difficulty" yet enough that daily commuting is strenuous.	3/6/2017 3:40 AM
183	Improving opportunities for safe walkways should not always be lumped with improving bikeways because very different audiences are served by their improvements. Walkways are generally beneficial to families, seniors and businesses, whereas many individuals do not identify with what they consider to be an elite biking culture that takes funding from other projects while serving a narrower audience. Biking is great, but when resources are limited, I think it gets too much attention.	3/6/2017 3:33 AM
184	The question to ask: What projects have long term value for the community when there is economic contraction, food production is paramount, and energy consumption (fuel and electricity) must be reduced?	3/6/2017 3:22 AM
185	The city of Portland should not be cutting their street maintenance budget to give money to build bridges that do not serve all people.	3/6/2017 3:02 AM
186	Please prioritize rapid transit between downtown Portland and downtown St. Johns.	3/6/2017 2:57 AM
187	Please be specific about how monies (including new bonds) are used repairs, location of repairs, priority of repairs and beneficiaries.	3/6/2017 2:44 AM
188	I am very happy that Metro is taking the people's input so actively. I hope that the final survey outcome gets published somewhere public so that I can know what my fellow citizens think is important to them.	3/6/2017 2:31 AM
189	Reads too much like a survey.	3/6/2017 1:46 AM
190	"Do you live with a disability? (pick all that apply)" answer set should have appeared as multiple-choice checkboxes rather than single-choice radio buttons.	3/6/2017 1:40 AM

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191	Missing from this list of disabilities is ability to breathe/asthma, etc.	3/6/2017 1:29 AM
192	I would rank walking and biking separately from each other.	3/6/2017 1:02 AM
193	Thank you for including transgender options.	3/6/2017 12:46 AM
194	Surveys like this are somewhat worthless. The answers to the questions being asked will be spun by the party gathering the information to support their already pre-determined agenda. The Portland regional government continues to push mass transit yet our mass transit system is slow, unreliable, outdated, unsafe and people scam the system all the time by not purchasing fare when using light rail. We have moved funds from freeway expansion to mass transit and busses are sometimes only carrying a handful of people. Portland has failed to maintain their roads so our roads are filled with potholes and unsafe for driving. The counties were able to get away with unpaved streets but when those areas were incorporated by the City of Portland they continue to be unpaved and hazardous. Yes we should look for additional revenue options but our political leaders need to quit wasting money on pet projects.	3/6/2017 12:13 AM
195	I am a student and a multi-modal transportation user--walk, bike, transit, car.	3/6/2017 12:09 AM
196	Living in East Portland has really opened my eyes to the need for rapid transit expansion, as well as sidewalks and bike lanes.	3/5/2017 10:22 PM
197	Cars alienate people from their surroundings, they are horrible.	3/5/2017 2:35 PM
198	What's going on with the Foster Streetscape plan? I'd expected construction to have started; a neighbor said she heard the project has been put of by lack of funding.	3/5/2017 12:08 PM
199	I have been riding a bike, for commuting and pleasure for 25 years, (less 100k miles on my car in that time) but I believe the dominant mode is under invested, and it's hurting our economy.	3/5/2017 2:55 AM
200	Rail is too expensive and freeways and roads are being left behind. Add lanes to I-5 and 217 as top priority.	3/4/2017 9:33 PM
201	My husband and I own a car, but use public transit for our daily commutes. If more people did this, we would have less traffic problems, and hopefully a more robust public transit system.	3/4/2017 4:29 PM
202	Road maintenance! But also take out a bunch of parking lanes and give us true bus rapid transit! It would be cheap and effective.	3/4/2017 12:47 PM
203	More bike roads please! Climate change is real, and we don't have a good plan to mitigate yet - bikes are still one of our best options. Thanks!	3/4/2017 12:40 PM
204	The ability to remove the expensive car from the economy by turning to bike is the primary reason some of my younger friends can afford to stay in the Portland region. Not Only is a complete network an issue if equity, but he trails like the Salmonberry and North Portland Greenway are completed, the tourism dollars will more than pay for them, not to mention the health benefits. Why we are not bonding out a billion dollar infrastructure build out while interest rates are still low is frustrating.	3/4/2017 11:25 AM
205	Thanks for thinking about the future of Portland -- it's going to be a wild ride!	3/4/2017 10:55 AM
206	Please prioritize a new bridge to the Port of Portland from highway 30 and the North Portland Greenway.	3/4/2017 8:45 AM
207	I will remind you that if you do not seek input from low-income individuals in the city, this survey will only be answered by NIMBY upper-middle class suburbanites that care more about fifteen minutes of their (more or less) elective commute than the right of everyone else to live. I implore you to remember that single-occupancy vehicles driven by fallible and distracted humans are already obsolete. Feasibly, they will be off the streets by 2050, so why should we even consider them?	3/4/2017 7:54 AM
208	keep access for limited mobility	3/4/2017 5:55 AM
209	Please do not support adding capacity for more auto traffic, because that creates induced demand which will fill that new capacity and demand more.	3/4/2017 5:03 AM
210	Let's fix it with transit for long distance and active for short	3/4/2017 3:27 AM
211	I do appreciate the comment box after every question. Every survey, by nature, is designed with preconceived notions (or assumptions). The comment box truly opens the door for thinking "outside the box", which is what we will need in order to get the best solutions and bang for our hard-earned tax dollars.	3/4/2017 1:23 AM
212	Be bold and think beyond downtown freeways. Why prioritize getting people thru our city over those of us the live in it?	3/3/2017 11:40 PM
213	Severe dyslexic. Signs with icons are easier for me to understand.	3/3/2017 1:23 PM
214	You can't make realistic decisions because there are too many special interest groups. On one end of the spectrum you have bicycles and on the other people with disabilities. Here we are in the middle.	3/3/2017 12:59 PM

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215	We've now had fully **20 years** of hard data and solid research by top urban planners around the world that prove that widening highways only makes things worse for EVERYONE. We need to move people through Portland more intelligently AND more safely. Let's *finally* do the right thing. No CRC, no I-5 widening, no "Northwest Passage," etc. For the price of TWO miles of I-5 widening, we could built out an entire bicycle network that would match what Copenhagen has! I know this, because that's exactly what Copenhagen DID do for that price.	3/3/2017 12:26 PM
216	Please don't impose the "needs" of the car-oriented suburbs on those of us trying to live more efficiently and sustainably in the urban centers! Freeway widening and subsidizing the private motor vehicle is negatively impacting us with air, noise, water, soil, and light pollution. Suburban drivers also do not have much patience or respect for the neighborhoods they drive through to get to their destinations, which leads to safety issues, especially for vulnerable road users. Also, their need for parking when they come to the urban core is greatly impacting how we use our roads (parking lane, or bike lane?), and even our housing affordability (greater push for building expensive parking with new developments instead of more and cheaper units of housing). Please look to supporting more low-impact ways of transporting metro area residents so that those of us in the middle don't have to pay for their lifestyle choices! If you *have* to build that freeway, toll it, and put that money back into improving the neighborhoods the freeway is negatively impacting.	3/3/2017 12:08 PM
217	Interstate trucks must be put on trains. Cease subsidy on electric vehicles; instead, use the proceeds for road improvement. We desperately need MORE police on freeways.	3/3/2017 9:21 AM
218	I hope you're also providing these surveys in a printed format to residents of the region that don't have access to the internet. Consider doing in person surveys at adult foster homes, subsidized housing, senior centers, and other community based centers.	3/3/2017 8:56 AM
219	thank you for asking and possibly listening too!	3/3/2017 8:55 AM
220	Good luck! You guys do great work!	3/3/2017 8:32 AM
221	The creation of special districts that is being proposed during this session of the legislature would perhaps be a method to pay for needed transportation improvements.	3/3/2017 8:29 AM
222	I might stress that spending the vast majority of our scarce funds on increased road capacity helps nobody, not even those who must drive. It certainly doesn't help move freight faster, unless you make special roads only for trucks, which nobody is proposing. It doesn't help the economically disadvantaged, it doesn't help people who cannot drive, and it sure doesn't help our children, who are forced to live in a future of our making.	3/3/2017 8:09 AM
223	I have a history of epilepsy, so driving would impose an unacceptable risk on others. I prefer to get around by bike, but all connections to other neighborhoods are designed for high speed automobile travel.	3/3/2017 7:25 AM
224	The 'baby boom' generation needs consideration - walking to poorly located bus and rail lines and bicycling are not our priorities!	3/3/2017 7:21 AM
225	We must work with state lawmakers. If they're seriously considering investing \$18-20 billion in statewide capital expansion of transportation infrastructure, that should be our down payment on a statewide electric high speed rail system (with parallel bicycle/pedestrian paths in each corridor). We would see a vastly improved economic growth cost/benefit ratio for this investment, as opposed to the current proposal for a new Westside Bypass freeway proposal for the same amount of money.	3/3/2017 6:55 AM
226	Dana Carstensen DMCarstensen@gmail.com 503.490.1555 439 NE 5th Ave Hillsboro, OR 97124	3/3/2017 6:22 AM
227	we need more leadership, not more surveys. Let's be aggressive and go after what we already know we need.	3/3/2017 6:07 AM
228	85% of the working public commutes to work and this requires a car. Our Metro Roads and Freeways suck and are inadequate and poorly maintained. Please solve our Road and Freeway systems problems first. "Get more and better Buses Routes before anymore investments into MAX" or bike paths.	3/3/2017 5:58 AM
229	Remember, in the next 10-20 years autonomous vehicles will take over most transportation. This eliminates the need for most street parking spaces, and city parking garages can be sold for very significant moneys to use on other transportation improvements. Don't spend your funds on projects which will become obsolete in 10-20 years, like more light rail or trolley lines (thoughI like the trolley, it is really an inefficient use of transportation funds, and the maintenance record is so bad that it cannot be relied upon for anything but optional (ie., non-critical) trips.	3/3/2017 4:49 AM
230	I am very unhappy with the bias toward freight and auto traffic. These must be tamed and alternative transportation and safety given priorities. Also auto parking is becoming very difficult and expensive. This is a mixed blessing and a curse best solved by reduced auto use. On the safety issues. Too many drunk drivers are being treated too leniently in the courts. Why can someone who has been given many drunk driving citations still be driving?	3/3/2017 4:45 AM
231	I would expect the Metro leadership to be hounding the Oregon legislature to immediately raise the gas tax	3/3/2017 4:05 AM
232	I have been very happy with the landscaping on newer transit projects. Using native, low-water plants is wonderful. If there was a volunteer opportunity to help convert older non-native plantings to native I would totally participate.	3/3/2017 3:36 AM

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233	When, and if, will the results of this survey be posted?	3/3/2017 3:26 AM
234	Survey Monkey will not allow multiple disability answers, despite (pick all that apply) in description.	3/3/2017 3:22 AM
235	make transit faster, make biking/walking more comfortable and stop widening roads. Maintain what we have on roads front and even do road diets while investing fully in non-SOV capacity. Freight will work itself out, don't worry about freight interests at all. The trucks will get through and they can pass costs on to customers.	3/3/2017 3:18 AM
236	Both vision...legally blind...and mobility...Parkinsons. Unable to check more than one box above.	3/3/2017 3:12 AM
237	Last question says "pick all that apply" but chosen format forces you to only choose one! BAD DESIGN, NO BISCUIT.	3/3/2017 3:09 AM
238	I have opinions but I don't much trust them. Transportation is only one part of what makes a community viable and attractive and sustainable. I always favor the common good.	3/3/2017 3:05 AM
239	The Max line, more than anything else spurs economic development and property values. This is evident in systems that have rail commuting throughout the country. Greater economic development and increased property values substantially increases tax revenue without raising taxes and provides more jobs. Focus on things that improve business climate.	3/3/2017 3:00 AM