



2018 Regional Transportation Plan update

Public comment report

Building a shared strategy:

Priorities for our transportation future

A summary of the Jan. 15 through March 20, 2018 public engagement opportunities in support of the 2018 Regional Transportation Plan update.

April 2018



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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.

Regional Transportation Plan website: oregonmetro.gov/rtp

The preparation of this strategy 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 strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

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SUMMARY

From January 15 to March 20, 2018, Metro asked residents, businesses, policymakers and other leaders of the greater Portland region for their thoughts to help refine the draft 2018 Regional Transportation Plan project lists. Five strategies were used to engage the public and businesses:

- an **online survey** that focused on asking participants how they would prioritize outcomes and rate strategies to get those outcomes
- a **community leaders' forum**, bringing together community representatives from Metro's advisory committees and other community leaders to discuss the evaluation key takeaways
- **Metro Councilor briefings** to business and community groups
- the **project website and materials**, such as the key takeaways document and an interactive map of proposed projects, allowing for more detailed feedback via letter or email.
- the Metro Council hosted the final **Regional Leadership Forum** for members of the Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation, along with invited business and community leaders to discuss the results of the technical evaluation and public comment period as well as provide recommendations on the outcomes of the plan that need to be prioritized in the next 10 years.

Online survey

One overarching theme heard throughout the engagement period is the draft project list falls short of accomplishing the outcomes our region has identified as priorities for the 2018 RTP to achieve. Through the online survey we heard that people want investments in better street design to improve safety, more frequent MAX and bus service to address system reliability, increasing roadway capacity and better walk and bike connections to have more travel options for going to work, school or shopping. Participants also called for more investment in freight so goods can reliably and safely get to market.

RTP Project Lists

The Regional Transportation Plan comprises two main parts: the policy section and the project lists.

The **project lists** are priority projects from local, regional or state planning efforts that provided opportunities for public input.

Earlier this year, staff performed an analysis to see if the projects made enough progress toward our desired outcomes. In spring 2018, regional decision-makers discussed these findings, new funding information and public input to provide additional refinements to the project lists.

The engagement activities summarized in this report informed updates to the draft project lists to make more progress toward these regional priorities – equity, safety, travel options and congestion.

Participants also recommended focusing investments equitably to ensure that communities of color and other historically marginalized communities don't continue to fall behind the rest of our region. This means prioritizing investments in communities that have been underserved and targeting areas where there are inadequate and unreliable transportation options. People recognize that improving access is an important step to make sure all people have opportunities to experience economic prosperity and our region's quality of life.

After prioritizing outcomes, participants were asked to identify which strategies best achieved those outcomes. Below are the top three strategies for the three highest priority outcomes.

Safety

- Enhance street design, such as reducing speeds and putting in protected crosswalks
- Improve walk and bike connections by completing sidewalks and bikeways and increasing separation from traffic
- Enhance transit stops with safe crossings and improved lighting

System reliability

- Improve transit service with more frequent bus and MAX
- Expand freeways and streets and improve street connections
- Technology improvements | Housing close to transit (tied)

Travel options

- Improve transit service with more frequent bus and MAX
- Improve walk and bike connections by completing sidewalks and bikeways and increasing separation from traffic
- Enhance street design, such as reducing speeds and putting in protected crosswalks

Community Leaders' Forum

In addition to the online comment opportunity, 27 leaders participated in the community leaders' forum hosted on Jan. 19, 2018. These leaders, representing social equity, environmental justice, labor fairness and community engagement perspectives, voiced their opinions and shared their thoughts about which outcomes they want to see prioritized in the 2018 Regional Transportation Plan. Leaders also heard updates from staff about the Southwest Corridor light rail project and equitable development strategy and other efforts around parks and nature, garbage and recycling, affordable housing and transportation.

Many comments focused on the need to improve equity in the region and understand how investments will affect people – and which populations will benefit or not benefit. Other comments focused on highlighting the needs of seniors and people with disabilities, as well as communities of color and people with low income.

The three main takeaways of the forum are reflected below.

- Lead with equity – if you address it, you get other desired outcomes.
- Explicitly articulate who will benefit from these outcomes.
- Better explain how the needs of people will be met by connecting equity to housing, jobs and transportation.

Metro Council briefings

As part of the public comment opportunity, the Metro Council engaged several business and community organizations to provide a preview of initial evaluation of the project lists and key takeaways. Some of the feedback heard is reflected below.

- Our region's transportation system must be accessible to everyone.
- We need more bus service in East Portland and other areas where underserved communities live.
- Concern that freight projects make up a small portion of the cost of the entire plan.
- Ensure that benefits and burdens of congestion pricing are distributed equitably.
- Improve biking and walking access to transit.

Project materials and website

Staff developed several materials to communicate the results of the initial evaluation and summarize the key takeaways. An eight-page discussion guide provided an overview of the plan, a summary of the project list, and key takeaways on how the plan will perform based on staff analysis. The materials were posted on the project website with an invitation to send more detailed feedback via letter or email. The key takeaways document was also used to frame the discussions of the Community Leaders Forum and Metro Council briefings.

Additionally, staff created an online interactive map to provide more information on specific projects, including estimated cost, primary purpose, and anticipated timing of completion, among other categories. All the materials and this map are available at oregonmetro.gov/2018projects.

Regional Leadership Forum

On March 2, 2018, the Metro Council hosted Regional Leadership Forum 4, at the Oregon Convention Center. More than 100 city, county, and regional policymakers and business and community leaders from across the greater Portland area joined in bringing the perspectives of their constituents and communities to the conversation.

Participants were presented with a discussion guide that framed the key issues and priorities of the Metro Council as well as a results summary from the online survey, *Community Leaders'*

These leaders offered their views on:

- Priorities to address in the next 10 years and beyond
- Opportunities for aligning investments with priorities as draft project lists are refined by jurisdictions
- Building a shared path forward.

Leaders participated in table discussions to recommend ways for jurisdictions to refine their draft lists to better meet the region's shared goals. The seven key takeaways of the forum are reflected below.

- We can make more near-term progress on key regional priorities – equity, safety, travel options and congestion.
- [Updating the project lists in the 2018 RTP] is an opportunity to reduce disparities and barriers that exist for historically marginalized communities.
- Prioritize projects that focus on safety in high injury corridors.
- Accelerate transit service expansion.
- Tackle congestion and manage travel demand.
- Prioritize completion of biking and walking network gaps.
- We must continue to build public trust through inclusive engagement, transparency and accountability.

PURPOSE AND BACKGROUND

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.

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 greater 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 greater Portland 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.

ONLINE SURVEY: PRIORITIES FOR OUR TRANSPORTATION FUTURE

From Jan. 15 to Feb. 17, 2018, Metro asked residents and businesses of the greater Portland region for their thoughts to help refine the draft 2018 Regional Transportation Plan project lists. The online survey asked participants two questions:

- How can we best improve our region’s transportation system over the next 10 years? Select your top 5 most important outcomes.
- For each of the top 5 priorities, what strategies will best help get us there?

More than 2,900 people responded to the survey from Jan. 15 to Feb. 17, 2018. The first question provided eight priorities, developed through previous public engagement. Participants were asked to rank their top five priorities. For the second question, participants were provided strategies that advance each of their top priorities and were asked to rate the value or importance of these strategies.

Question 1: How can we best improve our region’s transportation system over the next 10 years? Select your top 5 most important outcomes and provide additional feedback with the “comment” option.

Respondents: 2905

Participants were given the following priorities and brief explanations and asked to rank their top five priorities. The priorities were randomized for each user.

Affordability – From gas prices to parking fees, bus fares and ride service costs, how we get around and how far we need to go affects the cost to get there. This can be urgent for people who need to live farther from jobs and schools due to rising housing costs.

Economic prosperity – A strong economy relies on a system of roads, bikeways, sidewalks and transit to get people to work and school and get goods to market and delivered to consumers.

Health & air quality – Air pollutants from driving alone are becoming a larger concern – from increasing asthma rates to accelerating climate change. A focus on health and air quality helps people reduce their emissions and get benefits from people-powered travel.

Maintenance – From fixing potholes to fixing traffic signals, restriping lanes and repairing buses, we need to take care of what we’ve already built.

Safety – While greater Portland is a leader in transportation safety, the region still averages 482¹ deaths and serious injuries per year for people driving, walking and biking.

¹ The online survey mistakenly stated the regional average was 330 deaths and serious injuries.

Social equity – Historically, our transportation system has not benefited everyone in greater Portland. A focus on social equity ensures informed, equitable decisions about where transportation dollars go to create a system that serves everyone.

System reliability – With a half-million more people in greater Portland by 2040, we’ll see more traffic, full buses and more people walking and biking. Reliability is about predictability – knowing how long it will take to get home from school, work or activities.

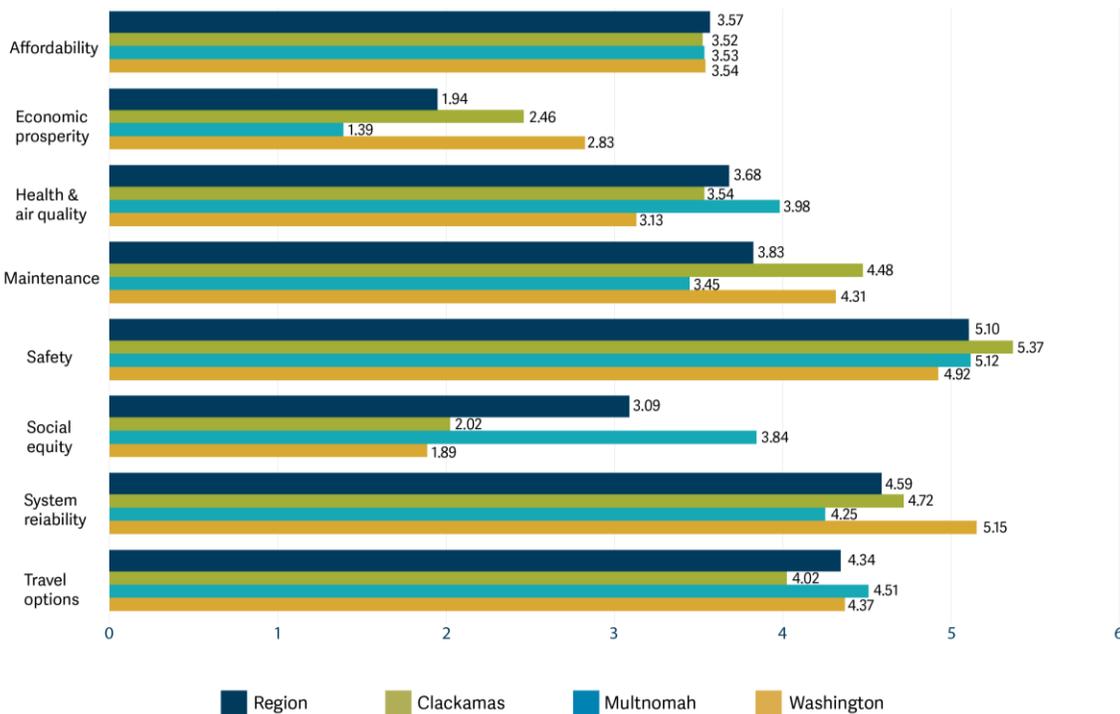
Travel options – Cars will always be part of the system, but not everyone can or wants to drive. A complete system must also include safe options for people to bike, walk and ride the bus or MAX to get to where they want to go.

Participants were asked to select and rank their top five most important priorities from a list of eight. The priorities were presented in random order for each user. A higher score in the chart below reflects a higher ranking by participants.

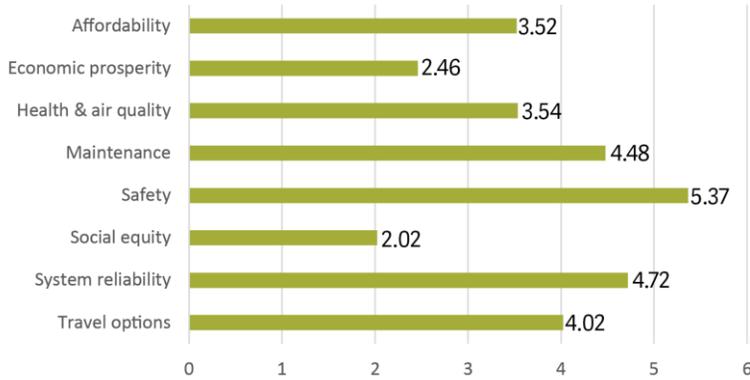
To offer a summary of responses visually, the options were assigned point values. Choice 1 was given 8 points, choice 2 given 7 points, choice 3 given 6 points, and so on, through choice 5 given 4 points; since what would have been choices 6-8 were not ranked, they were each assigned 0 points. The point totals were then averaged across all responses. A higher score in the chart below reflects a higher ranking by participants.

Q1. Select your top 5 most important outcomes

Results by region and county (responses: 13,567)

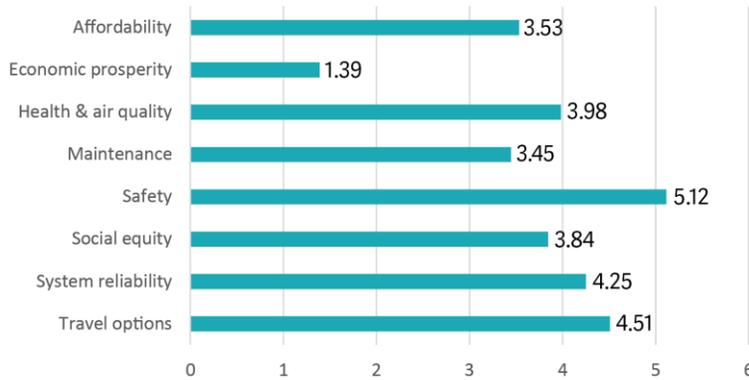


Clackamas County



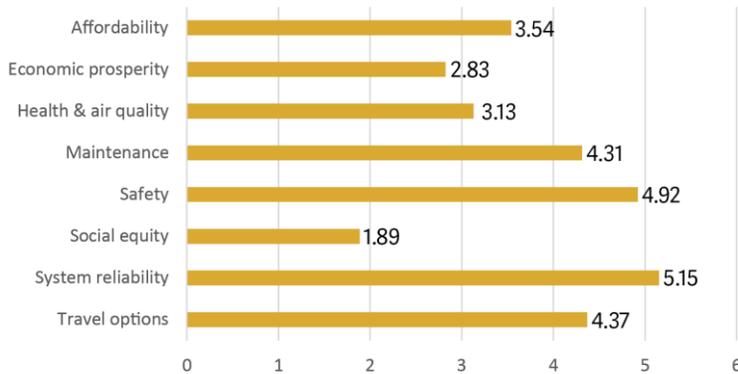
Clackamas County participants ranked safety, system reliability and maintenance as their top three transportation priorities.

Multnomah County



Multnomah County participants ranked safety, travel options and system reliability as their top three transportation priorities.

Washington County



Washington County participants ranked system reliability, safety and travel options as their top three transportation priorities.

Question 1 open-ended comments

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.

Safety (117 comments) – Comments called out safety as a priority or motivating factor for making changes to the transportation system, including a call to focus on implementing a Vision Zero framework and providing safer facilities/investments for people walking and biking. Many comments called out that safety should not be a standalone priority but integrated throughout all priorities.

- “Design our roads for safety!”
- “Safety for all users, particularly for the most vulnerable users (people on foot and bikes).”
- “Prioritized investments to realize Vision Zero are absolutely essential.”
- “Plan and design for aging population and to encourage active transportation.”

“Safety should be part of every choice, not a separate one.”

System reliability (101 comments) – There were many comments suggesting how to make the region’s transportation system more reliable. Many comments were in favor of increasing roadway capacity while there were also strong calls for increasing frequency of travel options.

- “We must not attempt to achieve reliability by expanding road capacity given that additions will fill up due to being underpriced, but instead focus on making transit more reliable and reducing congestion by giving people better options and better pricing roadways.”
- “It seems like safety and systems maintenance have a direct correlation to system reliability as those are the key factors that impact whether a train is on time and we can get home. If we can work on those, [system reliability] should improve.”
- “Plain and simple, we need more capacity on our roadways. Too many one-lane roads carrying high levels of commuter traffic....”
- “Maintenance and predictability are key to reliability.”

“I live in Gladstone and work in west Beaverton where it takes me twice as long to get to and from work via TriMet because they do not have any direct routes.”

Maintenance (84 comments) – Comments mostly referenced the prevalence of potholes and the need to take care of the previous investments in the system we have.

- “Fixing unimproved roads and adding sidewalks near schools is my top priority.”
- “Maintenance should include improvements to accommodate people who use travel options other than just cars.”
- “Pot holes are becoming the norm; road maintenance needs to be a higher priority.”

“Maintaining the existing system is critical to reduce the long-term costs of transportation.”

Economic prosperity (65 comments) – Many comments equated economic prosperity to be a product of other outcomes presented (affordability, equity, travel options, etc.). A small majority of comments also called for expanding highway and road capacity to move people and freight in an efficient manner.

- “We need more roads to move goods and people in the most efficient way possible.”
- “To truly create economic prosperity for all, equity for all needs to be a priority.”

“I think economic prosperity is the result of other priorities, including travel options.”

Travel options (154 comments) – There were many comments expressing a willingness to use alternative modes of travel if better options existed. Other comments noted that demographics are changing and people will have different transportation needs. Others also explicitly called out the need for transit options to be more frequent and reliable.

- “Providing travel options for walking, biking and transit helps achieve all of the other outcomes. Travel options are not an outcome but a means to achieving an outcome.”
- “Being able to predict the time required to travel to a destination has become increasingly difficult recently, whether driving or using transit. Need to take steps to improve reliability of transit and keep traffic moving.”
- “The population is aging and elders who should not be driving need reliable alternatives to make the roads safer for everyone.”
- “As a resident of Washington County, I find my travel options on transit are too limited to make the system usable. Service needs to be expanded significantly near major employment centers and housing development, such as South Cooper Mountain. Without high quality transit service, it is impossible for low-income households to live in many parts of the community because they need a car.”

“I live in the suburbs and ride my bike whenever possible. I’d take public transportation more often than I do currently if better options were available.”

- “Dedicated bus lanes without cars would incentivize me to take the bus more often. More MAX lines would also be great.”

Health and air quality (74 comments) – A large number of comments noted the need to invest in active transportation options to provide reliable and accessible alternatives to driving single-occupancy vehicles for improved health and air quality outcomes. Others noted that government needs to play a major role in keeping the public healthy and improving air quality.

- “More pedestrian friendly neighborhoods reduces the need to burn fuel for transportation.”
- “Making bike lanes and sidewalks more plentiful and accessible might get more cars off the road and help with pollution!”
- “We must reduce both air pollution and GHGs. We must provide the infrastructure that makes it safe and easy for people to bicycle and walk so that physical activity is integrated better into residents’ daily lives.”
- “Switching from diesel to electric vehicles in the public transit, delivery, and truck fleets is also key to improving air quality.”

“Government must lead on health and air quality.”

Affordability (81 comments) – Many comments spoke to the growing unaffordability of the greater Portland region as a whole, with many specifically calling out the region’s low-income community members. Other comments noted the cyclical nature of poverty and pointed to the connection between transportation and housing affordability.

- “Participants with barriers need better access to the transportation system in Oregon in order to remove themselves from poverty.”
- “We cannot have economic prosperity if people cannot get to health care, food, child care, jobs, education, etc.”
- “Create affordability by giving people better options and helping housing issues to reduce the need to travel in the first place.”

“Affordability and social equity go hand in hand. Transit is a public good and indirectly benefits people who don’t use it.”

Social equity (76 comments) – Many comments called out inequitable issues related to the region’s transportation system, including older populations and people with disabilities with inadequate access to transportation, targeted enforcement on communities of color, and the connection to poverty and other societal issues.

- “Create safe spaces for people to walk and bike in low income areas and communities of color.”

- “Having transit that runs 24/7 will allow people with two jobs or that work night shift to be able to get to work without a personal vehicle or paying high prices for driving service.”
- “I’m particularly interested in seeing that older adults and people with disabilities have access to transportation. Door to door. Safe. Affordable. Language access is critical. Use more graphics and non-English or literacy-based guidance to help people navigate complex systems. Consider colors and icons to help move people through your systems.”
- “As someone who doesn't have a car, I find it extremely difficult to navigate many areas in Clackamas County, particularly the Oregon City area. There are so many roads that don't have bike lanes or sidewalks, so walking them is quite dangerous.”
- “If everyone cannot access this system we have worsening inequities in other aspects of our community (i.e. in health, in access to opportunity) and this leads overtime to a decline in economic prosperity. If we don't have contributions from the wisdom of many different perspectives we will not be able to address the challenges we currently face.”
- “When we prioritize poor people and people of color, outcomes for everyone improve.”

“All of these other outcomes play into achieving greater social equity. And achieving greater social equity means we are addressing things like safety, affordability, economic prosperity. It's hard to separate them as they are all interwoven.”

Other suggestions (178 comments)

Participants were provided the opportunity to offer additional comments on this question. Commenters suggested including resilience and environmental sustainability, increasing road capacity, congestion pricing, emerging technologies, like autonomous vehicles and congestion relief, as outcomes to be considered.

After participants chose their top five outcomes, the next screen presented strategies for each of those selected outcomes. Participants were asked to rate the importance of each strategy associated with each goal.



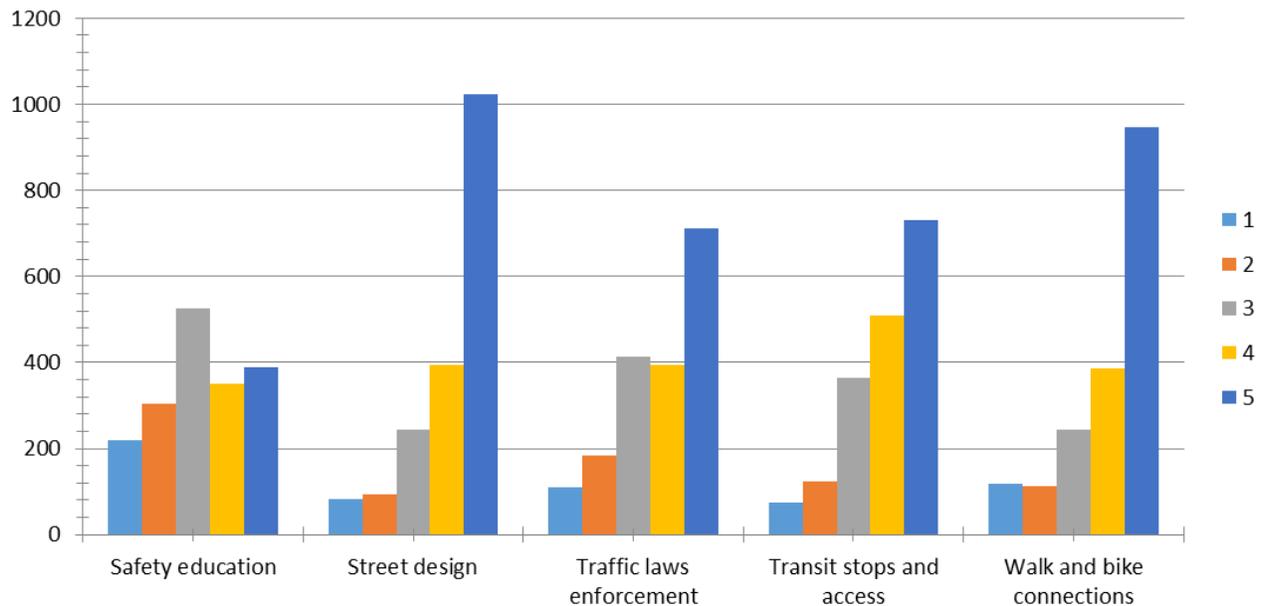
Question 2: For each of your top five priorities, rate the strategies you think will best help get us there for the next 10 years. Five stars for the more important strategy, one star for the less important strategy. Some strategies can meet multiple goals.

Safety

How do we create a system that’s safe for all users? **(Number of times rated, average rating)**

- **Street design** – speed reduction, protected crosswalks, medians at high-injury locations **(1836, 4.19)**
- **Walk and bike connections** – improve or complete sidewalks/bikeways, increased separation from traffic **(1811, 4.07)**
- **Transit stops and access** – safe crossings, lighting, improved bus and MAX stops, sidewalks/bikeways **(1800, 3.94)**
- **Traffic laws enforcement** – equitable enforcement of speeding and distracted or aggressive driving **(1814, 3.78)**
- **Safety education** – transportation safety and driver education programs **(1789, 3.22)**

How do we create a safe system that’s safe for all users?



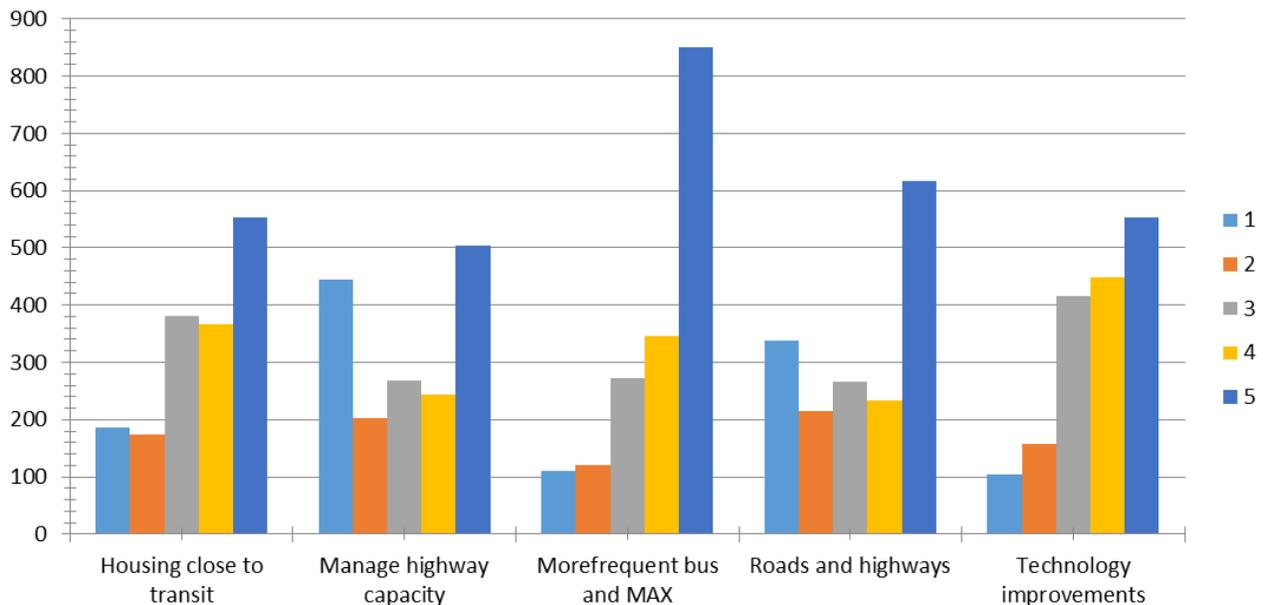
1 = Less important, 5= more important

System reliability

How do we create a predictable and efficient system? **(Number of times rated, average rating)**

- **More/frequent bus and MAX** – improve and expand transit service **(1699, 4.00)**
- **Technology improvements** – smart user technology and improved traffic management for cars and buses **(1681, 3.71)**
- **Housing close to transit** – more transit oriented development for housing, jobs and services **(1660, 3.56)**
- **Roads and highways** – expanded freeways and streets, improve street connections **(1669, 3.35)**
- **Manage highway capacity** – charge user fees, such as tolls, during peak travel periods **(1663, 3.10)**

How do we create a predictable and efficient system?



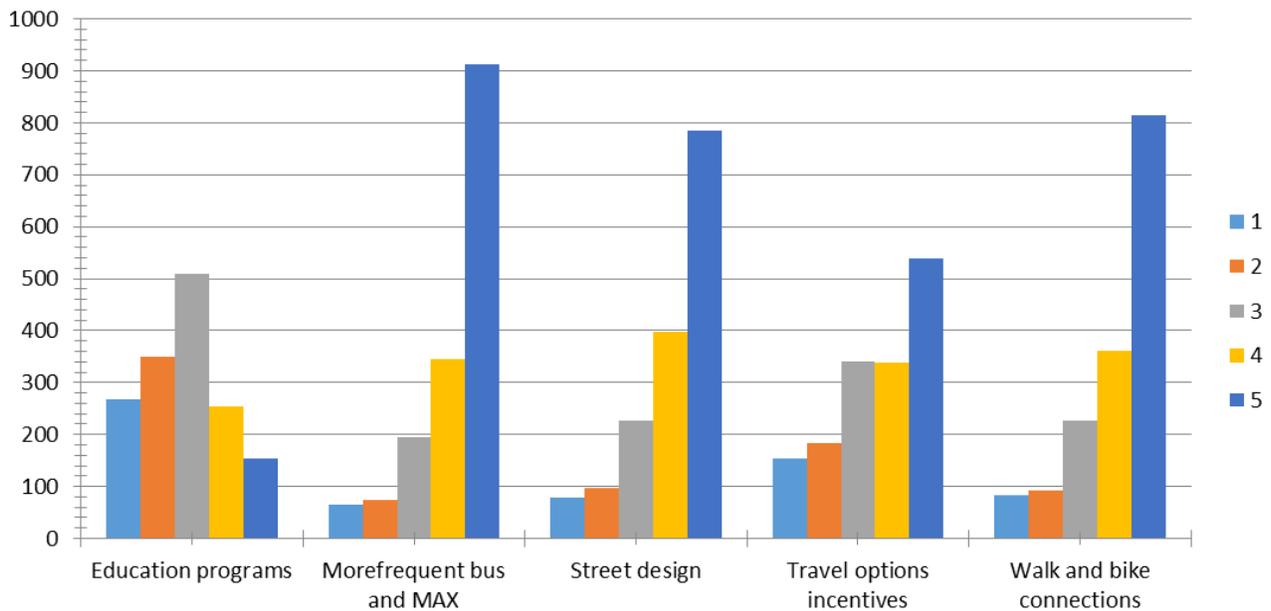
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Travel options

How do we provide more options for getting around? (Number of times rated, average rating)

- **More/frequent bus and MAX** – improve and expand transit service (1592, 4.23)
- **Walk and bike connections** – improve or complete sidewalks/bikeways, increased separation from traffic (1579, 4.09)
- **Street design** – speed reduction, protected crosswalks, medians at high-injury locations (1584, 4.08)
- **Travel options incentives** – programs and incentives to reduce vehicle trips (1557, 3.59)
- **Education programs** – provide safety and user information for biking, walking and transit (1535, 2.79)

How do we provide more options for getting around?



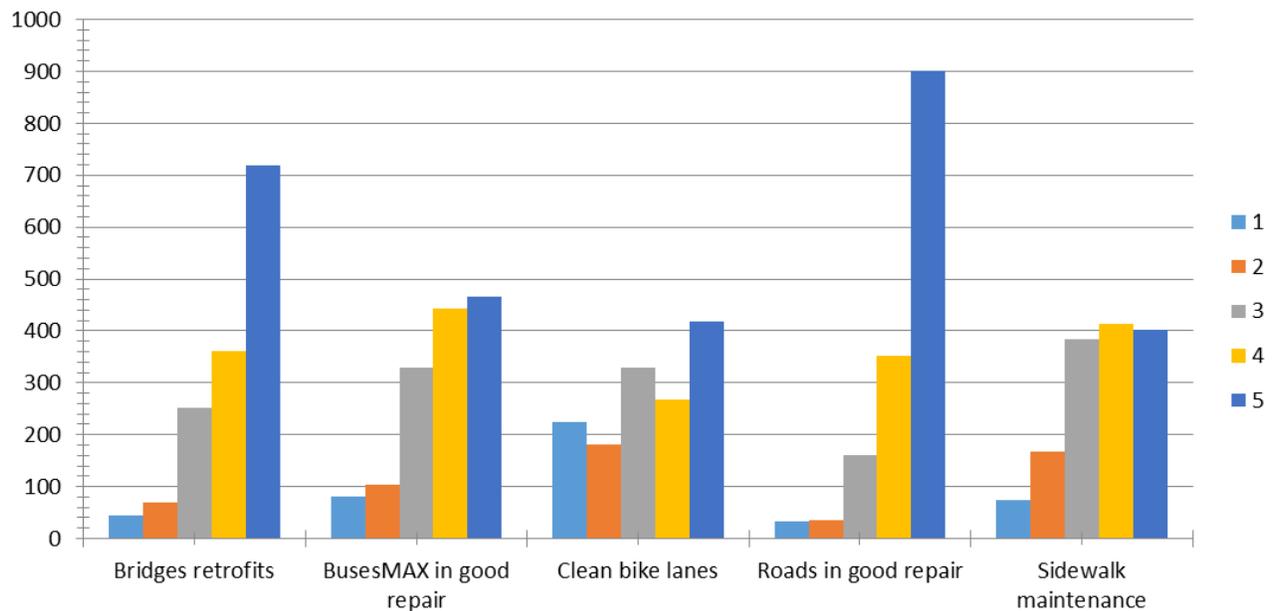
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Maintenance

How do we take care of what we have? **(Number of times rated, average rating)**

- **Roads in good repair** – fix potholes, restripe lanes, maintenance for existing streets and highways **(1484, 4.38)**
- **Bridges retrofits** – repair bridges to withstand earthquakes and severe weather **(1446, 4.13)**
- **Buses/MAX in good repair** – bus and MAX vehicle maintenance and replacement, including tracks and stops **(1425, 3.78)**
- **Sidewalk maintenance** – repair broken and uneven sidewalks **(1442, 3.63)**
- **Clean bike lanes** – bike lanes cleared of riding hazards **(1420, 3.33)**

How do we take care of what we have?



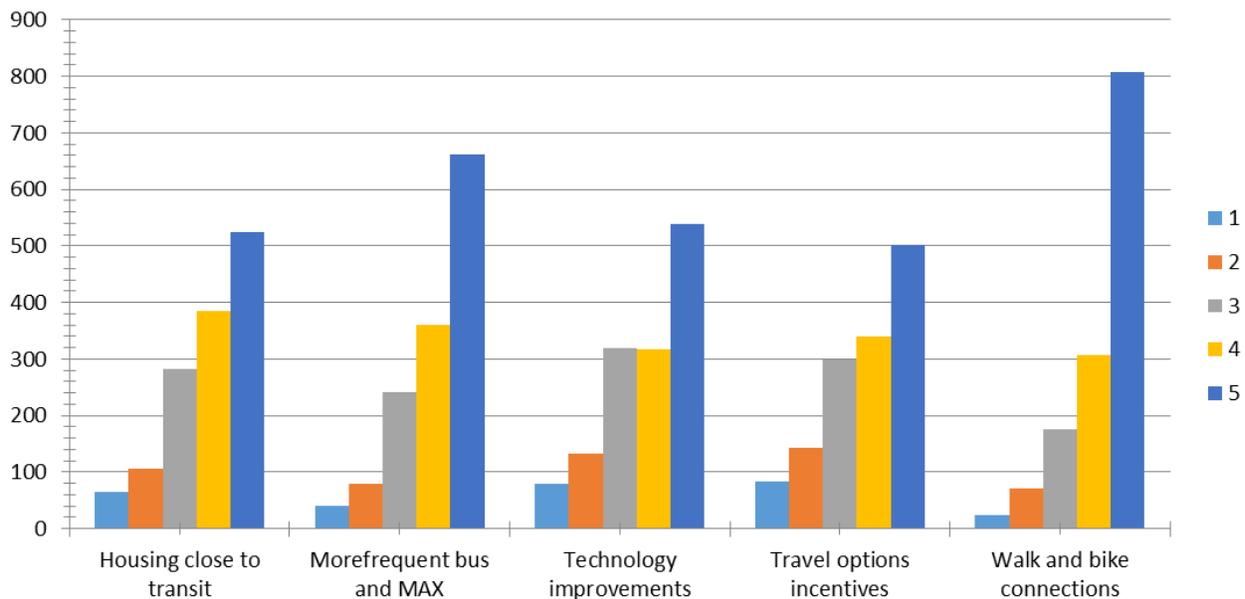
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Health & air quality

How do we best protect our health and air quality? **(Number of times rated, average rating)**

- **Walk and bike connections** – improve or complete sidewalks/bikeways, increased separation from traffic **(1383, 4.31)**
- **More/frequent bus and MAX** – improve and expand transit service **(1384, 4.10)**
- **Housing close to transit** – more transit oriented development for housing, jobs and services **(1365, 3.88)**
- **Technology improvements** – technology to reduce idling and increase availability of cleaner vehicles **(1388, 3.80)**
- **Travel options incentives** – programs and incentives to reduce vehicle trips **(1366, 3.75)**

How do we best protect our health and air quality?



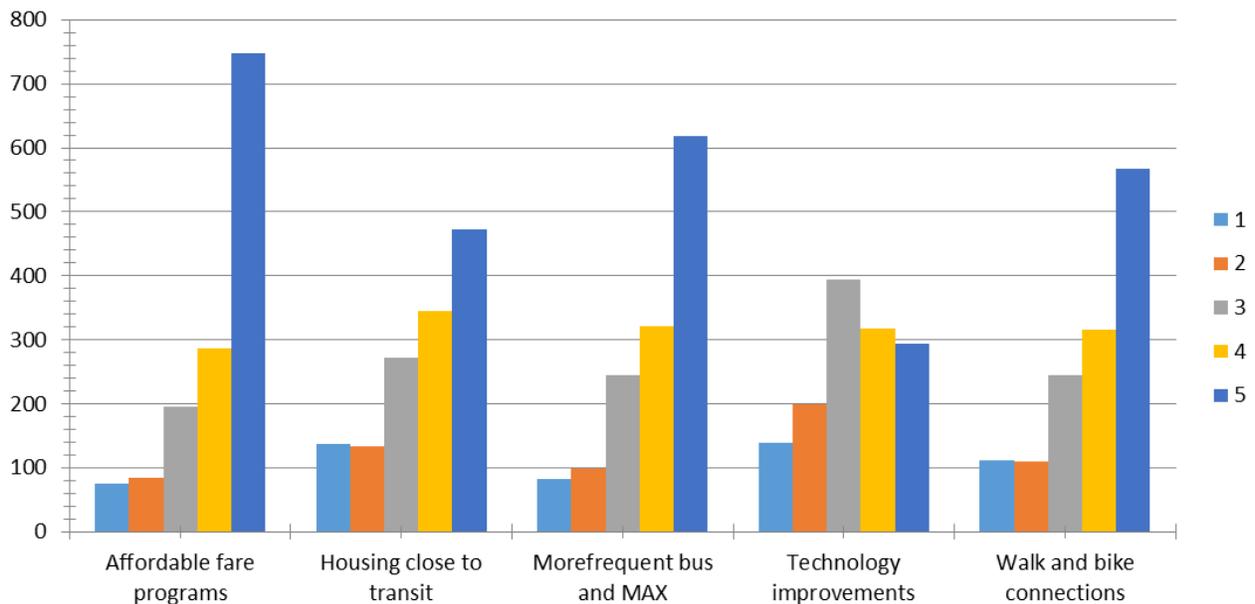
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Affordability

How do we provide an affordable system for all? **(Number of times rated, average rating)**

- **Affordable fare programs** – transit pass programs for youth, older adults, people with low incomes **(1388, 4.11)**
- **More/frequent bus and MAX** – improve and expand transit service **(1366, 3.95)**
- **Walk and bike connections** – improve or complete sidewalks/bikeways, increased separation from traffic **(1349, 3.83)**
- **Housing close to transit** – more transit oriented development for housing, jobs and services **(1359, 3.65)**
- **Technology improvements** – smart user technology to improve commutes (e.g., trip planning apps) **(1343, 3.32)**

How do we provide an affordable system for all?



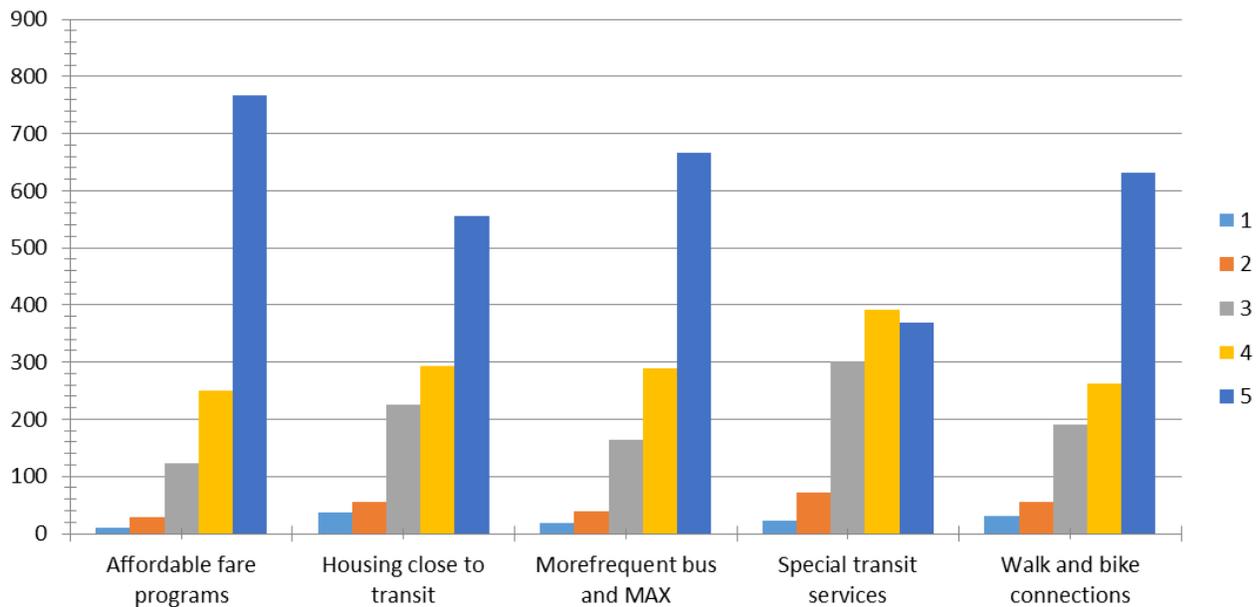
1 = Less important, 5= more important

Social equity

How do we create a system that's fair for everyone? **(Number of times rated, average rating)**

- **Affordable fare programs** – transit pass programs for youth, older adults, people with low incomes **(1181, 4.47)**
- **More/frequent bus and MAX** – improve and expand transit service **(1176, 4.32)**
- **Walk and bike connections** – improve or complete sidewalks/bikeways, increased separation from traffic **(1168, 4.21)**
- **Housing close to transit** – more transit oriented development for housing, jobs and services **(1166, 4.10)**
- **Special transit services** – special mobility services for older adults and people living with disabilities **(1156, 3.88)**

How do we create a system that's fair for everyone?



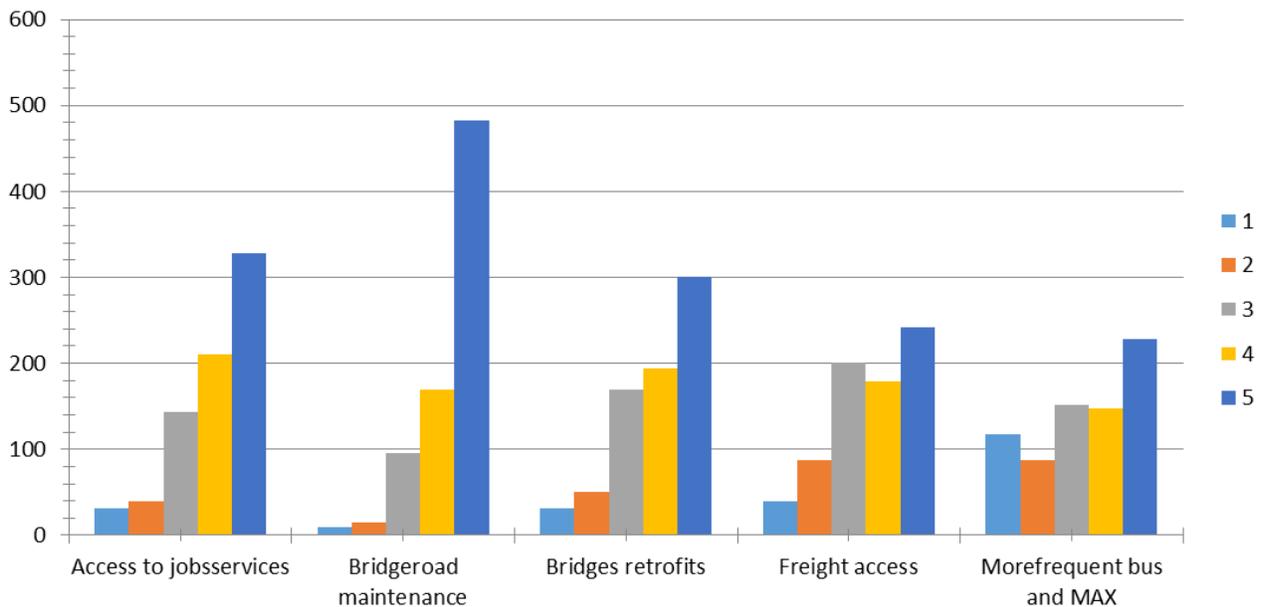
1 = Less important, 5= more important

Economic prosperity

How do we create a system that boosts our economy? (Number of times rated, average rating)

- **Bridge/road maintenance** – repair and improve existing streets, highways and bridges (773, 4.43)
- **Access to jobs/services** – improve road, biking and transit connections to job centers and services (753, 4.01)
- **Bridges retrofits** – repair bridges to withstand earthquakes and severe weather (746, 3.92)
- **Freight access** – improve freight access to industry and ports (748, 3.66)
- **More/frequent bus and MAX** – improve and expand transit service (731, 3.39)

How do we create a system that boosts our economy?



1 = Less important, 5= more important

Question 2 open-ended comments

Access to jobs and services (32 comments) – Comments on this strategy called out the need to expand capacity through road and highway expansions, as well as expand frequency of transit service. A small subset of comments advocated for building housing near job centers.

- “Flexibility in transit availability to serve job centers where shift work may result in transit need beyond the typical service time periods.”
- “Ask companies how they can help with this problem too.”
- “Need more roads and bridges (for cars, that is) to reflect the needs of the growing population of the PDX metro area.”

Affordable fare programs (111 comments) – A majority of comments on this strategy called out the need for affordable or free transit fares, especially for low-income commuters, older populations and youth. Other comments noted a greater inclination to use transit if it were more affordable and more reliable.

- “Make sure that everyone can get around, regardless of their financial status”
- “Affordable fares must be complimented with convenient, timely access.”
- “We often don’t take the MAX because it’s cheaper to drive downtown and pay for parking.”
- “Mass transit needs to be free – that would solve congestion and reduce the city’s carbon footprint significantly.”



Bridge and road maintenance (33 comments) – Comments on this strategy called out the need for increased capacity on roads, increased funding for system maintenance and the need to maintain the region’s bridges.

- “Cheaper to maintain than to rebuild/replace in many cases. However, replacement should be on the table for many of our bridges.”
- “Roads and bridges are in poor condition around the region. They must be repaired for safety for commuters and transportation for the economy.”
- “Need to increase capacity!”

Bridge retrofits (83 comments) – Several comments on this strategy called out the Cascadia Subduction Zone earthquake as the major reason to reinforce/replace the region’s bridges for public safety and the economy.

- “We have to make more seismic investment in bridges.”
- “This seems like the most important one to me. Damage to the region caused by an earthquake would be so incredibly compacted by destruction of the bridges.”
- “Possibly the most expensive of choices but also would serve the largest number of residents”

Buses and MAX in good repair (45 comments) – Most of the comments on this strategy articulated that overall, buses and the MAX are in good repair. However, there were several comments focused on the need update fleets with cleaner vehicles, maintain the system and expanding service.

- “Overall, TriMet appears to be doing a good job of maintaining its fleet and tracks. This is a must for a transit system to attract and sustain ridership.”
- “I don’t ride often because there is barely any service in West Linn and none connecting West Linn to Wilsonville directly. But when I do ride, the buses and MAX look to be in good condition.”
- “If you don’t protect your investment (i.e. maintain the tracks and MAX stops) you’ll lose your return. And everyone who uses the MAX will suffer.”



Clean bike lanes (96 comments) – Comments on this strategy called out the need to make bike lanes safer, suggesting more efforts to keep them clear or putting in protected or separated bikeways. There was a small subset of comments noting that this should not be as prioritized as other strategies.

- “This is a big deal. Riders should feel safe. Better lanes equals more riders.”
- “Pot holes specifically. While cars can come out with a flat tire at worst, riders can come out with serious injuries. This must be a priority.”
- “As a daily bike rider, this should be a priority. It should be low-cost. And it is really part of safety, not maintenance.”

Education programs for travel options (60 comments) – Some comments on this strategy articulated that education campaigns should be targeted at drivers while others felt education programs should target walkers and bikers. Most comments made the point that education programs for travel options are the most impactful strategy. However, many noted this information is already available. Many comments focused on enhancing the built environment to make it safer for drivers, bikers and people who walk.



- “Research often shows that education isn’t nearly as effective as physically altering the environment in which people make decisions. Changing the landscape of our roads and cities will go farther than education at changing behavior and making the Portland metro area more livable.”
- “The information is easily shared and accessible via modern technology, however, there needs to be more options.”
- “Provide financial information and coaching so people can make different choices about commute trips.”

Freight access (30 comments) – A majority of comments on this strategy spoke to the importance of keeping freight moving, noting that certain freight routes should be prioritized for economic and environmental benefits as well as increasing local capacity on neighborhood streets.

- “If you want to keep the economy going, trucks need to be moving. If they are sitting in traffic it will just make things worse and businesses that rely on the ports will leave. Plus, the faster they are moving, the less they are polluting.”
- “Improving freight access should be done with a livability lens – can freight traffic be rerouted off busy streets and out of our neighborhoods to have less of an impact? If this is done, make sure to use a social equity lens to ensure certain groups/areas are not disproportionately impacted.”

Housing close to transit (239 comments) – Most comments on this strategy agreed that housing should be located next to transit. While some comments argued for affordable housing options to be prioritized, other comments expressed that it should be left to the market to figure out. Other commenters suggested reworking transit routes to serve existing housing.

- “Having housing in conjunction with transit and walkability is key in creating a highly functional and more sustainable infrastructure for the metro area.”

- “Just as important, improve transit close to housing; not to mention to major destinations, such as centers of industry currently not served by daylight service when people have swing shifts and odd hours.”
- “We need to create options that allow people to live car free (or at least low-car). We need housing more than we need parking but that’s just not viable if it takes people 3x as long to make it from home to work every day.”

Manage highway capacity (208 comments) – About half of the comments on this strategy advocated for congestion pricing or tolling to help ease congestion and encourage alternative transportation options while the other half of participants did not want any tolling or congestion pricing, citing equity issues and not wanting to pay more for their use of the system.

- “Pricing congestion is proven to reduce congestion. Adding freeway lanes is shown not to improve congestion.”
- “Social equity must be considered. People have the right to make trips. When transit service isn’t available...or not viable, then charging for peak travel is inequitable.”
- “Build more roads to speed up traffic, don’t charge to move people.”
- “Tolls and congestion pricing need to be implemented before any highway expansion is considered.”



More frequent bus and MAX (396 comments) – Many of the comments on this strategy suggested strategies to improve reliability and frequency of buses and MAX, including having more express routes to popular job and housing centers, more service in suburban areas of the region, and give bus and MAX more priority on roadways to increase reliability and decrease trip time.

- “Buses and MAX will never be effective until they are there when people need them. You can’t work the late shift if buses stop at 8pm. It’s a hardship if you live or work where buses run only once an hour.”
- “More suburban service! We need to match bus service with light rail.”
- “Frequency is good, but what can we do to reduce travel time across town? It’s quite a burden to take an hour long bus when you can drive in 20 minutes.”

Roads and highways (155 comments) –

About half of the comments on this strategy advocated for expanding roadways and highways to increase capacity while about half of the other participants advocated for improving system connectivity through local street connections. There were several comments about addressing congestion through alternative transportation options.



- “Roadways need to be wider and the street lights need to be timed for faster travel.”
- “Improving street connections is much more important than expanding freeways and streets.”
- “If you build more vehicle lanes more people will drive and congestion will continue to grow.”

Roads in good repair (88 comments) – A majority of comments on this strategy called out that filling in potholes should be a top priority in maintaining our transportation. Other comments focused on widening roads for cars, banning studded tires and restriping lanes.

- “Staying on top of pothole repair is the absolute number one thing I want to see in the near future.”
- “Building a good reputation with the public would mean a fix-it-first strategy. This work appears mundane, but it will make a huge difference.”
- “This is an absolute must to ensure safe and economically sound transportation.”

Safety education (82 comments) – Most comments on this strategy called out the importance of safety education but noted that it would be more effective to focus resources on the built environment.

- “Driving, cyclist and pedestrian education is important and undervalued. Teaching folks how to cooperate on the road, whether they are cycling, driving, or walking is important.”
- “Don’t waste money on PR campaigns. The best public education is implicit a built environment that is designed for safety.”
- “I believe this is essential for creating a culture of safety and knowledge of the auto-alternative infrastructure we are building in this city.”

Sidewalk maintenance (60 comments) – Comments on this strategy mostly highlighted the need for the region to repair and maintain existing sidewalks and build sidewalks where they do not currently exist. Other participants noted that homeowners and businesses should be responsible for maintenance of sidewalks in front of their properties.

- “I live in a neighborhood with no sidewalks. I would take a sidewalk with a bump anyway.”
- “Add sidewalks, ADA curbs and street lights throughout the greater Portland metro area so that all residents have a safe route home and to local businesses.”
- “Building new sidewalks is more important to me than repairing existing ones because that’s an equity issue. The lower income neighborhoods that lack sidewalks and where people have to walk more due to the fact that lower income people tend to drive less should be the highest priority.”



Special transit services (35 comments) – Most comments on this strategy pointed to making the transit stops and transportation options (like bus, MAX and walk and bike facilities) ADA accessible and keep transit fares low or free for these system users.

- “If the system, as designed, cannot accommodate people with disabilities then this must be a priority along with affordability and fare accessibility.”
- “People who can’t drive and need better accessibility should be treated as priority in who public transit serves.”
- “Incorporate this kind of usability into the main expanded transit service and walk-bike connectivity, so we can travel together and help each other travel.”

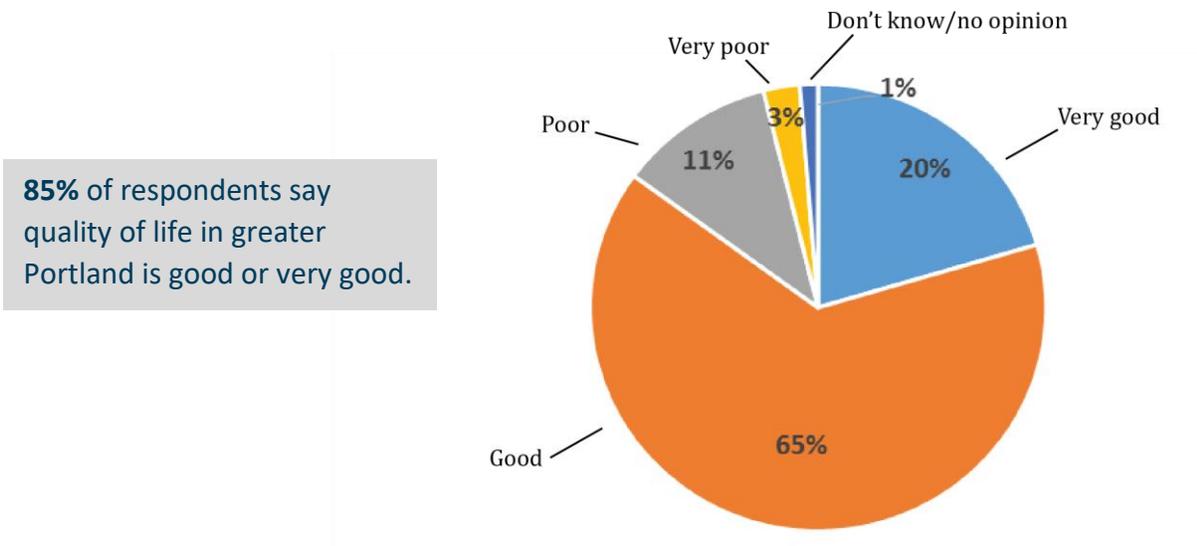
Street design (176 comments) – A majority of comments on this strategy called out reducing speeds on neighborhood streets. Other suggestions include protected sidewalks, better lighting, calls for more and less medians and roundabouts.

- “Speed reduction will go a long way to help pedestrian feel safer.”
- “More flashing beacons at pedestrian crossings.”
- “Improved street design that prioritizes people walking and biking should be a priority for the city.”
- “This should be focused on low income and marginalized communities who bear the brunt of injuries and deaths for all traffic accidents.”

Additional questions

Participants were also asked to provide their thoughts on living in the greater Portland region, including questions on quality of life, commute pattern, how long participants have lived in the region, social equity and transportation funding. That feedback is reflected below.

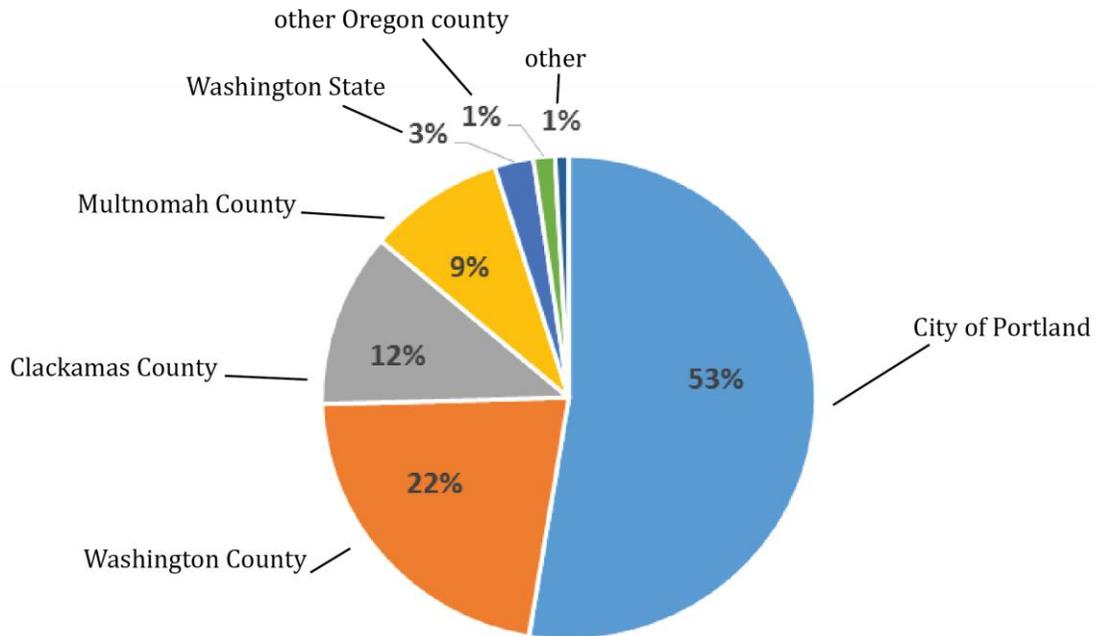
How would you rate the quality of life in greater Portland? (Responses: 2,533)



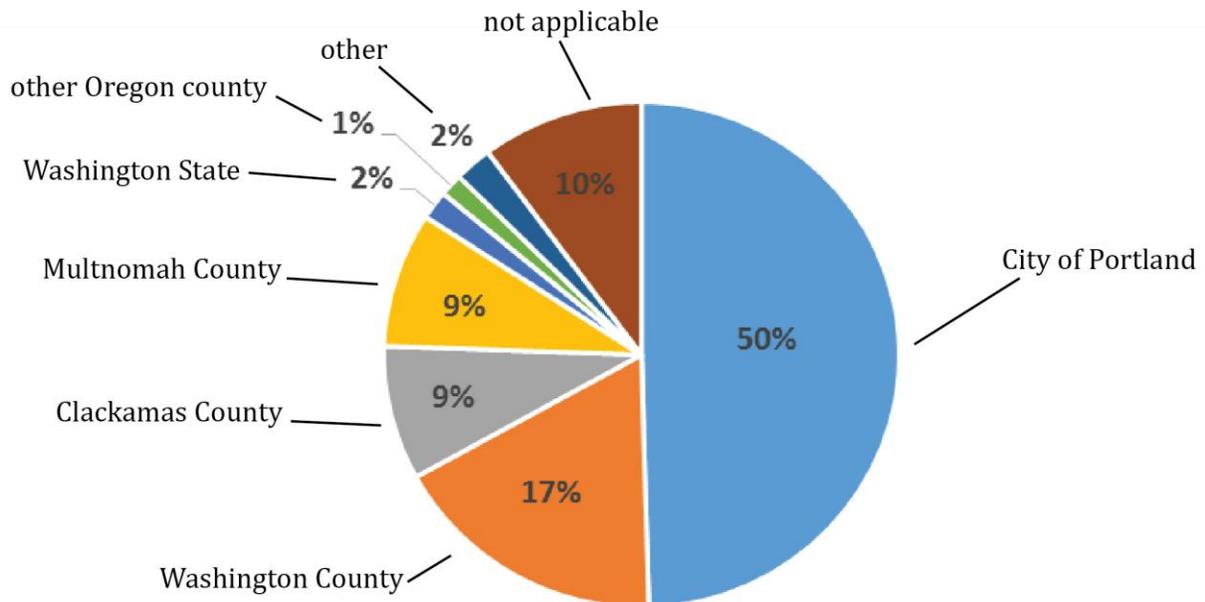
What does “quality of life” mean to you? (Responses: 1,664)

- “Ability to meet my daily needs and to live the life I want to lead.”
- “Having a safe place to live with family and accessibility to get from one place to another, whether by walking, cycling, driving or public transportation.”
- “Access to services, housing, economic mobility is very poor for people of color. I do not experience this as much, but am aware that it needs improvement for many [people] here.”
- “Opportunity to live safely, affordably, and comfortably within reasonable distance to work, commercial services, and recreational opportunities.”
- “A community where we value the lives of all members and strive to take care of the marginalized, create opportunities for everyone to reach their full potential.”

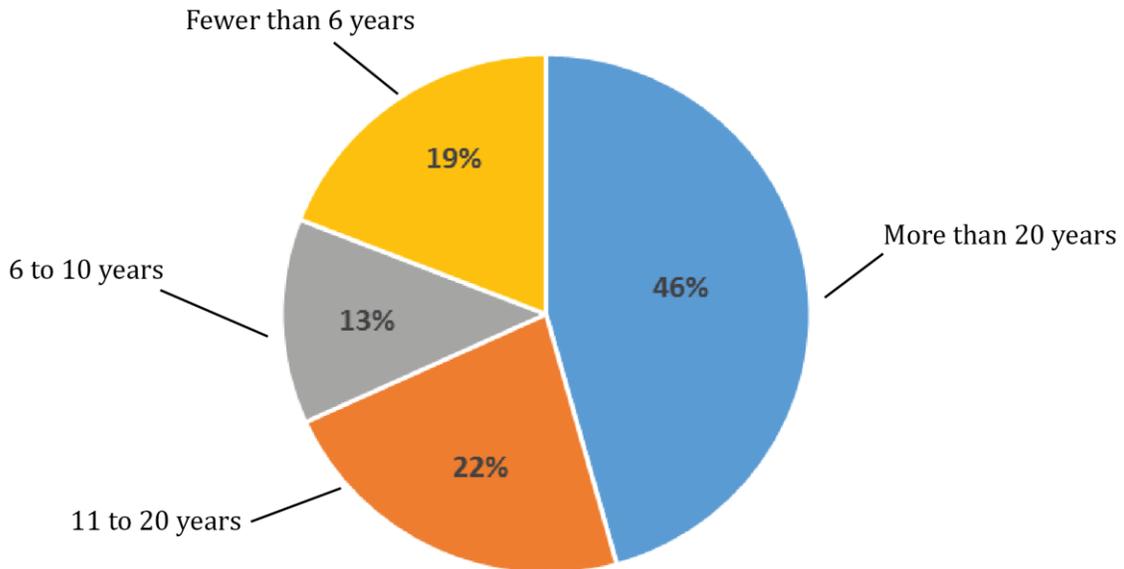
Where do you live? (Responses: 2,549)



Where do you work or go to school? (Responses: 2,504)



How long have you lived in the greater Portland area? (Responses: 2,533)

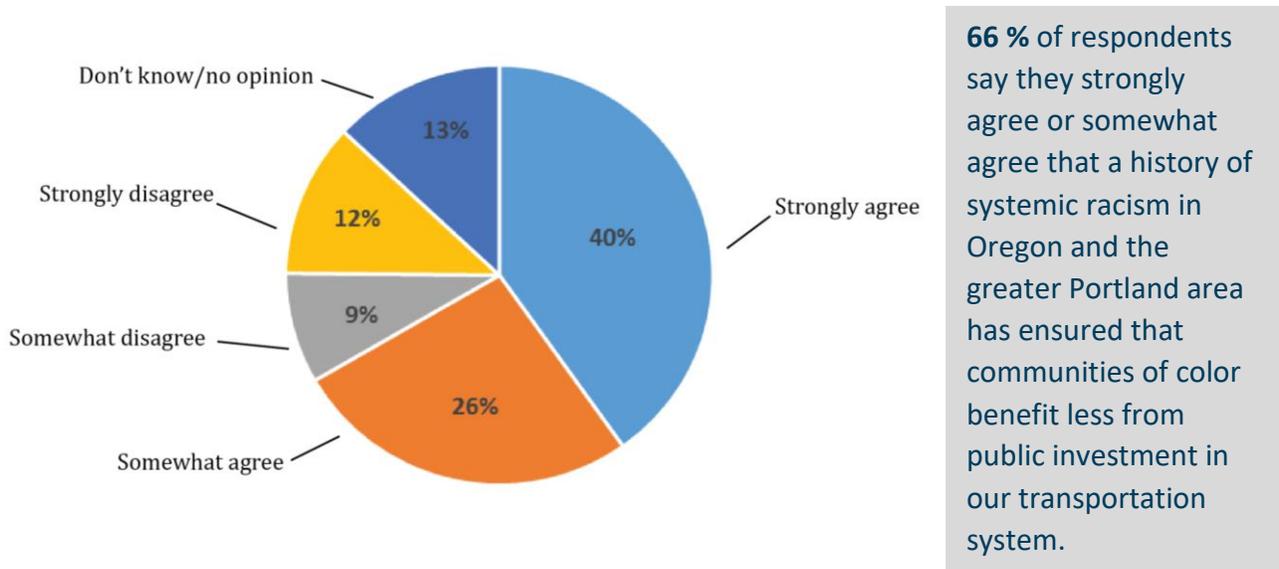


Why did you choose to live in the greater Portland area? (Responses: 2,085)

- “I was born here.”
- “Progressive policies, excellent public transit, affordable housing, commitment to sustainability.”
- “Quality of life, educational opportunities and close proximity to the sea and mountains.”
- “Used to be the ability to live without a car comfortably and the reputation for greater biking and transit options. I feel we’ve slipped in these areas – other cities are doing better.”
- “Close to where I grew up; the Pacific Northwest is the best place in the country.”
- “The community feel that Portland used to have is what kept me here. It’s not as easy to live here anymore with housing prices skyrocketing and seeing people struggling so much to get by.”
- “Moved from Buckman to Vancouver for affordability and space.”
- “Lots of ‘job opportunities’ and ‘green and progressive city’ and ‘vibrant arts and culture scene.’”

Do you agree or disagree with the statement below? (Responses: 2,499)

A history of systemic racism in Oregon and the greater Portland area has ensured that communities of color benefit less from public investment in our transportation system.



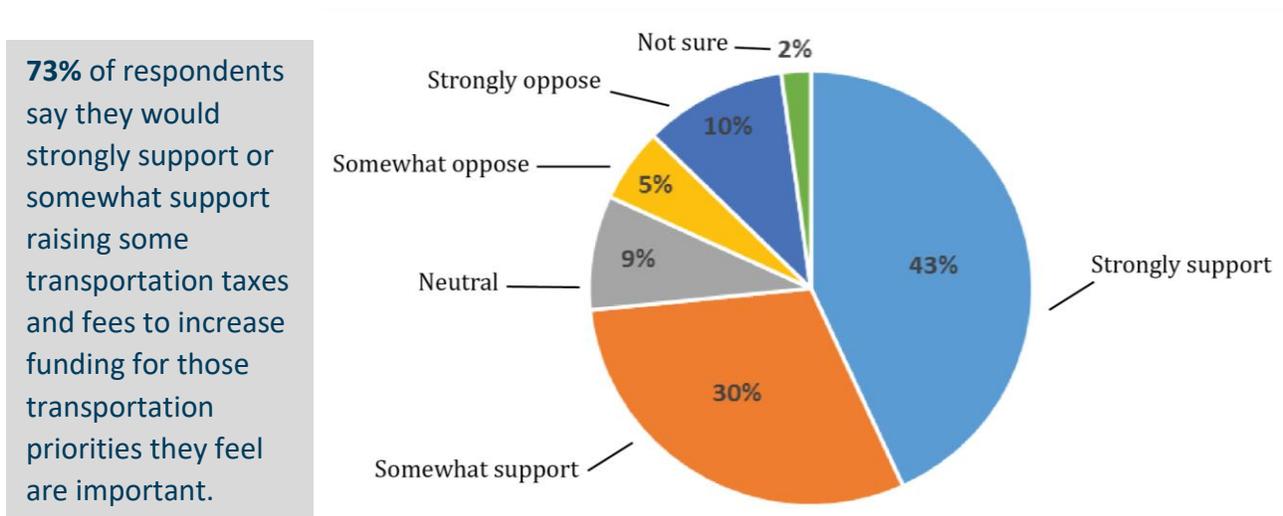
How do you think social equity/fairness should be improved through transportation investments? (Responses: 1,667)

- “Connect transportation and affordable housing, do not allow transportation projects to lead to displacement, make transportation better in places where poor people live, people of color live.”
- “I know that systemic racism exists, however I’m not clear about the link to our transportation system.”
- “Priority should be made for investments in areas where there has been traditional underinvestment or disinvestment.”
- “Having people of color and those who might be at highest risk of negative consequences and have historically not benefitted at the decision-making table.”
- “Everyone already has access to public transportation.”
- “Bring transportation options into neighborhoods that are underserved. Make those neighborhoods safe to walk and bike. Make the transit centers in underserved areas attractive and safe.”

- “Ensure communities of color are involved (in a meaningful way) in the decision-making process and are not disproportionately impacted by investments (e.g. air pollutants, relocation).”
- “It’s going to take a more holistic approach with other city, county, regional, state, and federal agencies and programs, and a robust and concerted effort to seek input from populations most affected.”
- “Transportation should simply be put where it’s needed. Forcing a connection between the issues of racism/social equity with transportation is a stretch.”
- “The needs of Portland’s communities of color should be front and center as we make transportation plans.”
- “Bring people directly affected by the systemic racism to the table – and truly listen to what they say. Even if it isn’t what you want to hear.”

In general, would you support or oppose raising some transportation taxes and fees to increase funding for those transportation priorities you feel are important?

(Responses: 2,478)



Of those who responded to the question, 70.9% of Clackamas County participants, 78.1% of Multnomah County participants and 69.3% of Washington County participants indicated they strongly support or somewhat support an increase in transportation taxes and fees to address important priorities.

Any additional comments on transportation priorities, needs or preferences?

(Responses: 1,361)

- “I support raising taxes to fund active transportation infrastructure and programs. NOT expanding or building more highways.”
- “I only strongly support this if the money is managed responsibly.”
- “Must use the \$\$\$ for wide variety of transportation (options) which includes the possibility of building new (toll) roads.”
- “Freight vehicles are not the same as cars. Freight should be prioritized over cars.”
- “Raising taxes is fine; raising fares is not. Low-income individuals should not be responsible for funding these improvements. No regressive taxation.”
- “The more we wait to fix our transportation system, the more it will cost.”
- “I think that our priorities have been somewhat backwards. We need to put a much higher price on road and bridge use. This will lead to greater use of mass transit, bike and ped options.”
- “Please raise the gas tax to fund transportation. I drive and believe a small increase in the gas tax can make a better city for us all.”
- “I’d like to see more investment by the private sector. Oregon employers are greatly affected when their Washington-resident employees can’t make it across the river in a timely fashion.”
- “I would like to see East Portland get a stronger focus. Many people of color have been displaced out here and struggle with longer and trickier commutes. Also safety for kids who walk to school.”

WHO PARTICIPATED

Participants were given the option 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. Groups that are underrepresented in respondent information by 4 percentage points or more are indicated.

| | Count | Percent | Regional Population |
|---|-------------|---------|---------------------|
| Age | | | |
| Respondents (2403) minus “don’t know/prefer not to answer” (14) | 2389 | | |
| younger than 18 | 6 | >1% | 23% |
| 18 to 24 | 85 | 4% | 9% |
| 25 to 34 | 539 | 23% | 16% |
| 35 to 44 | 670 | 28% | 15% |
| 45 to 54 | 422 | 18% | 14% |
| 55 to 64 | 348 | 15% | 12% |
| 65 to 74 | 241 | 10% | 6% |
| 75 and older | 78 | 3% | 5% |

| | Count | Percent | Regional Population |
|--|-------------|---------|---------------------|
| Income (household) | | | |
| Respondents (2317) minus “don’t know/prefer not to answer” (227) | 2090 | | |
| less than \$10,000 | 49 | 2% | 7% |
| \$10,000 to \$19,999 | 65 | 3% | 9% |
| \$20,000 to \$29,999 | 96 | 5% | 9% |
| \$30,000 to \$49,999 | 257 | 12% | 18% |
| \$50,000 to \$74,999 | 411 | 20% | 18% |
| \$75,000 to \$99,999 | 352 | 17% | 13% |
| \$100,000 to \$149,999 | 523 | 25% | 15% |
| \$150,000 or more | 337 | 16% | 11% |

| | Count | Percent | Regional Population |
|--|-------------|---------|---------------------|
| Disability | | | |
| Respondents | 2281 | | |
| ambulatory difficulty (serious difficulty walking or climbing stairs) | 69 | 3% | not available |
| cognitive difficulty (because of a physical, mental or emotional problem, difficulty remembering, concentrating or making decisions) | 27 | 1% | not available |
| hearing difficulty (deaf or serious difficulty hearing) | 70 | 3% | not available |
| independent living difficulty (because of a physical, mental or emotional problem, difficulty doing errands alone) | 10 | <1% | not available |
| self-care difficulty (difficulty bathing or dressing) | 13 | 1% | not available |
| vision difficulty (blind or serious difficulty seeing, even when wearing glasses) | 35 | 2% | not available |
| no or not applicable/prefer not to answer | 2057 | 90% | not available |

| | Count | Percent | Regional Population |
|---|-------------|---------|---------------------|
| Race or Ethnicity² | | | |
| Respondents (2349) minus “prefer not to answer” (222) | 2127 | | |
| American Indian, Native American or Alaskan Native | 28 | 1% | 2% |
| Asian or Asian American | 63 | 3% | 9% |
| Black or African American | 42 | 2% | 5% |
| Hispanic, Latino or Spanish origin | 83 | 4% | 12% |
| Pacific Islander | 10 | <1% | 1% |
| White | 1801 | 85% | 73% |
| Other | 100 | 5% | 6% |

² Due to limitations with the MetroQuest survey tool, participants were only allowed to choose one race or ethnicity.

Promotion of the survey

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

- City of Gresham Office of Neighborhoods and Community Engagement
- City of Portland Office of Neighborhood Involvement
- City of Tigard Neighborhood Program coordinator
- City of Tualatin Office of the City Manager
- Multnomah County Office of Citizen Involvement
- Washington County Citizen Participation Organization Program coordinator
- Clackamas County CPO – Oak Grove, Jennings Lodge, Oatfield Ridge and the Westwood, North Clackamas Areas
- Ride Connection, Inc.
- Oregon Department of Transportation
- TriMet
- Westside Transportation Alliance
- Intertwine Alliance
- GoLloyd

Metro also sent notices to community based organization partners, through individual relationships built through ongoing partnerships and other engagement activities, asking them to distribute to their organization and constituencies as they see fit.

- 1000 Friends of Oregon
- AARP
- Asian Pacific American Network of Oregon
- Bike Portland
- Centro Cultural
- Coalition of Communities of Color
- Community Cycling Center
- Immigrant & Refugee Community Organization
- Latino Network
- Momentum Alliance
- Native American Youth and Family Center
- OPAL
- Oregon Environmental Council
- Oregon League of Conservation Voters
- Oregon Walks
- Rosewood Initiative
- Safe Route to Schools
- Street Trust
- Transportation for America
- Urban League of Portland
- Verde

COMMUNITY LEADERS' FORUM

On Jan. 19, 27 community leaders voiced their opinions and shared their thoughts about which outcomes they want to see prioritized in the 2018 Regional Transportation Plan. Leaders also heard updates from staff about the Southwest Corridor light rail project and equitable development strategy and other efforts around parks and nature, garbage and recycling, affordable housing and transportation.



Three of the main takeaways from the discussion at the forum were:

- Lead with equity – if you address it, you get other desired outcomes.
- Explicitly articulate who will benefit from these outcomes.
- Better explain how the needs of people will be met by connecting equity to housing, jobs and transportation.

Many of the community leaders voiced their dissatisfaction that communities of color and other historically marginalized communities are seeing less access to jobs and community places than the region as a whole in the first ten years of the plan.

Additional comments and themes of the forum included:

- Perspectives of aging populations, people with disabilities and youth need to be reflected in these conversations, along with how they are being impacted by these investments.
- Profiling of black residents and low-income community members on transit needs to be addressed.
- The intersection of value pricing and affordability needs to be addressed. With limits on how the state can use the funds, mechanisms need to be in place to ensure that benefit and burdens are distributed equitably.

“The region has come a long way from including equity to moving towards embedding equity [in programs and projects.] I would like to see us moving from embedding equity into prioritizing equity.”

Emily Lai
Momentum Alliance

METRO COUNCILOR BRIEFINGS

As part of the public comment opportunity, the Metro Council engaged several business and community organizations to provide a preview of initial evaluation of the project lists and key takeaways. Some of the feedback heard is reflected below.

- Our region's transportation system must be accessible to everyone.
- We need more bus service in East Portland and other areas where underserved communities live.
- Concern that freight projects make up a small portion of the cost of the entire plan.
- Ensure that benefits and burdens of congestion pricing are distributed equitably.
- Improve biking and walking access to transit.

Over 35 organizations were contacted to offer a briefing of the current update of the Regional Transportation Plan. Of those organizations, the following received a presentation:

- Clackamas County Business Alliance
- Clackamas Workforce Partnership
- Columbia Corridor Association
- East Metro Economic Alliance
- East Portland Action Plan
- OPAL Environmental Justice
- Tualatin Chamber of Commerce
- Washington County Coordinating Committee
- Westside Economic Alliance
- Westside Transportation Alliance

REGIONAL LEADERSHIP FORUM

On March 2, 2018, the Metro Council hosted Regional Leadership Forum 4, at the Oregon Convention Center. More than 100 city, county, and regional policymakers and business and community leaders from across the greater Portland area joined in bringing the perspectives of their constituents and communities to the conversation.

These leaders offered their views on:

- Priorities to address in the next 10 years and beyond
- Opportunities for aligning investments with priorities as draft project lists are refined by jurisdictions
- Building a shared path forward.

Key takeaways

Leaders participated in table discussions to recommend ways for jurisdictions to refine their draft project lists to better meet the region's shared goals. What we heard follows.

1. We can make more near-term progress on key regional priorities – equity, safety, travel options and congestion. Advancing projects that address these outcomes to the 10-year list will improve people's lives by making travel safer, easing congestion, improving access to jobs and community places, attracting jobs and businesses to the region, saving households and businesses time and money, and reducing vehicle emissions.

2. This is an opportunity to reduce disparities and barriers that exist for historically marginalized communities. Advancing projects that improve safety and expand travel options to the 10-year list will reduce disparities and barriers, especially for people of color and households of modest means.

3. Prioritize projects that focus on safety in high injury corridors. Advance projects in high injury corridors to the 10-year list and ensure all projects in high injury corridors address safety to reduce the likelihood and severity of crashes for all modes.

"At the end of the day, communities are on the ground and those same communities are the ones experiencing decisions being made."

Maria Hernandez
OPAL Environmental Justice

"If we are prioritizing in a way to improve the quality of life for historically marginalized people, we, in fact, will be improving the quality of life of all people."

Martine Coblentz
Member of Metro's Committee on Racial Equity (CORE)



4. Accelerate transit service expansion. Increase transit service as much as possible beyond Climate Smart Strategy investment levels. Focus new and enhanced transit service to connect transit to underserved communities to jobs and community places, in congested corridors and in areas with more jobs and housing.

5. Tackle congestion and manage travel demand.

Advance lower cost projects to the 10-year list that use designs, travel information, technologies and other strategies to support and expand travel options and maximize use of the existing system. This will help ease congestion and keep people and goods moving safely and reliably. It will be important to ensure that lower income households are not financially burdened by strategies to make road use more efficient.

6. Prioritize completion of biking and walking network gaps. Advance projects that fill gaps for biking and walking in high injury corridors or that provide connections to transit, schools, jobs and 2040 centers to the 10-year list.

7. We must continue to build public trust through inclusive engagement, transparency and accountability. Leaders agreed that it is important to continue engaging the region’s diverse communities in the planning and implementation of projects to achieve desired outcomes, including equity, safety, reliability, affordability and health. We should report back whether projects deliver (or don’t deliver) anticipated outcomes and adjust course as needed. Improved participation, transparency and accountability with our investment decisions will help build broad support for more investment in our communities.

“We need leadership, and we need it from the people in this room. We need it from the elected officials, we need it from the business community, we need it from community leaders, and we need it from staff, because the stakes are so high.”

Jessica Vega Pederson
Multnomah County
Commissioner



NEXT STEPS

Following this public engagement period, MPAC and JPACT will make recommendations to the Metro Council on the ways jurisdictions should look to refine their draft project lists. The Metro Council will make a final recommendation in mid-March on direction for project refinement. From the end of March through April, jurisdictions will meaningfully review and refine their projects to the extent practicable to help make more progress on key regional priorities.

From April to June, the Metro Council, MPAC and JPACT will review draft regional strategies for transit, safety, emerging technology and freight, along with the policy and implementation chapters of the draft RTP. A final 45-day comment period will be held for the public to review the draft plan, policies and strategies. Additionally, the public will have the opportunity to comment on the technical evaluation of the refined project lists.

Later this fall, MPAC and JPACT will recommend action on the 2018 RTP and regional strategies to the Metro Council. By early December, the Metro Council will consider final action on the 2018 RTP and strategies.

March 14 and 15 – MPAC and JPACT make recommendations to Council

March 20 – Council provides direction on refining projects

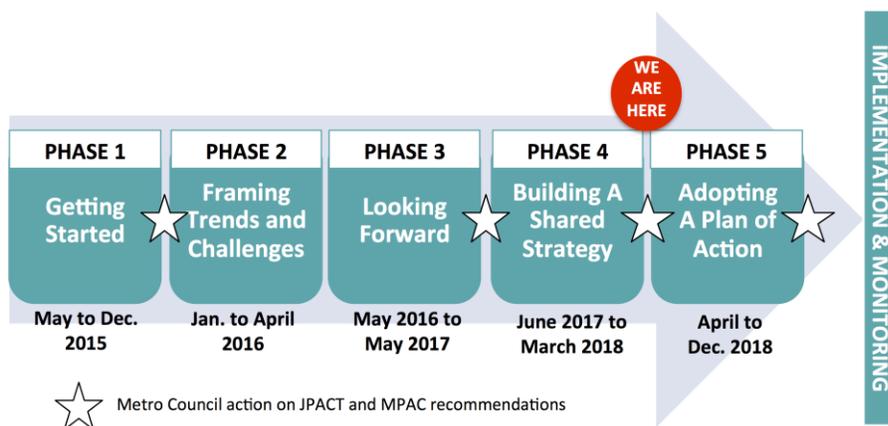
March 26 to April 27 – Regional partners refine project lists

April to June – Council, MPAC and JPACT review draft regional strategies for transit, safety, emerging technology and freight and draft RTP (focus on policy and implementation chapters)

June 29 to Aug. 13 Public review and comment on draft plan, policies, strategies and project lists (45-day comment period)

Oct. 2018 – Policy committees make recommendations to the Metro Council on adoption of the 2018 RTP and regional strategies

Dec. 6 – Metro Council considers final action on 2018 RTP and strategies



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Public comment report

Public comments on priorities for our transportation future for the 2018 Regional Transportation Plan

April 2018

APPENDIX A: COMMENTS RECEIVED, EMAIL

On Jan 9, 2018, at 5:22 PM, Marie Miller <Marie.Miller@oregonmetro.gov> wrote:

Jamie,

I had a call today from Brad Perkins. He is on our TPAC interested parties list, and received information on our meetings, and feels it's important to present at one! His interest is in light rail, and he directed me to his website, which is:

<http://www.cascadiahighspeedrail.com/about-us.html>

He feels that Metro isn't addressing the needs of planning transportation well, and consequently the Cascadia High Rail System should be included in discussions.

He mentioned speaking with several of our Councilors (not sure when), but was not interested in sitting in meetings. This should be presented!

I'm not sure where to go with this one! His number is 503-317-6455, and his email is perkinsrealty@comcast.net

Jamie and Tom.....would either of you care to take this from here, or do I direct this to someone else????

Thanks!

Marie

Marie Miller

Administrative Specialist II

Planning and Development

Metro | oregonmetro.gov

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1766

From: Tom Kloster <Tom.Kloster@oregonmetro.gov>
Date: January 16, 2018 at 6:10:27 PM PST
To: Brad Perkins <perkinsrealty@comcast.net>
Cc: Jamie Snook <Jamie.Snook@oregonmetro.gov>, Marie Miller <Marie.Miller@oregonmetro.gov>
Subject: 2018 RTP Update and High Speed Rail

Hello Mr. Perkins:

Marie Miller passed along your message about bringing the Cascadia High Speed Rail concept to our discussions on the 2018 Regional Transportation Plan (RTP). At this point, I believe you have already talked to Jamie Snook, our project manager for the Regional Transit Strategy that Metro is working on -- if not, I recommend connecting with her and perhaps talking to her transit working group to share your thoughts. That's where most of the detailed technical work on transit is happening as part of the 2018 RTP. We also have an open comment period occurring right now that I'd encourage you to take advantage of. You can find it at this web link:

2018rtp.metroquest.com

You can learn more about the RTP process at:

oregonmetro.gov/rtp

It's also possible to address our Transportation Policy Alternatives Committee (TPAC) directly during the community comment section at the start of each meeting. The meetings usually start at 9:30 AM on the first Friday of each month. The next meeting is on February 2. This opportunity is intended for very short messages to the committee, but you could ask members for time on an upcoming agenda and see if there's committee interest in a longer presentation at one of their meetings or a workshop. The caveat is that TPAC has a very full workload this year with a firm deadline for completing the 2018 RTP over the next few months, so agenda time is precious.

Hope that helps! Let me know if you have any other questions.

--

Tom Kloster
Regional Planning Manager
Metro
600 NE Grand Avenue
Portland, Oregon 97232
503-797-1832

tom.kloster@oregonmetro.gov
www.oregonmetro.gov

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From: karen davis [mailto:kanndvs@yahoo.com]

Sent: Friday, January 19, 2018 8:29 PM

To: Trans System Accounts

Subject: RTP comment

I live on SE 76th between Stark and Burnside, a neighborhood where very few people are on foot. So drivers are not used to seeing pedestrians and ignore the rules of stopping at stop signs and waiting until pedestrians are out of crosswalks before entering them. I was very nearly hit at Se 76th and Washington last week, when a car entered the crosswalk while I was crossing and missed me by just a few inches. This week I watched a car go through a stop sign at Se 78th and Ash, without slowing or stopping, even when he finally noticed me and also watched a large delivery truck enter the crosswalk I was in at about SE 68th and Glison, having never turned his head to the left to see if there was anyone in the crosswalk. The cab of his truck was through the crosswalk before he noticed me.

I have called Portland transportation department and have traded emails with one person and talked to another, I have no idea at all that you are getting to the root of the problem, which is that Portland is not designed to carry as many cars as we have and whatever you have done in the past to prevent crashes, deaths and congestion has not worked. In the eight years since I gave up my car, everything is worse. The number of cars on the road and the unsafe driving. I just learned today that a worker at the bakery near SE 80th and Burnside was killed last summer while walking back from lunch, a hit and run, no idea to this day who did it.

I feel now that I take my life in my hands whenever I step off a sidewalk into any street and also feel that Portland is becoming unlivable.

We also have the problem that cars are unsustainable, are contributing to climate disruption and the city seems to have no plan to replace them. I'll also add that I think lowering the speed limit will probably make things worse, since it will add to congestion and the resulting frustration and distraction that leads to unsafe driving.

I urge you to look at the biggest picture you can, look at root problems and put your time and money into that, rather than the band-aids that are clearly not working.

Thank you

Karen Davis

From: Gerard Mildner [mailto:mildnerg@pdx.edu]
Sent: Friday, January 19, 2018 10:57 PM
To: Trans System Accounts
Subject: RTP comment

Your list of business organizations is missing a lot of groups:

Society of Industrial and Office Realtors (SIOR) National Association of Industrial and Office Properties (NAIOP) Commercial Real Estate Women (CREW) Building Owners and Managers Association (BOMA) Institute for Real Estate Management (IREM) Portland Association of Realtors (PMAR)

Let me know if you need help contacting these organizations.

Gerry Mildner

Gerard C.S. Mildner, PhD
Director, Center for Real Estate
Portland State University
631 SW Harrison, Room 330-B
PO Box 751
Portland, Oregon 97207-0751
503-725-5175 tel
<http://www.pdx.edu/realestate>

From: Gerson Robboy [mailto:uncleyascha@gmail.com]
Sent: Friday, January 19, 2018 11:04 PM
To: Trans System Accounts
Subject: RTP comment

1. We need better and more frequent bus service. Before you can get people out of cars you have to provide a viable alternative.

2. The Rose Quarter freeway improvement should be scrapped. Even if money comes from the state, this is not a time to be spending millions on improving freeways instead of spending on safety, maintenance, and alternative forms of transportation. The bottleneck does slow down trucks and commerce, but freight traffic also needs to be moving to railroads, and the public should not be paying for free highways for freight.

Gerson Robboy

From: Gerson Robboy [mailto:uncleyascha@gmail.com]
Sent: Friday, January 19, 2018 11:05 PM
To: Trans System Accounts
Subject: RTP comment

Sorry, previous message sent prematurely. In case you need my address in order for the comment to be valid it is:

Gerson Robboy
1736 SE 21st Ave
Portland 97214

From: Scott B [<mailto:scottbatsonpe@gmail.com>]

Sent: Monday, January 22, 2018 9:40 AM

To: Marie Miller <Marie.Miller@oregonmetro.gov>

Subject: Weigh in on the future of greater Portland's roads, bridges, bikeways, sidewalks and transit with this quick survey! Broken site.

Page 3 - star rating didn't show anything in Explorer.

the last page won't let you leave without sharing the survey = fail.

Scott Batson

PBOT

<https://shar.es/1NJNdS>

A new MetroQuest configuration is coming soon!

This message was sent using ShareThis (<http://www.sharethis.com>)

From: Clifford Higgins

Sent: Monday, January 22, 2018 9:59 AM

To: scottbatsonpe@gmail.com

Cc: Kim Ellis; Marie Miller; Frankie Lewington

Subject: RE: Weigh in on the future of greater Portland's roads, bridges, bikeways, sidewalks and transit with this quick survey! Broken site.

Scott:

Thank you for participating in the survey.

We are notifying the vendor that some folks are having problems with the instructions on page 2, which asks users to move their choices above the line (which then activates the questions on page 3), rather than just reordering.

This is the first that I'm hearing of the "must share" issue, which was not experienced by folks in our office during testing or since launching. We will also flag that for the vendor.

Best,
Clifford

Clifford Higgins
Communications supervisor
Planning and development

Metro | oregonmetro.gov
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1932

From: Dian Kubo [mailto:kayakbliss@gmail.com]
Sent: Monday, January 22, 2018 9:50 AM
To: Trans System Accounts
Subject: RTP comment

Close bus route 47 on NW Laidlaw. The bus noise is so disruptive to quality of life and there are so few riders on this leg. They can pick up the bus a few blocks away on Bethany Blvd.

In addition, NW Laidlaw has been rutted by the incessant dump trucks and other construction vehicles. Why aren't the construction vehicles using Springville Rd or other accesses? When will it be repaved? When will the building finally stop?

Living in this neighborhood is a nerve wracking, noise- polluted nightmare.

From: Dian Kubo [mailto:kayakbliss@gmail.com]

Sent: Monday, January 22, 2018 9:52 AM

To: Trans System Accounts

Subject: RTP comment

What can be done about the air traffic noise at all hours from Hillsboro and PDX. Ridiculous quantity in North Bethany.

From: Craig Beebe
Sent: Monday, January 22, 2018 3:23 PM
To: Clifford Higgins; Frankie Lewington
Subject: Survey feedback from a FB friend

Hi guys,

I shared the survey on Facebook and an acquaintance shared these comments. I said I'd pass them on.

Thanks,

Craig

Alex Linsker The first question is options that are mostly political euphemisms - "economic prosperity" is often "benefit the richest people", "safety" is often "raise fares and make it harder for homeless people to get on", etc. "Travel options" can be "benefit Nike by having a special bus line to 'create jobs'." I can't fill it out; I know too much. Alternative suggestions: "economic equity". "More bus lines and frequent stops to poor neighborhoods". "End tax breaks for wealthy developers." "Get to 100% net-zero or better renewable energy". "Lower the cost of fares".

Craig Beebe

Government and public affairs

Metro | oregonmetro.gov

600 NE Grand Ave.

Portland, OR 97232-2736

Office: 503-797-1584

Mobile: 971-227-6220

From: kalex9@gmail.com [<mailto:kalex9@gmail.com>]

Sent: Wednesday, January 24, 2018 11:50 PM

To: Trans System Accounts

Subject: Outer east side of Portland matters to!!!

Congestion is not the problem, commute time is!!

According to transit tracker the roundtrip ride from 140th and Holgate to downtown is 2 1/2 hours. This is unacceptable. Max is better but I still I have to drive and the last stats I saw the train is not there 20% of the time is a joke. These commute times will only get worse as goal zero speed limits(20mph on all rounds)are implemented on arterials. I feel like Portland city leaders decided as long as transportation works for the close in neighborhoods the outer eastside doesn't matter. The needs of the outer east side are as important as the close in neighborhoods. It's not ok to create undesirable neighborhoods by denying practical transportation. It is not ok to punish working people with horrible commute times just because they can't afford close in living.

Ignoring basic needs like practical and speedy access to work to entire neighborhoods of the city is selfish on the part of close in neighborhoods and the city government. The outer east side has no access to jobs.

One of the requirements for a transportation corridor such as division/Powell must include significantly faster commute times. Time is the most important commodity a person has. Time on a bus is a waste, stop acting like it isn't.

Alex korobeinikov

From: cascadiarei@gmail.com [<mailto:cascadiarei@gmail.com>] **On Behalf Of** Greg Dresher
Sent: Thursday, January 25, 2018 3:20 PM
To: Trans System Accounts
Subject: Area Congestion - Need Additional Bridges to SW Washington!!!!

Hello,

I am emailing you to voice my strong support for additional bridges along the Portland to SW Washington (Vancouver) area. The congestion is beyond bad and not having any viable solutions in the pipeline is really a bad place to be in right now. The current infrastructure cannot support the demand and we need to do something NOW.

The bridge(s) will play an integral part in providing a solution to ease congestion, increase traffic flow and overall productivity and happiness of the population who is greatly affected by it's current state.

<http://www.clarkcountytoday.com/opinion/more-bad-news-for-clark-county-drivers/>

This article is very scary and is a great summary of the issues at hand.

Thank you,
Greg

From: Thea Kindschuh [<mailto:theak@pdx.edu>]
Sent: Monday, January 29, 2018 11:32 AM
To: Trans System Accounts
Subject: Regional transportation plan survey

Hello,

Thank you for the survey response option to the regional transportation plan, I appreciated the priority areas, clarity of rating/ comment system, and showing overall results at the end. I hope you are reaching a diversity of respondents.

If you can still amend this survey I would suggest longer word limits, a general comments option, and for the disability section separating "no" and "decline to answer", as combining these conflates different groups.

I am also interested to see whether "safety" rates higher than in other years after the particularly horrific incidents of 2017. Hopefully, increasing safety includes more training around racial equity and sensitivity and connecting with the right resources for people with mental illness and addiction. Tri-Met should strive to meet the needs of all of their community members, not to keep transit comfortable for certain groups and not others.

Thank you for your time, and I look forward to seeing the forward-looking, positive changes that will increase transit use and access for all throughout the Metro area.

Best,

Thea Kindschuh
Candidate, Master of Urban and Regional Planning, 2018

[CRUX](#) Project Coordinator – Portland

Portland State University
theak@pdx.edu

From: jbs@peak.org [<mailto:jbs@peak.org>]

Sent: Monday, February 05, 2018 4:54 PM

To: Trans System Accounts

Subject: RTP comment

I'd like to see this low-carbon, cost-effective network evaluated by ODOT in relation to the proposed \$2.5 billion light rail project (Tigard to downtown) and the expensive tolling project that are currently being considered. If implemented, it could be much more beneficial to our region than projects now being considered. Attached is a [preliminary proposal](#) for your evaluation and for use in an alternatives analysis that should be part of your 2018 planning effort. The website for this technology is www.transitx.com - it's located in Boston.

Best regards,

Jerry Schneider

Prof. Emeritus, U of Washington, Seattle

Civil Engineering and Urban Planning

(now living in Portland)

From: Craig Stephens [<mailto:cyanblue189@gmail.com>]
Sent: Tuesday, February 06, 2018 12:03 PM
To: Trans System Accounts
Subject: RTP comment

The westside outer loop is still needed to relieve 217 traffic. This may or may not be possible but it would be good to stop building where it would go if ever done.

On the eastside I suggest making the train station at Oregon City a major terminus for the train to Eugene and north to Portland and Seattle. A highway is needed for economic development in Clackamas and the roads in the County are generally dangerous and not suitable for transportation in general. I suggest a vision of an outer highway that would split from I-5 near Hubbard or south of that at Woodburn and go to Canby, across east of the Oregon City HS, through the Happy Valley/Damascus area then north with an exit at the Airport and to Camas in Washington so that Washington to Portland traffic can take this bridge as an alternative to 205.

The joining of the prime economic business park areas east of Oregon City with the (PDX) airport and avoiding the 84 traffic jam and having a connection to the train in Oregon City would allow economic development and the outer ring highway would take a load off of 205 so that it and that bridge will not need additional work that seems outrageously expensive. Of course a new major bridge will be needed near Canby but I would say "about time".

Clackamas sorely needs economic development for healthcare and high tech and good paying jobs to reduce the huge number of commuters from Clackamas to other counties for jobs of that type.

Thanks for the opportunity to provide a possible vision

Craig Stephens

Lake Oswego

cyanblue189@gmail.com

From: Stephen Zylstra [<mailto:zmanpdx@gmail.com>]
Sent: Friday, February 09, 2018 6:35 AM
To: Trans System Accounts
Subject: RTP comment

Thank you for the opportunity to comment on future options for Portland.

In summary, I am proud of what Portland has done to promote and allow more cycling in the city, for both commuting and recreation. However, if we consider the future with many more people and much more traffic; it seems that getting people out of their cars is good for them as individuals and for us as a community.

In particular, additional designated paved bike paths to get across town (or separate/protected bike lanes in town) will address the safety factor, which is a big concern for many people considering a bike for commuting.

Also, offering more "secure" bike parking is another way to get more people on their bikes. Bike theft is a big and growing problem in Portland and if someone cannot feel their bike is safe when parked, they will be less likely to ride downtown.

These are relatively simple transportation related investments, that can have big returns in the long term to preserve our quality of life here in Portland (as well as promote good health for it citizens).

Hope these comments are helpful. Good luck.

Stephen Zylstra

From: Birdshill CPO/NA [<mailto:birdshill.cpo.na@gmail.com>]

Sent: Monday, February 12, 2018 11:24 AM

To: SHANKLE Richard A; Jon Makler; OTC Admin; david.h.thompson@odot.state.or.us; ValuePricingPAC@odot.state.or.us; Birdshill CPO/NA

Cc: james.brown@portland.oregon.gov; johnsoni@trimet.org; Orlando Lopez; amacuk@lakeoswegoreview.com; McCaleb, Iris; Metro Council; bcc@co.clackamas.or.us; councildistribution@ci.oswego.or.us; Rep.AndreaSalinas@oregonlegislature.gov; Sen.RobWagner@oregonlegislature.gov; Rep.JulieParrish@oregonlegislature.gov; Laurie Freeman Swanson; CPO Summit; Runnion, Kelly; president@atu757.org; vpresident@atu757.org; tcummings@westlinnoregon.gov; raxelrod@westlinnoregon.gov; Gary Stein; mult.chair@multco.us; district2@multco.us; Trans System Accounts; lgoff@ci.oswego.or.us; Skip Ormsby

Subject: OR43 (State Street-Lake Oswego) and Railroad Interface

2018 Feb 12 Monday 11:00 U (11:00 AM PT)

Charles Ormsby (Skip)

Birdshill CPO / NA Co-Chair

Good Morning:

2018 Metro Regional Transportation System Plan (RTP) projects and citizen comments are due: 2018 Feb 17 Saturday 17:00 U (5:00 PM PT).

Visit: [Metro 2018 RTP](#)

Visit: [Metro 2010 RTP Freight Plan](#)

Visit: [ODOT 2018 Metro RTP](#)

As Co-Chair of the Birdshill CPO / NA I have become extremely concerned with constraints and capacities of OR43 (State Street in Lake Oswego) in what is referred to as the Special Transportation Area (STA).

Map Detail: See: [2005 Jan ODOT MPPA LO STA \(OLIB\)](#)

Along with the lack of projects for the "orphan highway" OR43 between the Ross Island Bridge (US26) in Portland south to Arch Bridge between West Linn and Oregon City at McLoughlin Blvd (OR99E).

This is especially important as I consider OR43 to be a prime diversion route if and when electronic tolling is placed upon both I-205 and I-5.

Crossing Details

Railroad ROW: WDBL = Wilsburg District Branch Line

Crossing ID: WDBL 749179D / Public Storage Dwy

About OR43 MP 05.83

See: [G LO FAnFH-OR43 \(MP 05.83\) / Public Storage Dwy](#) (Street + Images)

See: [A LO FAnFH-OR43 \(MP 05.83\) / Public Storage Dwy](#) (Topo)

Aerial Photo: See: [1987 EST LLIH PHID 6558 AVEW NE OR43 / B Av](#)

Crossing ID: WDBL 749182L / State Street (OR43)

About OR43 MP 06.19

See: [G LO EGnFH-OR43 \(MP 06.19\) / WDBL RRXn 749182L](#) (Street + Images)

See: [A LO EGnFH-OR43 \(MP 06.19\) / WDBL RRXn 749182L](#) (Topo)

My experience in past four months with the interface between citizens, transit advocates and ODOT and Lake Oswego Public Works/Engineering along with numerous projects in past ten years needs much improvement.

See: [2018 Feb BHCN IGPA Ln 035 at OR43 B Av](#)

See: [2018 Jan BH IGPA Time Toll LNAP](#)

From my neighborhood co-chair perspective Lake Oswego elected officials, city management, project managers, planners and engineers have demonstrated an extremely cavalier attitude towards railroad crossing safety. They have yet to appreciate the Federal Railroad Administration meme:

"The best crossing is one that does not exist"

Perhaps they need to witness results of a "T-bone" impact between a train and vehicle as I have when a passenger on Portland OR- Seattle WA Amtrak train circa 1974. There is no appeal process for application of Newtonian Laws of Mechanics when bodies are in motion. This is especially true wrt WDBL 749179D / Public Storage Dwy and interface with both Foothills District Framework Plans and Tryon Creek Wastewater Treatment Plant Upgrades. Merely examine the visual diagrams and compare schedules for performing rail corridor safety evaluations.

See: [2012 FDFP with North Portal effect on LO UGMA](#)

Constraints and resultant capacity impacts for OR43 along with numerous safety considerations have not been fully exposed or cross referenced in numerous planning documents and service provider documents / contracts since at least 1995. Notably both the Foothills District Plan and Tryon Creek Wastewater Treatment Plant upgrade.

As a result I am preparing a list of about 25 projects for the RTP to address these issues. For the next two years it is mainly documentation so that citizens and technical people can speak the same language and find the same place that is understood with common references. When my comments are submitted I will send you the links. Please note this is a first cut. Cross references between issues will take about 3-4 months to annotate.

Thanks

Skip

Charles B. Ormsby (Skip)

Birdshill CPO / NA, Co-Chair 2016 – 2017

A Joint Clackamas County Community Planning Organization

City of Lake Oswego Oregon Neighborhood Association (NA)

Locale (Centroid = Approximate Geographic Center)

See: [G CC BHCN-Underhill Rd / Midvale Rd](#) (Street + Images)

See: [A CC BHCN-Underhill Rd / Midvale Rd](#) (Topo)

Clackamas County & Lake Oswego UGMA

170 SW Birdshill Road, Portland Oregon 97219-8502

Phn: [503.636.4483](tel:503.636.4483) Residence, E-mail: birdshillcpona@gmail.com

From: Kem Marks [<mailto:kem@rosewoodinitiative.org>]
Sent: Wednesday, February 14, 2018 11:43 AM
To: Tyler Frisbee <Tyler.Frisbee@oregonmetro.gov>
Subject: Question re yesterday's work session

Hi Tyler,

I am hoping you might be able to help me with something from yesterday's Council's work session. I ducked out for a quick minute and when I came back there was a discussion about transit and how there would be groups that would not benefit equally.

It is hard for me to see the slide from the takeaways document, and I was having difficulty hearing the conversation due to ear problems. Could you elaborate on this for me, and explain which areas and groups that are projected to not benefit and to what degree? If a face to face would be better, I would be happy to do so.

Thanks in advance, and I look forward to your response.

Kem A. Marks, J.D
Dir. of Transportation Equity
Rosewood Initiative
16126 SE Stark St.
Portland, OR 97233
Office: 503.208.2562

Don't just question authority, challenge it!

From: Kim Ellis
Sent: Wednesday, February 14, 2018 12:51 PM
To: Kem Marks
Cc: Frankie Lewington; Tyler Frisbee; Clifford Higgins
Subject: Re: Question re yesterday's work session

Hi-

Thank you for your interest in the RTP findings and following up. The access to jobs and community places finding discussed yesterday is broader and different than the transit access for low-income communities. It is also very difficult to explain simply.

In terms of increasing transit access for low-income communities, the draft RTP performs well – with a higher share of low-income households having access to 15-minute or better service than the households in the region as a whole for all RTP investment levels. A summary of this can be found in the RTP Discussion Guide that was included the Council packet on pages 45-49. The guide is also available on our website at: <https://www.oregonmetro.gov/sites/default/files/2018/02/02/2018%20RTP%20Discussion%20Guide-013118-with%20covers.pdf>

In terms of access to jobs and community places by different modes of travel, we found that on average, historically marginalized communities had access to 1-2% fewer jobs within a reasonable commute by car, transit, walking or biking, when compared to the region as a whole. Similarly, these communities had access to 1-2% fewer community places within a specified travel time by car, transit, walking or biking, when compared to the region as a whole. Some of the reasons for this include: increased congestion on the system, the location of these households relative to the location of jobs and community places (e.g., households of modest means often live in places with fewer travel options and fewer community places nearby, and often have to travel further to jobs). The point that Councilor Stacey made is that while 1-2% difference may seem small, these households are not starting from the same place as higher-income households and therefore more should be done to ensure these households are provided with more access to jobs and services than the region as whole. Equal is not necessarily equitable, as you know.

The margin of error and data limitations question, is more about the margin of error in the Census data used for the analysis as we know it is not perfect, and that our household and job forecast is a forecast. In addition, the location of historically marginalized communities was measured based on the existing concentrations of historically marginalized communities (using census data) – we cannot forecast this at the scale needed for this analysis. Similarly, access to community places was measured based on the existing locations of community places as we cannot forecast them.

I hope this is helpful. Let us know if you have further questions.

Kim

—

Kim Ellis, AICP
RTP Project Manager
Metro Planning & Development
600 NE Grand Avenue | Portland OR 97232
503-797-1617 | kim.ellis@oregonmetro.gov

From: Birdshill CPO/NA [<mailto:birdshill.cpo.na@gmail.com>]

Sent: Wednesday, February 14, 2018 12:13 PM

To: mticer@rivedale.k12.or.us

Cc: Leslie Goss; Birdshill CPO/NA; Jon Makler; gzoutendijk@ci.oswego.or.us;
Rep.AndreaSalinas@oregonlegislature.gov; Sen.RobWagner@oregonlegislature.gov;
Rep.JulieParrish@oregonlegislature.gov; Laurie Freeman Swanson; CPO Summit; Runnion, Kelly;
tcummings@westlinnoregon.gov; SHANKLE Richard A; OTC Admin; ValuePricingPAC@odot.state.or.us;
mult.chair@multco.us; district1@multco.us; james.brown@portlandoregon.gov;
amacuk@lakeoswegoreview.com; Trans System Accounts; bcc@co.clackamas.or.us

Subject: Fwd: OR43 (State Street-Lake Oswego) and Railroad Interface

2018 Feb 14 Wednesday 12:10 U (12:10 PM PT)

First of two emails to be forwarded. Please forward to Riverdale School Board and have someone contact me.

Thanks for taking my phone call this morning of 2018 Feb 14 Wed 10:45 U (10:45 AM PT). In regards to 2018 Metro RTP (Regional Transportation Plan) and highway OR43 congestion issues evolving in Lake Oswego (LO) "Downtown" that WILL affect emergency response times to Riverdale Elementary School when dispatched from Lake Oswego Fire Department (LOFD) Main Fire Station on SW corner of Third St / B Av in "LO Downtown".

I am in process of creating a series of infographics to visualize / summarize and explain multiple situations. However it is very complex given the politics, locale, policies and projects to connect and annotate. Thus will take time I do not have this week to complete given deadline for submitting 2018 Metro RTP citizen comments by 2018 Feb 17 Saturday 17:00 U (5:00 PM PT).

Situation is bad today and likely will get worse. To point of catastrophic failure in an emergency situation during rush hour. Anywhere on OR43 north of intersection of OR43 / A Av in Lake Oswego to OR43 / Taylors Ferry Rd in Portland.

I suggest have someone from Riverdale School Board view / observe intersection of OR43 (State St) / B Av during rush hour 16:30 U - 18:30 U [4:30 PM PT - 6:30 PM PT] and ask the following "dumb question" (Rocketdyne - mfg of Space Shuttle engine lingo) <Only dumb question(s) are ones not asked.> <<which finally dawned on myself circa 2017 Nov>>: "How is a firetruck to get from LOFD Main Station during rush hour when attempting to traverse extremely physically constrained and congested intersections and roadways?".

Note there are no plans or projects to manage any effects of traffic congestion on OR43 I can find in any transportation system plan at any level of governance. I shudder to even contemplate emergency response in the aftermath of a "Full Rip 9.0" (subduction earthquake). "Dunthorpe cutoff" is the most succinct and polite term I can use to describe situation given maps, and policies I have read and considered. Let alone walks taken and attitudes witnessed in public venues.

Thanks

Skip

503.636.4483

From: Birdshill CPO/NA [<mailto:birdshill.cpo.na@gmail.com>]

Sent: Wednesday, February 14, 2018 12:30 PM

To: mticer@riverdale.k12.or.us

Cc: esliegoss@mac.com; Birdshill CPO/NA; Jon Makler; gzoutendijk@ci.oswego.or.us;
Rep.AndreaSalinas@oregonlegislature.gov; Sen.RobWagner@oregonlegislature.gov;
Rep.JulieParrish@oregonlegislature.gov; Laurie Freeman Swanson; CPO Summit; Runnion, Kelly;
tcummings@westlinnoregon.gov; SHANKLE Richard A; OTC Admin; valuePricingPAC@odot.state.or.us;
mult.chair@multco.us; district1@multco.us; james.brown@portlandoregon.gov;
amacuk@lakeoswegoreview.com; Trans System Accounts; bcc@co.clackamas.or.us

Subject: Fwd: BHCN Request of Ask OTC / ODOT Address OR43 / B Av

2018 Feb 14 Wednesday 12:20 U (12:20 PM PT)

Email two of two along with documents to be considered by

Riverdale School Board.

Thanks

Skip

503.636.4483

----- Forwarded message -----

From: **Birdshill CPO/NA** <birdshill.cpo.na@gmail.com>

Date: Thu, Feb 1, 2018 at 3:51 PM

Subject: BHCN Request of Ask OTC / ODOT Address OR43 / B Av

To: Ask.ODOT@odot.state.or.us, OTC Admin <OTCAAdmin@odot.state.or.us>, Jon Makler
<Jon.MAKLER@odot.state.or.us>, david.h.thompson@odot.state.or.us, Birdshill CPO/NA
<birdshillcpona@gmail.com>

Cc: bcc@co.clackamas.or.us, twilson2@clackamas.us, tracymor@clackamas.us,
Barbc@co.clackamas.or.us, MikeBez@co.clackamas.or.us, DKrupp@co.clackamas.or.us,
smadkour@clackamas.us, "Wilson, Katie" <KWilson2@co.clackamas.or.us>, "Schmidt, Gary"
<GSchmidt@co.clackamas.or.us>, citycouncil@westlinnoregon.gov, raxelrod@westlinnoregon.gov,
bperry@westlinnoregon.gov, tcummings@westlinnoregon.gov, bmartin@westlinnoregon.gov,
rsakelik@westlinnoregon.gov, citymanager@westlinnoregon.gov, LCALVERT@westlinnoregon.gov,
dwyss@westlinnoregon.gov, councildistribution@ci.oswego.or.us, powell@ci.oswego.or.us,
slazenby@ci.oswego.or.us, "Siegel, Scot" <ssiegel@ci.oswego.or.us>, "Rooney, Erica"
<erooney@ci.oswego.or.us>, imccaleb@lakeoswego.city, asimpson@lakeoswego.city, "Runnion, Kelly"
<runnionk@trimet.org>, metro council@oregonmetro.gov, Rep.AndreaSalinas@oregonlegislature.gov,
rob@robwagnerfororegon.com, president@atu757.org, vpresident@atu757.org, Orlando Lopez
<orlando@opalpdx.org>, Skip Ormsby <sentinel skip@gmail.com>

Birdshill CPO / NA (BHCN) located within the Lake Oswego Urban Growth Management Area (LO_UGMA) in NE quadrant, of Lake Oswego (LO) Oregon (OR), Co-Chair 2016-2017 Charles Ormsby (Skip) transmits request of OTC / ODOT through the "Ask ODOT" process to answer questions and address issues regarding configuration of a critical intersection within the Lake Oswego Special Transportation Area (STA) at OR43 (MP_06.04) (State St) / B Av. City of Lake Oswego is rapidly evolving

an urban renewal project labeled: North Anchor Project that will affect multiple roadway facets. On 2018 Jan 27 Saturday circa 9:40 AM PT Lake Oswego Mayor Kent Studebaker answered “No” to any changes to intersection geometry and installation of a right hand turn lane. Response in my opinion, violates ODOT letter of 2017 Dec 08 Friday. Thereby imposing constraints on OR43 travel shed and Metro region for profit of Lake Oswego. Attachments and links below provide access to documents and website(s)

2018 Feb 01 Thursday 15:45 U [3:45 PM PT]

Charles B. Ormsby (Skip)
Co-Chair Birdshill CPO / NA 2016 – 2017
A joint Clackamas County Community Planning Organization (CPO)
and City of Lake Oswego Oregon Neighborhood Association (NA)
Phn: [503.636.4483](tel:503.636.4483) Residence
E-mail: birdshillcpona@gmail.com
Background Info wrt Birdshill CPO / NA
See: [2012 Sep BH PAKT BH Statistics](#)
Post: [BH Cntr Concepts](#), Site: [BH Cntr Smry](#)

Oregon Transportation Commission (OTC)

<Oversight Board for [ODOT](#) / [ORG1](#)>
Care of Ask ODOT (Issue Registration)
Transportation Bldg on Capitol Mall I-005 / Market St (Exit 256 SW)
355 Capitol Street NE, MS #11 Capitol St / Chemeketa St NW
Salem OR 97301-3871
GMDM: 44°56'25.6"N 123°01'41.7"W, Elev: 190 ft ASL
GMDD: [44.940447, -123.028259](#), Nhd: [CAN](#) / W1 ([WM](#))/ [SCDD](#)
GMap: [G_OR-SLE-ODOT_HQ_Trans Bldg Capitol Mall](#)
ACME: [A_OR-SLE-ODOT_HQ_Trans Bldg Capitol Mall](#)
Phn: Desk: [503.986.3450](tel:503.986.3450), Admn: [503.986.3450](tel:503.986.3450)
Cell: 503.Unk.Cell, FAX: [503.986.3432](tel:503.986.3432)
Issues: 888.Ask.ODOT = [888.275.6368](tel:888.275.6368)
Wb: [\[OTC Mtng, OTC\]](#) [ODOT](#) / [ORG1](#).
[Request Docs: [Ask ODOT](#)]
[\[OR Blue Book Bldg, ORBB\]](#)
Em1: OTCAdmin@odot.state.or.us
Em2: askodot@odot.state.or.us

Copy: Multiple government entities and neighborhood
within OR43 Travel Shed

Title: Lake Oswego to Portland Transit & Trail Study
OR43 Travel Shed
Link: [2007 Nov MTR0 OR43 Trav Cooridor](#) (Travel Shed)
Post: [LOPTAAS](#) Site: [OR43baseData](#)

- 1.00 – Disposition of this email,
- 1.01 – **Forward As you see fit**
- 1.02 – For details of disposition of this email including
Hyperlinked References, Attached Documents (ATnn)

and Referenced Documents (CRnn)
Goto bottom of email

Subject: BHCN Request of Ask OTC / ODOT Address OR43 / B Av

Where:

[OTC](#) = Oregon Transportation Commission

[ODOT](#) = Oregon Department of Transportation

Note 1: **Red text** = highlighted link labels **should be surveyed**

Note 2: **Yellow text** = highlighted link labels need viewing + study

Note 3. Clear text = background info – may be of use

Note 4: Other abbreviations that may be referenced in this email

BH / BHCN = Birdshill CPO / NA

CPO = Community Planning Organization(s)

(Clackamas County, See: [CPO_CC](#))

[CCBC](#) = Clackamas County Board of Commissioners

For complete list of abbreviations used in emails please visit the following

on the web for Birdshill CPO / NA (BH / BHCN) pages within sites (

Visit Page: [BH Knw DC Email Abbreviations](#), Site: [BH Know DOCS](#)

Visit Page: [BH Knw Gv Org Charts](#), Site: [BH Know GOV](#)

Good Afternoon:

This email requests of Oregon Transportation Commission ([OTC](#)) through the Oregon Department of Transportation, Salem Oregon Administrative headquarters ([ODOT](#)), and ODOT Region 1 ([ORG1](#)) – Portland (Oregon) metropolitan area offices for an immediate clarification and resolution of ALL issues with respect to multiple facets of the intersection of OR43 (State St within Lake Oswego) / “B” Avenue at ODOT mile point (MP) MP_06.04. Here after referred to by OR43 (State St) / B Av. For distillation in two page infographic

Please see Attachment 01 **<CRITICAL>**

Title: **TriMet Vehicle Operation at OR43 (MP_06.04) (State St) / B Av**

Link: [2018 Feb BHCN IGPA Ln 035 at OR43 B Av](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Note: For an evolving table of government entities that affect the community of the Birdshill CPO / NA please visit following

Visit: [BH Knw Gv Org Charts](#), Site: [BH Know GOV](#)

The intersection of OR43 (State St) / B Av exists within an extremely complex set of interactions between topographical, and physical features, transportation vehicles (pedestrian, bike, car, truck, bus, train consists, plus unknown / evolving issues with drones), jurisdictional, policy, and operational context (TriMet vehicles). Changes to any existing land use such as the City of Lake Oswego’s contemplated and rapidly evolving North Anchor Project ([WO 172](#))

as depicted in Attachment 06 **<CRITICAL>**

Title: **1_st Street North Anchor**

<<View: State St / B Ave to NW of NW corner State St / B Ave>>Av

Link: [2017 Oct LNAP PPDA S05F35](#)

Post: [BH Kn WO 172 NAnchor PS01](#) (Planset subpage)

[BH Kn WO 172 North Anchor](#), Site: [BH Knw LOWO Projects](#)

will have substantial consequences for multiple parties at the individual, family, neighborhood, district, municipal, county, OR43 travel shed, regional, state and national levels.

In my opinion the City of Lake Oswego and frankly ODOT along with Metro Regional Government have not been transparent with respect to disclosing roadway congestion effects of the North Anchor Project. Especially with disclosures regarding immediate needs about the operation of TriMet buses (Standard 40 ft) and contemplated (60 ft Articulated) through OR43 (State St) / B Av. Followed by primary needs regarding routing of emergency response vehicles. The latter dispatched under contract from the Lake Oswego Fire Department Main Station on B Ave. That respond to cases and incidents potentially during rush hour in neighborhoods of:

1. Birdshill CPO / NA (Dunthorpe – Clackamas County/City of Lake Oswego)
2. Riverdale NA (Dunthorpe – Multnomah County / City of Portland).

This “Ask ODOT” request focuses upon the movement of TriMet buses through the intersection of OR43 (State St) / B Av, and the management of congestion on State Street, and B Avenue. The situation is summarized as specified above in Attachment 01:

Title: **TriMet Vehicle Operation at OR43 (MP_06.04) (State St) / B Av**

Link: [2018 Feb BHCN IGPA Ln 035 at OR43 B Av](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

On 2018 Jan 27 Saturday I gave a five minute presentation under agenda VI (6) – TriMet, Transportation of OR43, Traffic Routes <last item before adjournment>. Inclusion of this agenda item had been precipitated by an email response I made dated 2018 Jan 19 Friday 01:01 U (1:01 AM PT) (to be posted). As I briefly described the complex situation of TriMet buses traveling through the mid-line loop of Line (Route) 35 – Macadam / Greeley in downtown Lake Oswego required to access the Lake Oswego Transit Center. I was asked to hurry up by Mayor Kent Studebaker. Circa 09:40 U (9:40 AM) I asked the Mayor, given the rapidly evolving North Anchor Project if there was going to be any changes to the geometry of the intersection of OR43 (State St) / B Av given the City of Lake Oswego now owns the critical tax lot on the NW corner of the intersection. (Site of North Anchor Project). The Mayor’s reply was a terse and blunt “No”. I responded “You’ve got problems.”

Hence the need for this request of OTC and ODOT / ORG1 via the “Ask ODOT” process (Visit: [Ask ODOT](#)) to log the issue and respond in five days. Time is of the essence. City of Lake Oswego is moving rapidly wrt North Anchor Project [WO 172](#) and is attempting to “Lock in” decisions prior to ODOT suggested initiation of TSP Project 232 – Highway 43 Refinement Plan, Please see Attachment 09

Title: **LU 17-0075: Lake Oswego Special Street Setbacks Procedure**

Link: [2017 Dec ORG1 LETR LO OR43 B Av](#) (exhb F1)

Post: [LU 2017-0075](#) OR43 (State Street Setbacks) <Case File>

Page: Lake Oswego Planning ([LOPL](#)), Site: City of Lake Oswego ([LKOS](#))

This tactic is unfortunately akin to processes associated with the Foothills District Framework Plan (currently on hold) and upgrade of Tryon Creek Wastewater Treatment Plant (Status unknown) in regards to an intersection to be created at the OR43 MP_05.83 that requires an “at grade crossing” traversing of two railroad tracks of Wilsburg District Branch Line Federal Railroad Administration

Crossing ID: 749179D / Public Storage Dwy Please see Attachment 14

Title: **2012 FDFP with North Portal effect on LO UGMA
Plus TCWP 30 Year Facility Plan**

Link: [2012 FDFP with North Portal effect on LO UGMA](#)

Post: [Resolution 211009](#), Site: [BHCN Resolutions 2014](#)

Recent events on 2018 Jan 31 Wednesday in regards to Amtrak charter train (consist) for US Congressional GOP members affirm the Federal Rail Administration meme: "The safest grade crossing is one that does not exist."

Requested items include but are not limited to (issues evolve): 1. Unanswered from a distributed infographic supplied as part of testimony regarding OR43 Set Backs ([LU 17-0075](#)). Please see Attachment 09

Title: **Contrast Turn Radii – OR43 (MP_05.86) / D Av and OR43
(MP_06.04) / B Av <(State St) LO>**

Link: [2018 Jan BH IGPA OR43 Turn Radii DnB](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Questions for NW corner of OR43 (State St) MP_05.86 / D Av:

- 1.1. What were the conditions / attributes of OR43 / D Av prior to State Street rejuvenation circa 1987?
- 1.2. Who paid for the rejuvenation of State St circa 1987?
- 1.3. Why was large radius turn designed into OR43 at D Av?

Questions for NW corner of OR43 (State St) MP_06.04 / B Av:

- 1.4. Why was short radius turn designed into OR43 at B Av in 1987?
- 1.5. What communication has taken place 1987-2018 with TriMet?
- 1.6. What notice and input from TriMet planners, and drivers has taken place since 2016? Date Lake Oswego acquired property.
- 1.7. What criteria prohibits a large radius turn at OR43 / B Ave, to be installed with WO – 172, North Anchor Project after 2018? Since the owner of the property is the City of Lake Oswego.

2. Recently formulated questions from issue summary sheet above. Please see Attachment 01

Title: **TriMet Vehicle Operation at OR43 (MP_06.04) (State St) / B Av**

Link: [2018 Feb BHCN IGPA Ln 035 at OR43 B Av](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Questions for NW corner of OR43 (State St) MP_05.86 / D Av:

2.1. Where is any site analysis performed by City of Lake Oswego and Sturgeon Development (STDV) / (TVAA) in conjunction with ODOT addressing North Anchor Project (WO_172), OR43 (State St), B Av, With respect to movement of: fire apparatus, truck(s), school buses, TriMet vehicle operations along with observed congestion and physically constrained roadways?

2.2. How are TriMet buses from Portland Transit Mall today and in future to access Lake Oswego Transit Center (LOTC) and provide service to West Linn and Oregon City in timely manner?

Given: LOTSP Policies to left, Image 04 above evolving North Anchor Project ([WO 172](#)) (See: [2017 Oct LNAP PPDA S05F35](#)) and OR43 Setbacks ([LU 2017-0075](#)) at NW corner of OR43 (State St / B Av)

- 2.3. How does current configuration of State St / B Av contribute to a safe multimodal transportation system for all users?
- 2.4. How will proposed configuration of State St / B Av with North Anchor project contribute to a safe multimodal transportation system for all users?
- 2.5. How will proposed configuration with North Anchor project improve opportunities to comfortably and conveniently drive any present and proposed TriMet buses through intersection?
- 2.6. How will the performance transportation system including but not limited to components of car, truck, school bus, TriMet standard 40 ft bus and contemplated 60 ft articulated bus

- be optimized for the efficient movement of people through the intersection of OR43 (State St) / B Av?
- 2.7. How will physical street constraints and congestion on B Av be managed given loading / unloading of people at entry to hotel?

2. Agenda item before Oregon Transportation Commission at 2018 February meeting in Salem or special one in Lake Oswego.

As I have rapidly compiled this request of OTC / ODOT in the past 48 hours it has become apparent there are a number of documents that need to be created to facilitate communication between elected officials, administrative personnel, engineering personnel, planning personnel, project managers, finance personnel, advisory boards, advocacy groups and neighborhoods with respect to roadways, right-of-ways, and transportation systems. Notably the following:

- 4.1. Visual dictionaries / thesauruses of terms.
- 4.2. Orthographic views of equipment and specifications notably dimensions, turn radii, weight, envelope. Views of vehicles should include: Forward, Aft, Port Side, Starboard Side, Plan Cut away, All with term callouts.
- 4.3. Infographics about TriMet vehicles linked to schedules maps, bus stop criteria, lingo, service improvements and interface with roadways plus budgets (finances).

Neighborhood citizens, underemployed individuals, losers who are captured transit dependent riders of TriMet in Lake Oswego, Clackamas County, are not dummies or “frenemies” of OTC / ODOT along with developers / densifiers. We want seats upfront “at the table”, in order to avoid costly problems of time and money we have to live with while others profit first.

I look forward to working with all and your responses.

Questions, or comments, appreciated please call Charles Ormsby (Skip) most any time.
Phone [503.636.4483](tel:503.636.4483) or
Email: birdshillcpona@gmail.com..

Thanks

Skip

Charles B. Ormsby (Skip)

Birdshill CPO / NA, Co-Chair 2016 – 2017
A Joint Clackamas County Community Planning Organization
City of Lake Oswego Oregon Neighborhood Association (NA)
Locale (Centroid = Approximate Geographic Center)
See: [G CC BHCN-Underhill Rd / Midvale Rd](#) (Street + Images)
See: [A CC BHCN-Underhill Rd / Midvale Rd](#) (Topo)
Clackamas County & Lake Oswego UGMA
170 SW Birdshill Road
Portland Oregon 97219-8502

Phn: [503.636.4483](tel:503.636.4483) Residence

E-mail: birdshillcpona@gmail.com

Note Prep time of this email with research = 15.0 hours.

2.0 – Hyperlinked Documents

2.01. See specific hyperlink imbedded above

2.02 Birdshill CPO / NA Hyperlink Notation.

2.02.1 Visit:

2.02.1.1 See: AGND = Agenda document

3.0 – Email Disposition / Testimony

1.01. Hyperlink Notation.

1.01.1 AGND = Agenda document

1.01.2 AGIN = Interactive Agenda document (links to meeting video)

1.02 Record as testimony for Clackamas County C4 ([CC Calendar](#))

[C4](#) = Clackamas County Coordinating Committee <[CC Cmte](#)> <[CCPG](#)>

Meeting: 2018 Feb 01 Thursday 18:45 U (6:45 PM PT)

Mtng Schd ...: Monthly / Thur 1_st , 18:45 U (6:45 PM PT)

Mtng Locale: [CC](#) – Development Services Bldg ([CC DSB](#))

Agenda: (AGND) (Not posted as of 2018 Jan 01 Mon 13:00 U)

Mtng Admin: Trent Wilson, [503.655.8206](tel:503.655.8206), twilson2@clackamas.us

Note: Other public meetings to be distributed in by 2018 Feb 05 Monday

3.0 – Attached Documents (ATnn) Fifteen (15) total:

NOTE: “Ask ODOT” and selected others will have documents attached to this email. Others distributed are requested to use embedded hyperlinks to access documents. A compendium of documents is being compiled but takes lots of time.

AT01 <CRITICAL>

Title: **TriMet Vehicle Operation at OR43 (MP_06.04) (State St) / B Av**

Link: [2018 Feb BHCN IGPA Ln 035 at OR43 B Av](#)

Post: [BH lngf OR43 A](#), Site: [BHCN Infographics](#)

Attributes: Size: 137 kb, Page(s) 1, Sheet Size US A (wxd, 8.5 in x 11 in)

File BHCN: 01IGPA_BHCN_OR43B_Constraints_2018_02Feb_01Th_0300U.pdf

AT02 <CRITICAL>

Title: **LU 17-0075: Lake Oswego Special Street Setbacks Procedure**

Link: [2017 Dec ORG1 LETR LO OR43 B Av](#)

Post: [LU 2017-0075](#) OR43 (State Street Setbacks) <Case File>

Page: Lake Oswego Planning ([LOPL](#)), Site: City of Lake Oswego ([LKOS](#))

Attributes: Size: 585 kb, Page(s) 1, Sheet Size US A (wxd, 8.5 in x 11 in)

File BHCN: 02exh_f-1_ltr_12-08-17_fm_odot_lu_17-0075.pdf

AT03

Title: **HWY. Segment Designation; Lake Oswego Oregon**

Link: [2005 Jan ODOT MPUA OR43 STA LO](#)

Post: Same as above , Site: [OSL Digt Collections](#)

Attributes: Size: 381 kb, Page(s) 1, Sheet Size US A (wxh, 8.5 in x 11 in)
File BHCN: 03MPUA_ODOT_STA_OR43_LO_2005_01Jan_20Th_0900U.pdf

AT04

Title: **TriMet Schedule Bus Line 036 – Oregon City (OC) /
Lake Oswego South Shore (LOSS)**
Link: [1977 Jun TMBH IGLA Bus Line 036 OCnLOSS](#)
Post: [BH Kn Schd TMET 1977](#), Site: [BH Knw TM Schedules](#)
Attributes: Size: 466 kb, Page(s) 1, Sheet Size US A (wxh, 8.5 in x 11 in)
File BHCN: 04IGLA_TMBH_Line_Bus_036_1977_06Jun_12Su_0200U.pdf

AT05

Title: **1977 Jun TriMet Schedule Map Line Bus 036
Lake Oswego Downtown (LODT) (Midline Loop)**
Link: [1977 Jun BHCN IGPA Ln 036 ScMp LODT](#)
Post: [BH Kn Schd TMET 1977](#), Site: [BH Knw TM Schedules](#)
Attributes: Size: 51 kb, Page(s) 1, Sheet Size US A (wxh, 8.5 in x 11 in)
File BHCN: 05IGPA_BHCN_TMET_LODT_Map_1977_06Jun_12Su_0200U.pdf

AT06 <CRITICAL>

Title: **1_st Street North Anchor**
<<View: State St / B Ave to NW of NW corner State St / B Ave>>**Av**
Link: [2017 Oct LNAP PPDA S05F35](#)
Post: [BH Kn WO 172 NAchor PS01](#) (Planset subpage)
[BH Kn WO 172 North Anchor](#), Site: [BH Knw LOWO Projects](#)
Attributes: Size: 199 kb, Page(s) 1, Sheet Size US A (wxh, 11.0 in x 8.5 in)
File BHCN: 06PPDA_LNAP_PS01_S05F35_2017_10Oct_17Tu_1500U.pdf

AT07

Title: **Time Tolling of TriMet Transit Riders
for LO North Anchor (LNAP) Project**
Link: [2018 Jan BH IGPA Time Toll LNAP](#)
Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)
Attributes: Size: 420 kb, Page(s) 1, Sheet Size US A (wxh, 8.5 in x 11 in)
File BHCN: 07IGPA_BHCN_OR43B_Tm_Toll_LNAP_2018_01Jan_01Mo_2300U.pdf

AT08

Title: **Configuration – OR43 (MP_06.04) / B Av, (1987-2017)
<(State St / B Av) [Lake Oswego (LO)]>**

Link: [2018 Jan BH IGPA OR43B 1987 2017](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Attributes: Size: 116 kb, Page(s) 1, Sheet Size US A (wxd, 8.5 in x 11 in)

File BHCN: 08IGPA_BHCN_OR43B_1987_2017_2018_01Jan_01Mo_2200U.pdf

AT09

Title: **Contrast Turn Radii – OR43 (MP_05.86) / D Av and OR43 (MP_06.04) / B Av <(State St) LO>**

Link: [2018 Jan BH IGPA OR43 Turn Radii DnB](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Attributes: Size: 503 kb, Page(s) 1, Sheet Size US B (wxd, 17in x 11 in)

File BHCN: 09IGPA_BHCN_OR43_Radii_D_B_2018_01Jan_01Mo_2100U.pdf

AT10

Title: **NACTO – Transit Street Design Guide, Extract Bus Turn Radii For OR43 MP_06.04 / B Av**

Link: [2018 Jan BH IGPA NACTO OR43 B Av](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Attributes: Size: 585 kb, Page(s) 2, Sheet Size US A (wxd, 8.5 in x 11 in)

File BHCN: 10IGPA_BHCN_NACTO_DG_Tran_OR43B_2018_01Jan_01Mo_2000U.pdf

AT11

Title: **Unknown Impacts to OR43 due to City LO Case LU 17-0075**

Link: Not Posted at this date

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Attributes: Size: 69 kb, Page(s) 4, Sheet Size US A (wxd, 8.5 in x 11 in)

File BHCN: 11EMAL_2017_12Dec_05Tu_1625U_BHCH_Dstr_LU_17-0075.pdf

AT12

Title: **Fleet Strategy, <TriMet> Board Briefing, December 13, 2017 <Wed>**

Link: [2017 Dec TMET BREF Fleet Strategy](#)

Post: [TMET Mtng 2017 Dec 13 Wed 09:00 U](#),

Attributes: Size: 1,409 kb, Page(s) 23, Sheet Size US A (wxd, 11.0 in x 8.5 in)

File BHCN: 12PPLA_TMET_BREF_2024_Fleet_Srategy_2017_12Dec_13We_0900U.pdf

AT13

Title: Lake Oswego to Portland Transit & Trail Study << OR43 Travel Shed >>

Link: [2007 Nov MTRO OR43 Trav Cooridor](#) (Travel Shed)

Post: [LOPTAAS](#) Site: [OR43baseData](#)

Attributes: Size: 211 kb, Page(s) 1, Sheet Size US A (wxh, 8.5 in x 11 in)
File BHCN: 13MPUA_MTRO_LOPT_Study_Area_2007_11Nov_01Th_1700U.pdf

AT14

Title: **2012 FDFP with North Portal effect on LO UGMA
Plus TCWP 30 Year Facility Plan**

Link: [2012 FDFP with North Portal effect on LO UGMA](#)

Post: [Resolution 211009](#), Site: [BHCN Resolutions 2014](#)

Attributes: Size: 872 kb, Page(s) 1, Sheet Size US A (wxh, 8.5 in x 11 in)
File BHCN: 14PPEP_BHCN_FDFP_LOUGMA_2015_03Mar_06Fr_1400U.pdf

AT15

Title: **Traffic jams undermine essential bus service**

Link: [2017 Aug PTRB ATCL Traffic Jams Undermine TriMet](#)

Post: Not posted – incomplete annotation

Attributes: Size: 42 kb, Page(s) 3, Sheet Size US A (wxh, 8.5 in x 11 in)
File BHCN: 14TRMTSv_ATCL_PRTB_Bus_Congestion_2017_08Aug_24Th_01001U.pdf

4.0 – Cross Referenced Documents (CRnn) Fifteen (15)

See list of attached documents above

From: "Birdshill CPO/NA" <birdshill.cpo.na@gmail.com>

To: kim.ellis@oregon.metro.gov, transportation@oregonmetro.gov, roger.gonzalez@oregonmetro.gov

Cc: Jon Makler <jon.makler@odot.state.or.us>, joem@clackamas.us, pmcmillan@clackamas.us, "Siegel,

Scot" <ssiegel@ci.oswego.or.us>, LCALVERT@westlinnoregon.gov, "Rooney, Erica"

<erooney@ci.oswego.or.us>, amacuk@lakeoswegoreview.com, Gary Stein

<gstein@lakeoswegoreview.com>

Bcc:

Date: Fri, 16 Feb 2018 15:26:35 -0800

Subject: Birdshill CPO / NA request for 2018 Metro RTP comment extension

2018 Feb 16 Friday 13:45 U (1:45 PM PT)

2018 Feb 16 Friday 15:20 U (3:20 PM PT) Transmit

Charles Ormsby (Skip)

Co-Chair Birdshill CPO / NA

Kim Ellis

Principle Planner

Oregon Metro

Assignment 2018 Metro Regional Transportation System Plan

(2018 Metro RTP)

Roger Gonzalez

Chief of Staff for

Thomas Hughes, Metro Council President

Subject: Birdshill CPO / NA request for 2018 Metro RTP comment extension

Good Afternoon:

My schedule has collapsed this week and with in the past 24 hours. I therefore ask for an extension of time until 2018 Feb 20 Tuesday 08:00 U (8:00 AM PT) to deliver my comments on the 2018 Metro Regional Transportation System Plan (2018 Metro RTP).

2018 Metro Regional Transportation System Plan (RTP) projects and citizen comments are due:

2018 Feb 17 Saturday 17:00 U (5:00 PM PT).

Visit: Metro 2018 RTP

<<https://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan/project-priorities>>

Visit: Metro 2010 RTP Freight Plan

<<https://www.oregonmetro.gov/regional-freight-plan>>

Visit: ODOT 2018 Metro RTP

<<http://www.oregon.gov/odot/projects/pages/project-details.aspx?project=RTP>>

Note I assume Metro Offices are closed 2018 Feb 19 Monday for Presidents Day.

I have needed to spend time plus energy to take 30 lbs of damp laundry (on my back in a pack) 1.3 miles by bicycle (in a sustainable/survivable manner) to a Lake Oswego laundromat by Ace Hardware [OR43 (State St) / North Shore Blvd] in order to get it dry. Sun and warm temperatures suitable for a clothesline are not in the forecast for about four months. Further it is winter and snow is in the forecast for Sunday-Monday I fortunately have made a connection through (Next Door website) for a used clothes dryer to be picked up on Saturday (Its classified – I want it). <I whimper, I have seen much worse. I get over it with Tillamook Cheese, red wine, rest and an occasional Tylenol>

Further my routes (Skip Rt 02 and Skip Rt 03, <Skip Rt 01 permanently closed circa 2017 Jul>) take me along the Terwilliger Bike path which has a grade of 6 to 15 percent. I get winded. As I jokingly mutter to myself between breaths on the return uphill trek from downtown Lake Oswego I am performing (vetting), visualizing, validating, and field verifying a topographical survey for future bike connections between the Birdshill CPO / NA (Birdshill Rd) and First Addition - Forest Hills in the Lake Oswego Special Transportation Area (STA) along State Street in Lake Oswego. Visit: 2017 Mar USGS USTOPO MPPD Quad LO

<<https://store.usgs.gov/product/504904>> (Map USGS LO Quad Topo) Note download is 35 mb.

See: 2005 Jan ODOT MPPA LO STA

<http://library.state.or.us/repository/2012/201207050959434/ODOT_TD_TP_docs_hwysegmaps_lakeo.pdf> (Map: ODOT - Lake Oswego STA)

Yes this is part of my PERSONAL motivation for a bridge to span the Tryon Creek Ravine from 1st Street / E Av NW to Terwilliger Bike Path.

Plus yesterday circa 18:00 U (6:00 PM PT) Clackamas County released / posted its report and summary on Stafford Road. Page: CCDT_Drive_to_Zero <<http://www.clackamas.us/drivetozero/>> (Source Webpage)

Doc1: 2018_Feb_CCDT_PPDP_RSA_Stafford_Rd

<http://www.clackamas.us/drivetozero/documents/overview_staffordsa.pdf>

(Summary/Presentation)

Doc2: 2018_Feb_CCDT_REPT_RSA_Stafford_Rd

<<http://www.clackamas.us/drivetozero/documents/staffordrsa.pdf>> (Full Report)

Cref1: FHWA_RSA <<https://safety.fhwa.dot.gov/rsa/>>

Page: CCPZ_Urban_Rural_Reserves

<<http://www.clackamas.us/planning/reserves.html#links>>

Doc3: 2017_Jun_CCBC_MT_LO_WL_TU_IGA_Stafford

<http://www.clackamas.us/planning/documents/signed_iga.pdf> (Stafford

Intergovernmental Agreement)

Doc4: 20YY_MMM_CCDT_MPLE_Stafford_Area

<<http://www.clackamas.us/planning/documents/staffordmap.pdf>> <Map date to be confirmed>

Where:

CCDT = Clackamas County Dept Transportation and Development

CCPZ = Clackamas Coun

----- Message truncated -----

From: Kim Ellis
Sent: Tuesday, February 20, 2018 12:34 PM
To: Birdshill CPO/NA
Cc: Roger Gonzalez; Clifford Higgins; Frankie Lewington
Subject: Birdshill CPO / NA request for 2018 Metro RTP comment extension

Mr. Ormsby,

Thank you for your interest in the 2018 RTP update. You are welcome to submit your comments this week as you requested.

We request that you send them by the end of the day on Thursday, February 22 in order to have them included in our formal public comment summary report.

We appreciate you taking the time to provide feedback on your project priorities for the Regional Transportation Plan.

Best,

Kim

—

Kim Ellis, AICP

RTP Project Manager

Metro Planning & Development

600 NE Grand Avenue | Portland OR 97232

503-797-1617 | kim.ellis@oregonmetro.gov

From: Birdshill CPO/NA [mailto:birdshill.cpo.na@gmail.com]

Sent: Thursday, February 22, 2018 3:18 PM

To: Kim Ellis; Birdshill CPO/NA

Cc: Roger Gonzalez; Clifford Higgins; Frankie Lewington; Skip Ormsby; CPO Summit; Jon Makler; Jim Bolland; james.brown@portlandoregon.gov; bcc@co.clackamas.or.us; Rooney, Erica; Wilson, Trent; Runnion, Kelly; SHANKLE Richard A; aaronn.abrams@portlandoregon.gov

Subject: Birdshill CPO / NA projects for 2018 Metro RTP consideration

2018 Feb 22 Thursday 14:50 U (2:50 PM PT)

Charles Ormsby

Co-Chair Birdshill CPO / NA

Kim Ellis, AICP

RTP Project Manager

<<2018 Regional Transportation Program>>

Metro Planning & Development

600 NE Grand Avenue | Portland OR 97232

503-797-1617 | kim.ellis@oregonmetro.gov

Good Afternoon Kim Ellis:

Thanks for the extension for submitting a project list. Between home issues and weather and coordination of evolving projects that impact Birdshill and Dunthorpe like LO North Anchor with TriMet buses at OR43 (State St) / B Ave, and Clackamas County concept for Bike Bridge spanning Willamette River at Willamette River Mile (WLRM) WLRM_020.2 my time clock has gone berserk in the last week.

I realize the list and infographics submitted may overwhelm you. However given issues of the LO-OL Bike Bridge, LO North Anchor - TriMet vehicle clearances along with capacities of OR43 has necessitated this long list. The list in two parts projects and polices which has become lengthy. Especially in the past 48 hours with impacts due to projects that have evolved since 2016 Jan. Development of this project list represents the first or second application of what I term "modular testimony". This has evolved since 2015 and coalesced in 2017 May. Links take time to codify, thus reuse has become imperative especially given interaction between government entities, projects and agendas.

Prime example is intersection of OR43 (MP_05.74) / Terwilliger Blvd. and 2,000 ft spherical radius. TOO much change is contemplated and limited communication has taken place. I hope that improves with the 2018 Metro RTP. Especially with respect to the interface between freight rail and roadway(s) and bikes here in the Lake Oswego UGMA. Too many terms and acronyms.

Please consider attached:

Title: **2018 Metro Regional Transportation Plan Project(s) Comments**

File: TSTM_BHCN_2018_Metro_RTP_2018_02Feb_22Th_1400U.pdf

If you want the source spreadsheet please call.

I look forward to working with all and your responses.

Questions, or comments, appreciated please call

Charles Ormsby (Skip) most any time.

Phone 503.636.4483 or

Email: birdshillcpona@gmail.com..

Thanks

Skip

Charles B. Ormsby (Skip)

Birdshill CPO / NA, Co-Chair 2016 – 2017

A Joint Clackamas County Community Planning Organization

City of Lake Oswego Oregon Neighborhood Association (NA)

Locale (Centroid = Approximate Geographic Center)

See: [G CC BHCN-Underhill Rd / Midvale Rd](#) (Street + Images)

See: [A CC BHCN-Underhill Rd / Midvale Rd](#) (Topo)

Clackamas County & Lake Oswego UGMA

170 SW Birdshill Road

Portland Oregon 97219-8502

Phn: 503.636.4483 Residence

E-mail: birdshillcpona@gmail.com

Note Prep time of this email with research = 4.0 hours.

From: Carol Chesarek [mailto:ccaux@earthlink.net]
Sent: Friday, February 23, 2018 3:55 AM
To: Frankie Lewington
Subject: RE: Community Leaders' Forum meeting summary and feedback

Hi Frankie,

One comment on the summary. There are a couple comments in the summary about Demand Management being a low priority. I don't think the group received good information about the range of what Demand Management can be, most of the discussion was about tolling and congestion pricing. There were very real concerns about the impacts of tolling and pricing, but no one explained that there are other elements of Demand Management, or what the benefits are. So I'd be careful about assuming that "low priority" is an accurate assessment. I do think, as I said at the meeting (and which is reflected in the summary) that we need to look for ways to implement tolling, congestion pricing, and other TDM measures in ways that don't further harm historically disadvantaged communities, even if that means working for an amendment to the state constitution (not clear how hard we've looked for ways around that constitutional requirement to spend proceeds of tolling on road maintenance, for example could that money free up other funding that could be used for some type of help for low income folks to offset pricing).

Otherwise I thought the summary looked good, and I appreciated the opportunity to hear so many voices and ideas.

Best,

Carol

From: Frankie Lewington [<mailto:Frankie.Lewington@oregonmetro.gov>]

Sent: Friday, February 16, 2018 2:33 PM

To: 'chris.rall@t4america.org' <chris.rall@t4america.org>; 'tyler.bullen@gmail.com' <tyler.bullen@gmail.com>; 'fiona.yauluu@gmail.com' <fiona.yauluu@gmail.com>; 'begonar@unitedway-pdx.org' <begonar@unitedway-pdx.org>; 'navajl@msn.com' <navajl@msn.com>; 'angelahkremer@gmail.com' <angelahkremer@gmail.com>; 'ccaux@earthlink.net' <ccaux@earthlink.net>; 'gerik@thestreettrust.org' <gerik@thestreettrust.org>; 'betty.dominguez@homeforward.org' <betty.dominguez@homeforward.org>; 'Martine Coblenz' <martine.coblenz@gmail.com>; 'nicolewilline@gmail.com' <nicolewilline@gmail.com>; 'gronkee@msn.com' <gronkee@msn.com>; 'gloria.pinzon@live.com' <gloria.pinzon@live.com>; 'emily@momentumalliance.org' <emily@momentumalliance.org>; 'LaQuisha Minnieweather' <lminnieweather31@gmail.com>; 'apage@rideconnection.org' <apage@rideconnection.org>; 'hholloway@ulpdx.org' <hholloway@ulpdx.org>; 'María Hernández Segoviano' <maria@opalpdx.org>; 'GLENN KOEHRSEN' <gkoehrsen@prodigy.net>; 'abe@gridworks.us' <abe@gridworks.us>; 'Smith, Jen Massa' <Jen.Massa.Smith@providence.org>; 'Isatou Jallow' <isatouj@irco.org>; 'HAROLD BERGSMA' <heberg33@msn.com>; 'Jenny Lee' <jenny@coalitioncommunitiescolor.org>; 'Noel Mickelberry' <noel@oregonwalks.org>; 'amanddeep@momentumalliance.org' <amanddeep@momentumalliance.org>
Cc: Clifford Higgins <Clifford.Higgins@oregonmetro.gov>

Subject: Community Leaders' Forum meeting summary and feedback

Good afternoon –

Thank you all again for participating in the Community Leaders' Forum last month. For those of you who provided feedback through the survey, thank you for your thoughts. It will help us improve the experience of participants and better create a space for community discussion and feedback in the future.

Attached are the summary of the meeting and the feedback provided. If any important thoughts or points were not captured or if anything was misrepresented, please don't hesitate to reach out to us.

Have a great weekend,

Frankie

Frankie Lewington

Land and transportation communications

Metro | oregonmetro.gov

600 NE Grand Ave.

Portland, OR 97232-2736

503-813-7588

From: Ken Lobeck

Sent: Wednesday, March 7, 2018 12:27 PM

To: dave@abracares.com

Cc: Pamela Blackhorse <Pamela.Blackhorse@oregonmetro.gov>; Clifford Higgins <Clifford.Higgins@oregonmetro.gov>; Kim Ellis <Kim.Ellis@oregonmetro.gov>

Subject: Metro 20 Year Transportation

Dear Mr. Nelson:

My name is Ken Lobeck and I am the MTIP Manager here at Metro. Pam forwarded me your email.

From what I am reading, it appears to that your concerns are directed at our draft long range Regional Transportation Plan (RTP) and not Metro's short range Metropolitan Transportation Implementation Program (MTIP). The venue you submitted comments to relates to the MTIP and not the RTP. However, I have forwarded you comment to the RTP staff to address your concerns.

For reference, the MTIP represents the first four-year implementation program to the RTP. The MTIP is a funding programming and implementation document to the RTP. When formal amendments occur, the impacted projects are posted for their 30-day comment period showing the "before and after" changes to the project as a result of the proposed amendment.

If your questions or concerns relate to a specific project in the formal MTIP amendment, the online communications process presents a method to submit comments concerning the amendment. A person also can submit comments directly through Metro's two approval committees (TPAC and JPACT), or at the final approval step when the Metro Council considers final approval of the MTIP formal amendment. If you have any comments towards a specific project within a MTIP amendment, please continue to send them to Pam Blackhorse as our MTIP Amendment comment guidance directs.

However, the RTP has a different comment process which I believe you comments are focused. As I mentioned, I have forwarded you email to the RTP staff who will be responding to your questions shortly with additional guidance related to the RTP's comment process.

Please let me know if you have any additional questions.

Best wishes,

Ken Lobeck

Ken Lobeck
Funding Programs Lead
Planning Department
Metro
600 NE Grand Ave
Portland, Oregon 97232
Tel: 503-797-1785
Email: ken.lobeck@oregonmetro.gov

Pamela,

I am very discouraged you are limiting public comment to 30 days for the 2018 transportation plan. With the limited period I assume you are really not seeking true input but are just going through the motions of saying you are getting public comment.

I would like to see a map of proposed transportation corridors that are needed for the next 20 years growth that metro projects. Per federal law you are to show at the state level, plans for the next 20 years growth even though it might not be funded. The information presented in your email seeking public comment is totally inadequate to see your long term vision. I find maps on the metro site for trails, bike paths, light rail but NO maps showing proposed transportation corridors that are needed for proper 20 year planning. Where do I get that information?

RTC has a 2014 transportation corridor study showing 2 new major Columbia River crossings. RTC and JPACT have a joint committee on proposed crossings. Where do I find that same information that RTC proposed on your maps?

I have over 50 years' experience as a civil engineer involved in development and planning. I know that proper long term transportation planning takes years, as I have witnessed I-205 development and that of OR 217. I see nothing in your planning that shows you are working towards the future. Both Hillsboro and Washington county have proposals for a west side bypass but that is being apparently being ignored by metro. Why?

Dave Nelson, President

NDC

dave@nelsonnw.com

Cell 503.250.0418

From: Clifford Higgins

Sent: Wednesday, March 7, 2018 3:37 PM

To: dave@abracares.com

Cc: Kim Ellis <Kim.Ellis@oregonmetro.gov>; Ken Lobeck <Ken.Lobeck@oregonmetro.gov>

Subject: RE: Metro 20 Year Transportation

Mr. Nelson:

Thank you for your email. Ken also forwarded your inquiry to me as a member of the 2018 Regional Transportation Plan team. I believe you will find much of what you are looking for on our web page (www.oregonmetro.gov/rtp), which provides information on the process to date and through the rest of 2018 as the plan is finalized. Specifically, I think you will be interested in the “project priorities” tab (www.oregonmetro.gov/2018projects), which provides information on the projects that were submitted by cities, counties, ODOT and other agencies for inclusion in both the constrained (what we project we can afford) and strategic (what we could invest in with additional revenues) lists. The projects submitted by these partner jurisdictions demonstrate their identified local priorities for the regional system. On that tab are spreadsheets as well as an interactive map of these projects as well as Metro staff’s high level assessment as to how these projects will perform as a system (both in a “key takeaways” document as well as a longer “discussion guide for policymakers”). I couldn’t speak to which projects were or were not submitted to Metro by cities, counties, ODOT and other agencies for this Regional Transportation Plan.

To your concern about the length of this comment opportunity, I apologize if you were not made aware in time to comment. We distribute through our website, newsfeed and Regional Transportation Plan interested persons list; we also ask and encourage our regional partners and regional neighborhood associations to distribute the notice through their networks. If you would like to be added to the Regional Transportation Plan interested persons list, please let me know. Or you can subscribe to that list and other channels at www.oregonmetro.gov/subscribe.

This comment opportunity was to inform potential refinements to the draft project list. It was one opportunity in a series of comment opportunities that we have held to inform the development of the plan. We will have another comment opportunity on the results of the refined list as well as the policies of the 2018 Regional Transportation Plan and related strategies (transportation safety, transit and freight) from June 29 to Aug. 13, 2018.

In the meantime, if you have comments on the draft project list or any other elements of the plan or process, I would be happy to provide them to the project team as well as our jurisdictional partners.

Best regards,

Clifford

Clifford Higgins

Communications supervisor
Planning and development

Metro | oregonmetro.gov
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1932

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Public comment report

Public comments on priorities for our transportation future for the 2018 Regional Transportation Plan

April 2018

APPENDIX B: COMMENTS RECEIVED, WEB TOOL

Screen 2 Comments - top transportation outcomes

| Date | Item | Feedback |
|-----------------------|--------|--|
| 19-1-2018 03:38:57 | Safety | Speed kills plus our road are in bad shape |
| 19-1-2018 06:10:08 | Safety | Odot and the city could do a better job of trimming trees that block sight lines and cleaning signs for better visibility |
| 19-1-2018 16:20:51 | Safety | The number of deaths is skyrocketing and must be reduced |
| 17-1-2018 00:35:17 | Safety | Design our roads for safety! |
| 19-1-2018 19:12:19 | Safety | I-205 cuts through the Lents neighborhood, a diverse area which has been marginalized for years. We need air pollution controls, like sound walls and vegetation, on our freeways: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF ODOT completely ignored this priority when they planned their current I-205 project, and did little to no outreach to hear neighbor's concerns, resulting in no action. Please prioritize health and safety in the communities that are forced to live near the freeway. Our children need your help! |
| 19-1-2018 23:53:10 | Safety | Require new testing for all Drivers License Renewals. Require new testing for all DUI's with focus on POT. |
| 20-1-2018 01:59:20 | Safety | Make it hard for people to drive! Less cars equals less murderers running over people. |
| 20-1-2018 07:15:34 | Safety | Police need to be on the max platforms and on the bus mall. |
| 20-1-2018 08:14:43 | Safety | East Portland, Gresham and other long neglected areas are in desperate need of sidewalks, road crossing, traffic calming, etc. |
| 20-1-2018 16:13:47 | Safety | Need MORE police on trains and bus |
| 20-1-2018 19:36:45 | Safety | If you prioritize non-auto modes, health and air quality will drastically improve as well. (I.e. bikes don't give off many emissions.) |
| 20-1-2018 22:13:28 | Safety | Bravo for the net zero vision. But lets put money where our mouths are...we need creative funding for protected bike lanes and bike traffic signals across the region. The Netherlands decided to make this a top priority and look at their transportation system now - with one of the highest bike commuter ridership numbers in the world. |
| 20-1-2018 23:49:35 | Safety | Safety should be part of every project |
| 21-1-2018 14:57:00 | Safety | Enforce the new lower speed limits on urban streets. Restrict ability of builders to close sidewalks for months on end. |
| 21-1-2018 17:43:32 | Safety | Our streets need to be safer for pedestrians and bicyclists |
| 21-1-2018 19:40:56 | Safety | We need generous curb extensions at ALL major intersections and midblock crossings of arterials. This will improve walking safety one hundredfold |
| 21-1-2018 22:21:04 | Safety | Need more sidewalks & marked pedestrian crossings with appropriate signalization to allow pedestrians enough time to cross any street safely. |
| 22-1-2018 03:42:03 | Safety | I fully support Vision Zero. From that principle, many other benefits will follow. |
| 22-1-2018 04:14:51 | Safety | Crowded, gridlocked highways create angry dangerous drivers. Bypasses and expressways reduce gridlock. |
| 22-1-2018 17:21:02 | Safety | Please consider transit priority (e.g. dedicated bus lanes) as a safety investment, because providing fast and reliable transit will help shift people from driving to transit, which is far safer. |
| 22-1-2018 18:43:40 | Safety | Safety should be part of every choice not a separate one. |

| | | |
|-----------------------|--------|---|
| 22-1-2018 19:01:13 | Safety | Safety ought to be the biggest priority, yes even over growth management! Stop encouraging bicycling on roadways where there isn't space for user error. Get rid of these suburban ditches, match roadway capacity to demand using realistic logit models vs wishful thinking mode splits. Ban ppl from sleeping or occupying space within any clear zones along any roadway! |
| 22-1-2018 19:42:43 | Safety | Vision Zero! |
| 22-1-2018 19:54:01 | Safety | There should not be massive expenditures on freeway expansion until there have been drastic improvements in safety and pedestrian fatalities are greatly reduced. |
| 22-1-2018 23:29:00 | Safety | My next door neighbor's daughter lost her life trying to cross Glisan in Outer East Portland. Inequity deeply affects human lives. |
| 23-1-2018 03:56:36 | Safety | I don't wanna get hit by a car while biking to the max! |
| 23-1-2018 08:00:46 | Safety | Reducing automobile use is the key to greater safety for all. |
| 23-1-2018 17:52:05 | Safety | Keeping the system simple makes it predictable and safe. Reduce or eliminate the "special" features like planters in traffic lanes or the unusual green boxes in the streets. |
| 24-1-2018 02:49:26 | Safety | Emphasize a coherent Transit Oriented Development strategy that focuses on historically and emerging underserved communities. |
| 24-1-2018 19:37:06 | Safety | Paramount |
| 24-1-2018 22:02:21 | Safety | Please: physically separated cycling lanes; slower speed limits through neighborhood commercial zones (for example, along Hawthorne and Alberta); and bike lanes on these same commercial strips. |
| 24-1-2018 21:44:49 | Safety | All of these are priorities, but I believe that with more travel options, that will help with health and air quality, social equity and economic prosperity, which is why they are not in my top 5. |
| 25-1-2018 01:19:46 | Safety | Denying transportation to the outer neighborhoods and turning them into slums so the close in neighborhoods prosper is should be illegal |
| 25-1-2018 01:48:34 | Safety | More people are driving. To kill off roads and then share with us the idea of "cutting through" is bullshit. Quit it! |
| 25-1-2018 07:42:51 | Safety | Portland is a leader in transportation safety? Seriously? Driving through downtown is like running a boat through a mine field! Peds jumping off the curbs, crazy lawless bicyclists darting everywhere, and more signs than a gift shop in Seaside. Insane. |
| 25-1-2018 18:16:55 | Safety | We seem to see more people not watching for walkers or bikers. Somehow we need to make drivers more aware of this. |
| 26-1-2018 04:12:05 | Safety | We need to ban cars in the central city. Drivers are unsafe and operate their cars illegally all the time. The city is compact with plenty of walkability and bike ability. With better transit and no cars, it would be perfect. |
| 26-1-2018 06:31:52 | Safety | If we cannot walk or bike or drive safely, then the rest of these elements won't do us much good. |
| 26-1-2018 15:37:55 | Safety | This is most important. |
| 26-1-2018 22:31:18 | Safety | Safety for all users, particularly for the most vulnerable users (people on foot and bikes). |
| 27-1-2018 01:32:42 | Safety | Downtown Portland is the densest area and yet the worst for commuting by bike. It has the lowest rated streets on the safety rating app, Ride Report. There are few bike lanes, let alone protected bike lanes. The lack of safe options only discourages bike transit and encourages more car use, thus, congesting the small area with ever-growing traffic. |
| 27-1-2018 02:01:55 | Safety | We have to stop killing people on our roads! We can try harder. |
| 26-1-2018 18:21:31 | Safety | The law should be changed from "Bicycles are allowed on sidewalks except where prohibited" to "Bicycles are prohibited from sidewalks, except where specifically allowed." Riders under 12 could be exempted. |
| 28-1-2018 01:04:25 | Safety | So many neighborhood streets lack sidewalks with curb cuts, or lack sidewalks altogether. Can we please make this a priority for pedestrians? |

| | | |
|-----------------------|--------|--|
| 28-1-2018 16:36:49 | Safety | Safety is very important, but other groups/individuals can focus on that - not the government. |
| 28-1-2018 16:56:30 | Safety | Nothing else matters if folks don't feel safe enough to utilize. I wish I had some suggestions on how to tackle this but I'll admit I am uneducated in your infrastructure and thus, can only wish we had a better system for cleanliness and safety. Stay away from cloth seating, anything that is not easy to sanitize, and maybe more frequent walk through a to check for dangerous items and trash. It's a difficult task to manage, I understand. |
| 29-1-2018 01:32:03 | Safety | As an industrial hygienist and safety professional for over 30 years, the safety of roadways for pedestrians and bicyclists is a major concern. I bicycle, even though I'm 72 years old. I also walk a lot in Washington County. So safety for these activities are a major factor. But above that, there is the safety of people who are in downtown Portland (where I sometimes go for meetings) concerning homeless persons in these areas, and on the MAX. I understand that MAX is taking some measures now to make travel safer, and that is good. But people won't keep taking MAX, or walking downtown, if they don't feel safe. |
| 29-1-2018 21:33:47 | Safety | How about an adequate roadway with shoulders on both sides of the road for disabled vehicles, emergency vehicles.... Also - how about making the bicyclist and pedestrians a little more responsible for themselves. |
| 31-1-2018 20:53:08 | Safety | Make certain transit/pedestrian heavy streets in downtown carfree zones (e.g. around Pioneer Square) |
| 1-2-2018 04:52:42 | Safety | Metro should be building sidewalks specifically in and around schools and parks to keep our children safe. |
| 1-2-2018 13:36:43 | Safety | Pedestrians cross in the middle of the street. Just anywhere. Even within feet of a crosswalk and/or corner or traffic light. On top of that they wear dark clothes in the dark walking, getting off the bus, etc. etc. and drivers CANNOT see them when they wear dark clothes in the dark. Drivers really don't want to hit them. |
| 1-2-2018 00:29:02 | Safety | Some of the high pedestrian/bus traffic streets in downtown should be made car-free. |
| 1-2-2018 15:55:04 | Safety | Bike lanes created a unsafe environment and I believe bikers should have a way to be identified when they break the law and should pay a license fee to pay for all those lanes forced upon us tax payers that only effects home owbers |
| 1-2-2018 16:29:42 | Safety | Speed and distracted driving take too many lives. |
| 1-2-2018 17:38:36 | Safety | This can be solved with more street lights and sidewalks |
| 30-1-2018 09:58:05 | Safety | The act of driving a car and of living in a city in which cars are driven both contribute greatly to mortality rates. As cars ownership declines and driverless cars proliferate, different urban design and planning priorities will emerge. Expanding the car-free zones will naturally be a part of a more human-centric urban design, and cities with an existing neighborhood-centric infrastructure will have a design that is more harmonious with social trends in 2040. |
| 30-1-2018 14:46:42 | Safety | bikes need to be under the same traffic rules as cars. If they are to be used on streets |
| 30-1-2018 14:50:40 | Safety | We do not need tolling on our roads. Add a 4 th Lane on 205 from Abernethy Bridge to Glenn Jackson bridge. We do not need 2 emergency lanes. |
| 1-2-2018 23:58:58 | Safety | Either more active enforcement (by police) or move passive controls such as traffic calming road designs. |
| 2-2-2018 04:00:41 | Safety | Washington County is making roads too wide with too many car lanes. SW Scholls Ferry Road is identified by Metro as a region need: Multnomah County should make a more simple road diet for the road and make a shared sidewalk to replace one of the car lanes. |
| 2-2-2018 07:07:46 | Safety | We can do a lot by fixing freeway bottlenecks such as I5 from the I84 to the Freemont Bridge as one example. Of course the CRC is another. |
| 2-2-2018 18:56:25 | Safety | Bikes are great, but commuters want to move FAST. This is not compatible with pedestrians. Also, if you want people to leave their cars at home, you need to provide citizen safety when using public transit. More lights, working cameras, transit cops and fast response to threats. |
| 2-2-2018 19:12:18 | Safety | Get to Vision Zero region wide, slow car traffic down, make gas more expensive, better light crosswalks, etc. |
| 2-2-2018 19:14:48 | Safety | It is frequently uncomfortable, even feeling dangerous at times, on mass transit due to aggressive homeless people using buses and trains as temporary shelter. |
| 2-2-2018 22:04:54 | Safety | It would be nice if all bus stops were lighted, even just a single light or have the bus stop under a street light. There are several places in Washington County and SE Portland where stops are in sketchy areas. |

| | | |
|----------------------|--------|---|
| 3-2-2018 19:34:41 | Safety | safe ride for drivers and passengers. |
| 4-2-2018 17:09:22 | Safety | Vision Zero has not made the Metro area safer. Reducing speed limits by 5mph, reducing lanes on major thoroughfares (Foster Rd) only make driving more frustrating and unhealthy for people who have to drive. |
| 5-2-2018 02:10:50 | Safety | As a professional driving in the metro area I am appalled at the lack of traffic law enforcement. The things I see on the road would curls most driver's toes. |
| 4-2-2018 16:22:45 | Safety | This should be priority #1 |
| 4-2-2018 20:08:33 | Safety | Until the lack of safety really impacts someone (such as a fatal or very serious crash), most people can't really see this as a top need. It won't happen to them so it isn't a priority. My take from my experience. I hope I'm proven wrong. |
| 5-2-2018 21:37:30 | Safety | We want the safest routes possible for everyone |
| 6-2-2018 00:42:33 | Safety | We seem to have a great many drivers who exceed speed and common sense limits. Perhaps having traffic-free zones could protect pedestrians and cyclists. |
| 6-2-2018 00:54:09 | Safety | In ice and snow storms sand/gravel main commuter roads before storm hits. Hey 26, SW FAIRVIEW, Burnside and Cornell. We need to get to work and services including hospital. You guys are ALWAYS late to the game. ALWAYS. Shape up. We pay enough taxes to make this work. |
| 6-2-2018 01:25:34 | Safety | Prepare for the Cascadia subduction earthquake . start now |
| 6-2-2018 01:31:40 | Safety | people are harmed at max stations and on Max as well. |
| 6-2-2018 01:54:48 | Safety | At times it is difficult to drive through a light as pedestrians tend to walk as the light is turning and not letting cars have their turn. |
| 6-2-2018 15:39:02 | Safety | Safety is a fundamental building block. |
| 7-2-2018 04:06:40 | Safety | Washington Co needs significantly more transit service, to help get people to major employment centers, shopping and their homes. WashCo has a disproportionate share of transit service relative to the amount of funding provided to the regional system. |
| 7-2-2018 04:41:45 | Safety | Better street lights so people waiting at crosswalks can be seen. Less trees and plants near cross walks. Maintenance and safety are tied together. |
| 7-2-2018 04:41:45 | Safety | Better street lights so people waiting at crosswalks can be seen. Less trees and plants near cross walks. Maintenance and safety are tied together. Need better traffic lights or stop signs in heavy traffic areas. Willamette Falls Dr and hwy 43 really needs something different. So does Elligsen/65th/Stafford rd in Wilsonville. |
| 7-2-2018 05:18:04 | Safety | You have individuals running across streets with inadequate clothing when there are crosswalks in close proximity. |
| 7-2-2018 05:18:04 | Safety | You have individuals running across streets with inadequate clothing when there are crosswalks in close proximity. |
| 8-2-2018 00:47:45 | Safety | don't put bikepaths in rural farm areas where spraying and farm equipment is being used.plus not enough police to secure these areas and keep the paths clear of homeless,gangs,and drug use |
| 8-2-2018 03:09:04 | Safety | Give out more tickets for speeders!!!!!!! We saw three terrible drivers this morning while going to the doctors. One car ran a red light at Cornell and 185th. |
| 8-2-2018 03:47:19 | Safety | Remove bike traffic from streets with over 35 mph speed. Set several street up for bikes only in Portland. |
| 8-2-2018 03:34:06 | Safety | Need more bike lanes and sidewalks |
| 8-2-2018 20:13:35 | Safety | How can you call yourself leaders when you're just failing a little bit less than other cities. lol. |
| 9-2-2018 22:20:22 | Safety | First and foremost I feel safety is crucial in protecting pedestrians who are both mobile and immobile |

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| 9-2-2018 22:55:38 | Safety | There are still serious problem areas in Portland that both ODOT and PBOT are not addressing fast enough. Not only that, I have yet to see a real commitment to reach the Vision Zero plan. |
| 9-2-2018 23:46:21 | Safety | Drivers need to be charged when they kill |
| 10-2-2018 06:33:30 | Safety | The new speed limit is an example of taking safety seriously. But, in the extreme we'd ban cars and make everyone as that's safer. I don't think lowering the speed limit is the answer. |
| 10-2-2018 16:24:48 | Safety | Bus stop shelters. Where we live it's hard to get excited to teach my son to take mass transit when it's not covered, lit, or even has a bench. I think more people would be willing to help the environment if the services were better. Also, I think that if Tri-Met worked with local woodshop classes and non-profits, a lot of the bus stops could be built as part of classes and paid for by the communities they serve. |
| 11-2-2018 02:01:33 | Safety | Prioritized investments to realize Vision Zero are absolutely essential |
| 12-2-2018 19:59:21 | Safety | Your statement that Portland is a leader in safety is not true. They are spending money but the results are not there. People die in traffic accidents due to a poor system. People travel on arterials/ side streets since freeways are clogged. That's where traffic signals are, leading to accidents. Pedestrians die by not being careful and having distracted/ drunk drivers behind the wheel. More crosswalks and islands and pedestrian flashing lights won't save them. |
| 12-2-2018 20:43:11 | Safety | Where's the wider roads and quit wasting billions on Max option? |
| 12-2-2018 22:02:31 | Safety | Major thoroughfares such as Jennings Ave in Milwaukie need to be upgraded with sidewalks and bike lanes. This is a dangerous street for pedestrians. |
| 12-2-2018 22:06:04 | Safety | I do not mean that I want more officers on the line. Having armed police or security does nothing to make me feel safer. I do like knowing there are people on the train who are trained in de-escalation and who are watching to make sure people are not getting out of hand. |
| 13-2-2018 04:13:30 | Safety | Need more bike lanes but it would be nice to have them separate & off the street like on Cornelius pass road away from car lanes. |
| 13-2-2018 17:03:55 | Safety | I'd like to see more road improvements/expansion to ease car congestion |
| 14-2-2018 05:12:58 | Safety | People are idiots and will always make stupid decisions. Providing a system that attempts to deter or prevent injury from those mistakes is very important. |
| 14-2-2018 17:55:35 | Safety | Plan and design for aging population and to encourage active transportation |
| 14-2-2018 22:34:30 | Safety | Improve signage and warnings of streets and traffic. |
| 15-2-2018 01:42:04 | Safety | a focus on impaired individuals operating vehicles might help. individuals that ignore the speed limit and operate vehicles too fast might help. individual responsibility |
| 13-2-2018 19:13:14 | Safety | No, safety ON the trains and buses. There is a general sense of fear that keeps people from riding |
| 13-2-2018 21:19:25 | Safety | When motorists face daily headache commutes, mainly because monies have gone toward mass transit and cyclist, things become unsafe. Routes that may not be used (neighborhood streets or cut throughs through businesses for example). This is dangerous for all using the streets and sidewalks. Road rage is way too frequent. It has got to stop. |
| 13-2-2018 22:12:18 | Safety | Vision Zero for the Region please and thanks! |
| 15-2-2018 08:54:36 | Safety | Current traffic patterns in PDx are being so messed up. Bikes should be given the one off street for through bikes traffic - no cars |
| 15-2-2018 18:06:48 | Safety | Off street bike lanes. Road islands to stop illegal turns especially along Sandy Blvd. There does not need to be access to Sandy from every street. block some streets off and force traffic to the stop lights. |
| 15-2-2018 21:33:07 | Safety | Our area round 122nd and Halsey only has buke Lanes on Halsey unlike inner SE which has neighborhood bike pathways off of the main road. The intersection over the highway nearb99th and Halsey is also very bike unfriendly. Halsey has no sidewalks or the road South of us San Rafael but there are many kids walking from or to school and bus stops. |
| 15-2-2018 21:41:19 | Safety | In bike lanes by highways put up those flexible barriers. |

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| 16-2-2018 01:10:43 | Safety | Ensure all riders pay a fare and it's enforced, i.e. homeless. |
| 17-2-2018 05:36:52 | Safety | I think if a car is there protein a pedestrian while in crosswalk or if there in a walker or wheelchair and hits them they should be ticketed a \$10,000 fee and pay for medical bills too for that person's injury's. Need to track down all drivers and get them off their cellphones |
| 17-2-2018 05:59:15 | Safety | Bicyclists need to be more responsible and less aggressive. |
| 16-2-2018 20:18:13 | Safety | Frustrating people who dirve motor vehicles is not going to make things safer to others. Seems the Portland metro things they are going to get people out of their cars. This is not New York city although it is starting to feel like it. |
| 16-2-2018 21:09:13 | Safety | Auto options have increasingly been limited and is negatively affecting my neighborhood and abilities for buses to move. Short sighted. |
| 16-2-2018 20:02:00 | Safety | I have been a cyclist for over 30 yrs and I would rather commute by bike in the winter because most cyclist do not know how to ride in traffic. We need to educate both cyclists and drivers. |
| 18-2-2018 03:33:17 | Safety | Vision Zero |
| 18-2-2018 21:02:53 | Suggest another | Environmental Sustainability |
| 18-2-2018 21:02:53 | Suggest another | Environmental Sustainability; Wildlife Protection/Habitat Preservation/Connection |
| 16-2-2018 20:02:39 | Suggest another | Widen exiting roads, improve signal coordination for better traffic flow. |
| 16-2-2018 20:02:39 | Suggest another | Widen exiting roads, improve signal coordination for better traffic flow. Require new developments to fund major road improvements for roads impacted by their development. Much move vigorously than current policy |
| 17-2-2018 22:21:59 | Suggest another | SPEED: If you want to clear 26/84/I-5 then make the Trimet options faster |
| 16-2-2018 21:48:53 | Suggest another | Smaller vehicles on less used routes. |
| 16-2-2018 21:48:53 | Suggest another | Smaller vehicles to expand routes in under served areas |
| 16-2-2018 22:51:59 | Suggest another | High speed rail |
| 17-2-2018 09:20:21 | Suggest another | Energy efficiency/GHG reduction |
| 16-2-2018 11:01:54 | Suggest another | Build/improve freeways and major thoroughfares. Eliminate MAX and upgrade bus service so that it actually works for more people. Maximize useful routes. Use smaller buses / vans for small areas and routes. |
| 16-2-2018 16:22:29 | Suggest another | Density |
| 15-2-2018 21:41:19 | Suggest another | I bike everyday and own a car, but I am still in the minority being an avid cyclist. We need more people using alt transportation and not cars. Make it easy for people to not use cars. We are a car, car, CAR world. |
| 15-2-2018 18:21:02 | Suggest another | Autonomous Vehicles |
| 15-2-2018 18:50:00 | Suggest another | ROADS - we need to invest in upgrading our roads and bridges - wider/more lanes. |
| 15-2-2018 18:03:07 | Suggest another | Consideration to people who choose to drive a motor vehicle |
| 13-2-2018 01:00:55 | Suggest another | Widening roads to decrease traffic |

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| 13-2-2018 23:58:48 | Suggest another | Personal Vehicle Use Reduction as a Urgent Goal |
| 15-2-2018 08:48:13 | Suggest another | High Speed Rail. Astoria, Pdx, The Dalles, Nyssa. Seattle Pdx w east and west routes oregon City Salem and McMinnville Corvallis Eugene etc. |
| 15-2-2018 08:54:36 | Suggest another | High Speed Rail. Astoria, Pdx, The Dalles, Nyssa. Seattle Pdx w east and west routes oregon City Salem and McMinnville Corvallis Eugene etc. |
| 13-2-2018 18:09:19 | Suggest another | Resilience; we need a system that is able to adapt to changes in transportation modes and to shifting climate impacts |
| 13-2-2018 18:52:29 | Suggest another | social determinants of health |
| 13-2-2018 18:52:29 | Suggest another | congestion |
| 12-2-2018 23:51:17 | Suggest another | Improve travel times |
| 12-2-2018 22:21:45 | Suggest another | more lanes |
| 12-2-2018 20:54:29 | Suggest another | better roads to prepare for more automobile traffic |
| 12-2-2018 20:13:40 | Suggest another | System Capacity |
| 12-2-2018 19:25:39 | Suggest another | We need market-based road pricing (congestion pricing) on the regional highway network to reduce gridlock and generate funds necessary for new lanes and new highways. |
| 12-2-2018 19:25:39 | Suggest another | We need market-based road pricing (congestion pricing) on the regional highway network to reduce gridlock and generate funds necessary for new lanes and new highways. Also, we should euthanize the TriMet rail construction program, which has become a very expensive distraction from real problems. |
| 12-2-2018 19:59:21 | Suggest another | Traffic capacity |
| 12-2-2018 14:08:44 | Suggest another | Additional freeways and bridges |
| 11-2-2018 19:21:37 | Suggest another | Prioritized lights for cycling and pedestrians. |
| 11-2-2018 20:27:56 | Suggest another | Speed |
| 12-2-2018 02:31:37 | Suggest another | Collaboration - Social Determinants of Health |
| 12-2-2018 02:31:37 | Suggest another | Congestion |
| 11-2-2018 15:27:43 | Suggest another | Traffic law enforcement |
| 11-2-2018 02:11:14 | Suggest another | Speed |
| 10-2-2018 18:08:34 | Suggest another | Adding more travel lanes to 217 and 26 |
| 10-2-2018 21:42:04 | Suggest another | expanding lanes and vehicle access to roads and streets |
| 9-2-2018 00:36:25 | Suggest another | Higher capacity roadways. Trying to push people to ditch their cars is obviously not working |

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| 10-2-2018 06:33:30 | Suggest another | having enough public transportation - run it more frequently and in more places. perhaps more would use it. Also, fix the pay system so there aren't free riders. |
| 9-2-2018 23:26:57 | Suggest another | Widen 26 & 217, otherwise all other options are moot. |
| 8-2-2018 20:13:35 | Suggest another | Think bigger! How can we create a system where no one wants/needs to drive alone. |
| 8-2-2018 20:07:00 | Suggest another | Access to Jobs, Services and Major Destinations |
| 7-2-2018 23:36:14 | Suggest another | Access -- don't make Max inaccessible to some by removing the ability to pay at the point of boarding without a smart phone. Not everyone has a smart phone, especially the elderly. |
| 7-2-2018 23:39:33 | Suggest another | Bigger and Better Highways |
| 7-2-2018 23:39:33 | Suggest another | A cross town Highway connecting I% and 26 hest of Hillsboro |
| 7-2-2018 23:52:42 | Suggest another | Widen The Highways To Reduce traffic Jams |
| 8-2-2018 00:07:05 | Suggest another | Building a transportation system that can support growth, not wait until we are at capacity to then implement changes. Very poor way of doing transportation. |
| 7-2-2018 19:43:23 | Suggest another | Efficiency (being able to reach a destination quickly and with minimal disruption) |
| 8-2-2018 05:55:27 | Suggest another | or all of the above. |
| 8-2-2018 08:55:16 | Suggest another | More freeways |
| 8-2-2018 08:55:16 | Suggest another | More bridges |
| 8-2-2018 08:55:16 | Suggest another | More lanes in existing freeways |
| 8-2-2018 08:55:16 | Suggest another | Ped bridges in congested intersections |
| 8-2-2018 08:55:16 | Suggest another | Remove bike lanes from more dangerous streets |
| 8-2-2018 08:55:16 | Suggest another | Fewer bus stops |
| 7-2-2018 18:16:38 | Suggest another | DECREASE CONGESTION INSTEAD OF DELIBERATELY CREATING IT |
| 7-2-2018 18:34:09 | Suggest another | More travel options |
| | | Ramp lights make no sense. Why do you want cars to come to a complete stop right before they merge?? |
| 6-2-2018 06:50:30 | Suggest another | Also, some of the road designs are awful. Heading west from Montgomery Park, I have to very quickly move TWO lanes over, often in heavy, fast traffic. Getting on 217 from 26 is similar; the first two exits cause lanes to end, and cars have to quickly merge left, twice. I think that many of Portland's problems stem from really terrible road designs. |
| 6-2-2018 07:22:48 | Suggest another | Curbs and Sidewalks |
| 7-2-2018 00:27:45 | Suggest another | More freeways like the bi-pass in Newberg |

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| 7-2-2018 03:15:55 | Suggest another | Efficiency |
| 7-2-2018 16:09:16 | Suggest another | Actually building enough roads for the amount of people who live here. |
| 6-2-2018 18:08:45 | Suggest another | Serve he Westside with greater options and additional roadsvice |
| 6-2-2018 05:15:43 | Suggest another | Reduce congestion |
| 6-2-2018 03:25:42 | Suggest another | Build more lanes and new vehicle travel expansions |
| 6-2-2018 02:15:39 | Suggest another | stop taking out main through ways |
| 6-2-2018 02:15:39 | Suggest another | stop taking out main through ways and make this an option for me to make number one of my concerns |
| 6-2-2018 01:54:48 | Suggest another | Be more inclusive of citizen input. |
| 6-2-2018 01:24:41 | Suggest another | Using big data and AI to answer WHY we commute and whether there are better non-transit options, like work from home. |
| 6-2-2018 00:19:25 | Suggest another | I-205 from I-5 to Oregon City desperately needs improvement! Should be prioirity! |
| 5-2-2018 23:53:28 | Suggest another | Reduce traffic congestion |
| 5-2-2018 22:14:32 | Suggest another | Parking |
| 5-2-2018 21:02:55 | Suggest another | Portland Westside Bypass. |
| 4-2-2018 20:24:06 | Suggest another | Increased capacity removing bottle necks on our freeways |
| 5-2-2018 19:34:08 | Suggest another | Optimize the existing system before making it bigger. Signal coordination, optimizing signal timing for peak period flows, creating high volume corridors, etc. should be a priority. |
| 5-2-2018 16:07:53 | Suggest another | Expand Max Blue and Red Lines to forest grove |
| 4-2-2018 17:09:22 | Suggest another | Efficiency |
| 3-2-2018 20:59:46 | Suggest another | Speed for transit |
| 4-2-2018 04:49:21 | Suggest another | integrating driverless vehicles into system |
| 31-1-2018 20:53:08 | Suggest another | Increase service coverage and stop maintenance in East Portland and Gresham |
| 31-1-2018 17:19:30 | Suggest another | Climate change – decarbonizing transportation. Tough but necessary |
| 31-1-2018 18:23:55 | Suggest another | Water quality |
| 3-2-2018 16:13:29 | Suggest another | Operational Efficiency -- see my comment under System Reliability |

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| 2-2-2018 21:19:40 | Suggest another | INCREASED NUMBER OF INTERSTATE LANES ON I-5 AND/OR THE ENTIRETY OF I-205 |
| 2-2-2018 19:08:23 | Suggest another | Less stops |
| 31-1-2018 19:01:20 | Suggest another | Sustainability: A long term (50 year) effectiveness in supporting the transportation needs for all segments of users during changes in economic and social conditions. |
| 31-1-2018 19:20:15 | Suggest another | Since freeways are the safest facilities in terms of crashes per million miles travelled, why are freeways not discussed. Congestion is a massive issue on the west side of the region along with a lack of system redundancy. One fender bender and the system gridlocks. Transit is at capacity and takes way too long. We need express trains and trains passing under Portland. Congestion is real, particularly on US26, Hwy 217, I-5 and it adversely impacts quality of life and business. Sunset is congested for multiple hours even on a Sunday. That's absolutely insane and the Metro staff need to come feel the pain instead of living in their fantasy world of the inner east side. |
| 31-1-2018 07:33:17 | Suggest another | sustainability |
| 30-1-2018 14:46:42 | Suggest another | Stop decommissioning or limiting automobile travel. Bikes only work for a small amount of travel. Roads were built for cars |
| 2-2-2018 17:26:58 | Suggest another | Expand housing in central portland!!!! |
| 30-1-2018 18:17:25 | Suggest another | Enforcement. As a car-free family 7 miles from the city center, we regularly experience cars with blatant disregard for biker/ped laws and safety. We need to actively protect Portland's bike culture, including more enforcement of dangerous drivers. It's becoming unsafe to bike or walk in Portland. |
| 30-1-2018 19:14:59 | Suggest another | Travel Time |
| 30-1-2018 19:43:13 | Suggest another | Install new sidewalks on streets that don't have them. |
| 30-1-2018 18:07:00 | Suggest another | Add capacity to car routes. |
| 30-1-2018 09:58:05 | Suggest another | Localize |
| 1-2-2018 22:08:58 | Suggest another | Frequency |
| 1-2-2018 22:08:58 | Suggest another | Frequency, night service |
| 30-1-2018 03:18:15 | Suggest another | Alternative Transportation Support |
| 26-1-2018 19:31:44 | Suggest another | Looking for ways to cut wasted spending and get the best usage out of what we already have. |
| 26-1-2018 20:23:32 | Suggest another | Disaster resilience - the ability of the transportation system to continue essential functions in the face of rare but devastating events. |
| 29-1-2018 21:33:47 | Suggest another | A bridge is needed from the Hillsboro/Beaverton area to Vancouver WA - |
| 29-1-2018 20:08:25 | Suggest another | Frequency |
| 28-1-2018 23:18:28 | Suggest another | Capacity increase |
| 29-1-2018 07:29:55 | Suggest another | Easy accessibility for cars |
| 28-1-2018 18:21:34 | Suggest another | Biking infrastructure |

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| 27-1-2018 23:51:24 | Suggest another | Help senior afford to stay in their homes instead of forced out because taxes on their property |
| 27-1-2018 09:30:04 | Suggest another | travel time |
| 26-1-2018 18:21:31 | Suggest another | Public education on transportation issue. PSAs and social-media posts. e.g., "be part of the solution, not part of the problem. Ride a bus." |
| 26-1-2018 18:25:06 | Suggest another | Efficiency/Speed |
| 27-1-2018 03:02:31 | Suggest another | Accessibility |
| 26-1-2018 16:49:45 | Suggest another | Transition off of fossil fuels and switch to electric or fuel cells |
| 26-1-2018 12:41:29 | Suggest another | Expansion |
| 26-1-2018 03:41:27 | Suggest another | increase the infrastructure for cars as this is the mode that moves people. |
| 26-1-2018 02:40:27 | Suggest another | Remove Portland from any list that states this city is one of the best cities to move to. |
| 26-1-2018 06:51:28 | Suggest another | More roads and parking for cars. |
| 26-1-2018 02:09:30 | Suggest another | Easy to access; short walk |
| 25-1-2018 15:50:11 | Suggest another | quick and easy |
| 25-1-2018 09:32:10 | Suggest another | Open some god damn traffic lanes. |
| 25-1-2018 04:48:36 | Suggest another | What about making improvements to handle increased traffic? |
| 25-1-2018 03:49:41 | Suggest another | Prioritization of cars over bicycle lanes. Traffic congestion gets worse every time a driving lane is removed in favor of cyclists. |
| 25-1-2018 01:48:51 | Suggest another | Reducing single car occupancy. Congestion pricing. Priority bus lanes. Priority streetcar lanes. |
| 25-1-2018 01:28:46 | Suggest another | Not so much traffic, stop taking away car lanes for bike lanes! More lanes on the freeways and get rid of the car pool lane on I-5 that's worthless. Most people are not car pooling in that lane, let everyone use it |
| 25-1-2018 01:47:33 | Suggest another | West Bypass Tollway around Portland |
| 25-1-2018 01:19:46 | Suggest another | Commuter time I live outer eastside work downtown 2.5 hr round trip using public transportation. This is unacceptable and has turned this part of the city into a low income slum nobody wants to live in |
| 24-1-2018 21:58:52 | Suggest another | West Side Bypass |
| 23-1-2018 18:32:24 | Suggest another | More capacity |
| 24-1-2018 20:06:21 | Suggest another | Focus on major bottlenecks |

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| 23-1-2018 20:11:42 | Suggest another | Invest in structures that don't allow passengers to access the Max lines to alleviate safety issues and collect revenue lost from un-ticketed passengers. |
| 23-1-2018 19:02:59 | Suggest another | The climate crisis should guide all our transportation decisions, as transport is the leading factor in Oregon's contribution to it. |
| 24-1-2018 15:58:26 | Suggest another | Freeway Capacity |
| 24-1-2018 15:58:26 | Suggest another | ITS solutions for traffic signals |
| 24-1-2018 15:58:26 | Suggest another | Reducing transit tax for businesses that allow staff to work from home |
| 24-1-2018 15:58:26 | Suggest another | Make riding transit a safer experience. |
| 24-1-2018 15:58:26 | Suggest another | Focus on bus express lines instead of expensive light rail solutions. |
| 23-1-2018 17:52:47 | Suggest another | Build a westside parkway (westside bypass). Washco needs connectivity North... maybe rejoin I5 at Woodland. Making Washco go thru tunnels to then head north is crazy and unsustainable. Going directly North from Hillsboro/Forest Grove is a must. |
| 23-1-2018 18:12:15 | Suggest another | Increase Capacity |
| 23-1-2018 07:01:10 | Suggest another | Cycling |
| 23-1-2018 07:01:10 | Suggest another | Metro Cycling Corridor Master Plan |
| 22-1-2018 18:14:14 | Suggest another | Many of these items should NOT be priorities until Metro is able to get the system we have working efficiently. So much time is wasted trying to navigate this small(ish) city its embarrassing. |
| 23-1-2018 17:29:16 | Suggest another | Add more road capacity to meet the traffic demands we expect. |
| 23-1-2018 17:29:16 | Suggest another | Add more hwy road capacity to meet the traffic demands we expect. Such as the hwy 205 west side beltway and third bridge connection to Washington. Widen I-5 north and south. |
| 23-1-2018 17:29:52 | Suggest another | Increased capacity, to either match or outpace the population |
| 23-1-2018 04:29:34 | Suggest another | New lanes and new roads. |
| 23-1-2018 04:44:01 | Suggest another | Additional automobile lanes where possible. |
| 23-1-2018 07:01:10 | Suggest another | Focus on one transportation alternative the solved most of these problems. Cycling as a primary mode of transportation within the Metro Region. |
| 22-1-2018 22:25:35 | Suggest another | Technology to improve efficiency of existing systems |
| 22-1-2018 19:16:19 | Suggest another | Reducing Congestion |
| 22-1-2018 18:57:35 | Suggest another | End PDC; make it illegal for mayors to benefit the wealthiest real estate developers with tax money. |
| 22-1-2018 17:28:09 | Suggest another | Congestion Relief |
| 22-1-2018 15:54:10 | Suggest another | Ease Congestion |

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| 21-1-2018 22:38:39 | Suggest another | Transit frequency |
| 21-1-2018 23:16:28 | Suggest another | Decrease wait times! Having lived in Paris where metro trains are every 3 minutes, I know how a city can do better. |
| 21-1-2018 21:39:43 | Suggest another | Reduce our carbon footprint dramatically |
| 21-1-2018 02:31:04 | Suggest another | connectivity |
| 20-1-2018 23:11:08 | Suggest another | need to improve on transit outside the City of Portland. Washington County needs more transit service beyond the light rail. |
| 20-1-2018 22:57:55 | Suggest another | nothing |
| 20-1-2018 05:03:38 | Suggest another | CONSUMER PREFERENCE |
| 20-1-2018 05:54:37 | Suggest another | Free-flow (absence of delay, reasonable travel time) |
| 20-1-2018 06:40:11 | Suggest another | Climate Action |
| 20-1-2018 06:40:11 | Suggest another | Electrification |
| 20-1-2018 22:57:55 | Suggest another | none |
| 20-1-2018 15:49:02 | Suggest another | Livability: decreased noise from large busses |
| 20-1-2018 04:17:46 | Suggest another | Congestion tolls during rush hour to internalize externalities |
| 20-1-2018 03:07:24 | Suggest another | Public transit should have the greatest number of dollars spent on it over any other transportation option. |
| 20-1-2018 02:09:16 | Suggest another | Mass Transit system expansion! I mean specifically a MAJOR regional expansion of our light rail and bus system to reduce congestion, similar to what Seattle (\$56 billion levy) and L.A. (\$100 billion) have done. |
| 20-1-2018 02:19:28 | Suggest another | Fill all potholes |
| 20-1-2018 03:07:12 | Suggest another | Keep traffic moving. Avoid congestion. Avoid impacts to residential neighborhoods. |
| 20-1-2018 02:04:50 | Suggest another | Congestion continues to clog traffic. |
| 20-1-2018 02:06:43 | Suggest another | Bike and pedelec trails |
| 19-1-2018 22:50:57 | Suggest another | Congestion Mitigation |
| 19-1-2018 20:03:14 | Suggest another | Move aggressively to reduce single occupancy trips |
| 18-1-2018 19:24:05 | Suggest another | Safe corridors for walking and biking |
| 18-1-2018 19:25:11 | Suggest another | Convenient |

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| 19-1-2018 17:42:32 | Suggest another | Speed |
| 19-1-2018 18:57:16 | Suggest another | Balanced approach |
| 19-1-2018 18:57:16 | Suggest another | Balanced approach that considers all 8 of these priorities. Any transportation system that fails to consider all of these is not viable or sustainable. |
| 19-1-2018 04:08:37 | Suggest another | Congestion Relief |
| 17-2-2018 05:59:15 | System reliability | Convert huge bike lanes to bus corridors. |
| 16-2-2018 04:22:28 | System reliability | PLEASE coordinate Max line trains with one another. My biggest complaint is trying to coordinate/sync Rose Quarter trains to OR from Airport. Buses are also problematic in coordinating with transfers that do NOT come when they should. |
| 16-2-2018 01:10:43 | System reliability | Ensure all riders pay a fare and it's enforced, i.e. homeless. |
| 15-2-2018 21:41:19 | System reliability | social equity will be achieved if you provide the resources for success. |
| 15-2-2018 18:06:48 | System reliability | Maintenance will help this. |
| 15-2-2018 08:54:36 | System reliability | Rapid rail. Tunnels. Don't widen freeways. Build additional lanes below. |
| 15-2-2018 18:50:00 | System reliability | Reliability is about having the appropriate infrastructure and a well maintained system. ROADS - are the cornerstone! |
| 15-2-2018 06:22:21 | System reliability | It would be good to see more varied and more direct service from northeast to Southeast portland |
| 13-2-2018 21:19:25 | System reliability | This is correct and what I have been seeing is a big effort going towards mass transit and cyclists. Making their commutes faster, safer, etc. When , once again, this is a motorist city. That is not going to change no matter how many bureaucrats and special groups want it to. |
| 15-2-2018 00:48:09 | System reliability | I think more could be done with the existing system with some focus on info and education. For example, encourage people to drive 45-50 MPH through the Hwy 26 East tunnel and onto 405 when there is not slow traffic right ahead of them. I think the standing wave that forms there every day starts when just one person slows down too much. Corner to 405 S looks worse than it is, can take it at 50 no problem when clear. |
| 14-2-2018 18:53:24 | System reliability | MAX gets significantly delayed by security issues or autos in the rail right of way every day and is very slow through downtown. Buses have shown a sharp decrease in average speed in the past years. And let's not even discuss that lack of upgrades to highways. |
| 12-2-2018 19:59:21 | System reliability | The only reliable thing is traffic congestion, yet all the effort and planning is focused on transit, bicyclists and pedestrian connections. Once again, Portland is the worst. Building density development without planning for servicing the density is ridiculous. When did Portland add one more travel lane- 1970? |
| 13-2-2018 04:13:30 | System reliability | Hwy 26 is going to be a huge problem near the tunnel even on weekends traffic is horrible. We need another bridge to cross over the Columbia River. |
| 12-2-2018 22:21:45 | System reliability | enough with the doom and gloom,plan and build more roads |
| 11-2-2018 06:44:32 | System reliability | I'm just going to write land value tax and value capture here for everything. Thanks. |
| 12-2-2018 12:53:12 | System reliability | We all know that you want everyone to stop driving, but it's not going to happen. You need to widen the highways! |
| 10-2-2018 06:33:30 | System reliability | of course! |
| 10-2-2018 06:33:30 | System reliability | of course! But reliability is also about making sure the system works. And is available. Near my location buses only come once an hour. I can walk (about 15 minutes) to light rail zoo entrance, but at night it is scary. (Honestly, sometimes during the day it is as well.) |
| 17-2-2018 22:21:59 | System reliability | I constantly receive information via texts about late MAX trains. If my job depended on the timing of the trains I would've been fired. |

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| 17-2-2018 06:11:36 | System reliability | Incentivize public transit through more bus-only lanes on busy corridors |
| 16-2-2018 20:02:39 | System reliability | Make developments make major improvements before new deployments are occupied |
| 18-2-2018 21:02:53 | System reliability | I'm really torn between System Reliability and Maintenance, since they are so closely related. |
| 9-2-2018 23:46:21 | System reliability | I agree |
| 9-2-2018 23:53:13 | System reliability | We must not attempt to achieve reliability by expanding road capacity given that additions will fill up due to being under-priced, but instead focus on making transit more reliable and reducing congestion by giving people better options and better pricing roadways |
| 10-2-2018 00:32:28 | System reliability | All of these are important. It was difficult to choose a top five. |
| 10-2-2018 01:53:22 | System reliability | Buses should be free. |
| 9-2-2018 22:55:38 | System reliability | With my experience living in other major cities (Boston, Seattle), I think transit service reliability is doing well. Though, like Seattle, Portlanders can no long find reliability in traffic. Widening roads will only make this worse. |
| 8-2-2018 20:13:35 | System reliability | Right! You do get it - there will be vastly more people moving to cities. We're all gonna get crunched - there's no room for single occupancy bullshit. |
| 8-2-2018 20:13:35 | System reliability | Right! You do get it - there will be vastly more people moving to cities. We're all gonna get crunched - there's no room for single occupancy bullshit. ...How many Trimet employees drive alone to work? CREATE THE SYSTEM YOU WOULD USE. |
| 8-2-2018 03:34:06 | System reliability | People will not get out of their cars when it takes twice as long on public transportation. More roads over development. |
| 6-2-2018 05:17:08 | System reliability | It must be timely. If it takes twice as long or longer to get across town than driving even in traffic, many will choose to drive. Also, families with after school activities are not served by mass transit. |
| 7-2-2018 04:42:45 | System reliability | Need roadster for drivers, not pushing of unsafe, dangerous MAX lines |
| 6-2-2018 16:51:31 | System reliability | Charging usage fees for roads would help to reduce car traffic volumes. |
| 6-2-2018 15:39:02 | System reliability | Public transportation in Europe seems more reliable than in the US |
| 6-2-2018 05:11:42 | System reliability | Increasing the number of people per vehicle by car pooling, or by riding the bus or MAX, decreases the need for additional roads. If we double the car pool ridership per vehicle, we could double the existing population without one new mile of roads while not increasing traffic jams or slower traffic. |
| 6-2-2018 10:15:07 | System reliability | We need additional lanes, 4 or 5 on I-5 and I-205 |
| 6-2-2018 01:54:48 | System reliability | Make a couple blocks of streets in downtown pedestrian only on weekends |
| 6-2-2018 00:42:33 | System reliability | Perhaps autonomous shuttle buses could create custom routes for their passengers. It's not science fiction any more. |
| 5-2-2018 23:51:31 | System reliability | cars not bikes |
| 6-2-2018 00:15:35 | System reliability | More motor vehicle capacity is absolutely necessary!!! |
| 5-2-2018 16:34:33 | System reliability | Portland needs designated bus lanes, at least in certain areas in order to have public transportation reliability for Riders. |
| 5-2-2018 06:31:20 | System reliability | Later service |

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| 2-2-2018 23:19:46 | System reliability | It seems like safety & systems maintenance have a direct correlation to system reliability as those are the key factors that impact whether a train is on time and we can get home. If we can work on those, this should improve. |
| 3-2-2018 05:51:14 | System reliability | I'm not sure what the practical effects or physical systems/objects some of these categories entail. A description like in the "Rate Strategies" section would be helpful. |
| 2-2-2018 22:04:54 | System reliability | The traffic around the 26 & 405 intersection needs to be addressed. All of our freeways (I-5, 84, and 405) seemed to be boxed in preventing expansion. This SHOULD be the top priority for Portland. |
| 3-2-2018 16:13:29 | System reliability | Operational efficiency is critical and doesn't seem to get the attention it should. Signal optimization, incident response & clearance, and transit interface & coordination should get more attention. Having expensive equipment and maintenance to keep them running is not enough, optimal performance is critical and takes more than an annual check-up. |
| 2-2-2018 20:34:08 | System reliability | System reliability should be based on affordability and maintenance....so include those 2 in this bullet. |
| 2-2-2018 18:56:25 | System reliability | I am pleased with the reliability of public transit now. Not so pleased with the reliability of road repair. |
| 2-2-2018 18:19:03 | System reliability | Congestion Fees are likely the only true way to impact reliability |
| 2-2-2018 18:53:21 | System reliability | Prioritize transit on streets to reduce chronic bus lateness. Increase frequency of off-peak bus service so people can rely on transit at all hours, not just normal commute times. |
| 2-2-2018 02:39:32 | System reliability | Be nice to take MAX to pdx, but can't because of reliability issues. |
| 2-2-2018 04:00:41 | System reliability | bus 54 and 56 are often delayed because of school traffic. please build continuous sidewalks along those routes and more crosswalks. |
| 30-1-2018 14:46:42 | System reliability | It is time to focus on more lanes to reduce gridlock. |
| 1-2-2018 13:36:43 | System reliability | That is because they just keep building and building businesses and especially residences so that anyone from anywhere can live here if they want to. That isn't the way you do things. You make the community unlivable. If there isn't housing exactly where they want it, then they need to look out further. It's disgusting they are making an effort for everyone that wants to live here, live here. Because of all the building, they have caused a nightmare traffic problem. Road construction should have kept up with the building industry seems how they want to build in every knook and krany. |
| 1-2-2018 15:15:52 | System reliability | I am tired of seeing bikes over cars! i live in an area where a bicycle is not practical! how do you carry groceries home on a bicycle??? How do you transport multiple kids on a bike?? |
| 1-2-2018 13:36:43 | System reliability | That is because they just keep building and building businesses and especially residences so that anyone from anywhere can live here if they want to. That isn't the way you do things. You make the community unlivable. If there isn't housing exactly where they want it, then they need to look out further. It's disgusting they are making an effort for everyone that wants to live here, live here. Because of all the building, they have caused a nightmare traffic problem. |
| 30-1-2018 02:59:29 | System reliability | More freeways |
| 31-1-2018 20:53:08 | System reliability | 60th/82nd MAX elevators go down routinely Need faster service through downtown. |
| 29-1-2018 16:34:46 | System reliability | Need bus-only lanes along busy roadway |
| 29-1-2018 16:41:18 | System reliability | it is important to have a great transit system along with a great automobile system. Consider diamond interchanges, they help move traffic more quickly at freeway entrances. |
| 29-1-2018 02:33:14 | System reliability | Public transportation gets people to work and wherever they need to get, quickly and easily. |
| 28-1-2018 20:10:55 | System reliability | I think more people would bus if the lines ran more often. It's really frustrating when you have a transfer and the lateness of the first bus makes you miss your transfer. More frequent lines would also help this. |
| 28-1-2018 16:56:30 | System reliability | I'm generally pleased with the MAX and bus reliability, keep up the good work. |
| 28-1-2018 16:00:24 | System reliability | Combine this with the equity focus to make sure poorer people from East Portland and Gresham can access downtown Portland (where the jobs are) by fast, reliable transit ---NOT just MAX, but express buses, etc. |

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| 27-1-2018 04:23:45 | System reliability | Making sure new rails and roads don't cut wildlife off from water sources. |
| 27-1-2018 09:30:04 | System reliability | travel time is a critical part of this. |
| 25-1-2018 18:50:26 | System reliability | Have to understand why over 250M was spent on WES, the train has shrunk to 1 car, no promotion of service, and appears to be one of the largest waste of public funds! |
| 25-1-2018 01:19:46 | System reliability | Commute time matters, stop ignoring this |
| 24-1-2018 22:02:21 | System reliability | Portland needs dedicated bus lanes, off-board fare collection, greater frequency and an expanded frequent-service network to ensure buses are competitive with car travel in terms of travel time and convenience. |
| 23-1-2018 19:40:33 | System reliability | Busses that can move faster, via dedicated lanes, could be a game changer (and a relatively cheap on at that). |
| 24-1-2018 19:07:01 | System reliability | Plain and simple, we need more capacity on our roadways. Too many one-lane roads carrying high levels of commuter traffic. In particular for Sherwood, dump trucks and commercial trucks clog up Tualatin Sherwood and 99w. |
| 24-1-2018 03:30:24 | System reliability | better active transportation and transit options |
| 23-1-2018 20:16:33 | System reliability | No one wants to take public transit that isn't reliable especially for work |
| 23-1-2018 23:28:06 | System reliability | if the system isn't reliable then it negatively affects vulnerable populations who rely on it |
| 23-1-2018 17:52:05 | System reliability | Maintenance and predictability are key to reliability. |
| 23-1-2018 21:13:48 | System reliability | Continue making mass transit a more attractive alternative to the car. More options, better coverage, faster. |
| 23-1-2018 21:26:34 | System reliability | I live on the peninsular and at times especially with bikeways, accidents on the freeways or just general congestion it takes quite a while to get off. I know all the work arounds but sometimes it is just very congested here. |
| 22-1-2018 22:55:36 | System reliability | Is "system reliability" the same as "expansion of service"? I always take the bus & Max to the airport, but the Max doesn't run after midnight...or something....I live off SE 39th & Hawthorne, so my service is great...but in the outlying parts of Portland, options are limited.... |
| 22-1-2018 23:40:24 | System reliability | Rapidly escalating drive times should be the chief priority, particularly for commuters. It's the most visible / daily component of quality of life for people living and working in the region. |
| 22-1-2018 19:54:01 | System reliability | MAX must run on-time in ALL weather. The connection from the Yellow line to the red/blue lines is embarassingly bad. This should be proper plaza. The Gateway transit hub is terrible- sandwiched between a highway and the back of strip mall with no connections to anything and no wayfinding. |
| 22-1-2018 19:54:01 | System reliability | MAX must run on-time in ALL weather. |
| 22-1-2018 19:42:43 | System reliability | Unreliability includes a 15+ minute variability in arrival times because of infrequent service |
| 22-1-2018 19:01:13 | System reliability | I don't and you ought not want us citizens to rely on others taking buses or bicycling to address the increases in travel demand. Increase roadway capacity to match demand and we will all have a better quality of life. |
| 22-1-2018 18:23:51 | System reliability | Need to add additional highway and arterial system capacity to accommodate population and employment growth. Need to face reality that cars are not going away and are the preferred mode for a majority of regional citizens. |
| 22-1-2018 04:14:51 | System reliability | It is also about expanding our highway system to create predictable travel times, with less gridlock. Engineering traffic flow to create efficiency. |
| 22-1-2018 06:14:19 | System reliability | It would be nice to have dedicated lanes for the streetcars (where possible) in the city. Let's prioritize transit! |
| 22-1-2018 17:21:02 | System reliability | I support congestion pricing as a tool to help people driving (including people hauling freight) have reliable travel times |

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| 21-1-2018 22:21:04 | System reliability | Don't crowd all modes of transportation on major arterial streets. Bicycles should be on quieter less trafficked streets than major thoroughfares. Too many conflicts on major streets competing for the same space now. All modes of transportation crammed onto 1 street creates too many conflicts & is an accident/injury/death waiting to happen. Separate modes of transportation instead. |
| 22-1-2018 03:42:03 | System reliability | The most important thing to me is transit reliability. People taking transit need it more than any other mode. |
| 22-1-2018 03:42:03 | System reliability | The most important thing to me is transit reliability, especially for buses. People taking transit sometimes have no other options, and they should not be punished by sitting in the same traffic as many other people driving alone or riding in a Lyft/Uber. |
| 20-1-2018 22:57:55 | System reliability | most important |
| 21-1-2018 14:57:00 | System reliability | Freight trains need to stop blocking all traffic for hours on end, particularly egregious id the frequent freight train blockages of 11th and 12th Avenues between SE Division and Powell |
| 20-1-2018 22:13:28 | System reliability | The only way to get reliability is to make dedicated lanes for buses and streetcar. Start out with the busiest transit corridors and build out from there. Also, why dont we have electrified buses yet? |
| 20-1-2018 06:16:54 | System reliability | A major problem is traffic congestion. We need a congestion pricing scheme to reduce traffic jams and get the most out of our infrastructure. |
| 20-1-2018 16:13:47 | System reliability | Washington needs less auto and more Max and bus options |
| 20-1-2018 19:11:19 | System reliability | Build new arterials, the ones we have are way overcrowded. |
| 20-1-2018 19:30:35 | System reliability | Hard to prioritize when all are important |
| 20-1-2018 07:15:34 | System reliability | High tech monitoring. Know what's happening on buses and max at all times. |
| 20-1-2018 00:09:43 | System reliability | have more dedicated bus lanes or traffic priority so the transit system is reliable and people want to take it |
| 19-1-2018 23:53:10 | System reliability | Incidents of travel in Region One are increasing at 5% per year compounded and we need more Arterial & Highway capacity without Value Pricing/Tolls. |
| 19-1-2018 03:38:57 | System reliability | It takes time to get to work, school or home - need to get better |
| 19-1-2018 21:56:38 | Maintenance | Fixing Unimproved roads and adding sidewalks near schools is my top priority |
| 19-1-2018 23:53:10 | Maintenance | Pot Holes are becoming the norm and road maintenance need a higher priority. Tie a new encumbered Road Maintenance Fee to all Oregon Drivers Licenses as a privilege fee, 100% to maintenance. |
| 20-1-2018 03:07:12 | Maintenance | Use general funds. This is a basic government function. |
| 19-1-2018 06:10:08 | Maintenance | Fix potholes quicker...its an economic issue for drivers having to replace shocks and struts and rims due to potholes |
| 19-1-2018 03:38:57 | Maintenance | Where will this money becoming from - budgets seem to never work |
| 18-1-2018 19:25:11 | Maintenance | The listed priorities are interrelated. Social equity should lead to travel options. Good maintenance should result in system reliability. |
| 20-1-2018 18:51:58 | Maintenance | I live in Gladstone and work in west Beaverton where it takes me twice as long to get to and from work via Tri-Met because they do not have any direct routes, ie I have to travel through Downtown Portland. I HATE HAVING TO BE IN DOWNTOWN PORTLAND. |
| 20-1-2018 22:57:55 | Maintenance | agree |
| 20-1-2018 23:49:35 | Maintenance | Maintenance of the existing infrastructure is critical |

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| 21-1-2018 00:14:08 | Maintenance | Everything is important so it's hard to prioritize -- if top values are applied, others will fall in place. |
| 21-1-2018 22:21:04 | Maintenance | This is an area that does need more focus. Maintenance should be itemized & tracked so the public knows what monies were spent & when it was spent, & whether projects were within budget. Transportation agencies need to do much better keeping track of all details of their projects. If city Water & Sewer bureaus use software to track the age, repairs, & replacement of their pipes, transportation agencies need to do likewise for all their street infrastructure projects. |
| 21-1-2018 17:43:32 | Maintenance | Roads and streets need to be well maintained |
| 22-1-2018 00:10:50 | Maintenance | Maintaining the existing system is critical to reduce the long-term costs of transportation |
| 22-1-2018 19:01:13 | Maintenance | Portland has the benefit of few freeze/thaw cycles and snow plow roadway damage. You're doing a great job in this area, Keep it up! Get rid of the trash along the roads, it's a health hazard and takes away from what otherwise is a nice landscape. |
| 22-1-2018 20:24:45 | Maintenance | Totally agree. Metro, All cities, counties and ODOT should coordinate and make sure the budget allows maintenance \$ |
| 23-1-2018 03:56:36 | Maintenance | Needless to say, very important! |
| 23-1-2018 17:52:05 | Maintenance | Proper care of public assets should be a priority. It's certainly more important than developing new features. |
| 24-1-2018 19:37:06 | Maintenance | Where are our tax dollars going to support improving the roads???? |
| 24-1-2018 22:02:21 | Maintenance | Repair of potholes on Neighborhood Greenways should be a top priority. Poor pavement is dangerous for bike riders, especially after dark, in the rain and other low-visibility conditions. |
| 25-1-2018 03:49:41 | Maintenance | Stop adding green bicycle squares at intersections and cordoning off cycling lanes on major roads. They are an inconvenience to drivers, remove valuable lane space, and block parking spaces across the city. It makes driving in Portland a nightmare. |
| 25-1-2018 04:45:41 | Maintenance | With maintenance, system reliability and safety should fall in line with planned improvements. |
| 26-1-2018 06:31:52 | Maintenance | This is the foundation - if you build new things and the foundation falls apart...you have swiss cheese. |
| 26-1-2018 02:09:30 | Maintenance | Budgeted maintenance plan, monthly, etc. |
| 26-1-2018 03:40:32 | Maintenance | Pot Holes Ass Holes! |
| 26-1-2018 18:21:31 | Maintenance | Deferring maintenance results in higher costs. |
| 26-1-2018 22:31:18 | Maintenance | Maintenance should include improvements to accommodate people who use travel options other than just cars. |
| 27-1-2018 08:13:36 | Maintenance | I believe and support maintenance as the #1 priority out of the given choices, as I sincerely believe both as a pedestrian first, bus rider second and occasionally a vehicle/car passenger third that our current infrastructure is in extreme disrepair. From so many places not having a sidewalk, to crosswalk signals being completely dead, yet too old to be able to properly repair let alone replace the fried/broken components/parts, to signal times & changes being horrendous on the westside, and our roads & sidewalks being so incredibly fractured and worn that there are new potholes, sunken chunks, massive gaps caused by fractures, and more it looks horrible, rides terrible and is even becoming hazardous to walk, bike & drive or ride transit on them. There are a large handful more issues with lack of maintenance of our existing roads, signals, sidewalks, etc, but it'd take me far too long to write all of them down. And as someone who covers three of the four major transit options consistently and frequently, I feel I can very easily be one of the most valid resident statements on the issues of transit. |
| 27-1-2018 20:10:01 | Maintenance | I would include intersection changes/adjustments to improve flow. |
| 29-1-2018 00:13:07 | Maintenance | Controlling amount of housing in each area to cut down on too much congestion |
| 29-1-2018 01:32:03 | Maintenance | While this is not on my top five list, this is a function of government. If we cannot maintain what we've got, why build more? Preventive maintenance is as important as "fixing potholes," and should not be neglected. |

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| 28-1-2018 20:32:34 | Maintenance | All the side street between Halsey and Glisan between 68th and 82nd on the east side need stop sign and paving |
| 29-1-2018 21:33:47 | Maintenance | Eliminate option for studded tires - chains only where required and all weather or snow tires, use better quality asphalt with smaller gravel or rocks -- the road are horrible. |
| 31-1-2018 20:53:08 | Maintenance | 60th/82nd MAX elevators go down routinely |
| 31-1-2018 20:53:08 | Maintenance | 82nd Avenue desperately needs repaving along many stretches |
| 1-2-2018 16:29:42 | Maintenance | Fix and maintain what we have. Minimize new debt. |
| 1-2-2018 17:38:36 | Maintenance | City of Portland has horrible roads when compared to neighboring cities |
| 2-2-2018 04:00:41 | Maintenance | Metal-studded car tires need to be banned or have a big fee. The many ruts and damaged bike lanes are because of studded tires. Just check SW Scholls Ferry Road from SW Beaverton-Hillsdale Highway to Sylvan. Washington County is making roads with too many car lanes. |
| 30-1-2018 15:05:08 | Maintenance | Lets fix what we have first. |
| 2-2-2018 18:56:25 | Maintenance | I would like a stronger emphasis on clean trains, clean platforms. No garbage. No poop. |
| 5-2-2018 02:10:50 | Maintenance | I avoid Portland at all costs. Too hard on my vehicle and my body. |
| 5-2-2018 18:30:18 | Maintenance | We need benches and good sidewalks so people that take the bus can safely get to the bus stop and not stay home for fear of falling on the way. Its a very real issue for older adults and people with disabilities. |
| 5-2-2018 21:00:34 | Maintenance | this is by far the most important thing you should focus on. Everything else takes a back seat |
| 5-2-2018 21:37:30 | Maintenance | It's like taking care of a house. If you maintain it, it will cost less in the long run |
| 6-2-2018 00:21:45 | Maintenance | I live in Tigard. If I want to go down town for dinner and the opera or the symphony it takes over an hour. Light rail will help but we need to increase highway capacity so it does not cripple travel times as the areas population grows. |
| 6-2-2018 00:33:55 | Maintenance | No new roads please until we can take care of the ones we have. Please make studded tire users pay for the harm they cause to the roads. Please make it easy to move around in active modes instead of prohibiting it and subsidizing automobile use. |
| 6-2-2018 03:41:57 | Maintenance | Safety on our very expensive MAX system would solve many problems and give a return for this huge investment. |
| 6-2-2018 01:54:48 | Maintenance | Snow removal on side streets traveled by school buses. Keeping street trees is good for the air |
| 6-2-2018 05:11:42 | Maintenance | Fix and maintain what we have rather than building new roads or MAX extensions. |
| 7-2-2018 04:41:45 | Maintenance | Rough roads and pot holes are a huge problem. small cities and villages in Morocco (a 3rd world country) have better roads than Portland does. Hwy 43 has not been maintained well. Most road only get re-painted once a year, maybe twice. It is hard to see the stripes at night when it is raining. |
| 8-2-2018 04:27:38 | Maintenance | Very important! |
| 8-2-2018 03:34:06 | Maintenance | many pot holes and a lack of foresight in developing street plans. Slow commutes and over development |
| 8-2-2018 00:47:45 | Maintenance | use inmates to pick up garbage |
| 7-2-2018 22:06:17 | Maintenance | This is the most important. |

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| 8-2-2018 15:26:07 | Maintenance | Build more freeways |
| 8-2-2018 20:13:35 | Maintenance | Word. Also clean the *inside*, the trains and buses are right nasty. |
| 9-2-2018 22:55:38 | Maintenance | Yes, with more people and more usage, maintenance will be important to keep the city moving. However, to be smart about this, citizens need to be encouraged to forgo single occupancy motor vehicle travel. |
| 9-2-2018 21:18:38 | Maintenance | Many downtown streets are littered with pot holes while i see repayment of some other streets that do not need them just yet |
| 9-2-2018 23:46:21 | Maintenance | Agreed |
| 16-2-2018 20:18:13 | Maintenance | Road maintenance in Portland metro is a joke. Can't figure out where the money goes but seem to be ill spent on bandaids not fixing the actual problems. |
| 18-2-2018 07:04:08 | Maintenance | I picked these top five because I think if you address these top five priorities, you will also address the last three items. A transportation system that is equitable, safe, healthy, affordable and well maintained will translate into a transportation system that offers reliable options and therefore adds to our region's economic prosperity. My hope, anyway. |
| 18-2-2018 07:09:47 | Maintenance | Sorry for duplicate. Re-trying on Chrome. My Firefox browser wasn't showing Section 3. I picked these top five because I think if you address these top five priorities, you will also address the last three items. A transportation system that is equitable, safe, healthy, affordable and well maintained will translate into a transportation system that offers reliable options and therefore adds to our region's economic prosperity. My hope, anyway. |
| 10-2-2018 06:33:30 | Maintenance | fixing streets - absolutely! The winter storms wreck havoc, and still roads exist that haven't been fully repaired. |
| 10-2-2018 17:39:56 | Maintenance | Since safety and reliability requires maintenance, including maintenance on the list is redundant. |
| 11-2-2018 18:32:11 | Maintenance | Improve infrastructure to withstand Cascadia Subduction Zone earthquake. |
| 11-2-2018 19:21:37 | Maintenance | Restripe |
| 8-2-2018 22:31:44 | Maintenance | Prioritize historically under-served areas in East Portland. |
| 12-2-2018 12:53:12 | Maintenance | Stop wasting money on new max lines and put shuttle busses in instead. They are more reliable and puts more people to work. |
| 12-2-2018 19:59:21 | Maintenance | The roadway system is in pathetic shape. We are spending money on everything else but. No wonder there are safety issues- dodging potholes becomes a routine. Portland is the worst. |
| 14-2-2018 17:26:13 | Maintenance | Ban studded tires. They do more damage each year than can be repaired. |
| 14-2-2018 00:26:42 | Maintenance | Bad road slows traffic which cause more air pollution and valuable time lost. |
| 14-2-2018 18:53:24 | Maintenance | The roads and bridges look worse than some developing countries' infrastructure. We need to fix that. And fix problems like the Rose Quarter bottleneck on I-5 southbound. |
| 14-2-2018 20:47:01 | Maintenance | Why not an option for improving and expanding freeways - so far this survey appears to have bias against improved freeways |
| 15-2-2018 01:42:04 | Maintenance | very important to include for this now and for future |
| 13-2-2018 21:19:25 | Maintenance | Instead of temporary road fixes, fix them right. In the long run, I am sure it will be more cost effective. Stop spending money on bike Lanes. This town is a car town, especially when you get past 82nd. With the Country's 12th worst traffic; stop making it worse by getting rid of traffic lanes for bicycle commuting! |
| 15-2-2018 18:50:00 | Maintenance | This will impact safety... focus here! |
| 15-2-2018 18:06:48 | Maintenance | If the infrastructure fails the rest does not matter. |

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| 15-2-2018 08:54:36 | Maintenance | stop wasting money on stupid signs and current bike lanes that are not useful or safe. |
| 15-2-2018 18:02:41 | Maintenance | If the infrastructure fails the rest does not matter. |
| 15-2-2018 21:23:08 | Maintenance | 82nd ave is an unsafe and unattractive hell hole. PDOT and ODOT refuse to take responsibility for upkeep and upgrades while people continue to die and inner Portland adds traffic diverters for bikes. |
| 15-2-2018 21:23:08 | Maintenance | 82nd ave is an unsafe and unattractive hell hole. PDOT and ODOT refuse to take responsibility for upkeep and upgrades while people continue to die and inner Portland adds traffic diverters for bikes. Ruts are literally in the roadway. Roads in Montavilla do not even exist. They are dirt roads. Come on. |
| 16-2-2018 01:10:43 | Maintenance | Ensure all riders pay a fare and it's enforced, i.e. homeless. |
| 15-2-2018 21:41:19 | Maintenance | Can we make columbia blvd the hwy 30 bypass so we can maintain Lombard instead of ODOT? |
| 17-2-2018 05:36:52 | Maintenance | We need a lot of improvement in Clark county on roads and especially all downtown Vancouver streets and north county roads need major improvement on NE 72ND AVE & NE 159TH STREET heading towards WSU there is no bike line and road needs sidewalk no more ditches. |
| 17-2-2018 05:59:15 | Maintenance | Spend money to maintain roads for cars and trucks. Not bicycles! |
| 17-2-2018 05:59:15 | Economic prosperity | Get bikes into their own space and quit deferring to a vocal minority. |
| 17-2-2018 05:36:52 | Economic prosperity | I think we need two more bridges built in Vancouver the I-5 Bridge and a new one on the east side near Camas off of the 192nd exit have the new bridge go all the way over to Troutdale & Portland Airport from 192nd Camas area. To save less congestion on I-5 and 205. |
| 16-2-2018 01:10:43 | Economic prosperity | Ensure all riders pay a fare and it's enforced, i.e. homeless. |
| 15-2-2018 21:41:19 | Economic prosperity | economic prosperity will happen if you do all of the above. |
| 15-2-2018 18:06:48 | Economic prosperity | Read all above answers |
| 15-2-2018 18:50:00 | Economic prosperity | ROADS lead to economic prosperity.... not bike lanes. |
| 15-2-2018 08:54:36 | Economic prosperity | high speed regional and statewide rail |
| 15-2-2018 00:48:09 | Economic prosperity | Already filled out survey, have one more comment. |
| 15-2-2018 00:48:09 | Economic prosperity | Already filled out survey, have one more comment under System reliability |
| 14-2-2018 18:53:24 | Economic prosperity | All goods and products we use eventually travel by road on trucks. We need to invest in our roads and bring back container service to Port of Portland. |
| 12-2-2018 23:24:41 | Economic prosperity | We need more roads to move goods and people in the most efficient way possible. |
| 12-2-2018 19:59:21 | Economic prosperity | A strong means goods and services can move. They can't. We are choking businesses by not providing for trucks to pick up and deliver goods. The Ports failure to keep container shipping added to the congestion. Good luck fixing that. |
| 10-2-2018 17:39:56 | Economic prosperity | By the way, I was not allowed to add a 5th item which is traffic capacity. The other ones you listed are not mine. |
| 10-2-2018 06:33:30 | Economic prosperity | If you do most of the items above, economic prosperity will take care of itself. |
| 10-2-2018 06:33:30 | Economic prosperity | Bike rides are not part of economic prosperity. I often bike to work, but economic prosperity isn't creating a bike line whereby there's one less lane now for drivers (as has been done many places). That doesn't encourage economic prosperity. |

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| 16-2-2018 20:02:00 | Economic prosperity | This is important but it should be in balance with quality of life. Let's find a different solution, we have the means and the precedents for doing things differently than the rest of the country. |
| 9-2-2018 23:46:21 | Economic prosperity | Commerce will always find a way |
| 10-2-2018 03:06:50 | Economic prosperity | A cycling wonderland will bring people from all over the world. |
| 9-2-2018 22:45:00 | Economic prosperity | The tax dollars spent should be in proportion of users. In order to transport goods and services, we need better roads period. Fix the problem - We need wider roads to reduce traffic. We need a western by-pass so urban streets are less congested and dangerous. |
| 9-2-2018 22:55:38 | Economic prosperity | To truly create economic prosperity for all, equity for all needs to be a priority. |
| 9-2-2018 05:53:33 | Economic prosperity | Our freeways are outdated and need to have at least 2 lanes for ALL freeway interchanges. |
| 6-2-2018 18:27:05 | Economic prosperity | widen our freeways, the regions economy is choking itself to death |
| 6-2-2018 16:07:34 | Economic prosperity | We have failed to significantly increase highway capacity for 30+ years, thus, 4 hour "rush hours". Either build new highways for cars and trucks or start building double decks on the existing ones. Everything esle is politically correct BS. |
| 7-2-2018 04:41:45 | Economic prosperity | Need bus service in West Linn! The little amount is a joke. Just because people live in West Linn does not mean they have money or reliable transportation. |
| 7-2-2018 04:46:46 | Economic prosperity | City is a decade behind in maintenance. Stop spending \$150 million on Burnside beautification as a legacy project for city council and spend the money on catching up what has been misappropriated. |
| 7-2-2018 04:41:45 | Economic prosperity | Need bus service in West Linn! The little amount is a joke. Just because people live in West Linn does not mean they have money or reliable transportation. Better traffic lights and stop signs to help will traffic flow--Willamette Falls dr & hwy 43; Elligsen/65th ave/Stafford Rd. |
| 6-2-2018 01:54:48 | Economic prosperity | Keep trucks hauling three trailers off our roads |
| 6-2-2018 01:24:41 | Economic prosperity | Time for the pendulum to swing away from profits toward health and happiness. |
| 6-2-2018 03:00:46 | Economic prosperity | Instead of thinking about all of this esoteric stuff. Why can't you just fix the roads you have. Sure it will take an increase in gas taxes. Just do it! |
| 6-2-2018 00:15:35 | Economic prosperity | The I-5 bottleneck at the Rose Quarter needs fixing but without the discrimination of paying tolls |
| 4-2-2018 18:47:55 | Economic prosperity | More parking for sunset park n ride |
| 5-2-2018 18:30:18 | Economic prosperity | We see too much emphasis on work trips. I'd like to see awareness from Tri-met that affordable and accessible transportation is a lifeline for older adults and people with disabilities. Its not just about work or the doctor. Socialization is a key part to health. Weekend trips are essential. |
| 2-2-2018 20:34:08 | Economic prosperity | OR and PDX are booming. Take the opportunity to focus primarily on non-economic prosperity issues. |
| 2-2-2018 20:56:23 | Economic prosperity | . |
| 30-1-2018 18:07:00 | Economic prosperity | Widen the capacity of roads. Clearly needed. |
| 2-2-2018 01:12:09 | Economic prosperity | bring transportation options to lower income areas |
| 2-2-2018 04:00:41 | Economic prosperity | SW Scholls Ferry Road connects to many jobs and transit lines. Please make it far safer in Multnomah County. |
| 29-1-2018 16:41:18 | Economic prosperity | A lot of Portland does not have sidewalks and it is frustrating. We should have a dedicated funding source to improve and expand our sidewalk network. |

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| 1-2-2018 13:36:43 | Economic prosperity | Need to improve and maintain our roads to keep the traffic moving. And we don't always have control over the time we travel on the roads. Commuting hours are now a nightmare. Non commuting hours are like commuting hours about 10 hours ago. So even during non commuting hours you don't even make good times on the roads. It's disgusting. |
| 28-1-2018 16:36:49 | Economic prosperity | Imo, if the other items are taken care of, this will follow. |
| 27-1-2018 02:58:26 | Economic prosperity | We need to MASSIVELY increase the FREQUENCY of transit! And we need to massively increase the DISTANCE between stops/stations! It's ridiculous!! This is why I bike and NEVER take transit: it's WAY too SLOW and not anywhere *near* RELIABLE enough!! |
| 27-1-2018 02:29:12 | Economic prosperity | The population is getting ready to boom at the west edge of the UGB in Beaverton and we need to have another N-S corridor like 217 or Murray as far west as Cornelius Pass Rd. so that freight and traffic from Tualatin/Sherwood can get to Hillsboro. |
| 25-1-2018 15:50:11 | Economic prosperity | the problem today is that the car alternatives don't work, take way too much time and money |
| 25-1-2018 01:19:46 | Economic prosperity | Relies on ALL neighborhoods having jobs so nobody spends hours using public transportation to get to work |
| 23-1-2018 18:12:15 | Economic prosperity | If freight times are unreliable then we are all in trouble. |
| 24-1-2018 19:06:10 | Economic prosperity | Embrace individuality by planning for self driving cars. Those that don't own their own should be able to rent one for trips, the car would arrive at their departure point then transport them to their delivery location. |
| 23-1-2018 04:29:34 | Economic prosperity | The only thing is to add lanes and/or more roads. You are not going to force people onto the buses etc...get the roads up to par is the MAIN priority. |
| 23-1-2018 17:52:05 | Economic prosperity | Cost of services should be evaluated against the documented benefits. |
| 24-1-2018 05:09:38 | Economic prosperity | Affordability should be about total housing/transportation costs and implementing equitable solutions to deal with transportation costs for low-income families. For example, congestion pricing won't be inequitable if we can provide low-income families with a discounted toll if they qualify. A transportation system that makes people more car-dependent harms affordability much more than "parking fees" for example. Especially when parking fees even downtown for a few hours add up to much less than a round-trip on the bus for a family. |
| 22-1-2018 20:33:16 | Economic prosperity | quite wasting so much money on bike paths that are used by such a small fraction of the people |
| 22-1-2018 22:04:09 | Economic prosperity | I think economic prosperity is the result of other priorities,including travel options. |
| 22-1-2018 22:11:41 | Economic prosperity | Economic prosperity is absolutely critical, but I believe it is primarily the outcome of the above-ranked priorities and therefore ranked it last. By focusing on the most important areas, economic prosperity is more likely to ensue. |
| 22-1-2018 19:01:13 | Economic prosperity | Add Capacity to match a higher demand than economists project. If you build it, they will come. Choke them and they will avoid serving you! |
| 21-1-2018 22:21:04 | Economic prosperity | We need to keep our economy strong so economic recessions like 2007-2009 & following aren't as severe in the future. Prohibiting legal industries isn't appropriate. Infrastructure must be appropriate & placed in the best location. |
| 22-1-2018 17:21:02 | Economic prosperity | This is too vague--who wouldn't support this? |
| 21-1-2018 17:43:32 | Economic prosperity | We need a strong economy. |
| 20-1-2018 23:49:35 | Economic prosperity | Must have adequate and economical transportation for economic well being |
| 20-1-2018 06:16:54 | Economic prosperity | The purpose of the transportation system is to help us get from A to B. That helps us work and provide for our families and our companies |
| 20-1-2018 22:13:28 | Economic prosperity | Lets really loosen the development restrictions along transit corridors. If transit oriented development is really a thing that Portland and Metro believes in, then lets make incentives that developers cannot refuse. High rises along max stops in Washington county should be a thing by now and high rises along Interstate in North Portland should be as well. |
| 20-1-2018 16:13:47 | Economic prosperity | it means higher road tax's. no way around it |

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| 20-1-2018 07:15:34 | Economic prosperity | You get a strong economy with high wage jobs. Create those and the spending follows. |
| 20-1-2018 15:47:11 | Economic prosperity | xxx |
| 20-1-2018 15:47:11 | Economic prosperity | xxx xxxx xxxx |
| 19-1-2018 03:38:57 | Economic prosperity | the road system is not up to date to cover new housing developments |
| 19-1-2018 23:53:10 | Economic prosperity | We need to eliminate Choke-Points on our major arterial & highways. Shift spending & funding away from Tri-Met SWC Light Rail |
| 18-1-2018 19:24:05 | Economic prosperity | These terms are meaningless as you present them. Back to the drawing board if this is how you are seeking input. What is "safety"? What is "Travel options"? Is the latter MAX and more buses and bike lanes. Great. If that means more roads (also options), not so great. You see what I'm saying? |
| 20-1-2018 03:37:25 | Travel options | Need to drastically improve the safety and comfort of all travel options. |
| 20-1-2018 01:59:20 | Travel options | It's this backwards "cars are the future" thinking that needs to go. Seriously, grow some balls and make other systems the priority and make it damn hard to use a car. Otherwise we're all fucked. |
| 18-1-2018 21:30:21 | Travel options | More travel options to Oregon City please! Let's get the orange line extension into OC as well. |
| 17-1-2018 13:11:53 | Travel options | airquality is important |
| 17-1-2018 18:42:46 | Travel options | This is the way to get to better health and air quality AND economic prosperity AND social equity. |
| 19-1-2018 16:42:27 | Travel options | Need west bypass (like I-205) as great number of jobs in Washington County and few options. |
| 17-1-2018 00:35:17 | Travel options | Providing travel options for walking, biking and transit helps achieve all of the other outcomes. Travel options are not an outcome but a means to achieving an outcome. |
| 19-1-2018 16:20:51 | Travel options | I completely disagree that we should aim to keep cars as a key part of our transportation system. Alternatives should be prioritized to move more people more efficiently. |
| 19-1-2018 16:25:32 | Travel options | Being able to predict the time required to travel to a destination has become increasingly difficult recently, whether driving or using transit. Need to take steps to improve reliability of transit and keep traffic moving. |
| 20-1-2018 07:15:34 | Travel options | More people would use bus and max if the parking lots at the stations accomodated them. |
| 20-1-2018 16:13:47 | Travel options | Bikes need to pay a road tax also |
| 20-1-2018 18:56:35 | Travel options | I would really like us try and create a Copenhagen type reality where most human trips take place with human power bike, walking, or transit which would free up the rest of the infrastructure for commerce and business. |
| 20-1-2018 22:57:55 | Travel options | Agree |
| 21-1-2018 05:24:51 | Travel options | We need to focus more on our road system because goods and service providers such as repairmen cannot carry their two-story ladders on the Max or a bus. |
| 20-1-2018 04:55:20 | Travel options | Cars are the problem. Stop building for their needs and build for people. |
| 20-1-2018 22:13:28 | Travel options | I believe we can do better with the systems we have. We need dedicated travel lanes for buses and streetcar even if it reduces car lanes or street parking. We need more travel options to make the whole system work better for multi-modal travels. I'd love to see streetcar expansion into north portland and se portland. It was a big miss to not have the streetcar stop directly in front of the Llyod Center mall, it should have gone through it on the inside. Why did we not have MAX stops directly in front Intel or Nike? Huge misses in my opinion...but let's make it better going forward. |
| 21-1-2018 06:25:22 | Travel options | Cars do not need to be part of the system everywhere, and should not be prioritized anywhere, if there are other more efficient modes. Bus-only lanes on freeways should be considered, as well as bus-only lanes on city arterials. |

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| 21-1-2018 14:57:00 | Travel options | TriMet needs to run closer to 24 hours, 7 days a week. |
| 21-1-2018 19:40:56 | Travel options | I've lived in all four quadrants of the city, yet I've never felt safe enough to bike — especially on busy streets where my destinations are! Prioritize protected bike lanes on thoroughfares. |
| 21-1-2018 17:43:32 | Travel options | Continue to have Max available to more people and more bus routes. |
| 22-1-2018 15:21:19 | Travel options | More aggressive on Timeline for Walk/bike and transit. Dedicated bus lanes |
| 22-1-2018 06:14:19 | Travel options | I value the layered approach to transit in Portland. I became a cyclist 6 years ago due to having low resources. I depend on active and public transportation to have mobility and thrive. |
| 22-1-2018 00:10:50 | Travel options | We need more multi-modal options outside of the center core of the city. |
| 21-1-2018 23:19:50 | Travel options | Private car ownership will die as transportation shifts from object oriented to service oriented. Time to invest in Shared Use Mobility zones on Curbs and Micromobility/bike lanes. |
| 22-1-2018 19:01:13 | Travel options | Why do we not have a car ferry service across the willamette River? People will live along transit lines who choose to not drive a car. Conduct origin/destination studies to better understand transit travel needs. Eliminate routes and times transit is less than 30% full. This would reduce using roadway capacity, minimize particulates, provide better service elsewhere where it is needed. |
| 22-1-2018 18:41:30 | Travel options | Our max trains and buses are unsafe. Need much more monitoring. |
| 22-1-2018 17:24:18 | Travel options | Increase travel options for drivers. Invest in roads and freeways. |
| 22-1-2018 22:25:35 | Travel options | We need to invest much more in transit than we do today. |
| 23-1-2018 00:23:32 | Travel options | The option to safely and conveniently get around without a car is too often sacrificed to the convenience of those driving cars. In such a situation, if you have a car, why wouldn't you drive it? We need to make driving cost enough to cover all of the impacts on everyone else. |
| 23-1-2018 01:46:25 | Travel options | I live in SE and work in Hillsboro-- it takes 2x as long to take MAX rather than drive. I would love an E/W option that didn't go through downtown. More and more people are living in E. Portland and working in Beaverton/Hillsboro and vice versa-- and 26 is terrible. |
| 22-1-2018 19:10:12 | Travel options | awesome max and tri met lines in meetro |
| 22-1-2018 19:42:43 | Travel options | Auto traffic is the least efficient and most dangerous form of transportation. |
| 23-1-2018 08:00:46 | Travel options | Cars will NOT always be part of the system. You should be leading the way out of the horror cars have created. |
| 22-1-2018 19:54:01 | Travel options | We need to work much harder at reducing SOV trips! We need better alternatives (transit, biking), stricter controls on emissions, congestion pricing, more HOV lanes, transit lanes, increased parking fees, increased gas taxes, expanded transit hours, better connectivity in the bike network, improved walking conditions (fewer "beg buttons" fill in ped gaps.) etc. |
| 23-1-2018 03:56:36 | Travel options | As long as gentrification is mitigated, greater transit access is... well, great! |
| 22-1-2018 18:02:28 | Travel options | In the City of Troutdale we need more flexibility in our transit scheduling to accommodate non-traditional employee start times (overnight or seasonal). |
| 22-1-2018 18:02:28 | Travel options | In the City of Troutdale we need more flexibility in our transit scheduling to accommodate non-traditional employee start times (overnight or seasonal). BRT also should be considered more broadly as a potential policy that can be utilized to increase ridership. |
| 23-1-2018 07:01:10 | Travel options | Walking, cycling, mass transit, heavy freight, single occupancy vehicles. My priority list in that order. |
| 24-1-2018 21:23:04 | Travel options | I'd like to feel safer and more secure riding my bike in Portland. More dedicated lanes for bicycles. |
| 23-1-2018 19:02:59 | Travel options | To say "X will always" is a short-sited mentality. The question is what do we want? And then go get it. |

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| 23-1-2018 19:02:59 | Travel options | To say "X will always" is a short-sited mentality. The question is what do we want? And then go get it. |
| 23-1-2018 19:14:14 | Travel options | It's also useful to say "over 600,000 Metro residents" instead of "not everyone" can drive. |
| 24-1-2018 01:07:47 | Travel options | Portland city bureaus have acted as if cars will be phased out. Streets for efficient car usage are critical as are sidewalks all over the city. I live in SW Portland and the walking conditions are deplorable |
| 23-1-2018 19:40:33 | Travel options | We need to address the massive traffic and jams coming from Washington each day. Tolling is not the answer. We need a third crossing and way over, preferably out to the Hillsboro area directly. |
| 25-1-2018 00:59:41 | Travel options | Yes yes and yes. Our biggest problem is too many cars. If we can get just a few % points more people on transit, bikes, walking, telecommuting, we will be in much better shape. |
| 24-1-2018 22:02:21 | Travel options | Your list of choices is incomplete. Options includes new shared mobility options like Uber. |
| 25-1-2018 04:49:15 | Travel options | Neighborhood commercial zones should have bike lanes and slower speed limits in order to make short, neighborhood errands safe and appealing by bike and foot. |
| 25-1-2018 01:19:46 | Travel options | Yes! I support this very much. I envision Portland with a lot more reliable, safe and comfortable transit lines, as well as another MAX line (SWC) and much better pedestrian infrastructure and dense housing AND jobs IN the city, which supports that infrastructure. |
| 25-1-2018 18:16:55 | Travel options | Outer eastside has no jobs and no zoning for jobs. Biking and walking are therefore not an option creating slums |
| 25-1-2018 14:33:06 | Travel options | I would like more mass transit and less attention to bicycle paths. |
| 26-1-2018 03:41:27 | Travel options | That's nice, but we need a couple more freeways and bridges over the rivers... |
| 26-1-2018 08:39:29 | Travel options | cars should have top priority as they move the people and pay for the infrastructure. |
| 27-1-2018 02:01:55 | Travel options | Protected bike lanes going everywhere, especially on commercial streets so people can shop by bike safely! Plus safe, car-free connections through each quadrant of the city. |
| 26-1-2018 16:49:45 | Travel options | Travel options are great for carbon reduction. |
| 26-1-2018 18:21:31 | Travel options | Clackamas County needs to build a bridge between the Sellwood Bridge and the Oregon City Bridge |
| 27-1-2018 00:42:53 | Travel options | The population is aging and elders who should not be driving need reliable alternatives to make the roads safer for everyone |
| 26-1-2018 22:31:18 | Travel options | I do not own a car and use a lot of public trans/walking to get around. I often encounter roads without sidewalks or unpaved/muddy trails and dangerous intersections to cross so I would really appreciate better travel options. |
| 26-1-2018 16:24:22 | Travel options | Too much of the transportation system is designed for cars and not people on foot or bikes or who take the bus. There needs to be more done for people who use, or want to use, modes other than cars. |
| 28-1-2018 16:36:49 | Travel options | Agree. I think about my commute from East Portland to downtown and how inconvenient it is. I rather drive (to work or nearest max station), which is not helpful to our environment. |
| 29-1-2018 02:33:14 | Travel options | More dedicated routes - either rail (ideally) or bus. There must be a way to simplify creating more street-car/light-rail - used to be everywhere 100 years ago. |
| 29-1-2018 05:59:04 | Travel options | Biking is safe and easy to get places, combined with public transit. There are always several options. |
| 27-1-2018 19:37:19 | Travel options | west metro area has done a very poor job of creating thruways for bicycle transit when developing formerly rural roads. The lack of safe travel option for bicycles on the new part of Scholls Ferry is inexcusable. Two stripes of white paint instead of one do not create a safe area for bicyclists to ride. |
| 28-1-2018 15:08:16 | Travel options | Maintaining a reliable, affordable system that is safe and useful for everyone will improve general quality of life for all Portlanders. Please don't focus just on the West side. They get all the goods. |
| | | I can't move onto 3 without commenting. |

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| 27-1-2018 22:56:48 | Travel options | There are no options that re Fe or reliable for the be pot office facility going in at the airport in PDX. We also need more reliable and dependable transportation in rural areas. |
| 27-1-2018 23:21:02 | Travel options | Social equity can be partially achieved by affordability for low-income earners who tend to be minorities, the elderly, and those with disability |
| 1-2-2018 15:29:40 | Travel options | More light rail and alternatives to driving. |
| 1-2-2018 16:11:41 | Travel options | You are loading up the density of SW Wash County on and near Bull Mountain. Where will all these cars go? It is ridiculous to build all this housing BEFORE there is an ample way to move the traffic. Roy Rogers is a mess and Beef Bend will soon be so. |
| 1-2-2018 13:36:43 | Travel options | I make better time commuting than taking public transportation. Too much transferring. I'm not going to quit working at a company I've worked at for multitudes of years to find a job in my neighborhood, which doesn't have good paying jobs with benefits. |
| 1-2-2018 13:36:43 | Travel options | I make better time commuting than taking public transportation. Too much transferring. I'm not going to quit working at a company I've worked at for multitudes of years to find a job in my neighborhood, which doesn't have good paying jobs with benefits. MAX doesn't go everywhere we really need to go. |
| 29-1-2018 17:51:40 | Travel options | Mass transit options between Salem and Portland, and between Vancouver and Portland must be improved! |
| 2-2-2018 04:00:41 | Travel options | Housing is needed at transit centers, not necessarily car parking garages. Please remove car parking minimums. Please make a simple road diet on SW Scholls Ferry Road with a shared sidewalk on the eastside of the road. |
| 30-1-2018 14:46:42 | Travel options | Our road system is so limited, cars and trucks need to be a priority . |
| 2-2-2018 01:12:09 | Travel options | Protected bike lanes |
| 1-2-2018 17:38:36 | Travel options | Need more rail options, not more buses. |
| 1-2-2018 21:18:21 | Travel options | The number one reason I moved to Portland was because I can live and work here without a car. |
| 1-2-2018 16:37:25 | Travel options | You're right cars will always be a part of transportation. I live outside metro and always will improvements to our hi way's and bi passes and arterials is what is most important so people like myself can get to the metro area to do our jobs. If this is not done no one outside a 10 mile radius will find it worth it to fight traffic every day. Light rail and busses is not the solution for what I would guess is a high percentage of our work force and shipping needs. |
| 1-2-2018 16:46:00 | Travel options | Good travel options need to expand beyond the central city. |
| 1-2-2018 17:02:34 | Travel options | Increased travel options throughout the region, not just in the core of the region. |
| 30-1-2018 07:48:27 | Travel options | Quit with the freaking bicycles already. Add travel options for cars. Quit pretending cars don't exist or are going away, because they are not. going. anywhere. |
| 30-1-2018 09:58:05 | Travel options | Trains connecting nodes are the best long-term and broad stroke investment strategy. Trains accommodate bikes, wheelchairs, strollers, large groups, and allow for the most people entering or exiting in the shortest amount of time. Trains are the backbone of a healthy and resilient multimodal system. |
| 2-2-2018 22:04:54 | Travel options | Additional travel options for Trimet would be express buses from park and rides around Portland to downtown. I would also entertain the idea of express max trains to downtown and/or less stoppage going through downtown on MAX. There also needs to be a better option to connect SE portland to the downtown area. |
| 2-2-2018 20:34:08 | Travel options | Travel modes need to be optimized to include public transit, biking, walking, cars - and now ride-hail services. That being said, in most cases when one wants to leave the metro area, it will be by car - usually during high traffic times. A new N/S bypass on the W side of PDX is needed. Tolls should be included in funding options. |
| 31-1-2018 16:17:37 | Travel options | The SW Corridor is the final major link in our regional light rail system (though arguably there are plenty of other areas where expansion might make sense on the future). From an equity perspective, this part of the region should have the same infrastructure investments enjoyed by other parts of the region. |
| 31-1-2018 20:15:07 | Travel options | Reducing the number of cars on the road will lessen maintenance costs, improve safety, improve equity and improve air quality. That should be the number one priority!! |
| 2-2-2018 19:12:18 | Travel options | Extend the transit system, create more lines, create more bus-only lanes, protected bike lanes throughout the region, create more car-free zones. |
| 31-1-2018 18:34:58 | Travel options | Make Better Naito permanent please. |

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| 2-2-2018 17:26:58 | Travel options | Dedicated bus lanes-- more 'buses behaving like subways' |
| 30-1-2018 13:16:16 | Travel options | Not sure why I have to do this party to take the survey. |
| 31-1-2018 18:23:55 | Travel options | I give up it will not let me off this page. |
| 5-2-2018 19:34:08 | Travel options | Maintenance of the existing system must be the first priority. Building a larger more complex system we can't afford to maintain makes zero sense. |
| 4-2-2018 17:43:55 | Travel options | Agreed, for example further relief to north Portland with a Max to St Johns before it is too late and it gets the traffic already experienced by n Williams areas. With all the big buildings coming the anticipation is more people commute. |
| 5-2-2018 06:31:20 | Travel options | Extend yellow line to Vancouver and orange line to Oregon city |
| 4-2-2018 16:23:34 | Travel options | Improve inter-county commute from Washington County to Portland |
| 4-2-2018 20:24:06 | Travel options | If we start do massively develop downtown we may want to consider starting a conversation about moving the MAX above or underground in the downtown district |
| 4-2-2018 22:35:59 | Travel options | There are plenty of options for bicyclists. If they want more done maybe we should charge them registration. |
| 5-2-2018 02:10:50 | Travel options | Transit would be viable if it didn't take so long to get anywhere on it. Max lines running at street level and competing with traffic is short sighted. |
| 6-2-2018 00:04:50 | Travel options | Trimet and bikes might be the preferred, but shopping, golfing and most doctor visits still require a car. |
| 5-2-2018 23:30:00 | Travel options | Make the sidewalk are up to ADA compliance .That the bus are ADA compliant and easy for service dogs for the blind, |
| 6-2-2018 04:05:57 | Travel options | Bicycle infrastructure has the best return on investment. We also need to increase transit frequency and expand transit hours. It seems ridiculous that I can't use the MAX for early and late flights from PDX airport. |
| 6-2-2018 01:54:48 | Travel options | Teach bus drivers how to drive in snow and ice. |
| 6-2-2018 02:15:39 | Travel options | if you are actually trying to get peoples opinions let us put in our suggestions and put them in order. Because my main concerns are that the city seems to think its a great idea to take out lanes. They also need to put in parking not take it out |
| 7-2-2018 05:18:04 | Travel options | Many people no longer feel safe on public transportation! |
| 7-2-2018 05:36:07 | Travel options | The MAX lines need to be extended to travel north and south on the east side of the river for better commuting for those on the east side. It shouldn't take someone in Glenfair 2 hours to get to Sellwood. |
| 6-2-2018 20:01:29 | Travel options | Less cars, period, full stop. |
| 6-2-2018 22:03:40 | Travel options | We don't not need tools. If Portland would spend there money right on paving and adding lanes in some places but no tolls. |
| 6-2-2018 22:13:44 | Travel options | I live in the suburbs and ride my bike whenever possible. I'd take public transportation more often than I do currently if better options were available. #SWCorridor |
| 6-2-2018 05:17:08 | Travel options | The main options cannot focus on getting people into downtown Portland in the morning and out of downtown in the evening. There is too much sprawl for that to work well and for the majority. |
| 6-2-2018 04:13:33 | Travel options | All other considerations pale when compared with the health effects of diesel particulates. |
| 6-2-2018 05:11:42 | Travel options | Rather than building more roads or expanding MAX, take the funds to pay people to 'car pool' or 'take the bus'. Essentially compliment the existing public transit system with an 'informal' jitney service (i.e., like a public Uber or Lyft system'). |

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| 6-2-2018 14:52:20 | Travel options | Provide more frequent bus routes in areas where people do not have access to cars. Increase routes to the east side--most main routes end in downtown PDX. This requires multiple transfers and wastes time. If you start and end on the east side, you should not have to travel to the west side. |
| 6-2-2018 01:24:41 | Travel options | The most economical travel option- not traveling at all -needs to be on the table. |
| 7-2-2018 04:06:40 | Travel options | As a resident of Washington County, I find my travel options on transit are too limited to make the system usable. Service needs to be expanded significantly near major employment centers and housing development, such as South Cooper Mountain. Without high quality transit service, it is impossible for lowering income households to live in many parts of the community because they need a car. |
| 7-2-2018 04:41:45 | Travel options | We need better bus service from West Linn to Wilsonville. Even around West Linn. Have to walk over a mile to a bus stop, then take a bus to downtown Portland to get on another one all the way to Wilsonville, for an 8 mile journey. |
| 7-2-2018 16:47:12 | Travel options | LESS THAN 5% USE TRANSIT COST PER RIDE IS WAY OUT OF PROPORTION. MORE ROADS, IT RAINS HERE PEOPLE NEED MOBILITY. BIKES ARE A PLAY THING BIKE LANES CONSUME TO MUCH MONEY IAS PART OF THE ROAD BUILDING COST. 2 BIKE LANES COST THE SAME AS A TRAVEL LANE REQUIRE MORE RIGHT OF WAY |
| 7-2-2018 17:12:20 | Travel options | Poorly written paragraph. Cars should not be a MAIN part of this equation. It is responsible for the deterioration of nearly all the options listed in this question. |
| 8-2-2018 05:55:27 | Travel options | All are equally important. Also some categories seem to overlap. Not a good question. |
| 9-2-2018 19:05:45 | Travel options | Health & Air Quality, Affordability & Social Equity are important, but we already spend too many resources on them. We need to fix the infrastructure first then plan for the future |
| 8-2-2018 03:39:45 | Travel options | We need to plan smarter and more efficient use of roads. Too much gridlock. |
| 8-2-2018 20:13:35 | Travel options | Cars will *not* always be a part of the system. Cities will become more densely populated and there will be no room for single occupancy travel. How do you not get this? |
| 9-2-2018 22:55:38 | Travel options | Cycling routes need continued improvement if people want to get from point A to B safely. Also, bus and MAX service need to reach further out to those pushed there due to affordable housing. |
| 9-2-2018 21:22:40 | Travel options | Because "safe" is included here in "Travel Options," I'm making that my top priority, & I'm leaving "Safety" out of my list of top 5, assuming safety is covered here. Thanks! |
| 9-2-2018 22:10:26 | Travel options | The region needs to have more options that are fast or faster than single-occupancy vehicles. We need to reallocate vehicle lanes for bus priority lanes and additional service. We need to reallocate lane space for people who chose to bicycle. |
| 10-2-2018 04:34:26 | Travel options | We need a max line to Vancouver!!! |
| 10-2-2018 03:06:50 | Travel options | Less people in cars means less big city projects. Build more bike lanes and bike highways. Copenhagen and Amsterdam have it right. |
| 10-2-2018 01:00:33 | Travel options | Our roads need improvements and expansions. |
| 9-2-2018 23:53:13 | Travel options | When people are able to use an option besides driving, it helps meet the other goals--less car crashes, better air, social equity, less road wear, less congestion delay, more |
| 9-2-2018 23:46:21 | Travel options | Agreed |
| 16-2-2018 20:18:13 | Travel options | If using mass transit worked for people who have the option to drive it would help. I can drive to work 6.5 miles in 15 minutes or less, would take me over an hour using bus or Max & I live 1 block from a main bus route and less than a 1/4 mles from Max. Also do not feel safe on mass transit. |
| 17-2-2018 22:21:59 | Travel options | One of the reasons I still drive my car most days is because transit takes SO much time. Can we speed it up, have higher speed less stop options or a greater # of trains/buses? |
| 16-2-2018 20:02:00 | Travel options | Dedicated bus lanes without cars would incentive me to take the bus more often. More MAX lines would also be great. |
| 20-2-2018 00:02:50 | Travel options | Walkable schools and cycling are important to me. |
| 8-2-2018 20:30:51 | Travel options | Travel in this region by bus or rail is so much slower than traveling by car that I never use it! |

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| 8-2-2018 20:46:35 | Travel options | Concur. Cars are critical part of the transportation equation |
| 8-2-2018 22:22:39 | Travel options | System reliability applies to motor vehicle traffic as well as TriMet. Lest you ignore the former. |
| 11-2-2018 02:01:33 | Travel options | Greater investments to build out the active transportation network (we can't wait 100+ years) and invest in Regional Enhanced Transit Corridors |
| 11-2-2018 18:32:11 | Travel options | Build a subway tunnel downtown and invest heavily in light rail. |
| 12-2-2018 11:07:15 | Travel options | I wish they would not split up buses like 4 division and Broadway because it increases travel time because it means taking more than 1 bus. |
| 12-2-2018 16:42:44 | Travel options | I would love to see more options like commuter rail with park and ride for the outer suburbs, especially as people are being pushed out more by housing prices. The Max is great, but it stops so often it's not a great option if you're at the end of the line. |
| 13-2-2018 01:49:41 | Travel options | The city of Tualatin is very limited by just the 96. No weekend transit by bus, and large gaps in bus schedule sort of leaves people in the dust. |
| 14-2-2018 00:55:58 | Travel options | I am a dedicated cyclist but not everyone wants to ride a bike or take a bus. Years of pretending this is not the case and not funding forward-looking road system improvements are starting to cripple our region's mobility. |
| 14-2-2018 00:26:42 | Travel options | Options should include natural gas powered buses and better road capacity. We are going to have roads for another 50 years or so. |
| 14-2-2018 17:26:13 | Travel options | There are NO reasonable mass transit options for people living in E Vancouver to get to the west side. The only option is to drive. Don't have any ideas for how to fix, but this was a big issue for me. |
| 14-2-2018 05:34:49 | Travel options | I5 or additional bypass bridge into Washington |
| 14-2-2018 18:53:24 | Travel options | MAX Southwest Corridor is not going to Washington Square, PCC Sylvania, or OHSU, the largest employment and education centers in Southwest Portland and Tigard/Tualatin. So what's the point? |
| 14-2-2018 23:21:58 | Travel options | It is important to keep in mind that as housing costs increase, more and more people who work in the greater Portland metro region, are living further away from their employers. As a result it is vital to consider not only traditional modes of transit, but ensuring inclusivity to promote carpool, carshare, and vanpool, for commuters who need to cover longer distances where public transit is not realistic. |
| 13-2-2018 22:12:18 | Travel options | Take a look at the roads. How much space is dedicated to cars? 90-100%? Doesn't seem fair. |
| 13-2-2018 22:12:18 | Travel options | Take a look at the roads. How much space is dedicated to cars? 90-100%? Doesn't seem fair. Why aren't we building protected bikeways and super-highways like in NYC and London? Much more affordable than building freeways for cars. |
| 13-2-2018 20:19:59 | Travel options | If you address having enough travel options for ALL parts of Portland, you will address the equity issue. |
| 13-2-2018 21:19:25 | Travel options | That is correct, but it must be reasonable. This is a city of motorists. The number of mass transiters, cyclists, and pedestrians is a small percentage of all commuters. I want them to be safe. But at what expense to motorists? It seems to be very unbalanced. |
| 15-2-2018 18:06:48 | Travel options | Sullivan's Gulch Trail to improve biking to downtown and road safety. Rapid transit lanes, to reduce congestion |
| 15-2-2018 21:41:19 | Travel options | We need a max all around the Portland and we need it to Vancouver. I5 is stupid! It is not the city of Portland on this one, but start taxing Washington commuters and build our own bridge! Also, Washington commuters feel all neighborhoods are there park and ride along the yellow line. Enforce zone parking in north Portland. Make Washington residents commuting use the Expo center or Delta Park--park and ride options-stop parking by Arbor Lodge New Seasons or Fred Meyer on Interstate and Lombard. |
| 16-2-2018 01:10:43 | Travel options | Ensure all riders pay a fare and it's enforced, i.e. homeless. |
| 17-2-2018 05:36:52 | Travel options | It would be nice if Vancouver can have a Max system For it's Transit and for the passengers getting to and from Portland. Without paying the high prices on the express routes. C-Tran won't comprehend that people are on low-income budget would still like to ride the express routes and that they charge so much for the people on Medicaid or Medicare can't afford 100 + dollar bus pass I think it should be at least \$50 for honored citizen people with disabilities to write the express buses from downtown Vancouver to downtown Portland. Adult fares can pay more for \$150 monthly express bus pass. |
| 17-2-2018 05:36:52 | Travel options | It would be nice if Vancouver can have a Max system For it's Transit and for the passengers getting to and from Portland. Without paying the high prices on the express routes. C-Tran won't comprehend that people are on low-income budget would still like to ride the express routes and that they charge so much for the people on Medicaid or Medicare can't afford 100 + dollar bus pass I think it should be at least \$50 for honored citizen people with disabilities to ride the express buses from downtown Vancouver to downtown Portland. Adult fares can pay more for \$150 monthly express bus pass. |

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| 17-2-2018 06:11:36 | Health air quality | Protect farm and forest land from freeway expansion |
| 17-2-2018 05:36:52 | Health air quality | N/A |
| 16-2-2018 01:10:43 | Health air quality | Ensure all riders pay a fare and it's enforced, i.e. homeless. |
| 15-2-2018 21:41:19 | Health air quality | Gov't must lead on health and air quality. |
| 15-2-2018 18:06:28 | Health air quality | climate change considerations MUST be built into every part of TRI MET operations |
| 15-2-2018 18:06:28 | Health air quality | climate change considerations MUST be built into every part of TRI MET operations and transit planning. GHG emissions need to be listed as a priority |
| 15-2-2018 18:06:48 | Health air quality | Maintenance will help this |
| 13-2-2018 00:05:06 | Health air quality | I'm afraid the quality of our communities is being driven by making more room for more people vs. limiting building to the scale of good transportation. Examples of lost communities: LA, San Diego where too many mixed use areas caused overcrowding, poorly built new developments, and too much traffic for the limits of improvements for our road systems. Better to have a well run system than an over crowding ruining our communities. Builders have made homes w/o adequate parking and too small driveways causing our neighborhoods to look unsightly and not worth the purchase dollars. |
| 13-2-2018 22:12:18 | Health air quality | Stop forcing people into their cars and make safe spaces for people to walk, bike and reach transit. |
| 15-2-2018 01:42:04 | Health air quality | all the more to begin the implementation of getting individuals to look at the lifestyle alternatives |
| 14-2-2018 04:37:46 | Health air quality | make it easier and safer for people to bike |
| 13-2-2018 16:56:05 | Health air quality | Many of these are intersecting - if you maintain your bus fleet, you'll also help with health and air quality, and improve reliability. |
| 12-2-2018 22:21:45 | Health air quality | carpooling is not an option for everone,gas taxes are the same if a car has 1 occupant or 5 |
| 8-2-2018 20:39:31 | Health air quality | Cars will *not* always be a part of the system. Cities will become more densely populated and there will be no room for single occupancy travel. How do you not get this? |
| 16-2-2018 20:02:00 | Health air quality | Yes this is a high priority. Dedicated bike paths with commuting lanes would be great. |
| 9-2-2018 23:46:21 | Health air quality | Air is paramount |
| 9-2-2018 22:45:00 | Health air quality | Cleaner burning fuels have greatly improved air quality. Disproportionate funds toward bike and sidewalk paths, causes cars to sit idle in traffic causing pollution. Fix the roads so cars can move more smoothly, which will reduce pollution. |
| 9-2-2018 22:55:38 | Health air quality | Metro areas cannot say they care about the health of their communities if they are encouraging more automobile traffic of the roads, like widening lanes. |
| 7-2-2018 18:34:09 | Health air quality | environmental pollution |
| 7-2-2018 18:35:40 | Health air quality | n/a |
| 7-2-2018 18:35:42 | Health air quality | Increasing the number of parks and nature patches |
| 7-2-2018 18:38:58 | Health air quality | Adding more nature patches to parks! |
| 8-2-2018 03:34:06 | Health air quality | With traffic lights out of sink that causes more idle and more traffic fuels. I-5 is an example. Need an alternative to Jantzen beach besides I-5. |

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| 8-2-2018 00:14:35 | Health air quality | Would love to see a move to CNG buses from diesel to improve air quality. They have worked in California for years - why not here? |
| 6-2-2018 15:39:02 | Health air quality | more pedestrian friendly neighborhoods reduces the need to burn fuel for transportation |
| 7-2-2018 05:18:04 | Health air quality | Taxpayers monies shouldn't go for bikes! I oppose widening bike lanes and reducing traffic lanes. |
| 6-2-2018 01:54:48 | Health air quality | Make keeping trees a priority. |
| 6-2-2018 04:05:57 | Health air quality | We will never meet greenhouse gas targets if we continue to make driving the default choice. |
| 6-2-2018 01:25:34 | Health air quality | Preoare roads for major earthquake |
| 6-2-2018 01:24:41 | Health air quality | The environment is the holding company of all business. It's economically insane to compromise it. |
| 6-2-2018 01:54:48 | Health air quality | Make keeping trees a prioriy |
| 6-2-2018 00:42:33 | Health air quality | China has fielded hundreds of thousands of electric buses. We make Proterras in this country. Let's substitute those for the fossil-fuel and biodiesel vehicles here. |
| 6-2-2018 00:38:08 | Health air quality | Hey hey ho ho, dirty diesel's got to go! |
| 5-2-2018 15:13:50 | Health air quality | We need more bike and pedestrian options! |
| 5-2-2018 20:43:28 | Health air quality | Economic prosperity is a bit vague. What does "maintenance" mean? I would have thought reliability but you already have that listed??? |
| 5-2-2018 22:02:54 | Health air quality | Climate change is a giant hoax. If you truly want to cut down on pollution, build more roads so people are sitting in traffic jams burning gas, going no where and creating pollution. Biking is great but have you ever tried to bring a new couch home from Ikea on your bike? Or even just groceries? If I were to take Tri-Met to work from where I live, it would take two hours on a good day at least. By car it takes 20 minutes and my car gets 34 mpg in the city with the A/C going. Bottom line build more roads! |
| 2-2-2018 16:37:13 | Health air quality | fewer vehicles & less sitting in traffic will improve air quality. |
| 2-2-2018 19:12:18 | Health air quality | GLOBAL WARMING IS THE MORE PRESSING ISSUE FOR OUR WORLD, STOP ALLOWING CARS TO HAVE FREE REIN IN OUR REGION, WHICH ONLY FUELS CLIMATE CHANGE |
| 30-1-2018 09:58:05 | Health air quality | We need clean air and water to survive, this is a top level issue and should guide all transportation decisions. |
| 30-1-2018 03:51:38 | Health air quality | Making bike lanes and sidewalks more plentiful and accessible might get more cars off the road and help with pollution! |
| 1-2-2018 17:37:40 | Health air quality | More protected bike and pedestrian infrastructure. More buses. Less incentive to drive. |
| 2-2-2018 01:12:09 | Health air quality | We have to do something about our air quality |
| 1-2-2018 23:58:58 | Health air quality | The City needs disincentives for auto ownership. People moving here are bringing and driving cars instead of opting for transit. |
| 2-2-2018 04:00:41 | Health air quality | While they would be alongside freeways, ODOT needs to go and make many more freeway-adjacent paths to help mobility but install many trees, though by them. Lower speed limits are needed along with a removal of car parking minimums (land use zoning). The are needs dozens of bus rapid transit lines. Go roll out electric transit buses. Streets need to become far more narrow in order to encourage walking, wheelchairs, skateboarding, and biking. |
| 29-1-2018 21:40:51 | Health air quality | Health & air quality should be considered through the lens of social equity. |

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| 1-2-2018 13:36:43 | Health air quality | Some of us HAVE to drive due to health, commitments, e.g. appts to get to, public transportation doesn't really go our way. I would walk and/or bike if I could. Not practical. Have health issues. Have appts to get to not on regular commute route. Faster than public transportation. The best public transportation is in the core of the City of Ptld and we all don't live there or work there. And stop fireplace and woodburning stoves during winter when no air movement and that will improve air quality. |
| 1-2-2018 16:29:42 | Health air quality | Reduce diesel emissions. |
| 28-1-2018 01:04:25 | Health air quality | We need to follow California and Washington's lead in becoming much stricter on diesel emissions. |
| 28-1-2018 06:54:02 | Health air quality | pedal and electric bicycle options for commuting! |
| 28-1-2018 16:36:49 | Health air quality | I think much of this can improve automatically if the other priorities are correct. |
| 29-1-2018 01:32:03 | Health air quality | Concerning health and air quality, there are two big concerns that I have. I am an industrial hygienist, and have sampled air. From a transportation standpoint, diesel exhaust stands out as a huge concern. We have allowed poorly-performing diesel trucks to be brought in from other states where they are banned, and they are allowed to pollute our air. Secondly, I have a concern about studded tires, which not only tear up our roadways, but also cause air pollution in the form of silica dust from their rasping off very small (PM-10 and lower) particles of silica from the rocks in the asphalt. |
| 27-1-2018 02:01:55 | Health air quality | We need to drop carbon emissions to zero, as fast as possible. |
| 25-1-2018 03:49:41 | Health air quality | Air quality concerns can be mitigated by improving transportation times. The less time cars spend sitting in traffic jams, the less emissions they will produce. Widening roads and allowing for more cars to travel simultaneously will allow drivers to reach their destinations faster and, therefore, cause less pollution. |
| 27-1-2018 02:51:18 | Health air quality | Our transportation should be sustainable, efficient, and combat climate change. We need to move away from car-centric modes of city planning. |
| 26-1-2018 06:31:52 | Health air quality | Pollutants from transportation are also a contributor to climate change. Climate change worsens our health declines. |
| 26-1-2018 04:12:05 | Health air quality | We need to rip out our freeways in the city and replace them with neighborhoods. They spew air pollution and noise. |
| 25-1-2018 21:11:15 | Health air quality | You want me to do another part 2 but there is not part 2 |
| 25-1-2018 02:20:01 | Health air quality | We must reduce our greenhouse gas emissions. Low carbon footprint is vital. |
| 23-1-2018 19:25:41 | Health air quality | We must reduce both air pollution and GHGs. We must provide the infrastructure that makes it safe and easy for people to bicycle and walk so that physical activity is integrated better into residents' daily lives. |
| 24-1-2018 16:58:40 | Health air quality | Biking is a hazard with cars turning right in front of me or veering into my lane. It is worse now with more traffic and frustrated drivers. Springwater and 205 bike paths are not safe. Trimet is slow, unpredictable and offensive - overwhelmed by marijuana smells at stations and in train. |
| 23-1-2018 08:00:46 | Health air quality | Increasing biking and walking is the way to improve the air and people's health. |
| 23-1-2018 14:07:23 | Health air quality | diesel soot follow Calf and WA in regulations. |
| 23-1-2018 23:28:06 | Health air quality | increasing ridership supports this priority |
| 23-1-2018 20:16:33 | Health air quality | climate action plan |
| 22-1-2018 19:54:01 | Health air quality | Portland has some of the worst air in the county. This is killing us and it needs to be fixed. We need to work much harder at reducing SOV trips! We need better alternatives (transit, biking), stricter controls on emissions, congestion pricing, more HOV lanes, transit lanes, increased parking fees, increased gas taxes, expanded transit hours, better connectivity in the bike network, improved walking conditions (fewer "beg buttons" fill in ped gaps.) etc. |
| 22-1-2018 18:43:40 | Health air quality | Again these are not separate priorities they are built into how we build our community. |
| 22-1-2018 19:01:13 | Health air quality | Do whatever you can to reduce particulates. Trucks and buses are a real problems for asthmatics! Reduce the number of them and the hours they operate. |

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| 22-1-2018 01:24:44 | Health air quality | I and many I know want TriMet to comply with the 100% Resolution that states it must rapidly transition from its current diesel fleet to an electric fleet. |
| 20-1-2018 22:13:28 | Health air quality | We can begin to address air quality when our region decides to build out an electric overhead system for buses. They could also encourage more development by incentivizing eco roofs and solar panels. I would love to see Portland become a city leader in solar development...shame on the sunny states for not requiring this type of development...Lets have the Portland region show them how it's done. |
| 21-1-2018 06:25:22 | Health air quality | Air pollutants from cars do not JUST come from driving alone, they come from driving, period. |
| 20-1-2018 15:49:02 | Health air quality | This is most important to me. |
| 19-1-2018 03:38:57 | Health air quality | Need higher air quality standards for better health |
| 19-1-2018 06:10:08 | Health air quality | We live in a valley and air quality isn't entirely from emissions |
| 20-1-2018 06:40:11 | Health air quality | Switching from diesel to electric vehicles in the public transit, delivery, and truck fleets is also key to improving air quality. |
| 20-1-2018 07:15:34 | Affordability | Transit malls need bigger and safer parking lots. Fares should be one amt period. No zones etc.Pay or use pass cards in the front door to stop all the fraud. |
| 19-1-2018 23:53:10 | Affordability | No, No, No, Value Pricing/Tolls. Regional Bonding approved by the voters. We have to much of the All Purpose Transportation Dollars going to non-priority items, that have No, No, No, ROI/justification. |
| 19-1-2018 16:37:06 | Affordability | System reliability is important in order to compete with on demand lyfts and ubers, Safety and maintenance help with improvements in time it takes to get places. Having multiple options help diversify travel to the needs of a passenger. |
| 20-1-2018 16:13:47 | Affordability | this will be a major issue with no quick fix |
| 20-1-2018 22:57:55 | Affordability | Agree |
| 21-1-2018 22:38:39 | Affordability | I fully support improving equity in service coverage and frequency. I'm concerned that impacts to improve affordability will hinder our ability to expand coverage and frequency in the long term by creating a downward spiral of revenue and service levels. I hope that makes sense. For example, I worry that efforts to increase affordability such as reducing fare evasion fines (which I know is in the works and not under Metro's jurisdictions) may actually decrease revenue to the point that service expansions are halted -- so that the folks who can afford the fines are paying less while those who can't are unaffected because they weren't paying the fines in the first place. Hope that makes sense. |
| 21-1-2018 22:21:04 | Affordability | Projects should remain within budget. Designs need to be simple & not complex combinations. |
| 22-1-2018 19:01:13 | Affordability | The within CBD transit service ought to be free! |
| 22-1-2018 19:06:40 | Affordability | Careful there, you're conflating parking fees with bus fare with bike subsidies with congestion pricing. What's good for the goose is not always good for the gander. |
| 22-1-2018 17:26:41 | Affordability | your form is broken. I did the shuffle and it still keeps asking me to do at least one of the items on this page |
| 22-1-2018 17:26:41 | Affordability | your form is broken. I did the shuffle and it still keeps asking me to do at least one of the items on this page. page 3 star rating does not show up in Explorer. |
| 22-1-2018 19:54:01 | Affordability | MAX should be free for all students. Bring back fareless square |
| 23-1-2018 03:56:36 | Affordability | Portland has become increasingly inaccessible to its poorest residents. This trend cannot continue. |
| 24-1-2018 14:07:31 | Affordability | Making public transit affordable has to go hand in hand with making driving less affordable. |
| 24-1-2018 15:52:10 | Affordability | No Tolls, no 'congestion' pricing. |

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| 23-1-2018 17:52:05 | Affordability | Proper maintenance reduces costs. |
| 23-1-2018 22:39:55 | Affordability | Affordability should be about total housing/transportation costs and implementing equitable solutions to deal with transportation costs for low-income families. For example, congestion pricing won't be inequitable if we can provide low-income families with a discounted toll if they qualify. A transportation system that makes people more car-dependent harms affordability much more than "parking fees" for example. Especially when parking fees even downtown for a few hours add up to much less than a round-trip on the bus for a family. |
| 23-1-2018 16:45:22 | Affordability | Participants with barriers need better access to the transportation system in Oregon in order to remove themselves from poverty. |
| 23-1-2018 23:28:06 | Affordability | This is a no brainer! |
| 24-1-2018 01:07:47 | Affordability | Tolling I-5 only hurts lower income people who already are forced to live further out of the downtown core due to high rent prices. Tolls are not the answer. |
| 25-1-2018 02:25:11 | Affordability | More bike lanes |
| 25-1-2018 18:16:55 | Affordability | We need toll roads to increase freight access and faster trips for those who want to pay extra. |
| 26-1-2018 06:31:52 | Affordability | We cannot have economic prosperity if people cannot get to the health care, to food, to child care, to jobs, to education, etc... |
| 29-1-2018 02:33:14 | Affordability | Public transportation is so easy and affordable that people chose not use cars. |
| 28-1-2018 16:36:49 | Affordability | When it seems like the costs to use public transport are more than driving a car, it discourages public transit use, imo. Current prices are too high. |
| 1-2-2018 16:29:42 | Affordability | There should be a priority for making system users pay their share based on usage of the system. |
| 1-2-2018 13:36:43 | Affordability | Tolling is not the way to go. |
| 1-2-2018 00:29:02 | Affordability | Affordability and social equity go hand in hand. Transit is a public good and indirectly benefits people who don't use it. Also, costs should be kept artificially low to encourage use as part of our adaptation to climate change. |
| 31-1-2018 20:53:08 | Affordability | Transit is a public good and indirectly benefits even people who don't use it - progressive taxation should be used to make it free or only a token payment |
| 29-1-2018 17:51:40 | Affordability | Affordability of mass transit should be the most important. |
| 26-1-2018 19:03:14 | Affordability | n/ |
| 30-1-2018 09:58:05 | Affordability | Creativity is needed to address the issue of access and affordability. How can businesses be invited to pay their fair share of road construction and maintenance costs? |
| 2-2-2018 04:00:41 | Affordability | there is a high cost for free car parking; a book was written about it |
| 2-2-2018 16:37:13 | Affordability | Having to own a personal vehicle is not affordable for many. |
| 31-1-2018 18:34:58 | Affordability | Trimet should be free, or at least bring back fareless square |
| 2-2-2018 18:24:23 | Affordability | this category seems to cover too much. Are we talking affordable public transit or subsidizing super commuters clogging up the roads with single occupancy vehicle. We can;t build our way out of congestion. If we want people out of cars it needs to be expensive to drive and cheap to ride. Right now its a toss up for short trips |
| 2-2-2018 19:12:18 | Affordability | Make gas more expensive, stop subsidizing highways that divide our communities, pollute our air, and make people fat. |
| 5-2-2018 22:24:10 | Affordability | Has to be reliable first |

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| 5-2-2018 02:10:50 | Affordability | Gas taxes are too high in Portland proper on regards to road conditions. I hate driving in Portland on unrepaired and neglected pavement. |
| 5-2-2018 02:10:50 | Affordability | Gas taxes are too high in Portland proper on regards to road conditions. I hate driving in Portland on unrepaired and neglected pavement. Rents for a 2 bedroom apartment over \$1k per month is insane! |
| 3-2-2018 19:34:41 | Affordability | Don't up the fare each year. |
| 4-2-2018 15:36:27 | Affordability | no comment |
| 5-2-2018 06:31:20 | Affordability | Encourage businesses to offer discounted tix to employees. |
| 6-2-2018 00:42:33 | Affordability | My grandson pays more than \$100 a month for a bus pass. This seems excessive. |
| 6-2-2018 00:12:55 | Affordability | quit taxing us to death |
| 6-2-2018 00:13:01 | Affordability | Expand roads: more people move faster at far less cost than rail transit. |
| 6-2-2018 00:04:50 | Affordability | Do a decent job, to a higher grade repairing roads soothes do not have to be revisited every year |
| 6-2-2018 00:15:35 | Affordability | NO TOLLS!!! NO TOLLS!!! NO TOLLS!!! |
| 6-2-2018 03:41:12 | Affordability | Bild more freeways for electric cars and gas cars |
| 6-2-2018 18:08:45 | Affordability | Better service on the westside |
| 6-2-2018 15:39:02 | Affordability | Subsidize public transit through the tax system |
| 6-2-2018 05:11:42 | Affordability | Use funds from proposed road & MAX expansion to pay people to car pool or use the bus/MAX. |
| 6-2-2018 19:39:36 | Affordability | Local reliance should be a topic of conversation. Projects with local or regional funding should be prioritized above wasteful ODOT and federal funds |
| 8-2-2018 00:47:45 | Affordability | OVER \$700,000 WAS SPENT ON A BIKE TRAIL STUDY THAT MONEY COULD HAVE BEEN PUT TO BETTER USE |
| 8-2-2018 17:40:47 | Affordability | I consider Maintenance to be part of safety! And saftey includes ICE removal!!! |
| 8-2-2018 15:12:49 | Affordability | Major highways cut through Portland. Cleaning emissions will and reducing cars and the increased diesel trucks now being used here is needed. |
| 8-2-2018 03:34:06 | Affordability | Again better roads. |
| 9-2-2018 19:08:20 | Affordability | I am very concerned that elderly and disabled people are isolated by not having easy access to transit. I would like to remind you that many people are disabled, but do not need special vans--which are not readily available. My son has a vision problem that prevents him from driving, but is not disabled in any other way--including his vision. |
| 9-2-2018 19:17:05 | Affordability | We need to bring our current infrastructure to 21st Century. Worry about the future once we get into the present |
| 9-2-2018 20:17:09 | Affordability | These abstractions will be a little misleading to some people. "Travel options" means anything but cars? Plenty of people here are so far beyond cars that that sounds like a euphemism their grandparents would use. |
| 9-2-2018 22:45:00 | Affordability | The government is the problem, not the solution. The government regulations have restricted supply of housing and transportation options hurting the least among us. |

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| 9-2-2018 22:55:38 | Affordability | Please see my comments on "travel options." |
| 9-2-2018 22:10:26 | Affordability | Individuals should have choices that are affordable and fast even if that comes at a cost to single-occupancy vehicles and their congestion. |
| 9-2-2018 23:46:21 | Affordability | Parking fees are not a concern to me. |
| 9-2-2018 23:53:13 | Affordability | Create affordability by giving people better options and helping housing issues to reduce the need to travel in the first place |
| 16-2-2018 20:18:13 | Affordability | Bring back fareless square, in fact expand it. |
| 17-2-2018 17:18:02 | Affordability | Affordability is important, but should be a part of social equity - which I selected as more important. |
| 17-2-2018 17:18:02 | Affordability | Affordability didn't make it to the top five for me - that's not because it isn't important - it is, but should be a part of social equity - which I selected as a high priority. |
| 20-2-2018 00:02:50 | Affordability | Walkable schools and cycling are important to me. |
| 11-2-2018 06:44:32 | Affordability | I'm just going to write land value tax and value capture here for everything. Thanks. |
| 14-2-2018 17:26:13 | Affordability | It's clear that current funding sources aren't working. Move to a mileage tax that is weighted by vehicle weight as a mechanism to make the tax relative to the amount of damage done to the roads. |
| 15-2-2018 01:42:04 | Affordability | where are the employees of intel, etc out of their vehicles that contribute to poor air quality, asphalt paving over farmlands, contribute to traffic, etc.. |
| 15-2-2018 01:42:04 | Affordability | where are the employees of intel, etc out of their vehicles that contribute to poor air quality, asphalt paving over farmlands, contribute to traffic, etc.. look at the real demographics public transport serves as i have since 1971 in the metro area. |
| 14-2-2018 18:53:24 | Affordability | No tolls for drivers! Working families can't afford it and don't have the luxury or choosing when they go to work. |
| 13-2-2018 22:12:18 | Affordability | Parking and driving SOVs should be made less affordable in order to incentivize more healthy and sustainable commute options. |
| 15-2-2018 18:50:00 | Affordability | Wider and well maintained ROADS will make it more affordable. We will not waste gas sitting in traffic and the potholes won't rip off my tires. |
| 15-2-2018 18:06:48 | Affordability | Bring back Fareless square |
| 15-2-2018 22:49:00 | Affordability | The condition of our roads are horrendous. Potholes everywhere. Increase the gas tax if you have to but fix them. |
| 16-2-2018 01:10:43 | Affordability | Ensure all riders pay a fare and it's enforced, i.e. homeless. |
| 17-2-2018 05:59:15 | Affordability | Subsidize youth and elderly fares on all forms of public transit. |
| 15-2-2018 21:41:19 | Affordability | walking is affordable, we need to get people to walk to work-or change their lives so they do set up their lives to walk to work. Or have a campaign to get people to set up their lives on alt. transit. |
| 17-2-2018 02:42:52 | Social equity | Why do unelected board members appointed by the governor in Salem run our transit system? Metro is a regional elected entity and TriMet should answer to you. |
| 17-2-2018 05:36:52 | Social equity | N/A |
| 16-2-2018 01:10:43 | Social equity | Ensure all riders pay a fare and it's enforced, i.e. homeless. |

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| 16-2-2018 04:02:16 | Social equity @ |
| 15-2-2018 18:06:48 | Social equity I do not see any social issues with the current system. and I bus every day. |
| 13-2-2018 22:12:18 | Social equity Create safe spaces for people to walk and bike in low income areas and communities of color |
| 13-2-2018 00:38:08 | Social equity My wife and I live in an older age community with no bus/Max service. That's a big problem as our population ages.. |
| 13-2-2018 00:40:14 | Social equity Widen the Interstates for better traffic flow. |
| 13-2-2018 21:19:25 | Social equity That is correct. In the last 25 years or so there has been an over emphasis on mass transportation and cycling, at the expense of the motorists. With more and more people moving to the Portland area, the traffic problem will only get worse unless you start focusing on the majority of commuters vs. the minority. When voters say NO to a new max: Listen. Our roads are falling apart. |
| 14-2-2018 17:26:13 | Social equity Tolls punish lower income people just for having a job in OR. NO TOLLS. |
| 12-2-2018 22:21:45 | Social equity those who pay the most(taxes) should get the most say |
| 8-2-2018 22:17:13 | Social equity Having transit that runs 24/7 will allow people with two jobs or that work night shift to be able to get to work with out a personal vehicle or paying high prices for driving service |
| 10-2-2018 17:39:56 | Social equity I consider social equity to means insuring service is provided to all regardless of location or abilities. |
| 8-2-2018 22:31:44 | Social equity More service in East Portland. Connect East Portland neighborhoods to each other--not just to the downtown core. More north-south service in East Portland. Connect East Portland workers to jobs in Columbia Corridor and airport. Frequent service, night service and weekend service--not everybody works 9 to 5 and people who work swing shift and late shift need to be able to get to and from work. When placing and removing bus stops, consider the needs of the elderly and families with young children--don't make them walk too far to get to their bus stops. |
| 17-2-2018 17:18:02 | Social equity All of these other outcomes play into achieving greater social equity. And achieving greater social equity means we are adressing things like safety, affordability, economic prosperity. It's hard to separate them as they are all interwoven. |
| 17-2-2018 17:18:02 | Social equity All of these other outcomes play into achieving greater social equity. |
| 17-2-2018 22:21:59 | Social equity We definitely need a more sprawling TriMet system. There are large swaths of the region who are not served AT ALL. |
| 10-2-2018 01:09:45 | Social equity Comprehensive expansion into East Portland is a must. But, people must be able to reach the bus stops -- the area needs adequate sidewalks and crossings. |
| 9-2-2018 23:46:21 | Social equity We need to make sure the poor, I'll and elderly have free access |
| 9-2-2018 22:10:26 | Social equity We need to focus transportation investments in areas that have traditionally been underserved. |
| 9-2-2018 22:55:25 | Social equity Whatever decisions are made, they need to be made with Everyone in mind. Most older people, for instance, are not going to be riding bicycles to get to the grocery store or elsewhere. |
| 9-2-2018 22:45:00 | Social equity This is a flawed criteria. If the individual is our focus, society benefits - trying to benefit one class over another is hurting everyone. Simple: Improve the roads and all will benefit. |
| 9-2-2018 22:55:38 | Social equity Encouraging more car usage, increasing traffic congestion, and pushing citizens that make less further out will never create social equity. |
| 8-2-2018 20:13:35 | Social equity How many Trimet employees drive alone to work? CREATE THE SYSTEM YOU WOULD USE. |
| 6-2-2018 19:56:14 | Social equity I think all 8 are important. But all people are of equal importance. |
| 6-2-2018 05:28:03 | Social equity I support increased housing density as a path to reduce distances for bikes and peds. |

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| 8-2-2018 00:47:45 | Social equity | The biggest waste of taxpayer money was Tilikum crossing. On any given day that I have traveled to Portland this bridge is basically empty except Max which I've also seen empty many times[ANOTHER WASTE OF TAXPAYER MONEY} |
| 6-2-2018 05:11:42 | Social equity | Paying people to car pool or take public transit enables all to participate in a equitable manner. |
| 6-2-2018 15:39:02 | Social equity | more frequest service in economically disadvantaged areas |
| 7-2-2018 04:41:45 | Social equity | Again, more bus service needed around West Linn and quicker route to Wilsonville. We are not all rich here in West Linn. |
| 6-2-2018 02:48:35 | Social equity | Make sure drivers pay for creating congestion during rush hour |
| 6-2-2018 00:15:35 | Social equity | Alternative mode users, including bicyclists , need to start paying their fair share by self funding the infrastructure they utilize. |
| 6-2-2018 00:42:33 | Social equity | High costs prevent more ridership. |
| 5-2-2018 06:31:20 | Social equity | Don't let officials make all decisions |
| 4-2-2018 15:49:52 | Social equity | Portland has this New Age beleif that being color blind ISNT dehumanizing to anyone who is not "white." And that being european colonial settlers in the Now and Here. Oregon has a deeply racist history that is totally what the USA is about, from Manifest Destiny, to mass murdee for Jesus Christ. From Oregon Trail, to gentrification. Trimet is a corporate entity and should not become a tyrant in how people are sold like silent slaves among speculators. Trimet Must not hire moon shining PPD. As far checkers. Police on Trimet do Not make everyone "feel" safer. As the police themselves are based off henchmen for the Lords to coerce the paupers. |
| 4-2-2018 15:53:44 | Social equity | It's important to always feel safe when getting on max lines and getting off. I always feel nervous when I get off work late and I have to wait alone at night. Also it's important to have a reliable ride. |
| 4-2-2018 06:06:48 | Social equity | Living in N Portland/St. John's area it's disgusting how left behind our neighborhoods are when it comes to fast public transit options. |
| 5-2-2018 20:41:31 | Social equity | This matters but if we address safety, health, and travel options well, and with equity in mind, then that will make a big difference. |
| 5-2-2018 16:34:33 | Social equity | This Equity plan needs to include bolstering public transportation infrastructure east of 205. |
| 5-2-2018 18:30:18 | Social equity | I'm particularly interested in seeing that older adults and people with disabilities have access to transportation. Door to door. Safe. Affordable. |
| 5-2-2018 18:30:18 | Social equity | I'm particularly interested in seeing that older adults and people with disabilities have access to transportation. Door to door. Safe. Affordable. Language access is critical. Use more graphics and non-English or literacy-based guidance to help people navigate complex systems. Consider colors and icons to help move people through your systems. |
| 2-2-2018 19:12:18 | Social equity | Highways and car traffic disproportionately has negative impacts on communities of color and low-income Oregonians, give transit options to people throughout the metro area, and make it fast and reliable. |
| 2-2-2018 18:53:21 | Social equity | Stop prioritizing streetcars over frequent bus service. Streetcars serve affluent populations, cost many times more than equivalent bus service, and are usually redundant to existing service. |
| 31-1-2018 02:46:09 | Social equity | we need to connect SE Portland to inner Portland with better Bicycle lanes and street cars. There is a large and diverse working class population in SE that would greatly benefit from this. |
| 3-2-2018 06:14:38 | Social equity | Give me a fucking break. |
| 30-1-2018 03:51:38 | Social equity | As someone who doesn't have a car, I find it extremely difficult to navigate many areas in Clackamas county, particularly the Oregon City area. There are so many roads that don't have bike lanes or sidewalks, so walking them is quite dangerous. |
| 2-2-2018 04:00:41 | Social equity | While certain roads are adjacent to expensive homes, this doesn't always mean that those roads should not be rebuilt to become safer. SW Scholls Ferry Road and also West Burnside are regional roads but they either don't have bus service or don't have continuous bicycle lanes or continuous sidewalks. They connect to grocery stores, affordable housing by schools, and big hospitals. Please add shared sidewalks to them along with stormwater infrastructure. |
| 29-1-2018 20:08:25 | Social equity | I think frequency of service as well as the convenience of access is maybe the most important. Right now the max is just not convenient for the vast majority of our residents. We need more max lines, more bus lines, and all lines should operate every 10 minutes or less from 6am to 1am |

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| 31-1-2018 20:53:08 | Social equity | The elevators at the 60th and 82nd MAX stations go out routinely, which could ruin a person with a wheelchair's commute |
| 1-2-2018 00:29:02 | Social equity | The 82nd and 60th Ave MAX elevators are frequently out of service, which could ruin the commute of someone with a wheelchair. |
| 1-2-2018 04:52:42 | Social equity | We should be building sidewalks in areas of East Portland. East Portland is underserved. It sees very little of the City's and Metro's tax dollars. |
| 27-1-2018 22:54:02 | Social equity | Houseless neighbors, kids, and those with visible and non visible disabilities need to be prioritized. |
| 27-1-2018 22:56:48 | Social equity | Houseless neighbors, kids and people with visible and non visible disabilities need to be heard and prioritized. |
| 28-1-2018 01:04:25 | Social equity | The transportation options for the elderly and disabled are less than satisfactory. Driverless cars could be of significant benefit for those unable to drive. Lets start preparing our streets for their inevitability. |
| 27-1-2018 08:13:36 | Social equity | Fix the racial inequity transit wise by once again, focusing on the rider demands, which are heavily if not purely bus-centric and focused. Add new needed routes, maintain the goddamn buses for once and consistently with well-trained transit mechanics, and increase bus services and frequency while having some actual care & attention invested into making sure reliability and consistency (which both include making sure buses are on-time & frequent) across the board for buses. Connect up the areas & neighborhoods the system has yet to connect let alone really service at all. Oh, and trounce the fare inspectors, they're almost all incredibly racist - And this is coming from a young white guy who again, is transit reliant, and thus has seen & witnessed this consistently and frequently - as MANY others have as well. And us whites notice this racism immediately as well, we're usually the only people on a train or bus NOT checked, while the Blacks are the first to be targeted, then the Hispanics, then the Asians. Even the white homeless, even ones using max trains to sleep, if they're white, don't get fare inspectors asking them for validation of fare. |
| 27-1-2018 09:30:04 | Social equity | There is a reason they're most often referred to as "Fare Nazis" and not inspectors by just about everyone who even somewhat consistently rides transit, especially MAX. travel time is a critical part of this. |
| 27-1-2018 17:46:49 | Social equity | I am in a lucky position and have been able to drive to work for many years. This is an important distinction - my choice to drive is rooted in a lack of reliability of public transportation and a need for timeliness. Many people do not have my resources and need, urgently, to be able to rely on public transportation to get them to work reliably and on time every single day. |
| 28-1-2018 20:10:55 | Social equity | As you get further out of the inner city bus stops grow from every 4 blocks to 12 or so. It makes transit less accessible for those who have been pushed out in order to afford to rent/own |
| 28-1-2018 16:56:30 | Social equity | More access to the outskirts, where this may be peoples only method to reach their jobs and groceries because of low income. More frequent stops etc. The West hills do not need further accessibility, they have plenty. |
| 26-1-2018 06:31:52 | Social equity | If everyone cannot access this system we have worsening inequities in other aspects of our community (i.e. in health, in access to opportunity) and this leads overtime to a decline in economic prosperity. If we don't have contributions from the wisdom of many different perspectives we will not be able to address the challenges we currently face. |
| 25-1-2018 01:19:46 | Social equity | Commute matters. Poor neighborhoods shouldn't have to spend hours commuting so close in neighborhoods can prosper |
| 24-1-2018 22:02:21 | Social equity | Bus service should be fast and convenient -- in a way that's competitive with car travel -- to ensure a high-quality travel option for people who can't afford a car. |
| 24-1-2018 01:19:11 | Social equity | specific interest/focus on areas of the city with affordable housing. How does increased transit access affect housing prices? How to ensure folks aren't priced out of their own homes because of 'improvements'. Don't let Transp. infrastructure contribute (directly or indirectly) to displacement/gentrification. please. |
| 22-1-2018 23:29:00 | Social equity | In an era where humanity has become polarized on nearly every level, REAL equity has never been more important. Outer East Portland must share in equal infrastructure... Aesthetics, great design and quality construction should be the same on BOTH sides of I205 |
| 23-1-2018 23:28:06 | Social equity | When we prioritize poor people and people of color, outcomes for everyone improves |
| 23-1-2018 20:16:33 | Social equity | This is the most important priority for our plan. The more we support transportation for the poor and people living in the margins the better the system will be for everyone else! |

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| 23-1-2018 18:49:49 | Social equity | I have heard from planners that indicate western Washington County is not on Metro's priority list for various reasons: economic growth etc. I have also heard statistics from planners and the US Census that indicate western Washington County has a higher concentration of people who live below the poverty income level. I hear that the lightrail system is not expected in the western Washington County for another 10 years. Some issues to think about with regards to social equity and the transportation system. |
| 23-1-2018 03:56:36 | Social equity | Fare policing needs to be brought back in line. I have personally witnessed profiling by fare enforcers on transit twice and this is no surprise given the disparate percentage of citations give to people of color. |
| 22-1-2018 19:01:13 | Social equity | No, transit ought not serve everyone equally, only those who want to take it and they are those who choose to live along transit lines. Common ppl, land use isn't equal, bus stop at every farm isn't realistic! |
| 21-1-2018 20:16:28 | Social equity | Equity is important, and that means doing something in SW PDX as well as SE. |
| 21-1-2018 16:40:46 | Social equity | Bus service has been specifically excluded by Metro in the past, leaving bus riders and bus served neighborhoods at a specific disadvantage. Today these people are facing safety, equity, congestion and pollution issues greater than areas which Metro has historically favored. Metro needs to acknowledge that it was the cause of the equity disparity, and prioritize bus service far above - including access to bus stops (sidewalks) and reduce spending in areas which have received light rail or streetcar investments historically. |
| 22-1-2018 01:12:52 | Social equity | Equity is important, and this is related to affordability - people need to be able to afford to travel where they want to. However, don't let the need for affordability be an argument against tolling. We desperately need tolling so that those who are creating roadway congestion pay for that. Tolling (along with providing travel options) is the only real way to manage congestion and reduce impacts of auto travel. |
| 22-1-2018 06:14:19 | Social equity | I am excited to hear more about both the Bus Rapid Transit to East Portland & Gresham and the new low income fare program! |
| 20-1-2018 22:57:55 | Social equity | agree |
| 19-1-2018 06:10:08 | Social equity | Seriously? Who is not able to get around the city? |
| 20-1-2018 02:06:43 | Social equity | Bus routes tend to avoid low-income neighborhoods (in my opinion). Perhaps shuttles could expand service areas. |

Screen 3 Comments - top strategies to achieve transportation outcomes

| Date | Item | Feedback |
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| 18-1-2018 19:25:11 | Suggestion Affordability | Encourage telecommuting and off-peak travel. |
| 20-1-2018 19:07:29 | Suggestion Affordability | Use less expensive busses (on improved roads from last topic) in place of uneconomic MAX |
| 20-1-2018 21:17:24 | Suggestion Affordability | no road or highway tolls |
| 22-1-2018 16:46:40 | Suggestion Affordability | Corridor pricing - as low-income residents are least likely to drive pricing congested corridors during peak travel times to fund transportation options will increase affordability |
| 22-1-2018 15:34:03 | Suggestion Affordability | NO TOLL ROADS! Travel back East is a nightmare and expensive. The roads and road infrastructure are really no better than here |
| 23-1-2018 17:52:05 | Suggestion Affordability | Maintain current assets. Do not add additional maintenance responsibilities. |
| 25-1-2018 03:49:41 | Suggestion Affordability | Do not consider adding toll booths to the freeways. If you want transportation to be affordable, that is the last thing you should do. |
| 25-1-2018 03:49:41 | Suggestion Affordability | Do not consider adding toll booths to the freeways. If you want transportation to be affordable, that is the last thing you should do. Or maybe consider removing the gas tax that was passed last year if you want this city to be affordable. |
| 25-1-2018 15:50:11 | Suggestion Affordability | my goodness. nothing here to address real affordability. like not spending everything on crime trains and not addressing roads. We need roads!!!! |
| 26-1-2018 06:31:52 | Suggestion Affordability | What about policies that make driving cars more expensive? Or more of a pain? I refuse to drive my car downtown because it's so stressful to jockey pedestrians, bicyclists, buses, and other vehicles, plus no parking and if you can park a ticket is around the corner. All of that works to keep me out of there with a car as much as possible. Tolls on highways and bridges. Discounts on insurance for people who drive less. |
| 6-2-2018 00:13:01 | Suggestion Affordability | Build road capacity: a new west side freeway and bridge over Columbia; extra freeway lanes. Less costly than light rail while also speeding limited stop busses. |
| 8-2-2018 05:05:11 | Suggestion Affordability | Provide more lanes of heavily used routes |
| 9-2-2018 22:47:33 | Suggestion Affordability | More affordable housing. |
| 12-2-2018 20:54:29 | Suggestion Affordability | reduce or eliminate bike lanes on roadways. create a better separation from traffic |
| 10-2-2018 18:08:34 | Suggestion Safety | The biggest safety factor is the increased congestion caused by a modern freeway/highway system. This causes many accidents by frustrated drivers. |
| 7-2-2018 23:36:14 | Suggestion Safety | Personal safety on Max. Because there have been two occasions where I've been intimidated by homeless people and/or rowdy teenagers, I won't ride Max anymore. When you are on Max, you are a captive audience for anyone who wants to harass and/or threaten you, and it can be quite frightening. We called the police, but by the time they showed up the people threatening us had gotten off. Also, the conductor eventually entered our car to see what the problem was, and he made fun of some of the victims of the harassment. MAX IS NOT SAFE. |
| 7-2-2018 04:41:45 | Suggestion Safety | Adding stop signs or traffic signals to intersections that only one road has good flow and causes drivers of the other road to have to hurry through or cut others off. |
| 6-2-2018 00:13:01 | Suggestion Safety | Your emphasis is all on transit: the bulk of us use cars on roads. Street design you look for speed INCREASES not reduction. |
| 5-2-2018 21:02:55 | Suggestion Safety | Freeways: Speed limit 70 urban (65 in Portland, 55 downtown), 75-80 rural |
| 6-2-2018 01:48:12 | Suggestion Safety | Autonomous Vehicles |
| 6-2-2018 02:52:48 | Suggestion Safety | Max stops need parking structures. I don't use our local max anymore unless I have time for the 20 minute minimum walk. |
| 2-2-2018 06:00:12 | Suggestion Safety | Have safety buttons on max stops and trains so that if someone feels threatened by another passenger or stranger they can access help |
| 26-1-2018 18:46:57 | Suggestion Safety | Don't let people on without paying. Keep the stabbers off the max! |
| 26-1-2018 18:46:57 | Suggestion Safety | Don't let people on without paying. ENFORCE FARES! Keep the stabbers off the max! |
| 25-1-2018 17:09:59 | Suggestion Safety | Require bikers to have licensing, insurance and safety training. They are arrogant and rude. |
| 26-1-2018 04:54:13 | Suggestion Safety | security personnel on MAX |

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| 26-1-2018 06:51:28 | Suggestion Safety | Equitable enforcement of bike laws. |
| 29-1-2018 17:51:40 | Suggestion Safety | Develop apps and other devices to reduce distracted driving from cell phones and car "infotainment" systems. |
| 30-1-2018 17:57:43 | Suggestion Safety | State highways in the metro area (LOMBARD over I5) need safety upgrades!!! Also, huge portions of our city are being sacrificed for industrial/trucking (fessenden) and leaving residents dodging traffic and getting hit by cars |
| 25-1-2018 15:50:11 | Suggestion Safety | get bikes out of the roads and expand our roadways to reduce gridlock |
| 23-1-2018 20:11:42 | Suggestion Safety | Invest in structures that don't allow passengers to access the Max lines to alleviate safety issues and collect revenue lost from un-ticketed passengers. |
| 22-1-2018 15:34:03 | Suggestion Safety | Increase freeway speeds - particularly in rural areas. |
| 22-1-2018 21:01:39 | Suggestion Safety | Make driver's ed mandatory for new drivers under 18 years old. |
| 23-1-2018 00:23:32 | Suggestion Safety | traffic diversion / close neighborhood routes to through traffic (past schools, along bikeways, etc.) |
| 20-1-2018 02:02:36 | Suggestion Safety | Must not be allowed in the Max unless through a ticket taker or turnstyle |
| 20-1-2018 14:53:08 | Suggestion Safety | Westside bypass to provide traffic going through the Portland area another option |
| 18-1-2018 19:25:11 | Suggestion Safety | Train school kids to walk, ride their bikes and use transit safely. Support SRTS programs. |
| 20-1-2018 02:19:28 | Suggestion Safety | Flashers at all major crosswalks |
| 20-1-2018 02:19:28 | Suggestion Safety | Flashers at all major crosswalks More signs that showvthe speed of one's car |
| 20-1-2018 02:19:28 | Suggestion Safety | Flashers at all major crosswalks More signs that showvthe speed of one's car Convince pedestrians to wear white or reflective clothing at night |
| 20-1-2018 05:58:11 | Suggestion Safety | Autonomous vehicles |
| 17-2-2018 17:46:43 | Affordable fare programs | Make regional transit free! Fares are just a percentage of the operating budget that could be made up via the elimination of the fare collection infrastructure. Fare costs and penalties for nonpayment disproportionately affect low income riders who need the transit system the most. |
| 20-2-2018 00:32:55 | Affordable fare programs | Fares should be low and equal for all |
| 15-2-2018 18:06:28 | Affordable fare programs | I like and use the senior pass rates; in my universe, there would be an agreement worked out with PPS to give students FREE service |
| 14-2-2018 21:42:09 | Affordable fare programs | Riding public transit everyday can get very expensive, even for middle-income folks who do not qualify for typical discounts. |
| 14-2-2018 21:42:09 | Affordable fare programs | More access to affordable fare programs is key. But also, riding public transit everyday can get very expensive, even for middle-income folks who do not qualify for typical discounts. The economics of public transportation should weigh out the convenience of car travel. |
| 13-2-2018 20:36:11 | Affordable fare programs | I'd prefer a fareless transit system. Tax all homes and businesses based on their proximity/concentration to service at a rate that maintains the existing service. |
| 13-2-2018 21:20:33 | Affordable fare programs | Transit programs must offer a discount compared to operating and parking automobiles, or it's a losing proposition. |
| 9-2-2018 23:53:13 | Affordable fare programs | Ideally, help people get better wages and jobs so they could afford to pay for things |
| 8-2-2018 20:31:42 | Affordable fare programs | \$5 a day is pretty expensive |
| 9-2-2018 21:21:05 | Affordable fare programs | \$100 per month is a lot for an adult. |
| 8-2-2018 15:31:46 | Affordable fare programs | This must be a high priority -- what would it look like to allow for more free rides? |
| 7-2-2018 16:32:50 | Affordable fare programs | a good idea, if more affordable to low income and seniors the more it is used, |
| 6-2-2018 20:01:29 | Affordable fare programs | Free is the optimal price. |
| 7-2-2018 05:31:51 | Affordable fare programs | A healthy system is equitable |

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| 7-2-2018 16:25:32 | Affordable fare programs | Better yet - recognize that all tax payers support public transit and make it affordable for everyone. |
| 6-2-2018 05:26:28 | Affordable fare programs | Do not take away Trimet passes for high school students |
| 6-2-2018 02:52:48 | Affordable fare programs | I've been saying this for years!! What good is it to have empty transit vehicles driving around? Fill them up with low cost/free transit passes. |
| 6-2-2018 19:47:39 | Affordable fare programs | wait - what?? 4 of the 5 suggestions for social equity are the same as system reliability / safety. Affordability is going to be under affordability |
| 4-2-2018 16:52:39 | Affordable fare programs | Also connected with culturally specific services so people of color receive the support they need |
| 3-2-2018 08:33:48 | Affordable fare programs | Free transit for ALL. More people would ride if it were free - less cars polluting. |
| 2-2-2018 06:00:12 | Affordable fare programs | I would include cheaper student options, especially for trade schools and community colleges. Maybe even have free monthly passes for folks on food stamps or medicaid. |
| 2-2-2018 04:00:41 | Affordable fare programs | this would get people away from driving with expired tags. please do this for washington county. |
| 29-1-2018 17:51:40 | Affordable fare programs | The high-school program is wonderful in that it also introduces youth to mass transit which lasts into their life. |
| 28-1-2018 16:00:24 | Affordable fare programs | TriMet is doing this starting this summer. Plus, we have fare capping already, which is an equity measure. |
| 28-1-2018 16:56:30 | Affordable fare programs | Yeah, this just makes sense |
| 27-1-2018 17:46:49 | Affordable fare programs | Essential! Also, walk back that silly card thing for transit fares. It seems easy but it is far less equitable than paper tickets. No idea what the resistance to retaining paper tickets could really be. |
| 27-1-2018 09:30:04 | Affordable fare programs | instead of special classes of fares, just better subsidize transit for all to reduce the marginal cost of using transit. |
| 26-1-2018 21:48:15 | Affordable fare programs | Why are we spending more money on fare enforcement over fare reduction. Lets dump the rent-a-cops and reduce fares. Lower cost means means low-income/fixed income people aren't having to choose between rent/food and making it to work. |
| 26-1-2018 18:52:02 | Affordable fare programs | This is great, but I've talked with older people who said they came here for the transportation, but then couldn't use it because of the infrequency, hassle of transfers, etc. |
| 26-1-2018 13:37:30 | Affordable fare programs | when it seems most people who ride or rely on public transit do so because they don't have the option to drive a car, \$5 a day seems quite expensive and unaffordable especially for a slow unreliable system. |
| 26-1-2018 16:44:31 | Affordable fare programs | The cost of fare doesn't cover the cost of the system anyway - I think fare should be cheap for everyone to encourage more (legal) usership. A lot of folks just run the risk of getting caught without a ticket - and I have deeply mixed feelings about fare enforcement |
| 26-1-2018 02:49:40 | Affordable fare programs | Low income fares are needed. |
| 24-1-2018 02:49:26 | Affordable fare programs | Use backend database capabilities of the fare system to create an equitable means tested rate structure. |
| 23-1-2018 18:49:49 | Affordable fare programs | Consider connecting with non-profit organizations, schools and churches, senior centers to gather idea or to promote affordable fare programs. |
| 23-1-2018 05:14:53 | Affordable fare programs | FREE FOR ALL. Solves SO many other problems! |
| 23-1-2018 00:23:32 | Affordable fare programs | fareless transit for all |
| 22-1-2018 21:01:49 | Affordable fare programs | Free bus rides. Tax cars by the pound. And mileage driven. |

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| 22-1-2018 17:17:28 | Affordable fare programs | Anything that gets more folks out of their cars and on transit is a win. Less fees for fare evasions, more free and subsidized trips for folks who need it. |
| 21-1-2018 22:49:00 | Affordable fare programs | Affordable fares won't make as big of a difference if the service is unreliable/doesn't get them to where they need to go. Need to focus on service reliability and expansion. |
| 22-1-2018 03:42:03 | Affordable fare programs | Free transit for youth and seniors. Full stop. |
| 20-1-2018 14:32:14 | Affordable fare programs | Tolls on motor vehicles. |
| 20-1-2018 01:59:20 | Affordable fare programs | Make the transit free for all |
| 19-1-2018 18:57:16 | Affordable fare programs | Affordable fares must be complimented with convenient, timely access |
| 18-1-2018 21:16:36 | Morefrequent bus and MAX | Dedicated bus lanes! |
| 19-1-2018 20:03:14 | Morefrequent bus and MAX | Focus on serving low income people |
| 20-1-2018 02:59:35 | Morefrequent bus and MAX | make bus service competitive or superior to commuting by car (speed, reliability, frequency); charge what parking really costs |
| 20-1-2018 14:32:14 | Morefrequent bus and MAX | Tolls on motor vehicles. |
| 21-1-2018 20:16:28 | Morefrequent bus and MAX | Including that in SW PDX |
| 21-1-2018 23:07:08 | Morefrequent bus and MAX | focus on higher speed, higher capacity trunk lines and then convenient circulators elsewhere |
| 21-1-2018 22:49:00 | Morefrequent bus and MAX | Primarily adding bus-only lanes to improve reliability and reduce headways |
| 22-1-2018 21:01:49 | Morefrequent bus and MAX | Yes please! |
| 22-1-2018 22:41:03 | Morefrequent bus and MAX | I would take transit more often and not use my personal car if the stops were spaced a little further apart - right now, the MAX downtown stops every two-ish blocks! I can walk as fast as the train goes. Same with the streetcar. |
| 22-1-2018 22:04:09 | Morefrequent bus and MAX | Expand direct routes and faster travel times. |
| 23-1-2018 09:56:40 | Morefrequent bus and MAX | Expand routes that serve within / between the outer neighborhoods too. |
| 24-1-2018 02:49:26 | Morefrequent bus and MAX | Emphasize the densification of routes in underserved areas. For example, provide more north/south routes in East Portland. |
| 23-1-2018 18:49:49 | Morefrequent bus and MAX | Max service to Cornelius and Forest Grove would be ideal. |
| 23-1-2018 23:28:06 | Morefrequent bus and MAX | We need express lines for folks living far out. |
| 25-1-2018 18:16:43 | Morefrequent bus and MAX | Invest in the fleet. Smaller buses, more frequent service. Time for subways? |
| 24-1-2018 22:14:31 | Morefrequent bus and MAX | Especially in areas with individuals who have been displaced (East Portland, Gresham, etc.) |
| 24-1-2018 21:23:04 | Morefrequent bus and MAX | Max or bus rapid transit should service underserved neighborhoods. |

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| 24-1-2018 19:07:53 | Morefrequent bus and MAX | More light rail |
| 26-1-2018 16:44:31 | Morefrequent bus and MAX | and LATER/EARLIER |
| 27-1-2018 17:34:41 | Morefrequent bus and MAX | More lines and frequency to suburb areas like Beaverton and Hillsboro and Gresham |
| 26-1-2018 13:37:30 | Morefrequent bus and MAX | i have to walk 1.2 miles to my nearest bus stop which only comes once every 20 minutes. more bus stops would be a huge help, and more frequent busses would also cut down on total travel time as and also be less devastating when a bus is missed |
| 26-1-2018 21:48:15 | Morefrequent bus and MAX | Poorer neighborhoods in particular need more frequent service buses. |
| 26-1-2018 18:25:06 | Morefrequent bus and MAX | With more frequent runs ridership will increase. |
| 27-1-2018 09:30:04 | Morefrequent bus and MAX | more routes, longer hours of operation, more frequent, and more capacity at peak hours |
| 27-1-2018 17:46:49 | Morefrequent bus and MAX | Coverage and reliability - without it, why would anyone NOT pursue alternatives to public transportation? |
| 28-1-2018 16:56:30 | Morefrequent bus and MAX | Mostly in rural areas where lower income folks reside |
| 31-1-2018 01:35:18 | Morefrequent bus and MAX | Never at the cost of serving other areas. |
| 29-1-2018 17:51:40 | Morefrequent bus and MAX | Must be focused on low-income areas and jobs centers. |
| 2-2-2018 04:00:41 | Morefrequent bus and MAX | please reroute buses to give north to south service like buses 39/51 and bus 56. |
| 3-2-2018 08:33:48 | Morefrequent bus and MAX | Fare free and then increased runs as more folks ride buses. |
| 5-2-2018 18:43:34 | Morefrequent bus and MAX | Also, add MAX up to Vancouver. |
| 5-2-2018 05:26:44 | Morefrequent bus and MAX | More frequent late night options would vastly help those who rely on multiple jobs or later hours! |
| 4-2-2018 15:36:40 | Morefrequent bus and MAX | Limited/no weekend service and limited lines (51...) keep low income folks at a disadvantage vs those with private vehicles. |
| 4-2-2018 06:06:48 | Morefrequent bus and MAX | I get worried when I see how rents shoot up in areas where the Max expands. What can be done to keep affordable housing close to public transit? |
| 2-2-2018 15:15:29 | Morefrequent bus and MAX | I think it would help a lot if the Max weren't so slow and/or had express trains. |
| 5-2-2018 16:07:53 | Morefrequent bus and MAX | The Max Blue and Red lines should be expanded to Forest Grove. |
| 7-2-2018 16:25:32 | Morefrequent bus and MAX | I have long thought that smaller busses running twice as often would change everything about how transportation works in this town. In other parts of the world, this is the model. I know some people are attached to the notion of the highest tech equipment, but I would much rather ride a clean, simple bus that arrives on time and has a convenient schedule than know that the big fancy kneeling bus that's wider than the traffice lane will eventually be here. |
| 6-2-2018 20:01:29 | Morefrequent bus and MAX | Like yesterday. |
| 7-2-2018 16:32:50 | Morefrequent bus and MAX | The connections now are horrible and long waits. A 10 minute ride to work would take me almost an hour with the system now. |
| 9-2-2018 21:21:05 | Morefrequent bus and MAX | Yes! From my house (Bethany) it's half an hour to drive to NW Portland for work. It's 90 minutes each way on bus/train/bus. That's a pretty hard sell to coax me out of my car. |

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| 8-2-2018 22:31:44 | Morefrequent bus and MAX | Need night and weekend service for swing shift and late shift workers. |
| 9-2-2018 23:53:13 | Morefrequent bus and MAX | Existing and additional service must first meet demand and be usable, and be of a quality that people want to ride |
| 11-2-2018 19:22:09 | Morefrequent bus and MAX | Not max |
| 13-2-2018 18:17:53 | Morefrequent bus and MAX | Expansion of MAX and bus services is essential because it will provide consistent transportation for years. Making new freeways and roads is less sustainable because they eventually cause congestion and inefficiencies. The max doesn't have that problem. |
| 13-2-2018 18:12:58 | Morefrequent bus and MAX | Especially for people using transit to get to and from outlying areas for work schedules, especially important for areas near: Marine Drive/Bridgetown/Airport areas, Oregon City/Milwaukie/Clackamas, Vancouver, Fairview, etc. (I was distraught over the route/timing changes after the MAX went in down to Park Station--very limited options in that area of town now), farther SW, and transiting between quadrants of the city.... |
| 15-2-2018 18:06:28 | Morefrequent bus and MAX | Find innovate ways to serve outlying and poorly served neighborhoods - maybe one size fits all buses is not a useful model. |
| 18-2-2018 21:02:53 | Morefrequent bus and MAX | This only helps equity if it's focused in low income or elderly/disabled-dense areas. |
| 16-2-2018 08:00:48 | Morefrequent bus and MAX | Trimet only works if your job is downtown. If works elsewhere Trimet takes twice as long. |
| 16-2-2018 01:58:33 | Morefrequent bus and MAX | Yes!! |
| 18-2-2018 21:02:53 | Special transit services | Don't we already do this, by Federal law? |
| 13-2-2018 23:02:50 | Special transit services | It's not "special". Us disabled people have the same needs as everyone else. |
| 14-2-2018 17:55:35 | Special transit services | This is important and may be most cost-effective to partner with TNCs |
| 15-2-2018 18:06:28 | Special transit services | My son who has a disability (head injury) has used transit for decades. In the 3 decades he has been frequently cited for lack of a pass (he buys the monthly Honored Citizen rate + often forgets it at home) . The last time he had to pay \$175 from a monthly SSI check of \$866 - seems to me the system should be able to accommodate the small percentage of free riders. Get back to the honor system!! Lay off the fare inspectors and put their salary into subsidies. |
| 13-2-2018 03:07:21 | Special transit services | I'm not sure how current needs align with availability |
| 9-2-2018 23:53:13 | Special transit services | Ideally, make land use, development, infrastructure changes that make it possible for more people to use regular service |
| 9-2-2018 19:08:20 | Special transit services | Designing the system to make it more accessible would reduce the need for special transit and make life better for the in-betweeners who can't drive, but don't need a lot of help. |
| 9-2-2018 21:21:05 | Special transit services | Yes yes yes yes. More. |
| 7-2-2018 16:32:50 | Special transit services | Make it affordable. |
| 8-2-2018 00:47:45 | Special transit services | since Max already exists get government funding and grants to keep fares low for disabled and handicapped and raise regular passenger fares |
| 9-2-2018 21:22:40 | Special transit services | Yes, but incorporate this kind of usability into the main expanded transit service & walk-bike connectivity, so we can travel together and help each other travel. |
| 7-2-2018 16:25:32 | Special transit services | Transportation options for everyone is an important equity issue. It also seems like some of the cost and administrative burden of this accessibility should fall under the umbrella of services that are provided under programs designed specifically for these populations. |
| 6-2-2018 02:52:48 | Special transit services | I don't know much about this |

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| 5-2-2018 23:30:00 | Special transit services | Have the HOP Pass for the Trimet Lift |
| 2-2-2018 16:37:13 | Special transit services | I think this is important, but I gave fewer starts because I know it's very expensive. Time to get creative! |
| 2-2-2018 22:04:54 | Special transit services | Trimet lift is a disgrace. The system needs an overhaul to better alert riders when the driver is there and when the driver will be there. Lift has figured this out, why hasn't Trimet. Better communication needs to happen between driver and passenger in this regard. |
| 3-2-2018 08:33:48 | Special transit services | Prioritize those most in need of assistance. |
| 2-2-2018 04:00:41 | Special transit services | the neighborhood and family need to help |
| 31-1-2018 14:45:05 | Special transit services | Could a nonprofit provide this service more reliably or at lower cost? |
| 31-1-2018 01:35:18 | Special transit services | This reenforces the belief that trimet is "freerides for fatties" |
| 29-1-2018 17:51:40 | Special transit services | Equity and accessibility should also be required of companies licensed to operate in Oregon -- Uber and Lyft. |
| 28-1-2018 16:00:24 | Special transit services | Prioritize improving sidewalks and curb cuts so people who need special transit services can take TriMet. |
| 28-1-2018 16:56:30 | Special transit services | Honestly, there's no personal impact for me about this, so my voice is less relevant. I see that Trimet does offer some services for this, if there is demand to expand, let's get creative! |
| 27-1-2018 17:46:49 | Special transit services | If the system, as designed, cannot accommodate people with disabilities then this must be a priority along with affordability / fare accessibility. |
| 28-1-2018 01:04:25 | Special transit services | Rides to appointments and shopping are by far the most requested service from seniors who belong to Eastside Village PDX Village, a program for seniors. Planners overestimate how well buses and MAX serve seniors and the disabled population. |
| 26-1-2018 05:28:44 | Special transit services | Focused on services for those who truly cannot use the regular transit system. |
| 26-1-2018 13:37:30 | Special transit services | people who can't drive and need better accessibility should be treated as priority in who public transit serves. for example there should be more bus stops that are more accessible with less distance between. |
| 24-1-2018 02:49:26 | Special transit services | Support provision of local service while developing rapid/high capacity transit infrastructure. |
| 23-1-2018 18:49:49 | Special transit services | Transit also needs to be considered when a natural disaster strikes. How can bus and other services be utilized to transport elders and people with disabilities during an emergency. |
| 23-1-2018 05:14:53 | Special transit services | Essential!! |
| 23-1-2018 01:46:25 | Special transit services | But keeping accessibility in mind for all transit is important-- we should not move to a "separate but equal" model as that never really pans out that way. |
| 22-1-2018 19:06:40 | Special transit services | Rather than providing special services, focus on ways to make sidewalks, bike routes, and transit more accessible to populations with special needs. A paraplegic might not need to be driven if his/her neighborhood sidewalks are in good condition, or if the bikeways are safe enough to use even with a low-to-the-ground handcycle. |
| 21-1-2018 23:07:08 | Special transit services | apply universal design to all options |
| 20-1-2018 21:02:38 | Special transit services | The services available tend to do a pretty good job currently |
| 20-1-2018 14:32:14 | Special transit services | Tolls on motor vehicles. |
| 18-1-2018 23:52:15 | More frequent bus and MAX | I believe the outer areas of the metro region need more efficient options- additional lines, increased service, but maybe different types of service like public vanpooling? |

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| 18-1-2018 19:24:05 | Morefrequent bus and MAX | You have to address public safety issues. I'm a fan of MAX but I was nearly assaulted near the Hollywood stop. The PD crime heat map shows it's a know crime area. The PD didn't care when I called it in and never recorded my near assault. You also need a visible security profile on MAX. And I'm not a person who likely would be attacked--this is for women, elderly, disabled. |
| 19-1-2018 19:11:08 | Morefrequent bus and MAX | Bus Rapid Transit on McLoughlin Blvd South to Oregon City! |
| 19-1-2018 17:20:53 | Morefrequent bus and MAX | Transit lines that only run during rush hour are incredible frustrating for people who don't work typical schedules (such as myself) or want to use transit during non-rush hours. Examples include the 99 Bus and WES. |
| 19-1-2018 18:57:16 | Morefrequent bus and MAX | Too many residents live too far from high frequency transit routes and too many transit routes cut back on service to early in the evening to be convenient and reliable enough for many residents to be able to use. |
| 20-1-2018 01:59:20 | Morefrequent bus and MAX | This will get more people on the transit |
| 19-1-2018 19:25:13 | Morefrequent bus and MAX | Expanding transit service does not mean just frequency. It requires FLEXIBILITY to encourage ridership for those whose work shifts go beyond the typical 9-5 workday. Most of the job growth in the region is shift-based, and transit should respond to that and not just focus on peak hour frequency. |
| 19-1-2018 22:46:29 | Morefrequent bus and MAX | Especially weekends and holidays. Also more frequent WES. |
| 20-1-2018 02:59:35 | Morefrequent bus and MAX | and more dedicated street space so buses can have priority and get around faster |
| 20-1-2018 05:03:38 | Morefrequent bus and MAX | I made the observation earlier. Please read it. |
| 20-1-2018 04:17:46 | Morefrequent bus and MAX | Use revenue from rush-hour congestion tolls to subsidize transit. |
| 20-1-2018 04:55:20 | Morefrequent bus and MAX | Portland's MAX and Bus system need to be the best in the nation. |
| 20-1-2018 14:32:14 | Morefrequent bus and MAX | Tolls on motor vehicles. |
| 20-1-2018 15:05:26 | Morefrequent bus and MAX | Transit agency will fade as AV emerges. Avoid stranded assets. |
| 20-1-2018 18:51:58 | Morefrequent bus and MAX | I live in Gladstone and have neighbors that work in Gresham. There is not any direct route from the south part of Portland or suburbs East or West |
| 20-1-2018 16:00:11 | Morefrequent bus and MAX | More frequent service will remove the need for schedules; this, combined with free fares, will double or triple ridership |
| 20-1-2018 21:24:12 | Morefrequent bus and MAX | More service. Tri Met needs to have a fare collection system. Too many people ride free. |
| 21-1-2018 06:25:22 | Morefrequent bus and MAX | Improve service by dedicating ROW to transit. If it's not faster or more reliable to take transit than to drive, people will drive. |
| 20-1-2018 19:25:29 | Morefrequent bus and MAX | including light rail to Clark County |
| 21-1-2018 23:07:08 | Morefrequent bus and MAX | create options that are complemented by each other but not exclusive |
| 21-1-2018 19:40:56 | Morefrequent bus and MAX | More vertical connections. A bus up and down 28th Ave would be a great start. |
| 22-1-2018 17:59:27 | Morefrequent bus and MAX | Especially in eastern Portland beyond 82nd, to eliminate transit deserts. Also, the transit system needs to run 24 hours, 7 days a week. This is the 21st century, and people have to work early, late, and on the weekends, something our archaic transit schedule doesn't accommodate. |
| 22-1-2018 02:57:14 | Morefrequent bus and MAX | Feel like it can improve but is fairly good so therefore less of a priority than other subsections |
| 22-1-2018 19:06:40 | Morefrequent bus and MAX | The most important next step for our transit network is improving frequency on the most popular lines. "Frequent service" should mean buses/trains every 5-10 minutes, not every 15. |

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| 22-1-2018 21:38:34 | Morefrequent bus and MAX | Create more bus-priority lanes to get buses moving more quickly through the city. |
| 22-1-2018 22:01:28 | Morefrequent bus and MAX | More lines/routes |
| 22-1-2018 22:42:30 | Morefrequent bus and MAX | this should be funded w/ congestion + parking \$ |
| 22-1-2018 22:21:53 | Morefrequent bus and MAX | Create bus only lanes or streets so that taking a bus can guarantee that a rider gets from point A to point B faster than if they were to take their own car/use a ride share service |
| 22-1-2018 22:25:35 | Morefrequent bus and MAX | Also, new forms of transit, on-demand vehicle services, and a ton of pedestrian comfort and safety improvements |
| 23-1-2018 07:01:10 | Morefrequent bus and MAX | Tri-met isn't a very viable option, it's way too slow, has bad safety reputation, and is inconsistent. |
| 23-1-2018 08:00:46 | Morefrequent bus and MAX | And make it affordable, with the goal of making it free for more and more groups of citizens. |
| 23-1-2018 19:38:05 | Morefrequent bus and MAX | Buses to/fr central city is no longer top priority. Economic expansion taking place in other areas that need more bus services like the Columbia waterfront from I-205 to Troutdale as an example |
| 24-1-2018 15:51:05 | Morefrequent bus and MAX | The bus rapid transit from Tualatin to Portland as well as better options for Tualatin to Hillsboro. |
| 24-1-2018 16:23:50 | Morefrequent bus and MAX | WES needs to be more than just a commuter train |
| 24-1-2018 01:07:47 | Morefrequent bus and MAX | Work to expand MAX line across to Vancouver |
| 23-1-2018 01:46:25 | Morefrequent bus and MAX | If the commute from SE to hillsboro was an hour, I would take transit to work instead of driving by myself every day. However, it is more than an hour and a half and requires too many transfers to be reasonable for someone who has to be to work by 7. |
| 24-1-2018 00:08:03 | Morefrequent bus and MAX | Can we please get serious about bus-only lanes to move transit reliably through the city, and make transit a more appealing option for those frustrated with congestion? |
| 23-1-2018 21:13:48 | Morefrequent bus and MAX | Higher frequency will bring more riders. |
| 24-1-2018 07:52:20 | Morefrequent bus and MAX | Free transit! |
| 24-1-2018 21:45:56 | Morefrequent bus and MAX | Max ridership is declining We are seeing increased truck traffic on I5 and 205 and 26. Reducing car trips is not the solution |
| 24-1-2018 19:49:15 | Morefrequent bus and MAX | One problem is how far away I live from my closest bus stop which will take me to the MAX because the Tualatin Max station is far from most residential neighborhoods. |
| 24-1-2018 22:14:31 | Morefrequent bus and MAX | This is everything, biking is nice but buses are practical. |
| 26-1-2018 02:49:40 | Morefrequent bus and MAX | WES should run through the day and on weekends, at least until MAX reaches Tigard. Long term should connect green line from Clackamas to Wilsonville and the Tigard line to Wilsonville to make a complete loop. |
| 26-1-2018 04:01:36 | Morefrequent bus and MAX | Direct bus or max lines from Tualatin to SE downtown Portland. |
| 26-1-2018 05:28:44 | Morefrequent bus and MAX | But you'll be competing with ride share apps, which will pull more and more choice riders. |
| 26-1-2018 16:40:41 | Morefrequent bus and MAX | More bus services please. 24 hours on the highest ridership lines. |
| 26-1-2018 18:40:39 | Morefrequent bus and MAX | a bus line on SE148th would help older people like me access grocery and other stores north of me. it is a full mile to the local Fred Meyer and sometimes i just can't do the round trip and have to take Lyft, which is expensive. |

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| 26-1-2018 17:51:06 | Morefrequent bus and MAX | Pretty good system now. Buses regularly on time. Like improvement of #24 from NE to NW. |
| 26-1-2018 16:48:44 | Morefrequent bus and MAX | Expand service to be more frequent and to reach more areas. Improve commuter transit to and from the MAX for low-income and underserved neighborhoods. |
| 27-1-2018 18:46:45 | Morefrequent bus and MAX | This is clearly the best option to improve transportation and equity throughout our region. |
| 28-1-2018 16:14:14 | Morefrequent bus and MAX | Mass transit won't be as effective as it should be until people feel safe riding it. Platforms, trains and buses are scary places. |
| 29-1-2018 20:08:25 | Morefrequent bus and MAX | This is the number one by far. We need every line to operate every 10 minutes or less. Transit has to be more convenient than driving. We need more max lines, more street cars, and maybe a subway? |
| 29-1-2018 17:51:40 | Morefrequent bus and MAX | Think well beyond what is currently covered by TriMet. Much of our traffic is due to a larger urban area. |
| 31-1-2018 16:36:20 | Morefrequent bus and MAX | Express train from a station at HWY 26 and Jackson School that travels down the middle of Hwy 26. ONLY GOES TO SUNSET TRANSIT AND BACK with no stops in between. With a park and ride lot. |
| 31-1-2018 17:22:03 | Morefrequent bus and MAX | Electric buses please |
| 31-1-2018 00:02:21 | Morefrequent bus and MAX | Increasing frequency loses meaning if vehicles are stuck in traffic. We need to truly prioritize transit and put it on its own facilities in congested corridors. |
| 31-1-2018 20:15:07 | Morefrequent bus and MAX | This should be 5 stars. The easier it is for folks to take mass transit, the more likely they are to do it. |
| 31-1-2018 20:40:36 | Morefrequent bus and MAX | More frequent and direct routes to bring people from the outer areas to downtown would be great. Maybe more express buses? |
| 1-2-2018 15:29:40 | Morefrequent bus and MAX | Express lines for heading to stops outside of metro Portland. This would make commute times faster and encourage more people to ride. |
| 2-2-2018 04:00:41 | Morefrequent bus and MAX | many neighborhoods lack bus service. some have the MAX line bypass them. please give more north / south bus service |
| 2-2-2018 03:15:58 | Morefrequent bus and MAX | While I support future MAX expansion, the Steel Bridge bottleneck needs to be addressed first (possibly with a separate MAX-only bridge or tunnel). |
| 2-2-2018 07:07:46 | Morefrequent bus and MAX | Max is maxed out. It's way past due to help vehicle traffic instead. |
| 2-2-2018 18:24:23 | Morefrequent bus and MAX | Trimet needs to run until 15 minutes after bars close. The max needs gates rather than this dumb fair checker system. The max does not feel safe and I'm a large able bodies male.....Gates or a TON MORE SECURITY PRESENCE |
| 2-2-2018 17:50:09 | Morefrequent bus and MAX | Build light rail service to SW Portland. Build a connector light rail from Yellow to Orange that doesn't go through downtown. Make some lanes bus-only during commute hours. Fix #1 bus line so it doesn't do a four leaf clover through our neighborhood. Measure your dwell times. As long as transit takes 4-6x the time it takes to drive I will continue driving. Get that ratio close to 1:1 and magically you'll see your ridership increase. |
| 2-2-2018 17:50:09 | Morefrequent bus and MAX | Build light rail service to SW Portland. Build a connector light rail from Yellow to Orange that doesn't go through downtown. Make some lanes bus-only during commute hours. Fix #1 bus line so it doesn't do a four leaf clover through our neighborhood. Measure your dwell times. As long as transit takes 4-6x the time it takes to drive I will continue driving. Get that ratio close to 1:1 and magically you'll see your ridership increase. Trains and cars should not be on the same roads/lanes. Get cars out of the way especially on the Steel Bridge so your whole transit system doesn't fall |
| 2-2-2018 18:57:04 | Morefrequent bus and MAX | And MAX running later at night. Even if they are 30 minutes apart, I'd like MAX to run all night so I can get across town. |
| 2-2-2018 19:08:23 | Morefrequent bus and MAX | Bus and Trimet stops are way to close. There is no reason why a bus should stop every two blocks. Same with Trimet. |
| 4-2-2018 16:52:39 | Morefrequent bus and MAX | Especially in north Portland |
| 5-2-2018 16:07:53 | Morefrequent bus and MAX | We need to expand Max Blue and Red Lines to Forest Grove |

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| 5-2-2018 18:43:34 | Morefrequent bus and MAX | Also, a MAX that leads to Vancouver, Happy Valley, the suburbs. |
| 5-2-2018 23:47:22 | Morefrequent bus and MAX | We need at least one, perhaps two, max lines to cross the river into Vancouver. |
| 5-2-2018 21:37:30 | Morefrequent bus and MAX | improving connections and having faster times would help those who ride the buses |
| 5-2-2018 20:58:09 | Morefrequent bus and MAX | I took public transport to PDX - 95 minutes one way. I can drive it in 20 minutes. Public transport is slow! |
| 6-2-2018 03:33:13 | Morefrequent bus and MAX | Bus expansion only. Max is too costly and inefficient |
| 6-2-2018 04:05:57 | Morefrequent bus and MAX | This is imperative. Transit needs to run often enough that it's an easy decision to use it. It also needs to run all night to allow late night workers, and people out drinking, a safe way to get home. |
| 6-2-2018 05:17:08 | Morefrequent bus and MAX | Maybe...working parents with flex schedules need speedy access if they are going to make it to their kids games, recitals, etc. Otherwise, they drive or will telecommute when possible. |
| 6-2-2018 04:51:49 | Morefrequent bus and MAX | I don't use it. Tried it once and it doesn't attract me as a safe clean and comfortable way to transit. No matter the cost. |
| 6-2-2018 02:33:25 | Morefrequent bus and MAX | There is 15 minutes between trains in the morning which is pretty sad for a city that claims to have great public transit. |
| 6-2-2018 17:35:30 | Morefrequent bus and MAX | Would be nice to have a subway system or something similar to other major metropolitan |
| 6-2-2018 16:44:05 | Morefrequent bus and MAX | This is the bottom line solution. |
| 6-2-2018 18:08:45 | Morefrequent bus and MAX | Improve last mile coverage |
| 6-2-2018 20:04:28 | Morefrequent bus and MAX | Don't forget about parts of Portland that are underserved. North Portland is one example. |
| 6-2-2018 22:13:44 | Morefrequent bus and MAX | Southwest Corridor needs to happen and FAST! |
| 7-2-2018 16:41:06 | Morefrequent bus and MAX | As far as I can tell current frequency is ok |
| 7-2-2018 05:52:35 | Morefrequent bus and MAX | Improve safety and security on MAX. |
| 7-2-2018 16:47:12 | Morefrequent bus and MAX | GET THE BUSES CLOSER TO THE USERS AND THEY WILL BE USED MORE |
| 8-2-2018 03:12:21 | Morefrequent bus and MAX | build hi ways not railways |
| 8-2-2018 03:47:19 | Morefrequent bus and MAX | Only in areas that fill buses and have very high users |
| 8-2-2018 17:28:28 | Morefrequent bus and MAX | Please focus on the non-Portland bus service, which in my neighborhood is very poor service now |
| 9-2-2018 21:22:40 | Morefrequent bus and MAX | We need frequent service bus options in the densely built areas of Washington County! Particularly to major employers like Nike & Intel |
| 8-2-2018 22:14:46 | Morefrequent bus and MAX | More MAX lines please! The MAX is amazing and NE and SE connectivity is terrible. We could really use a connector between NE/SE |

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| 9-2-2018 01:44:25 | Morefrequent bus and MAX | It is hard for a city the size and density of Portland to have a good public transit system, because there aren't enough people to justify the cost of building a subway system (or elevated system like Chicago). If we did have such a system, trains wouldn't have to wait in traffic, red lights, etc. Unless people can get to their destination as quickly with bus/MAX (which is usually not true, except to downtown), more people will drive than take public transit. |
| 8-2-2018 20:31:42 | Morefrequent bus and MAX | Expanded MAX lines would be great - perhaps some train trenches to avoid traffic slow-ups also |
| 9-2-2018 23:53:13 | Morefrequent bus and MAX | We need to first make sure existing service matches demands and is functional, usable and the best it can be; just putting out more service that people don't want to ride doesn't help |
| 9-2-2018 23:10:30 | Morefrequent bus and MAX | This should be focused on low income and marginalized communities who bear the brunt of injuries and deaths for all traffic accidents. |
| 11-2-2018 02:01:33 | Morefrequent bus and MAX | Regional Enhanced Transit Corridors and more frequent bus service |
| 11-2-2018 14:59:10 | Morefrequent bus and MAX | Tribmet bridge crossing for vancouver and more transit options for bethany area or any unincorporated suburb. |
| 11-2-2018 17:51:35 | Morefrequent bus and MAX | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 11-2-2018 20:27:56 | Morefrequent bus and MAX | More frequent and faster commuting times. |
| 12-2-2018 17:21:08 | Morefrequent bus and MAX | I rate this highly because I believe we need more direct bus routes. Many folks who live and work in the burb's (different ones) drive because a bus would take substantially longer. I commute from Beaverton to LO - in the car at rush hour my drive is about 20-25 min. The bus takes nearly double that time. The extra hour is not worth the benefit of public transit. |
| 11-2-2018 21:56:54 | Morefrequent bus and MAX | It seems the for most N-S routes the frequency is presently very good. Need more E-W frequency |
| 12-2-2018 16:42:44 | Morefrequent bus and MAX | And more options that make more sense for people with longer commutes, like commuter rail. |
| 12-2-2018 23:11:46 | Morefrequent bus and MAX | Particularly weekend bus routes; perhaps improved education/outreach about the benefits of busing too! |
| 12-2-2018 22:50:56 | Morefrequent bus and MAX | An easier to use route from NE to the Oregon City/Gladstone/West Linn area. |
| 12-2-2018 22:50:56 | Morefrequent bus and MAX | An easier to use route from NE to the Oregon City/Gladstone/West Linn area would be ideal. |
| 14-2-2018 18:28:29 | Morefrequent bus and MAX | Can we please improve the on-time arrival and capacity? |
| 14-2-2018 18:55:24 | Morefrequent bus and MAX | You'll have to fight the trolls on this, but a MAX into Vancouver would be great. |
| 14-2-2018 22:15:59 | Morefrequent bus and MAX | Please for the love of DOG tell Tri-met that ADDITIONAL COMMUTE BUSES on a.m. and p.m commutes are necessary to help seniors, people with disabilities and commuters get from point A, transfer, then to point B. My point here is that commuters are being forced to stand and being stuffed into moist disgusting buses in proximity to one another during the commutes. I don't know anyone who wants to endure that and it's why I started bike commuting 7 years ago: the bus was INTOLERABLE in terms of how packed it is on the morning AND afternoon commutes home. I'd rather walk!!! ADD some buses during the commutes, is that impossible?? Increase frequency and number of buses going into downtown during a.m. and leaving downtown during p.m. |
| 14-2-2018 00:26:42 | Morefrequent bus and MAX | Not MAX, too expensive and not a viable option for most people. |
| 19-2-2018 18:12:50 | Morefrequent bus and MAX | figure out the traffic issue for bus lines coming out of the city center. example: bus line 14 gets stuck in rush hour traffic and takes upwards of 30-45 min to get 2 miles. the incentive to using public transportation is that you should get there as quickly or more quickly than if you drive |
| 19-2-2018 18:12:50 | Morefrequent bus and MAX | figure out the traffic issue for bus lines coming out of the city center. example: bus line 14 gets stuck in rush hour traffic and takes upwards of 30-45 min to get 2 miles. max trains are crowded during rush hour (blue line to city center after 4 pm) the incentive to using public transportation should be that you should get there as quickly/conveniently or more quickly/conveniently than if you drove |
| 16-2-2018 20:02:00 | Morefrequent bus and MAX | Public transport is useful when there is a dedicated track without car traffic. I won't take the bus if I am going to be stuck in the same traffic as I would have been in my car. |

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| 17-2-2018 22:21:59 | Morefrequent bus and MAX | yes! SO important to match speed of car travel |
| 16-2-2018 22:51:59 | Morefrequent bus and MAX | We need upgraded infrastructure and a new corridor with high-speed rail. Washington and Canada are already pursuing it and there are plans on the table and demand from citizens |
| 17-2-2018 09:20:21 | Morefrequent bus and MAX | Add/revise bus lines for growing areas or shifting ridership; change frequency to match peaks |
| 19-1-2018 13:57:33 | Walk and bike connections | The turnaround of projects is more the concern. I think it takes too long to deliver some projects. |
| 20-1-2018 14:32:14 | Walk and bike connections | Tolls on motor vehicles. |
| 20-1-2018 02:59:35 | Walk and bike connections | prioritize in suburban auto dominated areas, design to make transit safe, easy and dignified to use |
| 21-1-2018 22:49:00 | Walk and bike connections | Bikeways and sidewalks in East PDX near bus stops especially! |
| 22-1-2018 06:14:19 | Walk and bike connections | As a cyclist with low resources, I understand the added vulnerability I face on the street due to my income. It is imperative that low resource people have an affordable mode of transit that does not endanger their lives more than if they were driving. |
| 20-1-2018 22:29:31 | Walk and bike connections | The bike lane/improvements along Halsey should connect the 82nd st MAX stop to the 60th st MAX stop. There should also be bike lanes along glisan starting at 60th st and going east |
| 22-1-2018 17:17:28 | Walk and bike connections | People who feel safe walking and biking where they need to go are more likely to ditch their car. For low income folks, this increases the amount of money in their pocket by not having to rely on cars OR transit. Win-win. |
| 22-1-2018 23:29:00 | Walk and bike connections | Outer East Portland has experienced an attitude that says "good enough" is good enough. It isn't. This is PORTLAND... Let's build infrastructure that not only makes us safe and healthy but that also encourages positive social interaction and helps people take pride in their communities. |
| 23-1-2018 19:14:51 | Walk and bike connections | Large, fast moving streets, such as burnside and Broadway often don't feel safe for bikers. MLK and Grand are also not bike friendly. It's important to be careful with bikes and sidewalks near on/off ramps for freeways too. |
| 24-1-2018 02:49:26 | Walk and bike connections | Prioritize the development of active transportation elements in communities that are already amenable to and in need of capital improvements. |
| 24-1-2018 00:08:03 | Walk and bike connections | Especially in transit-dependent neighborhoods and areas lacking in active transportation infrastructure. |
| 25-1-2018 13:31:12 | Walk and bike connections | Please address sidewalk issues. There have been many dollars spent on biking. Please uncouple these two options |
| 25-1-2018 01:19:46 | Walk and bike connections | Any changes can not reduce traffic flow!!! |
| 26-1-2018 15:52:18 | Walk and bike connections | Outer SE portland, east of 82nd, has almost zero safe bike roads and connections. |
| 26-1-2018 21:48:15 | Walk and bike connections | Used to bike to work downtown from The Cully - sheesh! That is some scary stuff. |
| 26-1-2018 13:37:30 | Walk and bike connections | biking on the road can be quite dangerous with all the cars especially on the narrow roads just outside the city area. sometimes walkways to bearsr bus stops can be scary, for example where i live in order to get to the nearest bus stop a decent portion doesn't have a sidewalk by the major road |
| 27-1-2018 17:46:49 | Walk and bike connections | Important but not as a standalone from system design and updates. |
| 26-1-2018 21:22:01 | Walk and bike connections | The key here is to provide good bicycle and pedestrian infrastructure in areas that haven't seen a lot of transportation investments and may not have any sidewalks or bicycle lanes |
| 28-1-2018 16:56:30 | Walk and bike connections | This is sorely lacking in this town, as a cyclist I often feel unsafe or that "bike roads" are so bad they are unrideable |
| 2-2-2018 04:00:41 | Walk and bike connections | regional roads and trails need to be built soon like the Red Electric Trail. please make a mountain bike trail alongside I-5 and Barbur blvd to the east of SW Terwilliger Blvd. please make a simple road diet along SW Scholls Ferry Road. |

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| 2-2-2018 01:52:05 | Walk and bike connections | Especially in neighborhoods where there's no sidewalks at all |
| 1-2-2018 22:08:09 | Walk and bike connections | The better the biking situation in the city, the more people will feel safe using their bikes to commute. Win-win for us all. |
| 3-2-2018 08:33:48 | Walk and bike connections | Let the bikers bike. |
| 4-2-2018 16:52:39 | Walk and bike connections | Walking connections to me are important, I am not concerned about bike connections |
| 5-2-2018 16:07:53 | Walk and bike connections | There should be a commuter bike from Forest Grove to Hillsboro |
| 6-2-2018 23:55:37 | Walk and bike connections | NOT at the expense of efficient movement of commuting traffic |
| 7-2-2018 16:25:32 | Walk and bike connections | Reasonable pedestrian access is something affluent neighborhoods take for granted - not so in many of the areas where people who rely on foot transportation live. Sidewalks or safe walkways should be available to everyone - make it part of building code for heaven's sake. And again, take bike lanes off main arterials to reduce conflict and aggression. |
| 14-2-2018 22:49:13 | Walk and bike connections | I recently bought in outer SE (California needs inner Portland housing you know!) and walking and biking out here sucks. It's terrifying at times. I'm a 40-something guy, been biking and walking a long time. And this stuff out here is bad. |
| 6-2-2018 20:23:23 | Walk and bike connections | Bikeways can provide major life improvements for low income residents |
| 7-2-2018 16:32:50 | Walk and bike connections | Dangerous in areas where there are no sidewalks on major roads. |
| 9-2-2018 21:21:05 | Walk and bike connections | Yes. I shouldn't have to die to ride my bike to the MAX train. |
| 9-2-2018 19:08:20 | Walk and bike connections | No one should have to risk their lives to get to a bus stop. Our street has a lot of fast traffic, unenforced speed limits and sections without sidewalks--a disaster waiting to happen. |
| 8-2-2018 22:31:44 | Walk and bike connections | Prioritize neighborhoods in East Portland that lack sidewalks. |
| 9-2-2018 23:53:13 | Walk and bike connections | System should not be better for drivers at the expense of others; improvements for drivers should mean improvements for others and not be a net harm to neighbors |
| 11-2-2018 13:31:43 | Walk and bike connections | "traffic" as used here is motor vehicle normative language. in future surveys, please consider specifying which kind of traffic you mean, where applicable, for equity. In this case, you appear to mean "motor vehicle traffic" where you say "traffic". Thank you. |
| 10-2-2018 17:39:56 | Walk and bike connections | Depends on current utilization. It is such a small percent of the ridership it may not be worth the cost |
| 10-2-2018 00:32:28 | Walk and bike connections | We try to walk as much as possible (we moved to be within walking distance of MAX). We would definitely walk to more places if it were safer (i.e. not being within close proximity of traffic on main roads). |
| 12-2-2018 07:16:33 | Walk and bike connections | Especially on the East side where there are no sidewalks and bus stops are in the mud. |
| 13-2-2018 18:17:53 | Walk and bike connections | This probably won't improve social equity. Walking and biking to work are great for people who have the luxury to do it. Low income people don't get the freedom to do those things so walk and bike connections won't help them. |
| 15-2-2018 18:06:28 | Walk and bike connections | This is already a city priority. |
| 18-2-2018 21:02:53 | Walk and bike connections | This only helps equity if it's focused in low income or elderly/disabled-dense areas. |
| 18-2-2018 21:02:53 | Housing close to transit | This needs to be coupled with affordability to meet any social equity goals. |
| 15-2-2018 18:06:28 | Housing close to transit | Has been part of city planning for years - not needed as Tri Met emphasis |

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| 14-2-2018 17:55:35 | Housing close to transit | Need to promote much more affordable TOD housing |
| 15-2-2018 06:22:21 | Housing close to transit | I gravitate most to this one. This would be key in fighting gentrification if we could keep low income citizens well connected to the heart of the city |
| 12-2-2018 00:01:24 | Housing close to transit | Just as important, improve transit close to housing; not to mention to major destinations, such as centers of industry currently not served by daylight service when people have swing shifts and odd hours. |
| 12-2-2018 07:16:33 | Housing close to transit | Having housing in conjunction with transit and walkability is key in creating a highly functional and more sustainable infrastructure for the metro area. |
| 11-2-2018 17:18:55 | Housing close to transit | Not just close, but accessible and close. Basic infrastructure around housing often needs to be upgraded to provide safe and reliable access to stations |
| 9-2-2018 23:53:13 | Housing close to transit | Ensure that it includes options for low and medium incomes |
| 9-2-2018 21:21:05 | Housing close to transit | Yes. Like Orenco Station with housing and shopping near transit. |
| 7-2-2018 16:32:50 | Housing close to transit | With more housing near transit the crime rate dramatically rises. |
| 9-2-2018 21:22:40 | Housing close to transit | It should be affordable for people. |
| 7-2-2018 16:25:32 | Housing close to transit | Yes, of course this is helpful! I would also suggest working with large employers to help identify and create housing for their workforces that don't require long commutes - this helps everything! |
| 2-2-2018 17:50:09 | Housing close to transit | Rather than trying to build houses near transit, expand your transit to cover where businesses and houses already are. This is particularly true for Portlanders who aren't commuting to downtown. |
| 2-2-2018 17:26:58 | Housing close to transit | We need to relax restrictions on housing in Portland's central neighborhoods |
| 4-2-2018 06:06:48 | Housing close to transit | It needs to be kept affordable!!! People need affordable housing with access to public transit! |
| 3-2-2018 08:33:48 | Housing close to transit | Of course. |
| 4-2-2018 15:36:40 | Housing close to transit | Consider more pathways, check out desire paths and how many parking lots folks are gonna walk through to get to their stop.. |
| 4-2-2018 18:18:30 | Housing close to transit | Rich people use Uber and drive anyway |
| 4-2-2018 18:18:30 | Housing close to transit | Wealthier people use Uber and drive anyway |
| 2-2-2018 03:31:43 | Housing close to transit | More Park and Ride services with more transfer points at these stations can help bridge getting to/being near transit. |
| 2-2-2018 06:32:08 | Housing close to transit | Zoning must be changed massively to allow for people to live in close-in areas where it's easy to use transit or walk or bike for most trips. Exclusionary practices, like leaving single-family zoning in place within 1/4 mile of bus lines, should be ended. Zoning for multifamily housing should extend 1/4 mile on each side of all transit lines. Zoning adjacent to the transit line should allow at least 5-story buildings. Within 1/4 mile of Light Rail stop, 8 stories should be allowed, and commercial allowed on the ground floor. No parking lots should be allowed along transit streets. |
| 2-2-2018 04:00:41 | Housing close to transit | please replace park-and-rides with housing and jobs and grocery stores. |
| 1-2-2018 05:39:25 | Housing close to transit | Affordable housing, close to transit |
| 31-1-2018 20:15:07 | Housing close to transit | This is a great priority! Again, I can't see the stars, so I can't tell if the ratings I put in are on target, but this should have 5 stars! |
| 28-1-2018 16:00:24 | Housing close to transit | Yes, if it's affordable -- and not micro-units, but something 2-3 BR for families!! |

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| 28-1-2018 16:00:24 | Housing close to transit | Yes, if it's affordable -- and not micro-units, but something 2-3 BR for families!! Plus, Portland should redevelop the Eastside "industrial" (ha ha) district as housing, since already full of yoga and design studios, and trendy restaurants. That would put housing next to jobs. |
| 28-1-2018 16:56:30 | Housing close to transit | This is the best way to build portland, we've got to move towards efficiency and logic. We still do not have a great/affordable car share program to help this concept along. |
| 28-1-2018 16:36:49 | Housing close to transit | More transit close to housing, not just the other way around! |
| 27-1-2018 17:46:49 | Housing close to transit | Transit close to housing. |
| 26-1-2018 21:48:15 | Housing close to transit | We need to create options that allow people to live car free (or at least low-car). We need housing more than we need parking but that's just not viable if it takes people 3x as long to make it from home to work everyday. |
| 27-1-2018 21:18:26 | Housing close to transit | Development of grocery stores near bus lines instead of gas station markets improve access to foods, especially ones that connect to low income neighborhoods. |
| 26-1-2018 13:37:30 | Housing close to transit | how about offering better transit to areas with housing thats already been there for decades first |
| 26-1-2018 18:46:57 | Housing close to transit | and affordable housing, too! too often transit nearby raises housing costs. |
| 26-1-2018 16:44:31 | Housing close to transit | seems to me like the growth boundary is going to keep people close to transit anyway |
| 26-1-2018 16:40:41 | Housing close to transit | People are going to live where they prefer and where they can afford. There will always be SOV trips clogging up the system. Why can't the Intels and Nikes provide a shuttle service in areas where their works are concentrated and work with park n rides and or local parking lots that go unused during work days like churches? |
| 26-1-2018 05:28:44 | Housing close to transit | This is a good idea, but may or may not help with social equity, depending on the cost of the housing. |
| 24-1-2018 22:14:31 | Housing close to transit | Only if it's affordable... |
| 24-1-2018 19:07:53 | Housing close to transit | Light rail facilitates thieves. So without policing, residential areas aren't a good choice for close service. Surround light rail with your commercial development, with residential around that. |
| 24-1-2018 02:49:26 | Housing close to transit | Absolutely vital to the creation of communities that are founded on active transportation concepts. |
| 23-1-2018 09:56:40 | Housing close to transit | Nice work going on at Lent s town center! |
| 23-1-2018 00:23:32 | Housing close to transit | The market will build housing. We need governments to support biking/walking to transit centers and corridors. |
| 22-1-2018 23:29:00 | Housing close to transit | Transit Oriented Housing is a great idea. The quality of design and construction of that housing, however, is hugely important. Outer East Portland has been flooded with poorly designed, cheaply built "affordable" housing. Housing is not "affordable" if one is also paying a huge price by feeling marginalized and ostracized to the periphery, in what often become dangerous ghettos. If we understand that it is important to include "affordable" housing in gentrified areas, we have to understand that it is even more important to include "market rate" housing in areas that have seen a concentration of poverty. Without Hope, we have nothing. |
| 22-1-2018 22:04:09 | Housing close to transit | Need range of housing type and cost. |
| 22-1-2018 21:01:49 | Housing close to transit | Yes. Housing by transit. Not parking. |
| 22-1-2018 16:46:40 | Housing close to transit | New housing development, especially through UGB expansion, should be required to be built with enough density and walkability, so it can be served by transit in the future. |
| 21-1-2018 06:25:22 | Housing close to transit | Cities' zoning codes need to be far more accepting of multi-family housing. |
| 21-1-2018 20:16:28 | Housing close to transit | Yes, but also serve what housing already exists. |

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| 20-1-2018 19:36:45 | Housing close to transit | This is already a reality - now improve transit so the people who already have access will use it. |
| 20-1-2018 22:29:31 | Housing close to transit | Use funds and work with other government agencies to secure and build affordable housing options "close-in" such as at Hollywood, 60th street MAX stop and the 82nd street MAX stop. The city just allowed a large storage facility to go up right next to the 60th street MAX stop and it is inexcusable. There are also several land parcels near the 82nd street MAX stop that I hope Trimet has its eye on. I believe this should be a greater priority over for extending the MAX to Tigard. |
| 20-1-2018 14:32:14 | Housing close to transit | Tolls on motor vehicles. |
| 18-1-2018 23:52:15 | Housing close to transit | Maximize on the existing system instead of building elsewhere and having to add service |
| 19-1-2018 18:57:16 | Housing close to transit | Transit oriented development (TOD) can only achieve social equity transportation goals if affordable housing is present in the TOD |
| 19-1-2018 16:20:56 | Housing close to transit | In particular, make a majority of transit-oriented housing permanently affordable |
| 19-1-2018 19:25:13 | Education | Don't we already do this? How effective is this? |
| 20-1-2018 01:59:20 | Education | We don't need more patronizing info about how to not get run over. We need real comprehensive safe infrastructure and disincentivization of cars |
| 19-1-2018 18:57:16 | Education programs | Why are motorists not included in the education programs? Statistically, motorist break traffic laws as frequently or slightly higher than bike riders and pedestrians. Motorists and their cars are the cause of a vast majority of the 300+ traffic fatalities a year in the metro. For instance, since PPB does not have the resources to enforce residential speed limits, where is the education for motorists regarding this immediate speed limit reduction on residential streets from 25 to 20 mph? I'm in full support of this change, but its mute without enforcement. |
| 18-1-2018 19:24:05 | Education programs | Really? Education? What about building the darn infrastructure (like protected bike lanes). This is somewhat insulting when you frame active transportation in this squishy way. Seems like you already decided not to fund such improvements based on this. Nice job ODOT! |
| 19-1-2018 06:10:08 | Education | Enforce laws that provide public safety e.g. jaywalking |
| 9-2-2018 23:10:30 | Education | Try focusing any funds on this towards vehicle users. They are the ones killing and injuring people. |
| 9-2-2018 23:53:13 | Education | This could be a low-cost/cost-effective option if it can achieve change |
| 9-2-2018 21:22:40 | Education programs | Don't get me wrong—I think education's important. But good design won't need as much education, if its availability is made to be as obvious to potential users as roads are, and its use made easy & intuitive. |
| 10-2-2018 01:03:01 | Education programs | Be sure to include in these education programs the correct way to cross the street, to wear bright clothes, to use a cross walk. to look both ways, and that bikes have laws to follow as well. Stop running lights, stop signs, weaving in and out of traffic, etc. |
| 8-2-2018 17:40:47 | Education | Some people are just stupid..... or don't care. I think education is important, but I don't think you can reach all ppl. |
| 8-2-2018 20:09:20 | Education programs | Research often shows that education isn't nearly as effective as physically altering the environment in which people make decisions. Changing the landscape of our roads and cities will go farther than education at changing behavior and making Portland's metro area more livable. |
| 7-2-2018 23:57:43 | Education | bikers and walkers are sometimes idiots. wearing all black at night crossing in the middle of hte high way and disregard for basic traffic rules |
| 8-2-2018 05:55:27 | Education | and training for freight, automobile commuters, and road designers |
| 8-2-2018 03:12:21 | Education | teach board members that we need more lanes on hi ways |
| 7-2-2018 16:47:12 | Education | BIKE USE LESS THAN 5% OF TRAVELING PUBLIC. PEOPLE KNOW HOW TO WALK DO NOT NEED GET BUSES INTO THE NEIGHBORHOODS THEY WILL BE USED |
| 7-2-2018 16:41:06 | Education | Yes - but talking is not as helpful as making it an experiential program |
| 6-2-2018 22:13:44 | Education | Important but there is so much already available on the web. |
| 6-2-2018 20:10:29 | Education | Don't need safety info. Just education about how to use options. |
| 6-2-2018 18:54:20 | Education | A well designed system is intuitive for the user, so the cost should be minimal. |
| 6-2-2018 04:51:49 | Education | No one knows how to use a crosswalk anymore!Why do we even have them? |
| 6-2-2018 02:15:39 | Education | This is really important. A lot of bikers don't signal or obey traffic laws |
| 4-2-2018 15:36:40 | Education | Make visibility options cool - like reflective phone accessories maybe? |
| 2-2-2018 18:24:23 | Education | design intelligently. The Tillikum crossing is a great idae but the approaches the bridge via bike are intuitive. Design with good UX the first time around. |
| 2-2-2018 22:04:54 | Education | I would also include driving in this. |
| 2-2-2018 10:14:26 | Education | Spend money on making it more accessible in general... I have a hard time imagining who attends these programs. |
| 1-2-2018 15:29:40 | Education | More education for drivers on pedestrian crossings. |
| 2-2-2018 04:00:41 | Education | i think simple maps are good at the entrances to trails that range from paper street trails to ODOT-maintained trails. |
| 31-1-2018 20:40:36 | Education | Showing people alternatives to car travel will only work if those alternatives are convenient for them |

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| 27-1-2018 17:46:49 | Education programs | I would assume that increasing and/or maintaining ridership is more beneficial to all. Suggest coupling more aggressive campaigns to support ridership and related revenue with education being accompanying information more often than stand-alone. |
| 29-1-2018 20:08:25 | Education programs | If you are going to do education programs they should focus on drivers. Bikers don't need to learn to bike safer. They aren't the ones killing people. Cars kill people and those drivers need to be safer around better forms of transportation (walking, biking, tranist) |
| 26-1-2018 17:51:06 | Education | Like illuminated boards at bus and MAX stops. |
| 26-1-2018 18:21:31 | Education | It is obvious that too many people are ignorant of the law...especially bicyclists. |
| 24-1-2018 00:08:03 | Education | Let's focus on Safe Routes to School. |
| 24-1-2018 15:51:05 | Education | The information is easily shared and accessible via modern technology however, there needs to be more options. |
| 23-1-2018 19:25:41 | Education | These programs do work, but work best when there is direct contact between the educator and the person, not just billboards and the like. |
| 23-1-2018 01:38:54 | Education programs | These are staggeringly cost efficient programs, especially when they are specifically targeted to communities. Would love to see Metro triple funding for TMAs, and give to community advocacy groups not traditionally engaged in transportation. |
| 22-1-2018 19:42:43 | Education | I tend to take a dim view of outreach programs because people just muddle through, but that's probably because I just muddle through things |
| 22-1-2018 19:12:09 | Education | Bikers need to go through a education program like drivers. Too many "bad riders." |
| 22-1-2018 06:14:19 | Education programs | I teach Bicycle Safety to 4th and 5th graders at public schools with The Street Trust. I am very excited to learn where we will go as a state with the recently garnered funding for the Safe Routes to School Program. I hope to see an increase in education funding at schools in our city, to help young people have more agency in the streets! |
| 22-1-2018 19:06:40 | Education | Victim blaming is at best a waste of money, and at worst a deterrent to the very behaviors you're trying to encourage. |
| 22-1-2018 17:59:27 | Education | Useful maps and permanent signage. Not silly billboard or twee bus ads. |
| 21-1-2018 01:22:25 | Education | So far, it seems the folks who make information pamphlets are motorists. As a cyclist, I find many errors. |
| 20-1-2018 15:29:36 | Education | Can't do this well until you have the infrastructure to support it. |
| 21-1-2018 06:25:22 | Education | Educate drivers. Require driver's tests for license renewal. Peds and cyclists are not killing themselves by running or riding into walls, they're being run over by inattentive, impaired, or angry drivers. |
| 20-1-2018 05:03:38 | Education | Education is merely a 'FEEL GOOD' approach. |
| 20-1-2018 02:59:35 | Education | provide financial information and coaching so people can make different choices about commute trips |
| 18-2-2018 21:02:53 | Education | I think this would be most effective if it focused on transit use education and biking/walking maps. |
| 18-2-2018 21:02:53 | Education | I think this would be most effective if it focused on transit use education and biking/walking maps and safe routes to school. |
| 16-2-2018 19:37:45 | Education | How about some better education for drivers on how to behave on a shared system with cyclists and pedestrians? And, more enforcement for distracted driving and/or driving without a |
| 15-2-2018 23:18:52 | Education programs | Much more emphasis and support needs to be given to safe cycling education. All motorists get some education to get a license, but cyclists are not given any education except for SRTS or a few local programs. More people would ride and ride more safely if this were recognized as being important. (Help improve behaviors as well as physical infrastructure. |
| 14-2-2018 15:50:33 | Education programs | Education can't just be aimed at alternative transportation users. Drivers need to be educated on new markers, for example, sharrows, and being aware and courteous to other road users. Dangers of distracted driving need to be addressed. Reminders to turn signals on 100ft before turns, using lights in low light conditions. |
| 13-2-2018 18:09:19 | Education | Safety education is really important as this is often cited as a reason people don't walk or bike (the other being time) |
| 13-2-2018 18:02:24 | Education programs | Drivers need to be taught to look for pedestrians, not drive on max tracks or bike lanes, yield for buses, and stop at stop signs. There are many new residents who have bad driving behavior who are not used to pedestrians, bikes, buses, or at grade trains. |
| 12-2-2018 17:21:08 | Education | While education is an important component, I think incentives and convenience are the biggest drivers. |
| 13-2-2018 00:49:49 | Education | Education programs, especially for students/kids. |
| 12-2-2018 16:54:06 | Education | If you need safety education for riding a bicycle, walking on your own two feet, and boarding a bus, you probably shouldn't be allowed to leave the house unsupervised? |
| 11-2-2018 17:51:35 | Education programs | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 10-2-2018 13:48:39 | Education | And education to drivers about sharing existing infrastructure. Drivers cause more problems than bikes or pedestrians when presented with a sharing situation. |
| 9-2-2018 21:21:05 | Education | Yes. Increased service on suburban lines plus education to help people get out of their cars. |
| 9-2-2018 23:37:09 | Education | Defensive driving, defensive walking, COURTEOUS defensive biking --- traffic laws apply to them too |
| 19-1-2018 20:03:14 | Suggestion Social equity | prioritize low income communities for electric bus service |
| 20-1-2018 16:00:11 | Suggestion Social equity | Fare should be free. No tickets means anybody can grab a bus or max anytime, without thinking ahead. This plus charging freeway tolls can eventually lower the number of cars in downtown portland. |
| 22-1-2018 17:59:27 | Suggestion Social equity | Make transit free-to-use. It already gets more funding from payroll tax than it does from fare collection, so it's not a huge reach to imagine eliminating fares and increasing alternate funding methods. Free to use transit would dramatically increase usage and be very healthy and egalitarian. |

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| 24-1-2018 19:07:53 | Suggestion Social equity | Paint the lines on the street with paint that you can see at night and in the rain. I can't believe how bad Portland is in that regard. |
| 24-1-2018 21:26:13 | Suggestion Social equity | Additional express services to rural areas & sub-burbs or more park & ride lots - people have had to move out of the city due to the lack of affordable housing, but they still have to work here. |
| 25-1-2018 01:19:46 | Suggestion Social equity | Commute time to outer east side must be improved, biking is not an option outer neighborhoods do to no jobs within 5 miles, a reasonable bike commute |
| 30-1-2018 03:51:38 | Suggestion Social equity | Help make Portland's roads more walkable and safer for bicyclists! Add bike lanes and sidewalks where there aren't any and we will be very happy :) |
| 30-1-2018 09:58:05 | Suggestion Social equity | When developing infrastructure, consider accessibility on a global scale. |
| 27-1-2018 09:30:04 | Suggestion Social equity | put Transit close to Housing |
| 27-1-2018 09:30:04 | Suggestion Social equity | 1) put Transit close to Housing 2) lower the cost of transit for <u>everyone</u> |
| 26-1-2018 23:16:37 | Suggestion Social equity | Adjust service to suit those who need it and now live further away from downtown |
| 2-2-2018 06:00:12 | Suggestion Social equity | Expand service to vancouver Washington and other communities where communities of color and low income folks are being pushed out to |
| 29-1-2018 17:51:40 | Suggestion Social equity | Transit close to housing. Prioritize improvements and connectivity in low-income neighborhoods. |
| 1-2-2018 15:17:25 | Suggestion Social equity | Unfortunately, no stars can be seen, I tried this in 2 different browsers |
| 6-2-2018 01:48:12 | Suggestion Social equity | Autonomous vehicles |
| 7-2-2018 19:48:03 | Suggestion Social equity | Prioritizing improvements that make public transport faster for people who live outside the city center. |
| 12-2-2018 00:01:24 | Suggestion Social equity | Workplace access: provide safe and reliable transit to industrial sites, hospitals, business districts. |
| 15-2-2018 23:34:57 | Suggestion Social equity | Make sure route timings align well to reduce travel times - people in SE it's really long between max and bus connections |
| 15-2-2018 18:17:55 | Suggestion Social equity | Safe sidewalks along all major roadways is imperative. I live in Cully and we don't have safe sidewalks along major roads. The sidewalks that do exist along Cully Blvd are not wide enough for a wheelchair and side roads are gravel or have no sidewalks, which means people in wheelchairs have to go on the road! |
| 16-2-2018 05:13:20 | Affordable fare programs | Affordable fare for all citizens, not just youth, elder and low income. "Rich" people don't take the bus because it's cheaper to drive. |
| 16-2-2018 11:01:54 | Affordable fare programs | If we saved money by concentrating on buses, you would have fares that everyone could afford. |
| 17-2-2018 17:46:43 | Affordable fare programs | As noted in my previous comment, transit fare should be free in general but at the very least, accessible to anyone low income. |
| 17-2-2018 00:54:29 | Affordable fare programs | I live by max. I rarely take it because it's cheaper for me to drive. I would use to to go the 2 miles I go usually but I don't because it financially makes more sense to drive |
| 17-2-2018 00:54:29 | Affordable fare programs | I live by max. I rarely take it because it's cheaper for me to drive. I would use to to go the 2 miles I go usually but I don't because it financially makes more sense to drive. |
| 17-2-2018 00:54:29 | Affordable fare programs | Maybe have cheaper tickets for 3-5 stop distance or 1 mile rides |
| 12-2-2018 00:01:24 | Affordable fare programs | All school age youth should ride free. College students and seniors should get a discount, and companies should be encouraged to give free or discounted passes to employees. |
| 13-2-2018 02:32:39 | Affordable fare programs | No. Transit fares should be "low for everybody", not discriminatory based upon politically determined factors. |

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| 13-2-2018 23:58:48 | Affordable fare programs | This is a no-brainer. If you want people to use transit, you need to make it affordable. It cannot be a profit seeking enterprise. The current rates are too high -- it's nearly always less expensive to drive one's own vehicle rather than take the MAX. Badly done, Portland. There should be free fares on holidays and event days, as well. |
| 13-2-2018 21:20:33 | Affordable fare programs | Unless transit is cheaper and more comfortable than auto transport, it's a losing proposition. |
| 14-2-2018 22:15:59 | Affordable fare programs | If at all possible, fare should be free or VERY sliding scale for students, seniors and people with disabilities - as well as people who meet below poverty line income requirements. Fare fines are punitive disproportionately to justice involved individuals and low-income people. I don't know how to fix this, but the way it is helps no one and adds to people's misery. |
| 15-2-2018 18:06:28 | Affordable fare programs | work out an agreement with PPS and give free service to students. Fire all transit inspectors and put their salary into sinking fund for subsidies |
| 15-2-2018 18:10:52 | Affordable fare programs | Give better incentives to commuters; reduce the fair for month pass as incentive to purchase |
| 20-2-2018 00:32:55 | Affordable fare programs | Fares should be low for all people |
| 16-2-2018 01:53:29 | Affordable fare programs | It's not about lower fares for special populations but keeping fares affordable for regular people |
| 19-1-2018 16:20:56 | Affordable fare programs | I support whatever OPAL Environmental Justice is advocating for on this topic. |
| 19-1-2018 06:10:08 | Affordable fare programs | Already affordable...do more fare checks to catch possible freeloaders |
| 19-1-2018 19:11:08 | Affordable fare programs | Also ties to Transportation Demand Management incentives for employers. |
| 19-1-2018 19:25:13 | Affordable fare programs | This combined with employer match/subsidy program and congestion pricing will help. |
| 20-1-2018 02:06:43 | Affordable fare programs | I'm astounded that my grandson pays over \$100 per month for a bus pass. That's a substantial part of his living expenses. |
| 20-1-2018 05:03:38 | Affordable fare programs | No matter what the fare structure is, it will NEVER pay for the MAX facilities. |
| 20-1-2018 03:07:12 | Affordable fare programs | No. There is too much subsidy of transit already. TriMet should at least be paying gas taxes for road maintenance. They are the first to put on chains and the last to take them off. for Pete's sake. |
| 20-1-2018 03:37:25 | Affordable fare programs | What is actually needed is much better enforcement of fare purchase. The current transit system design is a failure in this regard. |
| 20-1-2018 07:15:34 | Affordable fare programs | One fare, like Hawaii's The Bus. |
| 21-1-2018 01:22:50 | Affordable fare programs | Student and senior passes are very helpful. |
| 21-1-2018 16:40:46 | Affordable fare programs | We already have this. Move on to service reliability, bus stop improvements, access to bus stop improvements... |
| 22-1-2018 02:57:14 | Affordable fare programs | Should keep it affordable for everyone, otherwise some people will not choose to use public transit |
| 22-1-2018 15:34:03 | Affordable fare programs | The prices for public transportation are RIDICULOUS! |
| 22-1-2018 19:12:09 | Affordable fare programs | These shouldn't just be programs ... low fares should be for all! Current pricing models discourage usage. |
| 23-1-2018 00:23:32 | Affordable fare programs | fareless transit for all |
| 23-1-2018 05:14:53 | Affordable fare programs | Mass transit needs to be free - that would solve congestion and reduce the city's carbon footprint significantly. Double the Max, have it go everywhere and have free or cheap park and rides. |

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| 23-1-2018 23:28:06 | Affordable fare programs | free transit pass! |
| 24-1-2018 20:15:46 | Affordable fare programs | Find a method to fund fareless public transportation. It shouldn't be the transportation of the poor. |
| 25-1-2018 06:45:36 | Affordable fare programs | Fareless Square. Do that again!!!! |
| 26-1-2018 04:01:36 | Affordable fare programs | Affordable fare programs should be not just for low income people. People will never move from driving to riding public transportation if they have to pay more for using public transportation. It costs me \$25 in gas to commute to / from work for 1,5 weeks. It costs me \$25 (\$5 a day) to ride public transportation. |
| 26-1-2018 15:52:18 | Affordable fare programs | This is a much over due need. I work with the unhoused community, and the idea that they have to pay the same amount as say, a CEO or top manager somewhere I is ridiculous. |
| 26-1-2018 13:37:30 | Affordable fare programs | public transportation should be more affordable than driving a car. |
| 26-1-2018 16:48:44 | Affordable fare programs | Making sure that everyone can get around, regardless of their financial status. |
| 26-1-2018 04:12:05 | Affordable fare programs | Transit should be free for everyone. Our city and communities will be better places to live the more people use transit. Safety, air quality, health, and convenience will all be best if we can get anywhere on free, frequent public transit. Increase taxes to pay for it. |
| 26-1-2018 18:19:20 | Affordable fare programs | Make transit free for everyone. Tax the rich. |
| 27-1-2018 00:10:24 | Affordable fare programs | Lift bus is sure expensive for disabled and elderly living on fixed incomes. |
| 26-1-2018 21:48:15 | Affordable fare programs | Honestly I think it should be all but free (if not free) for everyone. |
| 27-1-2018 09:30:04 | Affordable fare programs | increase subsidy for operations, and lower the fares for everyone to reduce the marginal cost of ridership. |
| 28-1-2018 02:59:32 | Affordable fare programs | It should be affordable for everyone regardless of special status. The cheaper it is, the more people will use it. |
| 28-1-2018 16:14:14 | Affordable fare programs | Honor system is a joke. |
| 29-1-2018 10:33:34 | Affordable fare programs | Very important. If poor people can't afford transit, how can they ever improve their lives. Raising prices too high is another form of oppression. Poor people need public transit the most. |
| 1-2-2018 13:36:43 | Affordable fare programs | but don't increase other's to pay for those that can't pay as much. |
| 2-2-2018 03:54:31 | Affordable fare programs | This should include PCC and PSU students, who rely on transit extensively. |
| 2-2-2018 10:14:26 | Affordable fare programs | Im grateful for the PSU discount for term passes. |
| 2-2-2018 10:14:26 | Affordable fare programs | Im grateful for the PSU discount for term passes it helped me transition from car to public transit, that and fighting the downtown parking. |
| 2-2-2018 18:24:23 | Affordable fare programs | 5 dollars for a day is absurd. It's more expensive for my wife and I to ride the bus downtown than to drive.....this is why we have congestion. |
| 3-2-2018 08:33:48 | Affordable fare programs | Fare free for a better more EQUITABLE future. |
| 4-2-2018 19:42:14 | Affordable fare programs | I work with homeless people, and my clients safety often depends on getting out of unsafe situations where they are entrenched, their ability to earn money depends on mobility around town, and one of the most immediate concrete things we can provide folks with is a bus ticket. I am concerned how the implementation of the hop pass will affect our most vulnerable communities- not just the homeless but other low income folks and the elderly for whole the \$3 cars fee or tech skills needed to load the cars are a burden. I'm disappointed Trimet decided to got his route rather than a more metro card like system, and I'm concerned about paper tickets being phased out. |

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| 5-2-2018 14:35:32 | Affordable fare programs | What about a lower fare for shorter trips? |
| 5-2-2018 08:11:39 | Affordable fare programs | My aunt suggest Transport should be free. I am not convinced, but transport should be less than driving including just the gas, for those who say I have to have a car, when it comes just to buy the gas I will choose the gas and find a cheap way to park. Ideally we need a Reliable, cheap frequent and respected system for everyone, that everyone will opt to use. That would be Frequent busses that link to Max lines. Max must run at minimum every 15 minutes if not 10 minutes. Max should be moved off the streets to speed it up. |
| 5-2-2018 18:30:18 | Affordable fare programs | Income based would be better than aged base. Why not automatically sign up folks for bus passes that are on Medicaid, SNAP, CHIP, TANF, Free & reduced lunch, etc. |
| 6-2-2018 00:15:35 | Affordable fare programs | Transit passengers need to pay for more than just 25 percent of the operating costs, including for infrastructure costs. |
| 6-2-2018 04:05:57 | Affordable fare programs | We should subsidize transit as much as we do private motor vehicle operation. Tri-met should be free to all users. |
| 6-2-2018 01:31:40 | Affordable fare programs | Let the public determine the definition of affordable. |
| 6-2-2018 05:17:08 | Affordable fare programs | Affordable for all, not special need groups. Those using the systems are trying to make a living, not looking for a free ride. |
| 6-2-2018 17:37:34 | Affordable fare programs | These are a waste of time & money. |
| 7-2-2018 16:25:32 | Affordable fare programs | Make transit affordable for everyone - in fact, look at just making it free! How much of ech fare is spent in fare collection, enforcement, accounting, fancy ticket machines, etc? |
| 7-2-2018 05:52:35 | Affordable fare programs | Senior rates much appreciated, student rates are important for the city's future. |
| 7-2-2018 16:32:50 | Affordable fare programs | Please, for all those listed. |
| 8-2-2018 03:12:21 | Affordable fare programs | youth yes older maybe low income no |
| 8-2-2018 15:31:46 | Affordable fare programs | Partner with libraries to offer free rides with library card. |
| 10-2-2018 06:20:43 | Affordable fare programs | If funds tight, give priority to those with low incomes (whether youth, older adults, or working age) |
| 10-2-2018 08:06:49 | Affordable fare programs | We often don't take MAX because its cheaper to drive down town and pay for parking |
| 11-2-2018 06:44:32 | Affordable fare programs | Without land value tax, all reductions in fares will only drive up rents and enrich landowners. But transit should be free except for congestion charges. Maybe you can do a vacant/parking lot fee though |
| 17-1-2018 05:38:50 | Technology improvements | PDX #1 in the country for respiratory related illness according to latest EPA NATA assessment. |
| 19-1-2018 18:57:16 | Technology improvements | Focus efforts on diesel emissions. |
| 19-1-2018 19:11:08 | Technology improvements | This will likely be industry driven |
| 19-1-2018 17:20:53 | Technology improvements | This should apply to not only city vehicles, but the larger and ever increasing number of construction vehicles within the city. |
| 20-1-2018 02:16:52 | Technology improvements | I believe the focus should be away from automobiles, but what work can be achieved to make automobiles better can also be valuable. |
| 20-1-2018 02:06:43 | Technology improvements | Try smart signals that "read" traffic rather than being set on timers. |

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| 20-1-2018 04:13:15 | Technology improvements | Match the diesel emissions standards of CA and WA across the board, even for construction vehicles. Tax diesel more heavily. I'm a run commuter, and one of the worst aspects of my commute is breathing diesel fumes. They have been linked to serious health problems. |
| 20-1-2018 03:55:19 | Technology improvements | Mandatory clean diesel trucks, including at railyards. |
| 20-1-2018 01:59:20 | Technology improvements | Reduce cars will have much greater impact. |
| 20-1-2018 02:14:57 | Technology improvements | Y'all gotta deal now, not later, with the diesel particulate issue, especially the traffic coming from Union Pacific's Brooklyn yard that's within less than a mile of a high school, 4 grade schools, at least one daycare center, and a number of retirement & care homes. And the rest of us too |
| 20-1-2018 16:00:11 | Technology improvements | Newer cars will eventually take care of this by themselves - no city action needed. |
| 20-1-2018 14:32:14 | Technology improvements | Absolute need to reduce overall number of motor vehicles on the road. Not optional. |
| 20-1-2018 19:25:29 | Technology improvements | Better to reduce the number of vehicle miles traveled than accomodate it. |
| 21-1-2018 06:25:22 | Technology improvements | It would be nice if cars were cleaner, but the model is unsustainable - there simply isn't room to keep having babies, have those babies grow up to have cars, and have to have multiple parking spaces for each of those cars. |
| 21-1-2018 21:13:11 | Technology improvements | Reduce the number of vehicles on city streets by half |
| 22-1-2018 19:06:40 | Technology improvements | Technology improvements (e.g. a shift to electric buses) is important to improve sustainability of public transportation, but in the private sector, the only real solution is reduction of motor vehicle volumes and miles driven. Freight, however, would benefit from technology improvements, as volume reduction is trickier on the local scale. |
| 22-1-2018 21:01:49 | Technology improvements | I'm not sold on this. I'd rather incentivize myself into not driving to start with. |
| 22-1-2018 23:54:53 | Technology improvements | require diesel and other heavy trucks to retrofit engines for less pollution. This is a major source of pollution and it is being ignored by our legislature. |
| 23-1-2018 19:25:41 | Technology improvements | We must electrify the transportation system ASAP. |
| 24-1-2018 02:49:26 | Technology improvements | Electric, electric, electric... |
| 24-1-2018 19:06:10 | Technology improvements | Plan for self driving cars. Stop the territorialism of state roads versus community roads for traffic signal controls. Signals should be responsive to the presence/absence of vehicles...not on a timed cycle. |
| 24-1-2018 21:23:04 | Technology improvements | Technology improvements should be the least important aspect and rather invest in walking, biking and public transit. |
| 25-1-2018 16:24:21 | Technology improvements | Self driving cars are the future, not SOVs. PLAN FOR THEM and not current auto usage. Self-driving cars will be electric, so this issue will go away FASTER if we PLAN FOR IT. Also, go after dirty diesel truck engines. |
| 26-1-2018 04:12:05 | Technology improvements | Our money is better spent in getting vehicles off the road by putting people into transit, on bikes, and on foot. |
| 26-1-2018 16:44:31 | Technology improvements | Get rid of old diesel trucks! I think this is legislation that has to happen at the state level, but if metro can do anything, please do |
| 26-1-2018 15:42:00 | Technology improvements | I've seen charging stations around town and I like it. Maybe reduce parking fees for hybrid and pure renewable fuel vehicles? Also, employers compensate for parking fees, but they don't provide incentives to employees that bike or walk. Why is that and how do we change that? |
| 26-1-2018 06:31:52 | Technology improvements | Idling is the worst. Yes please. |
| 26-1-2018 15:52:18 | Technology improvements | We need less car incentives. I believe that we should tax vehicle registration higher. And lower transit fare. |
| 26-1-2018 18:21:31 | Technology improvements | This is something that has to be tackled at the federal level. |

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| 26-1-2018 18:52:02 | Technology improvements | Forget technology. Start working with Urban Forestry to allow more trees and fewer parking spaces. That will do the trick faster, cheaper, better. |
| 26-1-2018 21:18:44 | Technology improvements | Have you sat next to a bus as it idles at a light |
| 28-1-2018 01:04:25 | Technology improvements | The focus should first be on diesel emissions. This could be done immediately. |
| 28-1-2018 16:14:14 | Technology improvements | Recently saw a city diesel vehicle in my neighborhood idling curbside for 30 minutes! Stunk up the entire street. |
| 29-1-2018 17:07:04 | Technology improvements | Not sure how Metro would be involved in this activity - state legislative action needed |
| 29-1-2018 17:51:40 | Technology improvements | Extremely important, but I would rather spend less time idling in traffic. |
| 30-1-2018 19:14:59 | Technology improvements | Unclear what this would provide. |
| 31-1-2018 17:22:03 | Technology improvements | How about education to reduce idling, for example people who get i in their parked cars, turn on their engine and then sit there with their iPhones. You don't need an engine on to run a phone |
| 29-1-2018 00:30:24 | Technology improvements | We nearly bought an electric car this year, but because we only have street parking (no garage or driveway), we couldn't easily charge the car. Would love to see charging stations put in neighborhoods. |
| 31-1-2018 18:34:58 | Technology improvements | Congestion pricing would be a good start. |
| 2-2-2018 04:00:41 | Technology improvements | removing car parking minimums is more important. |
| 1-2-2018 20:17:55 | Technology improvements | Best way to reduce emissions is to reduce traffic and dependency on motor vehicles. |
| 1-2-2018 19:29:27 | Technology improvements | Synchronize traffic signal lights everywhere. Eliminate metered on ramps. Keep traffic moving rather than stopping/starting. Improve intersections. |
| 3-2-2018 15:56:25 | Technology improvements | A simple changing of how the traffic control lights would help. A blinking yellow light before turning green would allow people to shut off their cars when stopped and turn on when it's their time to go. With the technology in cars this could save millions of pounds of carbon in the air. |
| 3-2-2018 16:13:29 | Technology improvements | While this is important, it is not and should not be a government function. Spending tax dollars on this would jeopardize Metro's credibility. |
| 5-2-2018 18:25:33 | Technology improvements | Expanding the freeway will not help with health and air quality |
| 6-2-2018 00:52:44 | Technology improvements | Incentivize electric vehicles. |
| 6-2-2018 00:38:08 | Technology improvements | Force dirty diesel vehicles & equipment to retrofit or replace |
| 5-2-2018 22:28:49 | Technology improvements | This is a Federal issue. |
| 6-2-2018 04:05:57 | Technology improvements | The best way to improve air quality is to have fewer motor vehicles on the road. Technology improvements are only a secondary effort to improve air quality and road safety for all users. |
| 6-2-2018 14:13:47 | Technology improvements | I don't get how this would be in metro's purview. |
| 6-2-2018 20:01:29 | Technology improvements | Less cars = less idling. |
| 7-2-2018 16:25:32 | Technology improvements | Electric busses/streetcars have been available for decades. Talk to Tesla. |

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| 8-2-2018 19:07:37 | Technology improvements | Self-driving vehicles that run on renewable energy sources would hopefully reduce idling times and reduce emissions. |
| 8-2-2018 05:55:27 | Technology improvements | susceptible to hacking and also seems to preference single occupancy vehicles |
| 9-2-2018 21:22:40 | Technology improvements | If by cleaner vehicles, you mean bikes, that's a good thing... but if you mean more cars, but electric, I'm not as interested. PLEASE ban fast food drive-thrus! This would contribute to safety (reducing people eating while driving) & clean up our air! I'm NOT in favor of flashing yellow left turn arrows to "reduce" idling. They are not safe for people walking or biking. |
| 9-2-2018 01:44:25 | Technology improvements | <p>I drive a Chevrolet Volt.</p> <p>The # 1 most important thing to spur electric/plug-in-hybrid vehicle (EV) use is to have numerous and free or inexpensive (charge the same per kilowatt hour as PGE charges residential customers) charging stations.</p> <p>I can not emphasize this enough!!!</p> <p>If a person does not own their own garage where they can plug in their car at night (NOT a parking garage or parking space!!!), electric cars are impractical or expensive. Having commercial charging stations that charge, say \$0.49/kWh, make it too expensive to drive EVs.</p> <p>Also, build more DC Quickcharge stations. The fast charging stations (which have outputs of up to 100 kW) can give about 150 miles of range in a 30 minute charge!</p> <p>Let Portland lead the nation in EV usage!!!!</p> |
| 8-2-2018 22:22:39 | Technology improvements | This means you have to do things like upgrade and coordinate traffic signals to improve the flow of motor vehicles. Hopefully, with this RTP update, Metro will finally acknowledge that cars will remain a very important component of the system, and that simply "inconveniencing people out of their cars" has not worked over the past few decades. |
| 9-2-2018 23:53:13 | Technology improvements | It does not solve the root issue or other problems like congestion and safety, and may make driving seem "better" |
| 10-2-2018 18:28:07 | Technology improvements | As long as this does not mean more lanes or roads. Oregon is currently expanding freeways with the mistaken belief that it will reduce congestion. Induced demand means it will not. |
| 11-2-2018 15:27:43 | Technology improvements | Strict Law enforcement of non-compliant emissions vehicles |
| 11-2-2018 13:31:43 | Technology improvements | cost benefit analysis would suggest it's probably better spending that money on people-powered projects. |
| 13-2-2018 18:09:19 | Technology improvements | Incentives for businesses that install zero emission vehicle charging stations! |
| 13-2-2018 19:32:43 | Technology improvements | Sure, as long as the owner/operators are required to pay for it not the community. |
| 12-2-2018 17:48:17 | Technology improvements | More money and support into DEQ |
| 12-2-2018 21:07:44 | Technology improvements | Traffic lights should be timed to make travel more efficient. |
| 14-2-2018 18:40:13 | Technology improvements | Other transit systems are using CNG - why can't we? It's available now and proven at a reasonable cost. |
| 15-2-2018 18:05:02 | Technology improvements | With electric vehicles becoming more common, maybe this will solve itself. |
| 15-2-2018 18:06:28 | Technology improvements | attach a feasibility plan for electrification of buses |
| 13-2-2018 18:17:53 | Technology improvements | This would be a good start, and it would be much better if the DEQ enforced stricter rules to limit particulate matter in the air. |
| 15-2-2018 18:50:00 | Technology improvements | This is an issue for car manufacturers and the Federal gov and should be fixed there. Not on the local level. Portland should focus on it's own back yard. |

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| 15-2-2018 19:56:20 | Technology improvements | Better light synchronization would be AWESOME. Getting through Beaverton is obnoxious even when there's minimal traffic. Maximize traffic throughput. |
| 15-2-2018 19:56:20 | Technology improvements | Better light synchronization would be AWESOME. Getting through Beaverton is obnoxious even when there's minimal traffic. Maximize traffic throughput. Getting us where we want to go helps reduce idling! |
| 16-2-2018 21:09:13 | Technology improvements | Please just focus right now on eliminating diesel engines. |
| 18-2-2018 21:02:53 | Technology improvements | Idling is good to target for commercial vehicles. But cleaner vehicles seem a low priority when most people buy a vehicle, and raising that priority is likely to be very hard. |
| 18-2-2018 21:02:53 | Housing close to transit | The closer people are to transit, the more likely all these other measures are to work. |
| 15-2-2018 18:06:28 | Housing close to transit | it's already 'baked into' city planning |
| 17-2-2018 06:11:36 | Housing close to transit | No further urban growth boundary expansions will reduce automotive dependence in the region |
| 14-2-2018 18:40:13 | Housing close to transit | Let's not forget housing next to emissions, whether its diesel or pollution from nearby power plants. |
| 14-2-2018 18:53:27 | Housing close to transit | Increase service to Pleasant Valley |
| 13-2-2018 00:05:06 | Housing close to transit | Faster expansion of Hwy 30 from Hillsboro to Portland and Vancouver is badly needed due to over congestion to our limited road systems. |
| 13-2-2018 19:32:43 | Housing close to transit | Absolutely! Reduce the need for transportation by creating communities that have all that is needed - work, school, shopping, recreation within walking or at least biking distance. Then make it safe and comfortable to get to those places with or without a car. |
| 11-2-2018 17:18:55 | Housing close to transit | Make it walkable! Still some great locations that can be built out to provide inclusive services and housing in the same neighborhood. |
| 11-2-2018 14:40:45 | Housing close to transit | I live close to transit and don't believe that most of the people that are in the apartments take the MAX because the lines don't go to their jobs. |
| 9-2-2018 23:53:13 | Housing close to transit | Helps solve the root issue and reduces need to travel in the first place; must be a variety of types especially low to medium income |
| 8-2-2018 22:22:39 | Housing close to transit | Look around. The private sector does not need subsidies for this. They are already doing it. |
| 8-2-2018 05:55:27 | Housing close to transit | or...transit close to housing |
| 9-2-2018 21:21:05 | Housing close to transit | Yes. Like Orenco Station. More of them. |
| 6-2-2018 04:51:49 | Housing close to transit | Make them use crosswalk or traffic signals...I have to! |
| 6-2-2018 20:01:29 | Housing close to transit | Other way around. Transit close to housing. |
| 6-2-2018 04:05:57 | Housing close to transit | Need more frequent and expanded hours transit for this to really work. |
| 6-2-2018 00:38:08 | Housing close to transit | Needs to be affordable housing & not just affordable for tech bros |
| 4-2-2018 06:06:48 | Housing close to transit | Affordable rate housing. None of this market-rate crap. Even doing mixed-rate housing would work |
| 3-2-2018 15:56:25 | Housing close to transit | While I agree more homes closer to transit, I don't want it looking like an updated Soviet block housing. Invite designs that excite while fulfilling housing needs. |

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| 2-2-2018 06:32:08 | Housing close to transit | As noted before, with 5 stories allowed within 1/4 mile of transit streets. Look at the Wiener/Skinner bill in California for the kind of changes we should be doing in our region. |
| 2-2-2018 10:14:26 | Housing close to transit | Maybe having more busses close to homes wouldn't be best? Idk I don't mind it. |
| 2-2-2018 04:00:41 | Housing close to transit | The Sunset Transit center needs more housing to it but it needs housing that has removed car parking minimums requirements in the land use zoning. Sylvan needs more housing but it only has 1 bus line. Sylvan needs SW Scholls Ferry Road to receive a simple road diet to the south of SW Sheridan Street. |
| 29-1-2018 00:30:24 | Housing close to transit | Please don't put on the new development in Inner SE! |
| 30-1-2018 19:14:59 | Housing close to transit | Invest in transit, not housing. Housing will follow transit investments. |
| 28-1-2018 16:56:30 | Housing close to transit | This is the no brainer. I've an MBA in sustainable development, this is always at the top of the list |
| 29-1-2018 00:13:07 | Housing close to transit | Less housing equals less traffic |
| 29-1-2018 05:59:04 | Housing close to transit | Even better, develop housing close to large employment centers. Stop the sprawl of suburb with poor access to possible areas of employment. Offer incentives for big employers to decentralize their places of employment. |
| 27-1-2018 19:37:19 | Housing close to transit | Priority should be put on affordable housing, increasing low income housing and enforcement of maintenance codes so that housing is safe. |
| 26-1-2018 21:18:44 | Housing close to transit | This is true, but stopping the addition of parking off street from New builds isn't going to help, but these people will have cars that will be left on the street. We need to start charging for on street parking permits for every neighborhood. One per house hold if you don't have a drive way, you can but otherwise the street are a dumping ground for old cars. There are at least two in my neighborhood that have been there so long they have weeds growing under them and leaves piled over the roofs. |
| 26-1-2018 06:31:52 | Housing close to transit | This has tradeoffs - my house value has nearly doubled in 4 years making this area (near the max) almost unaffordable. If you build it you have to share it with those who will be priced out. |
| 26-1-2018 15:42:00 | Housing close to transit | How about we stop building really expensive homes in place of low income housing? Gentrifying neighborhoods forces low income residents to move farther away from work, thus increasing the burden on transportation system. |
| 26-1-2018 04:12:05 | Housing close to transit | Eliminate parking requirements and zoning restrictions so we have more multi family houses and apartments. This will dramatically improve neighborhood character and safety. And convenience. |
| 24-1-2018 19:06:10 | Housing close to transit | Study the overpopulation of rats in a community, then understand that massing folks does not work for a society. Plan for individual or ride share transportation. |
| 23-1-2018 18:26:34 | Housing close to transit | We should do what california is doing and get rid of single family zoning, parking requirements, etc. near transit. Let's build up near bus and max lines so more people don't have to drive. |
| 23-1-2018 07:01:10 | Housing close to transit | Yes, but don't reward developers by not requiring on-site parking, when known > % of tenants own cars. |
| 22-1-2018 19:01:13 | Housing close to transit | Transit works best between two concentrated origins and destinations. Housing along a route makes for inefficient travel with frequent stopping and waste of time. |
| 22-1-2018 19:06:40 | Housing close to transit | Yes, but this doesn't mean ghettoizing all the low-income and multi-family housing on our busiest streets and corridors. Renters and low-income folks deserve to live away from air, light, sound, and noise pollution as much as home owners do. More density and housing variety on residential streets too, please. |
| 22-1-2018 19:54:01 | Housing close to transit | The parking garage for the convention center hotel SHOULD be housing! It is an affront to decades of planning that the City is building a parking garage at the nexus of all the City's alternative transportation options |
| 22-1-2018 19:54:01 | Housing close to transit | The parking garage for the convention center hotel SHOULD be housing! It is an affront to decades of planning that the City is building a parking garage at the nexus of all the City's alternative transportation options. Tear down Fred Meyer and build a mixed use develop integrated into the Gateway transit center |
| 21-1-2018 21:13:11 | Housing close to transit | More housing near where people work so they can walk to work |
| 20-1-2018 19:25:29 | Housing close to transit | Unfortunately, Clark County serves as a bedroom community to the greater Portland area. Improve traffic movement for the commute to Oregon or create more jobs in Clark County. |
| 20-1-2018 22:29:31 | Housing close to transit | This is key!!! |

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| 20-1-2018 16:00:11 | Housing close to transit | This is already in effect in several max-related developments. |
| 20-1-2018 15:29:36 | Housing close to transit | Large apartment complexes near public transport are being built without parking spaces to encourage the use of public transport. I believe this is a good idea except a parking permit system must be set up in the surrounding neighborhoods or the current neighbors just get the brunt of the parking issues. That's really quite unfair and something that is fixable and could make revenue. |
| 19-1-2018 19:11:08 | Housing close to transit | Provided that the housing is affordable. Luxury high density housing next to transit doesn't make sense. |
| 19-1-2018 16:20:56 | Housing close to transit | In particular, permanently affordable housing |
| 19-1-2018 16:20:56 | Housing close to transit | In particular, a *majority* of housing should be permanently affordable housing |
| 18-1-2018 19:24:05 | Housing close to transit | Let others do this. But work with them. |
| 19-1-2018 06:10:08 | Walk and bike connections | Enforce bike laws that keep them separate and off sidewalks...lots of rogue cyclists |
| 18-1-2018 19:24:05 | Walk and bike connections | What does "increased separation" mean? I like this. But need more details. Thanks. |
| 19-1-2018 18:57:16 | Walk and bike connections | Too many routes in the Portland's bikeway network leave a rider wondering where the route they were on went. Signage is inconsistent, missing, or lost and not replaced in too many instances. The lack of consistent advance direction signage and and throughout signage is a major wayfinding issue in the system. |
| 19-1-2018 19:25:13 | Walk and bike connections | Bike ridership is probably peaked until more dedicated and separate bike lanes are constructed, which would encourage more users who still feel unsafe in on-street bike lane situations. |
| 20-1-2018 02:14:57 | Walk and bike connections | Bikes seem to mostly be for the young, monied, and/or fit. I love them but that's what's going on now. Bike lanes are forcing more traffic into neighborhoods |
| 18-1-2018 23:52:15 | Walk and bike connections | It would be amazing to see some of the lower traffic roads be transitioned into an open pedestrian and biking road. With some of the extra space (walking and biking infrastructure takes less space than vehicles) converted to potential for small habitat corridors, and street vendors/food carts and/or art. |
| 20-1-2018 14:32:14 | Walk and bike connections | Tolls on motor vehicles. |
| 20-1-2018 04:55:20 | Walk and bike connections | Seamless, safe, attractive. |
| 21-1-2018 06:25:22 | Walk and bike connections | ...and separation from each other. Transportation cyclists and pedestrians do not move at the same speed, and get in each other's way. MUPs are usually a mistake. Plan and design as if you think you will succeed, meaning plan for a heavy volume of active transportation. |
| 20-1-2018 15:29:36 | Walk and bike connections | This one is really important. One example I see is along Willamette Blvd. If anyone living in the entire peninsula of St Johns wants to walk, ride to the inner city and MAX, they have to go down Willamette. Willamette is currently unsafe to ride or walk on so everyone drives, clogging up Greeley Ave which is not a major arterial street. Willamette would be a great test case for the City to focus on and make a safe route for people riding, walking and taking public transport. |
| 20-1-2018 15:05:26 | Walk and bike connections | Good condition already. Don't decrease road capacity as population grows. |
| 20-1-2018 15:09:51 | Walk and bike connections | An emphasis on bike routes away from auto heavy traffic routes is helpful. Discourage auto traffic on these side streets. |
| 20-1-2018 18:34:21 | Walk and bike connections | This is critical if the region is serious about higher transit use and less driving. However, regional transportation investment remains very car-centric. |
| 22-1-2018 17:59:27 | Walk and bike connections | A "greenway" is not bike infrastructure. It's a lazy cop-out. So when we mean "bike connections" we MEAN bike connections, not sharrows, not shared streets. Actual bike-specific paths, separated from automotive traffic wherever possible. And, ideally, weatherproofed or covered, because bike usage drops dramatically here during wet weather and becomes much more dangerous and |
| 21-1-2018 23:16:28 | Walk and bike connections | Special lanes for buses and bikes only. I've seen this in Europe and it helps speed of public transportation. |
| 21-1-2018 23:19:50 | Walk and bike connections | Copy Copenhagen and Amsterdam in terms of separated bike infrastructure and bicycle highways. More people will ride with protected lanes and more people will be riding eBikes in the next few years. |
| 22-1-2018 19:42:43 | Walk and bike connections | Diversion by default! |

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| 22-1-2018 19:54:01 | Walk and bike connections | There are many gaps in our exiting bike network- focus on filling those so that the individual routes can become a network! |
| 22-1-2018 22:22:06 | Walk and bike connections | Prioritize protected bikeways for all new bike paths and retrofit all pathways where cars are going more than 30 mph. Protected bikeways are key to ensuring ALL can bike. |
| 23-1-2018 07:01:10 | Walk and bike connections | Enable citizens the ability to choose a realistic alternative to single occupancy vehicle usage. |
| 23-1-2018 07:01:10 | Walk and bike connections | Enforcement of existing traffic laws! Installation of more photo radar stations. Reduce residential vehicle speeds to 20 mph in the entire Metro Region. |
| 23-1-2018 08:00:46 | Walk and bike connections | Make this a real priority and put significant money and other resources into it. It will repay all of us many times over. |
| 24-1-2018 15:51:05 | Walk and bike connections | All Washington County Roadways require sidewalk along the frontage of new developments. It is necessary for local municipalities to bridge the gap if there is sidewalk needed. |
| 23-1-2018 00:23:32 | Walk and bike connections | Close neighborhood streets to through traffic, lane diets on major roads which lack sidewalks/bike lanes. Don't just give all of the world over to cars and then expect people to walk and bike through it. |
| 24-1-2018 16:11:04 | Walk and bike connections | Portland bike infrastructure is disconnected. There are many nice sections of bike path, but they don't connect to create a network. |
| 23-1-2018 21:13:48 | Walk and bike connections | I loved the separate bike lanes on Naito. Why did they end? |
| 26-1-2018 18:21:31 | Walk and bike connections | Bicycles and pedestrians should be separated by physical barriers, not just painted lines. |
| 26-1-2018 16:48:44 | Walk and bike connections | Fill-in missing infrastructure. Increase traffic calming, especially in highly residential neighborhoods. |
| 26-1-2018 18:40:39 | Walk and bike connections | Powell Blvd, especially in the far SE, is really bad for pedestrians. why do infrastructure improvements not take place in the far SE? i am talking east of 122d. it's absolutely rural out here, and i dont mean that in a good way. |
| 30-1-2018 03:18:15 | Walk and bike connections | Yes! |
| 27-1-2018 03:31:07 | Walk and bike connections | Bikeable (i.e. Paved) direct routes adjacent to 82nd in Brentwood-Darlington, at least down to the Springwater corridor. |
| 27-1-2018 17:46:49 | Walk and bike connections | The system is not bad right now - always possible to increase the quality and frequency of connections, but baseline improvements to frequency and coverage of service are more important. |
| 26-1-2018 02:49:40 | Walk and bike connections | paved shoulders on rural roads or bike lanes are needed, not necessarily separated from motor vehicles;striping is fine. |
| 27-1-2018 04:23:45 | Walk and bike connections | Downtown Woodstock could use a bike lane. |
| 31-1-2018 20:40:36 | Walk and bike connections | Portland has some serious problems with missing sidewalks and unimproved streets. Some neighborhoods suffer from both of these issues which leads to fewer people walking and biking and less public transit use. If it is tricky to walk around obstacles such as huge puddles, mud, uneven gravel, no crosswalks and oncoming traffic on the way to the bus stop then people rely more on driving than walking and using transit. |
| 31-1-2018 06:40:11 | Walk and bike connections | PROTECTED BIKE LANES |
| 31-1-2018 07:33:17 | Walk and bike connections | So thankful this is a priority many others share in this community. |
| 31-1-2018 20:15:07 | Walk and bike connections | I can't see the stars, but this should have 5! It's really important to keep walkers and bikers safe in order to grow their numbers. |
| 2-2-2018 18:24:23 | Walk and bike connections | Stop resting on our laurels. We are not a world class bike region. Connect it. Lead the nation. |
| 2-2-2018 04:00:41 | Walk and bike connections | SW Scholls Ferry Road needs the protection and removal of car parking minimums. it needs more Oregon White Oak trees. |

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| 2-2-2018 18:57:04 | Walk and bike connections | Bike Lanes, Bike Lanes, Bike Lanes! |
| 4-2-2018 16:28:05 | Walk and bike connections | Add more road signs for bikers and for cars to let them know that they have to be more careful in some high transit areas |
| 4-2-2018 18:58:45 | Walk and bike connections | The metro network of bike paths must better link together the hubs and commercial centers articulated within the comprehensive plan. In particular the connections between the Lents Town Center and northern Sellwood & Brooklyn hubs is incomplete due to a lack of low stress traffic routes (as opposed to high traffic arterials and collectors). This is in large part due to unimproved streets throughout Brentwood Darlington and Woodstock neighborhoods and existing cycling infrastructure designed in the 1990s with 28"-36" bike lanes. Those existing designs are a liability for PBOT. Metro should expedite the completion of the Springwater Corridor through Sellwood's southern section and facilitate the Reedway Crossing over OR-99E and the MAX Orange Line tracks. |
| 6-2-2018 02:15:39 | Walk and bike connections | There is enough of this already |
| 6-2-2018 04:05:57 | Walk and bike connections | Please put more thought into protected bikeways. They don't necessarily make sense in a dense urban environment, as they often hide bicycle traffic and make intersections more dangerous. I also see that many of the protected lanes are not kept clean and free of debris. |
| 5-2-2018 21:37:30 | Walk and bike connections | Not sure that would help. |
| 5-2-2018 16:07:53 | Walk and bike connections | We need a commuter bike path from Forest Grove to Hillsboro. We need more protected Bike paths throughout the Trimet area. |
| 6-2-2018 04:51:49 | Walk and bike connections | Watch out for the old gray men in spandex, the world owes them a favor! |
| 6-2-2018 22:13:44 | Walk and bike connections | Please! I'm on bike connectors weekly. There are so many that are only partially complete. |
| 7-2-2018 03:54:01 | Walk and bike connections | Install Barriers between speeding bikes and pedestrians. |
| 7-2-2018 16:47:12 | Walk and bike connections | STOP BUILDING BIKE LANES COST IS NOT JUSTIFIED |
| 8-2-2018 03:12:21 | Walk and bike connections | tax sneakers if you want to build side walks |
| 7-2-2018 23:57:43 | Walk and bike connections | Thatcher road and many roads in Forest Grove need sidewalks. Nothing like building a dog park with no sidewalks to get to it. David hill needs them, thatcher needs them and watercrest all need sidewalks |
| 8-2-2018 17:28:28 | Walk and bike connections | Please focus on the outside Portland core areas; with improvement, this could help alleviate arterials and highways |
| 9-2-2018 01:44:25 | Walk and bike connections | Focus on bikeways for long distances, such as Barbur Blvd. |
| 9-2-2018 21:21:05 | Walk and bike connections | Yes, would like to bike without fearing for my life. |
| 9-2-2018 23:53:13 | Walk and bike connections | These are usually cheaper, and sidewalks should be a basic necessity |
| 7-2-2018 16:41:06 | Walk and bike connections | This can be done better - especially in the Southwest region where connections are not as good |
| 11-2-2018 13:31:43 | Walk and bike connections | walking and biking is a kind of traffic. Ever got caught behind a slow bike along the riverfront? (It happens so much they had to make a fast lane) |
| 11-2-2018 17:51:35 | Walk and bike connections | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 12-2-2018 16:54:06 | Walk and bike connections | I certainly ride my bike more when I have a safe lane or path to ride on. |
| 11-2-2018 20:27:56 | Walk and bike connections | Without making car traffic slower. There's room for all commuters! |

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| 13-2-2018 20:49:23 | Walk and bike connections | as spread out as Portland is walking and biking will not be as feasible as driving or public transit. |
| 14-2-2018 18:22:48 | Walk and bike connections | Tax bike riders for these services! |
| 13-2-2018 06:26:12 | Walk and bike connections | Must separate vehicles from the bike/walking avenues. |
| 15-2-2018 23:18:52 | Walk and bike connections | With the advent of e-bikes and education, many more people may opt to ride if there were "bike hi-ways" or longer distance bikeways. |
| 16-2-2018 19:37:45 | Walk and bike connections | Huge opportunities in WashCo - I see a lot of intersection and roadway expansion, but little to no bicycle safety improvements. Why not add in more bike/ped improvements on these massive road projects? |
| 18-2-2018 21:02:53 | Walk and bike connections | I think focusing on separations from traffic might be the best options, especially along routes to schools. |
| 17-2-2018 09:20:21 | Walk and bike connections | I don't ride a bicycle because it freaks me out too much to ride with traffic. If there was a separated bike lane, I definitely would. |
| 16-2-2018 01:53:29 | Technology improvements | The existing ones are sufficient, the improvements are marginal |
| 15-2-2018 19:56:20 | Technology improvements | Useful to know peak commute periods during the average day, but just-in-time trip planning is in use |
| 14-2-2018 18:22:48 | Technology improvements | State's should not compete with the private sector on apps that already work! |
| 14-2-2018 16:51:43 | Technology improvements | Not much needed with Google maps |
| 15-2-2018 18:06:28 | Technology improvements | OK - this will help tech savvy Millenials, etc; clearly a forward looking future system enhancement |
| 13-2-2018 20:19:59 | Technology improvements | People who need affordable transit may not have access to the latest technology to take advantage of this. |
| 17-2-2018 09:20:21 | Technology improvements | I would pay money for a good app that tells me how crazy-full buses are so I can take another route. |
| 17-2-2018 17:46:43 | Technology improvements | I use the currently available app and website often and I am generally happy with the accuracy of the time information available. |
| 16-2-2018 11:01:54 | Technology improvements | Smart stop lights! It works, and it is here now. Why are we not using it? |
| 16-2-2018 05:13:20 | Technology improvements | google maps already does this |
| 13-2-2018 02:32:39 | Technology improvements | Already asked me this in a previous category. |
| 17-2-2018 18:17:13 | Technology improvements | Smart technology is not an equitable solution, only works for those who can already afford it |
| 12-2-2018 00:01:24 | Technology improvements | TEch apps are not equitable;money is focused on those already having technology access instead of on the general population. |
| 10-2-2018 08:06:49 | Technology improvements | don't care |
| 10-2-2018 17:39:56 | Technology improvements | Google is probably better at this than any new app would be. |
| 11-2-2018 13:31:43 | Technology improvements | not equitable, not everyone has a smartphone. |

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| 8-2-2018 17:40:47 | Technology improvements | solar |
| 8-2-2018 20:31:37 | Technology improvements | The elderly and many poor do not have access to technology |
| 10-2-2018 00:06:16 | Technology improvements | Google is pretty good at this already... I'd recommend not reinventing the wheel. |
| 7-2-2018 16:32:50 | Technology improvements | A system that all can use. Those of us who do not have smart phones are out of the loop and is not fare. |
| 8-2-2018 03:12:21 | Technology improvements | fix and widen roads ways |
| 7-2-2018 16:32:50 | Technology improvements | The tech in now with the paperless sucks. All do not have smart phones or can they afford them. |
| 7-2-2018 16:25:32 | Technology improvements | Yes! Talk to the people at CityMapper. I've used this app in many real cities around the world and it's a life saver! I would love to work with them and you to bring this to Portland. |
| 6-2-2018 18:54:20 | Technology improvements | It's not clear if this solution applies to public transit or other modes. And how does this work with apps like Google maps? |
| 6-2-2018 20:23:23 | Technology improvements | Metro Fare App is awesome |
| 6-2-2018 03:35:46 | Technology improvements | Don't push so hard for tech improvements (tap-to-pay) that lower-income people without access get left behind |
| 6-2-2018 08:30:26 | Technology improvements | Trimet's website is a great trip planning tool and the fact that Google Maps seems to accurately describe route options is good too. |
| 5-2-2018 22:28:49 | Technology improvements | Make an application that plans trips using metro assets combined with Uber and lyft. |
| 6-2-2018 04:05:57 | Technology improvements | Anyone with a smartphone already has access to apps that fill this role. |
| 6-2-2018 00:15:35 | Technology improvements | Forget about self driving cars |
| 5-2-2018 18:30:18 | Technology improvements | Only to the extent that you continue to allow people to call in who don't have access to the internet or a smart phone. Cater to the most vulnerable user. |
| 5-2-2018 18:25:33 | Technology improvements | Congestion pricing on existing freeways will improve transit utilization and traffic |
| 3-2-2018 15:56:25 | Technology improvements | Many apps exist that already do this very thing. |
| 4-2-2018 16:28:05 | Technology improvements | Inform better about this app options. Only young people know which app is better. |
| 4-2-2018 19:42:14 | Technology improvements | I use the pdx bus app because Trimet's planning function on its app takes you off the app into a browser— come on! It can't be that difficult to make the in app planning function better. So many people just use google maps, if you want to drive app usage please improve. |
| 3-2-2018 08:33:48 | Technology improvements | PDX Bus is fine. |
| 3-2-2018 08:33:48 | Technology improvements | PDX Bus is fine. Keep it simple. |
| 4-2-2018 18:18:30 | Technology improvements | It costs a lot of money to develop and promote tools like Ride connect that are not widely used. If you are going to use technology to improve the rider experience, encourage riders to use existing tools, like Google Maps, to plan their trips. |
| 2-2-2018 18:24:23 | Technology improvements | stop reinventing the wheel with this. Seattle had ORCA and offered it to us....why did we waste time re-inventing the process.....look elsewhere for what works and copy that. |

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| 2-2-2018 15:31:57 | Technology improvements | The best way to get better transit planning apps is probably to work with leaders like Google that already provide pretty good solutions. Having every transit provider (e.g. Trimet) in every city create their own transit planner app is a lot of duplicated effort, and will probably result in inferior apps. |
| 2-2-2018 10:14:26 | Technology improvements | I mean yeah it will really help for newbies but I live with what already exists. However mapping and a new approach to help new people navigate would help cause I was really lost when I first started AND I still had all the apps! |
| 2-2-2018 03:54:31 | Technology improvements | Trimet's website works well and "Transit" is a great app. |
| 27-1-2018 18:07:05 | Technology improvements | Google maps gives horrible bike directions that recommends high traffic routes, etc. I we could work with google to get a bike navigation based on published bike routes in pdx. It would be fantastic. |
| 23-1-2018 18:49:49 | Technology improvements | Consider seeing what other cities or countries do. Particularly those that have high use of technology like Japan and Seoul, Korea. |
| 31-1-2018 14:45:05 | Technology improvements | I'm happy with existing apps |
| 29-1-2018 10:33:34 | Technology improvements | Efficiency saves YOU money in the long run |
| 29-1-2018 19:00:26 | Technology improvements | Google Maps is fine, if adding anything new make more options for biking/ bussing or walking longer. |
| 29-1-2018 19:28:33 | Technology improvements | This already exists with app programs like Waze. Don't waste money reinventing the wheel. |
| 27-1-2018 09:30:04 | Technology improvements | how the hell does this help affordability? |
| 27-1-2018 17:46:49 | Technology improvements | This might help people who are not currently riders be attracted to the system, however it should absolutely not be a requirement of using the system. |
| 26-1-2018 04:12:05 | Technology improvements | Do not invest in apps. They provide very bad return on investment compared to building biking and walking infrastructure. |
| 26-1-2018 16:48:44 | Technology improvements | Google Maps and the TriMet app already provide most of these services. |
| 26-1-2018 13:37:30 | Technology improvements | it would be nice to have something more than google maps. for example i wont even be shown a possible route if google thinks i'm too far to walk in time, even if i could very well make it in time. there should also be options to see what available routes there are to get the earliest arrival possible. |
| 25-1-2018 06:45:36 | Technology improvements | Don't waist your money, everyone has google. |
| 24-1-2018 00:08:03 | Technology improvements | I feel like the private market is more likely to provide this, and better for Metro to focus on infrastructure, education, and other kinds of encouragement efforts. |
| 24-1-2018 19:06:10 | Technology improvements | Plan for self driving vehicles. Work with designers of these vehicles to determine needed infrastructure for success. |
| 22-1-2018 22:42:30 | Technology improvements | this is already done for us by 3rd parties. make transit reliable w/ bus-only lanes and queue-jumps, etc |
| 22-1-2018 22:25:35 | Technology improvements | AI-controlled traffic signals that improve intersection efficiency; On-demand ride services once autonomous vehicles are deployed |
| 22-1-2018 15:34:03 | Technology improvements | Ubiquitous WiFi on all public transportation...like in Eroupe. |
| 21-1-2018 16:40:46 | Technology improvements | Multiple studies show transit riders value this much lower than reliable service. TriMet already has decent online services, this does not need any more funding. Fix the dilapidated bus system. |
| 20-1-2018 19:11:19 | Technology improvements | Google and Waze already do most of your example, don't waste money. The improvement would be to time stoplights better to improve the flow of traffic. |
| 20-1-2018 07:15:34 | Technology improvements | Front of the bus /max validation, or you don't ride. Tri-met does 24-7 monitoring on their end with platform cameras and driver communication. |

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| 20-1-2018 05:03:38 | Technology improvements | Most people ALREADY know where they want to go. |
| 19-1-2018 19:11:08 | Technology improvements | I'm a bit of a luddite but this seems to be market driven. |
| 19-1-2018 18:57:16 | Technology improvements | Trip planning and navigation apps must be programmed to avoid directing drivers to residential side streets if there is any hope of maintaining the livability of residential areas near or adjacent to primary roadways. |
| 19-1-2018 16:20:56 | Morefrequent bus and MAX | In particular, provide north/south connections in east Portland and Gresham |
| 17-1-2018 05:38:50 | Morefrequent bus and MAX | Renewable electric energy grid for vehicles |
| 19-1-2018 19:11:08 | Morefrequent bus and MAX | I wish we had built a subway! |
| 19-1-2018 20:03:14 | Morefrequent bus and MAX | Prioritize service to low income people |
| 20-1-2018 15:29:36 | Morefrequent bus and MAX | More frequent MAX trips could increase commuting, especially in areas such as Interstate Ave where thousands of new apartments are being built. This could encourage people without cars to move there, especially if coupled with parking permits in the neighborhoods. People need incentives and the City needs to start implementing them. |
| 20-1-2018 16:00:11 | Morefrequent bus and MAX | The only way to get the number of cars down is to tax freeway use and to provide free public transit. |
| 20-1-2018 14:32:14 | Morefrequent bus and MAX | Add tolls on roads throughout the region in order to subsidize public transportation. Be a leader in creating the first public transportation system. |
| 20-1-2018 19:25:29 | Morefrequent bus and MAX | light rail to Clark County with connections to jobs. |
| 21-1-2018 06:25:22 | Morefrequent bus and MAX | Dedicated lanes where auto traffic slows transit. |
| 22-1-2018 19:54:01 | Morefrequent bus and MAX | More frequent, better hours and in ALL weather. MAX must run reliably in snow/ice. |
| 22-1-2018 22:41:03 | Morefrequent bus and MAX | I think the yellow/orange line should stop going downtown, and just stay on the east side. That way, maybe more frequent service could occur on the other lines that all must use the steel bridge. |
| 24-1-2018 02:49:26 | Morefrequent bus and MAX | To the extent that electrification of the bus and LRV fleets can be accomplished, an expanded network will have a minimal impact on air quality and health. |
| 24-1-2018 19:06:10 | Morefrequent bus and MAX | MAX and buses are ineffective, costly and end up being locations for criminal enterprise. How many electric SMART vehicles, self driving could all the billions spent on mass transit have provided the public? |
| 25-1-2018 21:31:35 | Morefrequent bus and MAX | Elevated MAX (yellow) between Rose Quarter and OMSI MAX Subway between Lloyd District and Goose Hollow Extend MAX (yellow) to Hayden Island and/or to Vancouver Convert WES Line between Beaverton and Tualatin to light rail (Red Line) Delay SW Corridor LRT until it can be done correctly - 6-mile tunnel from South Riverfront portal with stations serving OHSU, Hillsdale, Barbur TC and PCC Sylvania |
| 25-1-2018 16:24:21 | Morefrequent bus and MAX | Prioritize transit over SOV with dedicated lanes, HOV lanes on freeways, toll freeway RAMPS (not lanes) to discourage SOV commuting. |
| 26-1-2018 15:42:00 | Morefrequent bus and MAX | The only improvement I am interested in for Trimet is to improve driver conduct. Not all but many drivers are not friendly to bicycles. I had occasion to discuss with a TriMet manager an incident when a bus did not want to yield to my right of way. I was told "busses don't have to yield to anybody". That is a chilling statement. If drivers are trained in a system that cultivates that mentality, then the driver will necessarily have bad habits. |
| 26-1-2018 16:44:31 | Morefrequent bus and MAX | I feel like this is in the wrong category - should be social equity, not health and air quality |
| 26-1-2018 06:31:52 | Morefrequent bus and MAX | Only if there's actually a demand. I can see adding trains during commute times because they fill up. |

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| 26-1-2018 21:18:44 | Morefrequent bus and MAX | I think this is fine but not enough people ride |
| 26-1-2018 20:28:02 | Morefrequent bus and MAX | The amount of MAX stops from Hillsboro to downtown prevents me from driving because it will take 3xs longer. There should be a direct route option. I've preferred public transportation in other cities, but here it is a waste of time |
| 23-1-2018 07:01:10 | Morefrequent bus and MAX | Tri-met is a bummer, it's too slow for productive lifestyle. |
| 27-1-2018 21:34:12 | Morefrequent bus and MAX | We have to make it fast and convenient for people to get out of their cars and take transit |
| 27-1-2018 21:18:26 | Morefrequent bus and MAX | Max and buses to and from Vancouver, WA with their own lane on expanded bridges. |
| 27-1-2018 04:23:45 | Morefrequent bus and MAX | Busses are dangerous and should travel more slowly than the speed limits. |
| 30-1-2018 19:14:59 | Morefrequent bus and MAX | Build ridership through investments in transit facilities. Provide walking connections to and bus waiting shelters at transit stops, including areas where ridership does not currently meet TriMet criteria for shelters. |
| 1-2-2018 13:36:43 | Morefrequent bus and MAX | Bus. MAX doesn't go everywhere everyone needs to go. Though I know the buses get stuck in the traffic. MAX is very expensive. |
| 2-2-2018 04:00:41 | Morefrequent bus and MAX | More buses are need on north / south routes. Please combine buses 39 and 51. Bus 56 is needed to be rerouted to serve the edge of west Beaverton and then go to the Oregon Zoo. |
| 2-2-2018 10:14:26 | Morefrequent bus and MAX | If riding seems easier/more cost effective or whatever the reason then they'll be less inclined to drive and consequently pollute. |
| 3-2-2018 15:56:25 | Morefrequent bus and MAX | It's time for MAX to have a circle line that connects to all lines. Also, lines such as the orange were short-sighted and have no way to expand in the future. We need to be able to reach places like Sandy, Wilsonville, Vancouver and Salem |
| 4-2-2018 20:46:25 | Morefrequent bus and MAX | Another way to improve service is to increase seating at bus stops. Even if it's just a couple of seats attached to the pole already there, it will make the wait for a bus more comfortable. |
| 5-2-2018 16:07:53 | Morefrequent bus and MAX | Max Blue and Red Lines should be expanded to Forest Grove. |
| 6-2-2018 00:38:08 | Morefrequent bus and MAX | Also discount & free passes depending on income levels |
| 6-2-2018 03:41:57 | Morefrequent bus and MAX | patrols on MAX would bring huge increases in ridership. |
| 6-2-2018 21:12:22 | Morefrequent bus and MAX | I would ride more often, if the buses ran more efficiently. There should be more bus-only lanes, and stops should be slightly further apart. |
| 6-2-2018 22:13:44 | Morefrequent bus and MAX | If you build it they will come |
| 9-2-2018 21:21:05 | Morefrequent bus and MAX | Use #67 Bethany Road as a sample of terrible service. |
| 8-2-2018 17:28:28 | Morefrequent bus and MAX | Please focus on areas outside of the Portland core and neighborhoods |
| 9-2-2018 20:51:46 | Morefrequent bus and MAX | express busses/trains to make longer hauls without stops during peak periods |
| 6-2-2018 04:51:49 | Morefrequent bus and MAX | Roads were not created for pedestrians to cross wherever. Pedestrians need to be booked or cited for not using safety crosswalks |
| 9-2-2018 01:44:25 | Morefrequent bus and MAX | Even when MAX makes the most sense, such as going to PDX, many people will feel nervous about riding the trains because they don't feel safe on them (especially after last summer's horrific attack). |
| 9-2-2018 23:53:13 | Morefrequent bus and MAX | Only helps health/air if those who'd otherwise drive actually use the expanded service |

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| 11-2-2018 15:27:43 | Morefrequent bus and MAX | Bus shelters and Dedicated bus lanes |
| 13-2-2018 19:32:43 | Morefrequent bus and MAX | Bus rapid transit. |
| 12-2-2018 21:07:44 | Morefrequent bus and MAX | Extend the Green and Orange line MAX to Oregon City. |
| 15-2-2018 18:06:28 | Morefrequent bus and MAX | there are a number of poorly served areas, i.e. CULLY neighborhood. Expansion ranks higher for me than increased frequency. |
| 18-2-2018 21:02:53 | Morefrequent bus and MAX | Frequency equals convenience which equals more likely use. |
| 17-2-2018 22:21:59 | Clean bike lanes | This is a big deal. Riders should feel safe. Better lanes = more riders |
| 16-2-2018 20:18:13 | Clean bike lanes | City of Portland does a terrible job of keeping our streets clean including bike lanes. Stupid to try and clean roads/bike lanes when cars are parked. Most major cities make people move their cars in a specific schedule to allow for street cleaning that actually works. Portland appears to clean streets anytime they can be assured that the roadway will be full of parked cars. |
| 16-2-2018 18:48:51 | Clean bike lanes | This shouldn't be something special. It's simply part of street cleaning. |
| 16-2-2018 01:53:29 | Clean bike lanes | Make it so biking is clearly the better choice |
| 16-2-2018 11:01:54 | Clean bike lanes | If you mean the homeless camps, yeah. If you mean impeding auto trafic, not so much. |
| 15-2-2018 18:03:07 | Clean bike lanes | Bike lanes are constantly full of debris which causes bikers to swerve into traffic lanes also the debris can cause backup of storm water drainage. |
| 15-2-2018 18:03:07 | Clean bike lanes | This should be one star. Bike lanes are constantly full of debris which causes bikers to swerve into traffic lanes also the debris can cause backup of storm water drainage. |
| 14-2-2018 15:50:33 | Clean bike lanes | Bike lanes need to be cleaned more often. Tow operators need to sweep lane when towing vehicle rather than leaving debris in bike lane until next quarterly(?) sweeping. |
| 14-2-2018 18:22:48 | Clean bike lanes | How about cleaning of the streets when there is a snow/ice storm ? Bike riders need to pay directly for any service for these dedicated routes/lanes. |
| 15-2-2018 04:54:32 | Clean bike lanes | I don't bike so I don't know how much of an issue this is. |
| 13-2-2018 22:33:41 | Clean bike lanes | This is nowhere near sufficient currently. Especially out in the outer rim, past, say, Hollywood. The bike lanes are literally the most dangerous part of the road system. |
| 13-2-2018 18:09:19 | Clean bike lanes | Bike Lanes in my experience are kept clean, except for after a heavy snow when the gravel laid down for traction all ends up there. |
| 13-2-2018 18:02:24 | Clean bike lanes | This usually isn't so bad in my experience. |
| 13-2-2018 18:02:24 | Clean bike lanes | This usually isn't so bad in my experience, but I'd say driving cars in bike lanes is a bigger hazard. |
| 12-2-2018 20:43:11 | Clean bike lanes | Turn the bike lanes back into travel lanes for cars. |
| 13-2-2018 02:32:39 | Clean bike lanes | Cyclists need to pay taxes for maintenance. Right now they are getting subsidized by motorists for this service - sales, income and property taxes do NOT pay for bike lane maintenance. |
| 12-2-2018 16:54:06 | Clean bike lanes | Bikes move relatively slowly and are agile. I have ridden thousands of miles in my life and think I can dodge most hazards that would be present in a bike lane. |
| 12-2-2018 19:59:21 | Clean bike lanes | Wish I could give this a zero or minus. This is a ridiculous item. |
| 12-2-2018 03:00:51 | Clean bike lanes | Work on the travel lanes first and thenot idewalks |
| 10-2-2018 08:12:17 | Clean bike lanes | I'm a year-round cyclist. This is a HUGE issue that doesn't occur to anyone but cyclists. Broken glass, construction debris, serious gravel build-up after storms, wet leaves raked into bike lanes for pickup - all of these can cause flats, wipeouts, unwanted interactions with car traffic. |
| 10-2-2018 15:27:42 | Clean bike lanes | Pot holes specifically. While cars can come out with a flat tire at worst, riders can come out with serious injuries. This must be a priority. |
| 10-2-2018 17:39:24 | Clean bike lanes | Not everyone wants or can ride a bike to work. We live in a region where bike riding is not friendly 7 months out of 12. |
| 10-2-2018 06:33:30 | Clean bike lanes | as a biker, I can attest to all the "stuff" in the road - from leaves to glass to branches to holes. This is why I'd rather bike in the middle of the street. |
| 9-2-2018 23:53:13 | Clean bike lanes | Debris make bike lanes unusable, unsafe (when bikes go around into traffic) and useless; also flattens tires discouraging biking |
| 9-2-2018 21:18:38 | Clean bike lanes | Knowing that there are clean bike lines only adds to the appeal of portland as bike town USA and helps to aid in confidence of the citizens that they can ride all across the city with minimal obstacles |
| 9-2-2018 21:22:40 | Clean bike lanes | YES! This!!!! |
| 9-2-2018 01:44:25 | Clean bike lanes | Outside of major bike corridors, the bike infrastructure in the region is poor. |
| 8-2-2018 05:55:27 | Clean bike lanes | Bike lanes would need less cleaning if landscapers did not blow leaves into the bike lanes |
| 8-2-2018 08:55:16 | Clean bike lanes | If you are going to have bike lanes, they better be clean, or else bikes veer into vehicle lanes unexpectedly, which is a huge risk to bikes and motorists |
| 8-2-2018 05:55:27 | Clean bike lanes | and sidewalks as well. If we fund maintenance for roads, why do we expect property owners to maintain sidewalks. Tired of walking on gravel strewn sidewalks after winter storms. |
| 8-2-2018 15:12:49 | Clean bike lanes | Separated lanes for bikes and cars |
| 8-2-2018 00:47:45 | Clean bike lanes | clear of garbage&homeless |
| 8-2-2018 03:12:21 | Clean bike lanes | tax bike tires. |
| 7-2-2018 08:13:52 | Clean bike lanes | MUCH better bike facilities, like truly separated bike paths and greatly reduced traffic speeds throughout the city |

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| 7-2-2018 16:47:12 | Clean bike lanes | BIKE LANES CONSUME WAY TO MANY DOLLARS OF THE TRANSPORTATION BUDGET. LESS THAN 5% RIDE BIKES AND OF THAT NUMBER A FRACTION RIDE TO WORK, BIKES ARE RECREATIONAL ITEMS THE COST TO BENEFIT RATIO DOES NOT WORK. |
| 6-2-2018 23:35:25 | Clean bike lanes | Too much money is spent on bike lanes when there are other, more important infrastructure issues around. |
| 6-2-2018 21:12:22 | Clean bike lanes | Someone please do something about the nails getting thrown into the bike lane on N Interstate! Please! |
| 7-2-2018 04:41:45 | Clean bike lanes | Do bicyclists even use the bike lanes??? Maybe the lanes in downtown Portland that are the size of vehicle lanes. Otherwise the bicyclists just use the regular lane. I don't blame them because the lanes are not cleaned, are not very wide, and look very rough to ride on. |
| 6-2-2018 22:13:44 | Clean bike lanes | I had two flats in the matter of 4 weeks. |
| 7-2-2018 05:36:07 | Clean bike lanes | Figure out how to keep homeless camps away from bike paths. They are a danger to the vulnerable. |
| 6-2-2018 00:19:25 | Clean bike lanes | Bikers need to be more cautious, they think a car can stop on a dime when they dart out in front of a car! Need more SAFE bike lanes |
| 6-2-2018 03:00:46 | Clean bike lanes | Forget about the bikes and fix the roads. |
| 5-2-2018 19:34:08 | Clean bike lanes | There is a difference between keeping bikelanes hazard free and clean. Hazard free makes sense, but riders need to be prepared to deal with the accumulation of debris during winter months. |
| 5-2-2018 21:37:30 | Clean bike lanes | Not as high of a priority |
| 6-2-2018 00:15:35 | Clean bike lanes | When the bicyclists pay for it |
| 2-2-2018 19:14:48 | Clean bike lanes | Portland has devoted a lot of resources to cyclists. Let's focus on helping other transit methods for those of us for whom cycling isn't an option. |
| 2-2-2018 18:24:23 | Clean bike lanes | YES THIS.....The bike lanes are always full of debris....especially in fall and winter |
| 3-2-2018 20:22:05 | Clean bike lanes | PLEASE |
| 2-2-2018 21:19:40 | Clean bike lanes | AS THE TRAVEL LANES ARE REDUCED AND OFFERED TO CYCLISTS (WHO DO NOT PAY ANY REGISTRATION FEES OR GAS TAXES TO MAINTAIN THEM AND STILL HAVE TO USE VEHICLES DURING STORMY WEATHER) IT SHOULD HAVE BEEN EXPECTED THAT THE REDUCTION IN FEES RECEIVED WOULD RESULT IN HIGHER NEED FOR MAINTENANCE AND FEWER AVAILABLE FUNDS TO PAY FOR IT. THIS IS YET ANOTHER EXAMPLE OF HOW PLANNING HAS BEEN POSTPONED PAST FISCAL RESPONSIBILITY |
| 1-2-2018 22:08:09 | Clean bike lanes | Same comment from above: The potholes are ridiculous in Portland, for both cars and bicycles. I personally witnessed a man crash horribly right in front of me on his bike because of a pothole. What are the chances of that? |
| 2-2-2018 04:00:41 | Clean bike lanes | protected bike lanes help with this. shared sidewalks in the uphill travel direct on steep roads help with this. i don't often see the police enforce the law about cars parked in bike lanes. |
| 1-2-2018 16:29:42 | Clean bike lanes | As a daily bike rider, this should be a priority. It should be low-cost. And it is really part of safety, not maintenance. |
| 1-2-2018 18:17:58 | Clean bike lanes | Including installation of flexible bollards and guides to keep cars out of bike lanes. |
| 2-2-2018 06:37:28 | Clean bike lanes | SO helpful. Cannot stress enough. |
| 31-1-2018 20:40:36 | Clean bike lanes | protected bike lanes would be even better! |
| 31-1-2018 20:40:36 | Clean bike lanes | protected bike lanes would be even better, even if it is just plastic barriers |
| 30-1-2018 07:48:27 | Clean bike lanes | No! No! No! Quit wasting resources on bicycles! |
| 30-1-2018 09:09:20 | Clean bike lanes | They are so clear, there are rarely even bikers there. Too many |
| 31-1-2018 06:40:11 | Clean bike lanes | please god protected bike lanes |
| 31-1-2018 00:02:21 | Clean bike lanes | You're never going to solve this one completely. |
| 29-1-2018 00:30:24 | Clean bike lanes | yes, otherwise we end up having to go into traffic. |
| 29-1-2018 17:51:40 | Clean bike lanes | The worst hazards are signs put up by road crews. Some of these spots are very tricky so there should be more options than a sign that either blocks the sidewalk or the bike lane. |
| 28-1-2018 16:56:30 | Clean bike lanes | Rumble strips or spaced bumps (bikes can ride between when moving in/out of lane) for the white line between the car lane and bike lane. Cars use the bike lane to make turns and push cyclists/force small accidents all the time. |
| 29-1-2018 00:13:07 | Clean bike lanes | Bikers need to share greater part of tax and also LIGHT themselves |
| 26-1-2018 17:26:17 | Clean bike lanes | No more bike lanes until the city finds a way to tax bike commuters. |
| 26-1-2018 16:44:31 | Clean bike lanes | PLEASE |
| 26-1-2018 18:21:31 | Clean bike lanes | You could use volunteers from the cycling community to regularly check bike lanes by having them "adopt" them, the way people adopt stretches of the highway. |
| 26-1-2018 21:18:44 | Clean bike lanes | Cars, and trucks and police all regularly park in the lanes and don't seem to care. especially like |
| 26-1-2018 21:14:15 | Clean bike lanes | Not just bike lanes, roads in general. Especially on high speed roads where you need every bit of separation you can get and see regular bike and car traffic. 2 particular regular failures the city is currently guilty of on this are Hwy 30 (AKA Dirty 30) and Cornell Rd. Especially Cornell Rd. I can't remember the last time the shoulder there was swept. It's a debris filled nightmare. |
| 26-1-2018 14:41:52 | Clean bike lanes | Set schedules to clean high traffic bike lanes. Who thought it was a good idea to put posts between the car/bike lane on Greenly? how are you going to easily clean the bike lane there? There are also too many potholes pushing debris in the bike lanes, fix the pothole RIGHT the first time. |
| 26-1-2018 05:28:44 | Clean bike lanes | This makes a huge difference. There's not much point in painting a lane if it's so full of crud you have to ride in the street anyway. |
| 26-1-2018 02:49:40 | Clean bike lanes | The biggest problem is on bike lanes not within a city (such as Boones Ferry Rd south from Tualatin to Wilsonville) because the county never comes out to sweep or trim vegetation. This is an orphaned section but is heavily used for commuting (Day Rd to Greenhill). Vehicles that are parked in bike lanes should be ticketed, too (see Hall Blvd north heading toward Oak St). |

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| 26-1-2018 03:18:23 | Clean bike lanes | Including shopping carts and tents through tunnel areas. |
| 25-1-2018 07:42:51 | Clean bike lanes | Only IF you make them ride IN the bike lanes! |
| 25-1-2018 09:01:21 | Clean bike lanes | Most are so new they have minimal issues I've found. |
| 23-1-2018 19:47:38 | Clean bike lanes | This is a must! |
| 23-1-2018 17:52:05 | Clean bike lanes | I have "Urban" tires on my bike. I accept responsibility for my own cycling safety. |
| 22-1-2018 22:41:03 | Clean bike lanes | I'd like to see the person or people that keep tossing nails into the NB bike lane on N Interstate arrested and charged. It's totally ridiculous that this continues to be an issue. |
| 22-1-2018 17:12:55 | Clean bike lanes | please! Visit Vancouver, BC to see their GREAT bike lane infrastructure. |
| 22-1-2018 16:30:22 | Clean bike lanes | the percentage of bicycle commuters is low,seasonal,and further impedes traffic. The group pays nothing in taxes to support the system improvements. The rallying cry of "climate change" doesn't justify the expense. The time has come to spend wisely and be accountable for the peoples money. Tax all bicycle commuters and require permit and licensing at age 16. The coining of our Bicycle is faux and the data fuzzy math hyped and inflated. |
| 22-1-2018 15:34:03 | Clean bike lanes | Enough with the bike infrustructure! Most of us still drive! |
| 22-1-2018 19:06:40 | Clean bike lanes | This is less important than providing protected bike lanes, as riding hazards are less likely to occur in protected bike lanes/off street paths. |
| 22-1-2018 18:14:14 | Clean bike lanes | This is not a priority. It only benefits a very small percentage of commuters and usually purposely hinders other kinds of traffic that transport more people. |
| 22-1-2018 04:14:51 | Clean bike lanes | This is too small of a population to warrant this degree of maintenance. |
| 21-1-2018 06:25:22 | Clean bike lanes | Want year-round bike commuters? Don't plow ice, snow, slush into bike lanes. Sweep up sand/gravel shortly after it has been used. Maintain striping, including the rare buffer lines. The more cars drive on bike lane markings the harder those markings are to see and the more cars drive on them. Use some reflective dots, too. |
| 20-1-2018 18:56:35 | Clean bike lanes | I support this but it shouldn't be a big resource suck. Cyclist can just pedal around most hazards. |
| 20-1-2018 23:11:08 | Clean bike lanes | This is necessary. Lots of dirty bike lanes. |
| 21-1-2018 00:14:08 | Clean bike lanes | everything is important on the list, either a 5 or a 4. If you want it prioritized beyond that I can't do it. |
| 21-1-2018 01:22:25 | Clean bike lanes | Where I live, ODOT is responsible for the roads. However, they are often neglected due to staff/budgeting |
| 20-1-2018 15:05:26 | Clean bike lanes | This is routine maintenance |
| 20-1-2018 04:55:20 | Clean bike lanes | Bikers could take some responsibility for this is city helped organize. |
| 20-1-2018 05:03:38 | Clean bike lanes | Bikes are a danger in Portland traffic. Ask those who have been run over. |
| 20-1-2018 02:03:33 | Clean bike lanes | This includes homeless camps that push out into bike paths/sidewalks/travel lanes |
| 19-1-2018 18:57:16 | Clean bike lanes | Portland does a great job of braggin about new bike infrastructure, but does a horrible job of maintaining them so they are consistently usable, at least in North Portland where I live and especially in industrial areas where debris is more common. Clean also includes not overgrown by vegetation from along side the bike lane. |
| 19-1-2018 19:11:08 | Clean bike lanes | I am sick and tired of getting flats from broken glass and sharp metal debris in bike lanes. |
| 18-1-2018 19:24:05 | Clean bike lanes | I want safety barriers and visible barriers, not painted strips. thanks. |
| 17-2-2018 20:56:14 | Street design | Increased density has led to more traffic and aggressive motorists who do not yield to pedestrians. I value safe areas to run and walk that are separated from vehicles. |
| 15-2-2018 18:50:18 | Street design | I like the idea of medians at high-injury locations, but I don't think speeds need to be reduced. In my 23 years of living here I haven't found there to be any locations where the speed limit feels unsafe or too high. |
| 16-2-2018 20:02:00 | Street design | This is a failing task since it is creating areas that are really hard to navigate to and from. I know I live in one and it makes for pissed off drivers. |
| 18-2-2018 21:02:53 | Street design | Reducing speeds and separating bikes and pedestrians from traffic might be the best focus. Also, the flashing lights at mid-street crosswalks, especially at divided streets, can be counter productive as the other side of the divided street does not always notice the pedestrian or stopped traffic despite the flashing lights. I think they can create a false sense of safety in the pedestrian. |
| 16-2-2018 19:37:45 | Street design | Would love to see more human-scale design as opposed to simply more expansion of vehicle capacity. Better bike/ped connections to transit are needed badly. |
| 15-2-2018 16:45:02 | Street design | Especially at the intersection of Burnside and Powell Valley. There is no bike lane and there are many pedestrians. |
| 14-2-2018 18:22:48 | Street design | Re-wright the law that states pedestrians need to only cross and marked cross walks. |
| 14-2-2018 22:49:13 | Street design | Get PPD to actually ticket for traffic violations. I know that doesn't crack their top 10 priority list but it really should. They're worthless. |
| 14-2-2018 00:26:42 | Street design | Speed reduction is not needed. |
| 13-2-2018 18:02:24 | Street design | Speed reduction especially in cities. Portland out of Biketown map is horrible for pedestrians and bicyclist. ODOT owned roads are particularly horrible and belong someplace else like Phoenix or Los Angeles. |
| 13-2-2018 18:09:19 | Street design | So important, particularly in high traffic corridors and for outlying areas. |
| 13-2-2018 20:19:59 | Street design | I would like to see at least one sidewalk on one side of every street that has a bus route. |
| 13-2-2018 20:19:59 | Street design | I would like to see at least one sidewalk on one side of every street that has a bus route. Extra priority for routes that include school buses. |
| 11-2-2018 20:27:56 | Street design | Instead of lowering the speed on busy streets, bikers should have options for riding off those streets. |
| 12-2-2018 16:54:06 | Street design | All useful tools, to a point. Don't overdo it. |
| 11-2-2018 17:18:55 | Street design | This. Small interventions can go a long way in improving flow of people and safety of conflicting modes. |

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| 12-2-2018 17:48:17 | Street design | More Roundabouts |
| 11-2-2018 17:51:35 | Street design | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 11-2-2018 13:31:43 | Street design | please put these two dangerous crossings on your list if they aren't already: 1. N. Portsmouth @ N. Columbia. People cross here to access the Columbia Slough trail. The cars are fast and the street is wide. 2. N. Portland Road at N Marine Drive. This is a MUP crossing on a wide street with a traffic signal. However, drivers frequently run the red light here at high speeds. |
| 10-2-2018 01:09:45 | Street design | East Portland needs massive infrastructure help. If people do not have a safe way to walk to the bus stop, they will not use the bus. |
| 11-2-2018 02:01:33 | Street design | Vision Zero design/engineering solutions |
| 11-2-2018 05:41:08 | Street design | It has gotten to the point that drivers do not stop for pedestrians unless they are in a striped crosswalk. Crossing Hawthorne has become extremely dangerous. It is one of the few streets with 4 lanes of traffic left in the area. People speed. By and large, street corners are not directly across from each other. So it is difficult for drivers to realize they are failing to yield to pedestrians trying to cross. There is only the light at 28th and at 21st. There are no striped crosswalks between these two lights. It's a frequent bus line and people need to cross the street to get on the bus or go home. I have to walk part way into the curbside lane and wave my hands up and down for at least a minute before anyone will stop in the curb lane or second lane headed that direction. And then I have to start crossing the street and waving my arms to get the two lanes of traffic going the other way to stop. I'm in the street - it's dangerous! But it's the only way to cross. Can't you please just add some painted stripes? That can't be cost prohibitive. Or are you waiting till someone is actually killed before doing something? |
| 20-1-2018 02:16:52 | Street design | Especially slowing down cars and creating infrastructure goodies on bikes and pedestrians. |
| 19-1-2018 18:57:16 | Street design | Why do multiple people have to be , injured, permanently maimed or killed for adequate safety designs to be incorporated into our street designs. Most high risk areas can be predicted so make them safe from the outset and eliminate or greatly reduce the risk from the outset. |
| 19-1-2018 06:10:08 | Street design | Higher tech crosswalks on busy high traveled streets...weather plays a part as sometimes in the rain visibility is just very poor |
| 9-2-2018 23:53:13 | Street design | These are usually low-cost and should be a requirement, both to prevent crashes and provide a better environment for walkers/bikers and neighbors |
| 9-2-2018 23:10:30 | Street design | This should be focused on low income and marginalized communities who bear the brunt of injuries and deaths for all traffic accidents. |
| 10-2-2018 01:03:01 | Street design | This does not help everyone. With more money put into bike lanes and protected sidewalks the less for fixing roads. It is so bad that if you drive a car you can not get anywhere |
| 9-2-2018 01:44:25 | Street design | Redesign the terrible intersection at Scholls Ferry Road and Beaverton-Hillsdale Highway (for people coming south on Scholls Ferry Road). |
| 8-2-2018 00:47:45 | Street design | widen roads to allow a bike lane |
| 8-2-2018 03:12:21 | Street design | put rails out of the way and not blocking roadways |
| 7-2-2018 16:47:12 | Street design | CONTROL PEDESTRIAN ROAD CROSSING LOCATIONS. KEEP VEHICLES MOVING SO COMMERCE CAN FUNCTION |
| 6-2-2018 20:01:29 | Street design | Clinton, Division, Hawthorne, NE 23rd -- human sized. Made for walking |
| 6-2-2018 20:23:23 | Street design | Speed reduction will go a long way to help pedestrians feel safer |
| 5-2-2018 23:47:22 | Street design | Strongly support complete streets with reasonable traffic speeds and capacity. In lieu of designing to anticipated traffic volumes, we need to design streets to meet the community visions and provide sufficient, high quality options for traveling. |
| 5-2-2018 21:37:30 | Street design | speed reduction might help if its enforced |
| 5-2-2018 20:43:28 | Street design | It's hard when you put these together. I am not a fan of reducing speeds and adding to congestion or individual bike lanes if it takes a lane for cars out. I don't mind countermeasures at high injury locations but what are they? |
| 6-2-2018 02:15:39 | Street design | No more speed reduction |
| 4-2-2018 18:58:45 | Street design | With curb extensions or "bulb outs" that facilitate ease of pedestrian crossings, include cutouts (~4.5') behind the tip of these crossings to facilitate separated bike paths from motor and freight traffic. Not including these pathways results in cars pinching and passing dangerously close to bike operators within the reduced roadway space of the crossings. This is a design practice that is rife with liability concerns. |
| 2-2-2018 04:00:41 | Street design | certain roads need a meandering design rebuild like SW Scholls Ferry Road to the south of Sylvan. |
| 4-2-2018 15:36:40 | Street design | Don't forget shelters and stop amenities like alert lights etc |
| 2-2-2018 22:04:54 | Street design | I would agree with protected sidewalks and protected medians. In high injury locations, a pedestrian overpass should be constructed. I do not agree with lowering speed limits. Lowering speed limits will not stop the distracted drivers. |
| 2-2-2018 06:32:08 | Street design | Same comments as before about safe crossings, safe protected sidewalks, etc. |
| 2-2-2018 10:14:26 | Street design | Also advertise to people how far away walks are and such |
| 1-2-2018 13:36:43 | Street design | medians don't help. cause more problems. |
| 31-1-2018 20:40:36 | Street design | Portland cannot be a great walking and biking city without more investment in neighborhood infrastructure. |
| 1-2-2018 15:29:40 | Street design | More flashing beacons at pedestrian crossings. |
| 31-1-2018 20:15:07 | Street design | Safety is important for getting cars off the road, if folks only feel safe driving they won't use other options. |
| 31-1-2018 18:34:58 | Street design | road diets & diverters, please. |

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| 29-1-2018 19:28:33 | Street design | Speed of driving should be Increased. I've never seen highways with such slow speeds posted. And streets like Foster and SE 122nd should have less pedestrian bump outs, which actually cause restricted flow of normal traffic. A left/middle turn lane should be easy for cars to get into/out of. As it currently stands, cars in the two lanes of "through" traffic are jamming and slowing down. Roads are meant to MOVE cars, not slow them down! |
| 29-1-2018 16:54:32 | Street design | You rework and build roads and still aren't planning for increases in population |
| 27-1-2018 04:23:45 | Street design | Thank you for introducing the 20mph rule. Please bring more notice to the signage. Many more speed bumps in residential areas. |
| 27-1-2018 03:31:07 | Street design | Speed bumps in residential cut-throughs such as SE 80th between Woodstock and Duke. |
| 26-1-2018 17:51:06 | Street design | Evaluate 20 mph speed on res streets to determine increased safety, |
| 27-1-2018 00:10:24 | Street design | Many areas of Powell and Foster need improved lighting and protected crosswalks. Current crosswalks are difficult to see at night. |
| 27-1-2018 04:23:45 | Street design | Thank you for introducing the 20mph rule. Please bring more notice to the signage. |
| 26-1-2018 16:48:44 | Street design | Reduce use of left-turn yield lights that leave drivers in the middle of an intersection, scrambling to turn at high traffic intersections. This is a huge cause of crashes and near misses, especially in areas like SE 72nd/Duke & Woodstock, SE Holgate/Cesar Chavez. |
| 23-1-2018 21:13:48 | Street design | Encourage walking. |
| 24-1-2018 14:07:31 | Street design | Street design should also include traffic calming measures, narrow streets that encourage slow speeds, areas where cars are welcome as guests, and streets that are totally closed to cars. |
| 24-1-2018 21:23:04 | Street design | Improved street design that prioritized people walking and biking should be a priority for the city. |
| 24-1-2018 16:23:50 | Street design | Our biggest problem is a freeway system, built in the 1960s, that needs to support a population that has tripled. |
| 24-1-2018 15:51:05 | Street design | Crash history tells a horrible story of the public not being served. It shouldn't take more than 4-5 crashes for us to flag that a safety improvement is necessary. |
| 23-1-2018 19:38:05 | Street design | Major traffic arteries need to have restricted turn access between intersections like they do in Calif. as an example. smart sensors in pavement combined with traffic control software. good |
| 22-1-2018 22:25:35 | Street design | Get rid of channelized right turns at the end of right-turn-only lanes. |
| 23-1-2018 07:01:10 | Street design | Design streets to discourage dangerous and limit speeds. |
| 22-1-2018 19:54:01 | Street design | lower speed limits. 15 mph at schools and in residential areas. 35 should be MAX speed within City limits. |
| 20-1-2018 19:36:45 | Street design | I.e. take your \$450MM-\$2BB freeway project and shove it. What a waste and backwards looking concept in 2018. |
| 22-1-2018 16:58:47 | Street design | The options described are only a few elements of street design - these seem more like safety features. |
| 22-1-2018 19:12:09 | Street design | Smarter pedestrians and bikers is a better solution. Cross at crosswalks and ride in bike lanes. Don't make cars slow down. |
| 21-1-2018 14:57:00 | Street design | We need crosswalks on high-speed, heavy traffic streets like 82nd and McLoughlin. We have bus stops every few blocks on those streets, but no safe way to get across. |
| 22-1-2018 17:59:27 | Street design | Yes, but don't overcomplicate streets. With a lack of reliable transit, vehicle access becomes an equity issue. So no more diverters, please. That's what I mean by overcomplication. Blocking access, creating clumsy go-arounds. That kind of thing is bad. |
| | | Tolls on motor vehicles. |
| 20-1-2018 14:32:14 | Street design | "Pedestrian Only" locations on Lombard in St. Johns, Alberta, Mississippi, NW 23rd, etc. |
| 20-1-2018 16:00:11 | Street design | Street design, especially on the east side, is needed for pedestrian protection. |
| 21-1-2018 06:25:22 | Street design | Frequent diversion on greenways, automatically and resolutely. |
| 20-1-2018 04:55:20 | Street design | Thank you City Council for 20 MPH neighborhood streets. |
| 20-1-2018 14:32:14 | Street design | Tolls on motor vehicles. |
| 20-1-2018 03:07:12 | Street design | Keep traffic moving! It is ridiculous that a single pedestrian can stop five lanes of highway (Hwy 99) traffic at rush hour to cross and get an order of fries. |
| 20-1-2018 05:03:38 | Street design | If some traffic is made any slower, traffic jams will increase. |
| 16-2-2018 20:18:13 | BusesMAX in good repair | Busses and Max seem to be well cared for, however I don't currently use either. |
| 16-2-2018 21:09:13 | BusesMAX in good repair | Buses can't go if the roads are clogged; max can't move in bad weather. |
| 16-2-2018 07:44:46 | BusesMAX in good repair | It would also be good if they could be counted on to still function during weather events like snow, ice or high temps. |
| 16-2-2018 11:01:54 | BusesMAX in good repair | Don't bother with max. rip the tracks up and sell the steel, pay for new better and more buses. |
| 15-2-2018 18:03:07 | BusesMAX in good repair | Appear to be in good repair. Need dedicated, off road areas for buses to stop and pick up passengers. Buses stopped in travel lanes are dangerous, and frustrating. |
| 12-2-2018 00:01:24 | BusesMAX in good repair | improve trash receptacle placement and pick up so customers are not scared away. |

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| 12-2-2018 16:42:44 | BusesMAX in good repair | Unfortunately there didn't seem to be a lot of future proofing when expanding the Max. To my understanding, rails set in concrete would have been more effective at avoiding the need to slow or stop the Max on excessively hot days due to rail warping. |
| 12-2-2018 19:59:21 | BusesMAX in good repair | TriMet has enough money to take care of their system, and pay their employees obscene benefits. HB 2017 gives them even more. |
| 12-2-2018 20:43:11 | BusesMAX in good repair | Quit wasting money on Max and make wider roads instead |
| 13-2-2018 02:32:39 | BusesMAX in good repair | We need more focus on bus, less focus on MAX. MAX has been gold-plated and continues to receive the bulk of investment, while buses (including bus stops, bus lanes, sidewalks to bus stops, etc.) have been ignored, directly because of Metro's anti-bus, pro-rail policies. |
| 13-2-2018 18:17:53 | BusesMAX in good repair | This shouldn't even be a question. If you don't protect your investment (i.e. maintain the tracks and MAX stops) you'll lose your return. And everyone who uses the MAX will suffer. |
| 29-1-2018 00:13:07 | BusesMAX in good repair | Good repair includes better managing the people on it, and that they have purchased ticket |
| 29-1-2018 16:43:10 | BusesMAX in good repair | NO! No more max lines! |
| 31-1-2018 19:01:20 | BusesMAX in good repair | The MAX system has reliability problems with every change of the weather. The solution always is to use buses for temporary replacement. How about using the more adaptable and convenient buses to replace the trains. |
| 2-2-2018 04:00:41 | BusesMAX in good repair | i think certain bus stops need the concrete slap to replace the standard asphalt due to the weight of the bus and passengers. this includes the bus stops in the raleigh hills town center. |
| 2-2-2018 23:19:46 | BusesMAX in good repair | This sounds like #1 |
| 2-2-2018 07:07:46 | BusesMAX in good repair | We need good repair of course but it has gotten extreme and expensive. We have a Rolls Royce fleet. |
| 2-2-2018 18:56:25 | BusesMAX in good repair | clean, clean, clean. no pee. no poop. no garbage. no bad smells. |
| 5-2-2018 19:34:08 | BusesMAX in good repair | TriMet needs to provide appropriate facilities at all bus stops. Many are nothing more than a post alongside the road. No thought has been given to pedestrian or ADA access. Most are not properly lighted. and most facilities are not ADA accessible. |
| 5-2-2018 21:37:30 | BusesMAX in good repair | Keep the busses safe and running |
| 6-2-2018 02:33:25 | BusesMAX in good repair | Most Max trains and stations are pretty gross. They need more resources to keep them clean. |
| 7-2-2018 04:41:45 | BusesMAX in good repair | I don't ride often because there is barely any service in West Linn and none connecting W.L. to Wilsonville directly. But when I do ride the buses and max look to be in good condition. I would rather see more routes before better stops. |
| 7-2-2018 16:25:32 | BusesMAX in good repair | Take a more proactive approach to design that includes durability and easy maintenance. |
| 8-2-2018 03:12:21 | BusesMAX in good repair | after we have fixed the roads and bridges. maybe? |
| 8-2-2018 15:12:49 | BusesMAX in good repair | Expand streetcar |
| 8-2-2018 08:55:16 | BusesMAX in good repair | transit lines are actually hurting mobility around the metro area. They take up lanes away from cars, and don't run enough to account for how many vehicles could have passed through those lanes they take away. |
| 9-2-2018 23:53:13 | BusesMAX in good repair | Unreliable and old vehicles discourage use and are costly both to transit and riders |
| 10-2-2018 17:39:24 | BusesMAX in good repair | Investment in mass transit has been lopsided over the last 30 years. |
| 19-1-2018 19:11:08 | BusesMAX in good repair | I think Tri-Met does a pretty good job. It's the ridership who need to clean up their act. |

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| 19-1-2018 16:20:56 | BusesMAX in good repair | Focus on accessibility |
| 19-1-2018 18:57:16 | BusesMAX in good repair | Overall, Trimet appears to be doing a good job of maintaining its fleet and tracks. This is a must for a transit system to attract and sustain ridership. |
| 20-1-2018 16:00:11 | BusesMAX in good repair | Busses and max seem to be maintained well enough, the trolley is hopeless in this regard. |
| 20-1-2018 05:03:38 | BusesMAX in good repair | Keeping them CLEAN would be an improvement. |
| 20-1-2018 04:55:20 | BusesMAX in good repair | We are going to use this ROW for centuries. Keep them in shape. |
| 20-1-2018 15:05:26 | BusesMAX in good repair | Buses should be electrified |
| 20-1-2018 23:11:08 | BusesMAX in good repair | I regularly ride MAX and can see degradation of maintenance. I feel the difference with more delays on the trains because of differed maintenance. |
| 22-1-2018 04:14:51 | BusesMAX in good repair | These services are already in place. TAKE care of them! |
| 22-1-2018 00:28:28 | BusesMAX in good repair | BUSES in good repair. We have historically had the oldest bus fleet in North America. Our bus fleet is still older than the North American average, and we refuse to buy hybrid buses or high capacity buses. That needs to change. |
| 22-1-2018 15:34:03 | BusesMAX in good repair | Max is too slow and doesn't reach far enough - add to that it breaks down constantly and it's UNSAFE! How about a reliable, fast, safe, clean alternative? |
| 22-1-2018 15:34:03 | BusesMAX in good repair | Max is too slow and doesn't reach far enough - add to that it breaks down constantly and it's UNSAFE! How about a mostly reliable, fast, safe alternative? |
| 22-1-2018 23:29:00 | BusesMAX in good repair | Let's stop investing in busses that use fossil fuels and go completely electric |
| 25-1-2018 09:01:21 | BusesMAX in good repair | Certain MAX and streetcars need urgent maintenance for noise. |
| 26-1-2018 14:41:52 | BusesMAX in good repair | Max tracks are a major hazard to cycle over near the rose quarter. seems that the max line has issues regular enough at the steel bridge. It is nice that the bus fleet has been upgraded and seems to run better. |
| 26-1-2018 17:26:17 | BusesMAX in good repair | This should already be covered in Tri-mets budget. |
| 27-1-2018 17:46:49 | BusesMAX in good repair | The system cannot function reliably without being in good repair. Part of maintenance should be a recognition that extra parts and redundant vehicles must be available to keep things moving. |
| 16-2-2018 11:01:54 | Housing close to transit | Bull! Stop trying to social engineer people! |
| 16-2-2018 00:35:26 | Housing close to transit | Or transit options closer to where people live. |
| 13-2-2018 02:32:39 | Housing close to transit | Already asked me this in a previous category. |
| 15-2-2018 18:06:28 | Housing close to transit | Already part of city planning |
| 15-2-2018 18:17:55 | Housing close to transit | Specifically low income housing close to transit. |
| 19-1-2018 18:57:16 | Housing close to transit | As long as the housing is affordable, otherwise there is no overall cost benefit to providing housing close the transit as it's just trading costs - housing for transportation. |
| 19-1-2018 19:11:08 | Housing close to transit | Housing choices are only equitable if low-income folks can afford to live near transit and amenities. |

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| 19-1-2018 19:25:13 | Housing close to transit | Gateway, Gateway, Gateway Transit-oriented development. |
| 20-1-2018 03:37:25 | Housing close to transit | What is really needed is better parking solutions at transit malls. |
| 20-1-2018 07:52:34 | Housing close to transit | Transit oriented housing only limits people to take Transit only. |
| 20-1-2018 07:15:34 | Housing close to transit | Affordable/public housing, not more multi-plex that people can't rent. |
| 21-1-2018 01:22:25 | Housing close to transit | This is important, but so far the housing options near transit are only affordable to a small group of people. |
| 19-1-2018 16:20:56 | Housing close to transit | In particular, focus on permanently affordable housing anywhere up to 60%MFI in new transit development |
| 21-1-2018 16:40:46 | Housing close to transit | Priority should be affordable housing, along bus lines, and only to developers who guarantee rents will be at or below market level. Anyone who is building above market rate should not receive a single cent of government subsidy. |
| 20-1-2018 18:51:58 | Housing close to transit | Not a Metro or Tri-Met responsibility. |
| 20-1-2018 19:25:29 | Housing close to transit | Need to address the commute issues from Clark County. More jobs in Clark County, more affordable housing in Oregon. |
| 22-1-2018 15:34:03 | Housing close to transit | Okay this is hysterical! No one is moving - they cannot afford to. How about championing alternative work schedules, stagger report and end shift times, TELECOMMUTING. Better yet a shortened work week for the same pay, say 32 hours for 40 hours pay. |
| 22-1-2018 01:24:44 | Housing close to transit | TOD has to be affordable, low-income housing. |
| 22-1-2018 04:14:51 | Housing close to transit | This is the best option for reducing traffic, increasing walking and biking without having to build special lanes, etc. |
| 24-1-2018 19:06:10 | Housing close to transit | Quit trying to pile up people. It doesn't work well. |
| 24-1-2018 19:07:53 | Housing close to transit | But not so close as to facilitate thieves. By the way, fix the homeless problem. :) |
| 26-1-2018 13:37:30 | Housing close to transit | the transit should better serve the city that's already there first |
| 26-1-2018 16:48:44 | Housing close to transit | Adding frequent transit options in heavily residential low-income neighborhoods like Brentwood-Darlington. |
| 27-1-2018 17:46:49 | Housing close to transit | Housing is both where people are right now as well as where they can afford and aspire to be in the future. For better or worse, transportation outside primary arteries has been retrofitted on development. For a successful housing focus near transportation, zoning and development costs need to be adjusted to provide for truly accessible and desirable housing. |
| 27-1-2018 09:30:04 | Housing close to transit | housing close to transit is inherently more expensive, how is this a help for affordability? |
| 29-1-2018 19:28:33 | Housing close to transit | People want yards and safety. No one wants to live in a city that allows homeless people to have more rights than home owners. That's why they are moving further out. Change Metro's density plan, allowing for larger lots in the city... then you'll get the people moving back closer to the heart of the city. |
| 29-1-2018 10:33:34 | Housing close to transit | Again, affordable housing. People can hardly afford to live, and then also pay for the bus? Knowing that low income people take transit the most, housing around transit should be somewhat affordable |
| 31-1-2018 18:34:58 | Housing close to transit | abolish parking minimums |
| 30-1-2018 07:48:27 | Housing close to transit | Stop trying to squeeze everyone into urban high rises |
| 1-2-2018 15:05:26 | Housing close to transit | Housing close to work. See previous category. |

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| 2-2-2018 06:32:08 | Housing close to transit | As noted, change zoning within 1/4 mile of transit lines to allow 5-story buildings, with 8-story allowed adjacent to the transit line. |
| 2-2-2018 16:37:13 | Housing close to transit | AFFORDABLE housing close to transit |
| 4-2-2018 18:18:30 | Housing close to transit | There need to be incentives for developers to build AFFORDABLE units near transit lines. SDC waivers, etc. Rent rates that are too closely tied to market rates will quickly push out minorities and poorer people. |
| 4-2-2018 15:49:52 | Housing close to transit | This is Gentrification. Aka Neo-Colonial land speculation. |
| 5-2-2018 18:30:18 | Housing close to transit | This is important, but more importantly is ensuring your connecting routes to senior living facilities, doctors offices, etc. People in SE MultCo and outlying counties are more rural and disconnected from mass transit. |
| 5-2-2018 21:14:25 | Housing close to transit | This would be fantastic, as long as the housing is affordable. |
| 5-2-2018 21:18:18 | Housing close to transit | It's is really convenient to be close to transit station but it may create traffic issues... I live near by Lents Max station, where they're constructing apartment buildings. I wonder what traffic will be like after it's completed. It is horrible now. |
| 6-2-2018 00:15:35 | Housing close to transit | It doesn't work that way. Jobs can change a home doesn't |
| 6-2-2018 04:05:57 | Housing close to transit | This only works with frequent service that runs all night. |
| 5-2-2018 22:28:49 | Housing close to transit | Improving density coupled with more freeway lanes |
| 5-2-2018 20:44:08 | Housing close to transit | All of Portland Metro area. Consider expanding the Max to outlying areas West and East. |
| 6-2-2018 05:17:08 | Housing close to transit | This again seems to work against families. |
| 7-2-2018 16:25:32 | Housing close to transit | Yes - and work with employers to incentivize their employees to live closer to work. |
| 7-2-2018 16:32:50 | Housing close to transit | Bad idea crime rises in the neighborhoods close to transit. |
| 7-2-2018 05:52:35 | Housing close to transit | Unfortunately, housing close to transit suffers from criminal activity. |
| 8-2-2018 03:12:21 | Housing close to transit | keep the noise out of neighborhoods. |
| 9-2-2018 21:21:05 | Housing close to transit | Yes. Would love more developments like Orenco Station with housing AND shopping walkable to transit. Elmonica station has housing but no shopping to make a truly walkable neighborhood. |
| 10-2-2018 06:20:43 | Housing close to transit | Transit closer to housing for those of limited means makes more sense to me than focusing on building housing close to ttransit |
| 10-2-2018 17:39:56 | Housing close to transit | As long as most of the housing is affordable. |
| 12-2-2018 00:01:24 | Housing close to transit | Max lines result in fewer stops along them, meaning older folks, people pushing strollers or hauling groceries, my have to go a mile to the stop. Bus service should serve the same areas in those cases. Likewise, people should not have to drive to a max stop. we need both max and buses, as buses are much more able to change routing to meet needs. |
| 18-2-2018 21:02:53 | Walk and bike connections | More paths and more separation are the bike and pedestrian equivalent of frequency. |
| 16-2-2018 22:43:59 | Walk and bike connections | The more, better, and safer walking and biking infrastructure there is, the better the results for health & air quality. Encouraging people to travel under human power -- on COMFORTABLE infrastructure -- should remain a top priority. |
| 17-2-2018 06:11:36 | Walk and bike connections | Invest in more large-form trees along freeways and boulevards |

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| 13-2-2018 19:02:45 | Walk and bike connections | Sidewalks for pedestrians only; Bicyclists don't use the ones built specially for them, so why spend additional \$ on that?? |
| 14-2-2018 18:53:27 | Walk and bike connections | Increase service to Pleasant Valley |
| 14-2-2018 04:37:46 | Walk and bike connections | I won't bike (tho I have a great electric bike) because of safety. Like: how do I safely get to Kelly Pt Park from Cathedral Park? |
| 13-2-2018 23:58:48 | Walk and bike connections | Build bike lanes next to sidewalks rather than outside of parked cars. Some streets should be designated bike streets and some designated for vehicle use only. Share the Road simply doesn't work. Vehicle drivers, no matter how hard they try, no matter how careful and diligent and courteous -- just cannot see every pedestrian and biker. Drivers are looking out, primarily, for other vehicles. The greater success in segregating drivers and bikers and walkers, the safer people will be. |
| 13-2-2018 18:07:18 | Walk and bike connections | This is most important to me |
| 13-2-2018 19:32:43 | Walk and bike connections | Again, ACTIVE TRANSPORTATION IS TRAFFIC! All roads should be safe for all users. Separate facilities are nice but not always possible or practical. No more 4-lane death traps! |
| 11-2-2018 15:27:43 | Walk and bike connections | Separated/dedicated bike baths (concrete barriers or raised/curbed) bikeways. More route signage, too. |
| 9-2-2018 23:53:13 | Walk and bike connections | For health/air. focus on projects that drivers would switch to |
| 8-2-2018 22:22:39 | Walk and bike connections | We have seen the results of billions for MAX, and crumbs for bike and car infrastructure: transit and bike mode share are flat. They will stay flat until you acknowledge the need for real separated bike infrastructure and major improvements to the bus system. Start by trimming your own fat: Metro skims ~\$8 million from every RFF allocation for "regional planning." What the hell is that for, other than feeding your own bloated bureaucracy? |
| 9-2-2018 21:21:05 | Walk and bike connections | Would like better bike lanes everywhere, separated would be wonderful. Secure bike storage at MAX stations. |
| 6-2-2018 22:13:44 | Walk and bike connections | I would ride my bike 100% if I could make it from point A to point B safely. |
| 6-2-2018 04:51:49 | Walk and bike connections | Yup that's good but yield to traffic...it's bigger than you! |
| 6-2-2018 04:05:57 | Walk and bike connections | I ride my bike as my primary means of transport, but I am not a fan of protected bike lanes. Too often, they promote a false sense of security, actually being less safe near intersections, where cyclists can be hidden from view until the last second. I also don't see the city doing a good job keeping protected lanes free of debris. If there is to be physical separation, the lane needs to be wide enough, or the barrier needs to be permeable to allow cyclists to ride at speeds that are comfortable for them. Setting designs with 5-10mph speeds in mind won't allow for efficient travel, which means that folks will choose to drive anyway. |
| 6-2-2018 20:01:29 | Walk and bike connections | We ruled bike transit a decade ago - can we get it back? |
| 6-2-2018 00:38:08 | Walk and bike connections | Bike streets need to not be built for just hipsters in gentrifying neighborhoods & not at the expense of surrounding streets that may get cut through traffic because of them |
| 2-2-2018 06:32:08 | Walk and bike connections | As noted before |
| 1-2-2018 15:55:04 | Walk and bike connections | Bikers Help to pay for lanes |
| 2-2-2018 04:00:41 | Walk and bike connections | Washington County is neglecting existing roads that need protected bike lanes or shared sidewalks. The Willamette Shore Trolley needs to be changed into a trail. |
| 30-1-2018 19:14:59 | Walk and bike connections | Increase transit ridership through investments in walking connections and bus waiting shelters, even where ridership does not currently meet TriMet criteria for shelters. |
| 31-1-2018 14:45:05 | Walk and bike connections | Please separate bikes and pedestrians where possible. I'm a walker and have had to dodge too many fast bikes. |
| 30-1-2018 19:13:20 | Walk and bike connections | separation from traffic key |

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| 1-2-2018 13:36:43 | Walk and bike connections | but don't make lanes of traffic skinnier or take away lanes of traffic to do it. We need lanes of traffic. |
| 29-1-2018 00:30:24 | Walk and bike connections | Yes, please help educate drivers that bikers can use the middle of the lane in bikeways!!!! Ideally, bike lanes should be separated by curb or more from car lanes. |
| 29-1-2018 00:30:24 | Walk and bike connections | Yes, please help educate drivers that bikers can use the middle of the lane in bikeways!!!! Ideally, bike lanes should be separated by curb or more from car lanes. We also need better bike connections to more easily and safely bike throughout the city. |
| 30-1-2018 03:18:15 | Walk and bike connections | I feel this is the only real option |
| 27-1-2018 04:23:45 | Walk and bike connections | Cover over 405 downtown with a mesh net of living, pollution-absorbing plant life like mosses, and build walking/biking bridges between. |
| 26-1-2018 18:21:31 | Walk and bike connections | This is really more important for reasons other than this (e.g., safety). |
| 26-1-2018 21:18:44 | Walk and bike connections | This could be better especially out to hillsboro and Btown |
| 26-1-2018 06:31:52 | Walk and bike connections | People won't use them if they don't have destinations - so this has to be part of a larger plan. |
| 26-1-2018 06:31:52 | Walk and bike connections | This has to be part of a larger plan related to destinations. |
| 26-1-2018 15:42:00 | Walk and bike connections | There's something seriously wrong with a city when pedestrians have to wear high visibility jackets just to walk home from work. Building this infrastructure demonstrates that this is a focus and priority for Portland City. |
| 25-1-2018 16:24:21 | Walk and bike connections | First, DO NO HARM, that means DO NOT remove the Flint overcrossing!!! Second, engage with the LOCAL community to plan routes, etc. City/regional advocates (BikePDX, etc.) don't know what stimulates (and pisses off) neighborhoods. |
| 25-1-2018 03:49:41 | Walk and bike connections | Walkways, yes. Bikeways, absolutely not. |
| 24-1-2018 19:06:10 | Walk and bike connections | Bikes and walkers DO NOT belong in the same travel path. |
| 24-1-2018 21:23:04 | Walk and bike connections | Biking absolutely needs to be safer and prioritized. |
| 23-1-2018 18:26:34 | Walk and bike connections | Biking needs to be safer if more people are going to do it. We need **protected** bike lanes in many more places. |
| 22-1-2018 19:01:13 | Walk and bike connections | Sidewalks along collector roads makes sense. |
| 22-1-2018 22:21:53 | Walk and bike connections | If you want people to walk you need sidewalks on all city streets. I would like to walk more in my neighborhood but without sidewalks I don't feel safe so I choose to drive to keep myself and my child safe. |
| 22-1-2018 19:54:01 | Walk and bike connections | There are way too many gaps in the existing bike network. These are well-known and well documented but they each require money and leadership to complete. |
| 21-1-2018 06:25:22 | Walk and bike connections | Plan for heavy use, not the single-digit mode share we have now. |
| 21-1-2018 22:49:00 | Walk and bike connections | Complete 20-minute communities. Focus on making sure schools, shopping, amenities are within 20-minute walk. Do away with single-family zoning/suburbs! |
| 20-1-2018 14:32:14 | Walk and bike connections | Never mind "separation for traffic". Utilize "pedestrian only" benefits in places like NW 23rd (Glisan to Northrup), NE Alberta (15th to 25th), N Mississippi (Freemont to Skidmore), N Lombard (Richmond to Baltimore). |
| 21-1-2018 02:21:40 | Walk and bike connections | Improve sidewalks |
| 20-1-2018 18:28:49 | Walk and bike connections | I am unconvinced that the way we are managing bike traffic right now is safest. Driver education should be a huge priority to help support bike safety. |

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| 20-1-2018 02:14:57 | Walk and bike connections | PBOT needs to check out how their bike lanes are shoving motorized traffic onto other streets, esp. in working class neighborhoods. It's really classist |
| 19-1-2018 19:11:08 | Walk and bike connections | Especially for cross walks - better signal timing for pedestrians and crossing visibility. |
| 19-1-2018 22:16:04 | Walk and bike connections | This is important to reduce air pollution, road congestion and to promote exercise--all important for a healthy city. |
| 20-1-2018 15:05:26 | Walk and bike connections | This is not a problem, except in a few areas. Don't reduce car capacity as population grows. |
| 18-1-2018 19:24:05 | Walk and bike connections | Not sure what you do in places like SW PDX that will never have sidewalks. It's just not possible. |
| 18-1-2018 23:52:15 | Travel options incentives | Programs might be more effective if you remove barriers to transit use or alternate options before you increase motivating factors. |
| 20-1-2018 02:06:43 | Travel options incentives | I think improved bus and MAX service would help with some of this. |
| 20-1-2018 04:17:46 | Travel options incentives | Booth-less toll systems have been around for more than 40 years. |
| 20-1-2018 04:13:15 | Travel options incentives | Public bike rack, shower, and locker room facilities near clusters of businesses to encourage commuters to run and bike to work. |
| 20-1-2018 04:13:15 | Travel options incentives | Public bike rack, shower, and locker room facilities near clusters of businesses to encourage commuters to run and bike to work. Subsidized rates for Lyft Line and Uber Pool rides with multiple riders. |
| 19-1-2018 19:11:08 | Travel options incentives | Great idea provided employees actually have options that improve their commute experience or time spent doing it. |
| 19-1-2018 20:03:14 | Travel options incentives | Add disincentives for single occupancy trips |
| 20-1-2018 15:29:36 | Travel options incentives | Perhaps work with businesses to pay their employees to not drive. You could do a test case and see if it works. |
| 20-1-2018 18:28:49 | Travel options incentives | It seems that these 'incentives' usually take the form of punitive cost increases that impact low-income folks most. |
| 21-1-2018 02:21:40 | Travel options incentives | Not realistic unless you work with employers to encourage home offices. |
| 20-1-2018 22:29:31 | Travel options incentives | Aggressively court businesses to encourage employees to use transit |
| 20-1-2018 23:49:35 | Travel options incentives | programs like Grove Link |
| 20-1-2018 19:01:20 | Travel options incentives | In order for this to work, you have to include better transportation options in outer SW. Many people drive from there because service is limited and having an incentive doesn't really matter. |
| 20-1-2018 06:31:40 | Travel options incentives | The best option here is decongestion pricing of urban freeways in Portland. |
| 20-1-2018 14:32:14 | Travel options incentives | Subsidize public transportation. |
| 21-1-2018 06:25:22 | Travel options incentives | Strongly consider disincentives, too. Drivers should encounter tolls, and cars should not park for free. |
| 22-1-2018 19:54:01 | Travel options incentives | Increase gas taxes, increase parking fees, increase registration based on vehicle size and weight, create a zone within City limits that requires a sticker to drive with studded tire and make the sticker price reflect the cost of damage done to roads, get rid of the bike tax, create transit only lanes |
| 22-1-2018 17:12:55 | Travel options incentives | No free parking on any city street |

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| 22-1-2018 06:14:19 | Travel options incentives | I know of an organization in Seattle called 'Commuter Seattle' that does work like this. |
| 23-1-2018 05:14:53 | Travel options incentives | Don't bribe people to bike - make biking a fun, convenient, safe method for everyone, then you won't need incentives. |
| 22-1-2018 22:42:30 | Travel options incentives | try to make transit more attractive through prioritization like bus-only lanes, etc. Make driving less attractive through (de)congestion pricing, parking taxes |
| 22-1-2018 22:04:09 | Travel options incentives | Can be done through the private sector as well |
| 23-1-2018 18:26:34 | Travel options incentives | Right now we are subsidizing driving by building so many parking structures, highways, etc. Let's stop funding single occupancy trips and rather incentivize folks to take alternative means. |
| 23-1-2018 19:14:51 | Travel options incentives | Increasing freeways...especially in amounts of \$450M investment is the antithesis to improving health and air quality. |
| 23-1-2018 19:02:59 | Travel options incentives | I know y'all know this, but we really need *disincentives* to driving, or rather, to just stop subsidizing it through parking, unpriced roads, etc. |
| 24-1-2018 19:49:15 | Travel options incentives | Yes! The art museum and other activities - would be fun to take mass transit from Tualatin if affordable and available. Perhaps events could offer discounts or added fun for arriving by bus. |
| 25-1-2018 02:41:39 | Travel options incentives | single occupancy vehicle trips should be thought of as special occasions. |
| 24-1-2018 19:06:10 | Travel options incentives | Most people use their vehicle to and from work (as an example), running errands along the way. Quit trying to manage individual lives, rather provide tools for individuals to move through the community in a clean, safe way. Stop fighting self driving vehicles, start promoting them, setting boundary conditions for operation so that private enterprise knows what is expected in their design. |
| 24-1-2018 16:37:08 | Travel options incentives | Programs yes, incentives not so much |
| 25-1-2018 03:49:41 | Travel options incentives | Parking shuttles could be useful. |
| 25-1-2018 16:24:21 | Travel options incentives | Note above, toll RAMPS to discourage SOV use of freeways for commuting. That will prioritize freeways for through traffic and attract less ire from WA legislators (that bitch!). Increase IHOP access (and ease of use!!!!). Better yet, work with other transit agencies to adopt a uniform card/format so the same card can be used in multiple cities (with each one getting the fare of course). |
| 26-1-2018 04:12:05 | Travel options incentives | Make public transit free. Eliminate fares. There is no reason to charge a fare on a system that gets more valuable the more people use it. Tax cars, gasoline, parking, parking lot properties, liquor, marijuana, and tires to pay for free fares. |
| 26-1-2018 15:42:00 | Travel options incentives | Congestion tax - great as long as it doesn't apply to low income residents. I think that traversing the city (from Hillsboro to Vancouver for example) should be taxed. Especially at rush hour. |
| 26-1-2018 16:44:31 | Travel options incentives | Maybe this would help. I think a lot of people in the metro area would already prefer to get somewhere without a vehicle if they felt SAFE or it was CONVENIENT to do so |
| 26-1-2018 14:41:52 | Travel options incentives | Do you even do this? there is no incentive to bike to the store because of the crime and dangerous bike lanes. |
| 26-1-2018 06:31:52 | Travel options incentives | I am not convinced these work unless the commute is sufficiently long. Folks on the West side did some research on Transportation Demand Management, check it out. |
| 26-1-2018 18:21:31 | Travel options incentives | Bribing people will only work short-term. Better to educate them. "Don't be a litterbug" campaigns had a huge effect in earlier generations. |
| 26-1-2018 21:18:44 | Travel options incentives | Great idea but how about congestion pricing and tolling |
| 27-1-2018 04:23:45 | Travel options incentives | Have a metro owned car share thing. One car per every few blocks? Tax benefit to not owning a car. |
| 27-1-2018 21:18:26 | Travel options incentives | Works discounts for trimet passes. These discounts don't always include C-Tran commuter passes but should. |
| 28-1-2018 16:56:30 | Travel options incentives | I'd love to see what this looks like, very interesting. What's the data on other cities attempting this method? |

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| 29-1-2018 19:00:26 | Travel options incentives | Increase parking costs, decrease transit fares, offer free shuttles to parks/ natural areas and continue free service on NYE, etc., bring back Fareless Square |
| 29-1-2018 17:51:40 | Travel options incentives | And disincentives like tolling. But only if matched with outstanding mass transit so there are real options. |
| 29-1-2018 00:30:24 | Travel options incentives | now that electric bikes are becoming popular in this country and older/less fit bikers can bike on them, we need to build out SAFE bike paths. |
| 1-2-2018 13:36:43 | Travel options incentives | Think logically when doing errands or going to and from work. Don't make additional trips. Good planning. |
| 30-1-2018 19:14:59 | Travel options incentives | Don't throw money out the window. Driver behavior will change only when congestion reaches intolerable levels and transit services is adequate and widespread. Employers are already required by DEQ to provide incentives for carpooling and transit. |
| 2-2-2018 04:00:41 | Travel options incentives | i don't think that electric cars should get free car parking in areas like downtown portland. |
| 1-2-2018 16:29:42 | Travel options incentives | Previous programs have not seemed to work. |
| 1-2-2018 13:36:43 | Travel options incentives | Think logically when doing errands or going to and from work. Don't make additional trips. Good planning. Need to ask people why they drive alone. |
| 2-2-2018 16:37:13 | Travel options incentives | getting people out of their cars is a real challenge! Many say taking Trimet takes too much time. If they already own a car, bus is additional expense. |
| 6-2-2018 00:38:08 | Travel options incentives | People driving ginormous SUVs & trucks that aren't business vehicles need to pay more road taxes |
| 6-2-2018 02:52:48 | Travel options incentives | If what you mean by this is to make cars more expensive and transit cheaper, give it 5 stars |
| 5-2-2018 22:59:34 | Travel options incentives | Recent news indicates West Portland is not in the discussion regarding this option...why? |
| 4-2-2018 19:44:15 | Travel options incentives | Is it possible to partner with businesses to offer a reward program? Or use the hop pass where if you have used x dollars in a month you get a credit for more trips or a gift card? Something like that? |
| 6-2-2018 20:01:29 | Travel options incentives | The #1 incentive is to make SOV miserable. Yeah, I went there. |
| 6-2-2018 20:23:23 | Travel options incentives | Yes! Get cars off the road! |
| 6-2-2018 04:05:57 | Travel options incentives | Incentives should mean making driving more expensive and less convenient. |
| 6-2-2018 04:51:49 | Travel options incentives | Lyft works. Bikes work. Walking works. It's the people/ pedestrians who challenge traffic that doesn't work. |
| 7-2-2018 16:25:32 | Travel options incentives | Ride share routing technology, self-driving car-share services, subsidized carpooling. Think outside the box! |
| 8-2-2018 05:55:27 | Travel options incentives | parking restrictions and land use planning to reduce dependence on parking for employees and big box stores I |
| 6-2-2018 22:13:44 | Travel options incentives | Incentives yes. Penalties, Fees or Fines No |
| 7-2-2018 04:54:27 | Travel options incentives | HOp Cards are an effective example of this idea already working! |
| 9-2-2018 21:21:05 | Travel options incentives | Parking should cost more everywhere to encourage taking transit. |
| 9-2-2018 19:08:20 | Travel options incentives | I doubt that incentives will work in most cases. |

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| 9-2-2018 17:03:13 | Travel options incentives | This is by far the most important. |
| 8-2-2018 20:09:20 | Travel options incentives | Carrots are good, but so are sticks. Taxes or tolls could help here. Penalties for solo driving, driving during peak hours, or using our bridges should be on the table. Those are tough conversations, but they have to be had. Automobiles are WHY we're in a constant cycle of congestion and infrastructure needs. It's a totally fixable problem related to behavior. |
| 8-2-2018 05:55:27 | Travel options incentives | parking restrictions and land use planning to reduce dependence on parking for employees and big box stores. find a way to subsidize transit, especially for families. plan for truly regional systems |
| 9-2-2018 21:22:40 | Travel options incentives | In terms of cleaning our air, incentives probably would be a help, if they were focused at encouraging motorists to try other modes, & rewarding clean mode users (like people who bike). |
| 10-2-2018 06:11:50 | Travel options incentives | A Carrot only works so far. People change their habits when it cost money. |
| 10-2-2018 01:09:45 | Travel options incentives | As inner Portland becomes wealthier, fewer of these residents are using transit and commuting via car (often by themselves). Transit must be pushed and utilized. |
| 9-2-2018 23:53:13 | Travel options incentives | We "incentivize" driving by not charging drivers for costs like health/air harm to others |
| 9-2-2018 22:55:25 | Travel options incentives | Government seems to be focused on growth. Growth brings more people in who have more cars and drive more. Also, it is plain silly to build apartments buildings without sufficient parking since people just circle around until they find a place or park in the neighborhood |
| 12-2-2018 00:01:24 | Travel options incentives | Allow more time on transfers, so people can accomplish more errands or business in a single trip without having to take a car.*- |
| 12-2-2018 16:54:06 | Travel options incentives | Incentivize motorcycles! They are small and fuel efficient. Discounted parking, legalized lane filtering, open HOV travel, and exemptions from congestion pricing are all excellent incentives. |
| 11-2-2018 13:31:43 | Travel options incentives | Again, I think here you are probably implying "motor vehicle trips" but I'll note that there are non motor powered vehicles on the road. |
| 13-2-2018 19:32:43 | Travel options incentives | For starters, stop subsidizing motor vehicle travel and trucking in any way. Use congestion pricing. Invest and subsidize municipal broadband to assist work from home options. |
| 13-2-2018 23:58:48 | Travel options incentives | What would this look like? It's a great idea, but when brought up in the Washington Park area, it was a non-starter because the Japanese Garden wants as many cars up there as possible. I suggest: One day per month car free parks in all of Portland. People love this and they get used to finding other options for transit. |
| 15-2-2018 18:06:28 | Travel options incentives | Free / subsidized service for students just like the 'bulk' rate given to large corporate employers |
| 13-2-2018 18:17:53 | Travel options incentives | Programs to incentivize reduced vehicle trips don't usually work. They only work in programs like Beijing's license plate rule, where drivers get fined for driving based on their license plate number/day... but otherwise they really don't work. |
| 15-2-2018 19:56:20 | Travel options incentives | Most people don't drive more because they want to - we already hate how much more time it takes. Saving time money happens when you're not idling. This makes us happy. Happiness is the best incentive. :-) |
| 16-2-2018 19:54:21 | Travel options incentives | make driving more expensive; don't pay rich people to walk. |
| 16-2-2018 21:09:13 | Travel options incentives | Please see previous incentive to large employers by promoting staff to work from home. Government needs to think big and set the standard. This would greatly reduce each day's cars on the road, reducing fossil fuel use, reducing wear and tear on roads and cars, making more capacity on the roads, etc. A REALLY GOOD IDEA!!! :) |
| 18-2-2018 21:02:53 | Travel options incentives | I like this idea, but I think it is difficult to find the right incentives, and to make them high enough to permanently change habits of real single-occupancy car drivers. |
| 13-2-2018 23:58:48 | Suggestion Health air quality | Car free days in local parks. When this was suggested in Washington Park, it was dismissed immediately as the Japanese Garden wants as many visitors as they can get and they don't care how they get into the neighborhood. I suggest: one car free day per month. People love this. Look at Golden Gate park in SF -- and they don't even have public transit to the park as we do in Portland. People figure out how to transit into the park and they quickly get used to the "new normal." |
| 13-2-2018 23:58:48 | Suggestion Health air quality | This may seem far-fetched -- but if you're looking to 2040, you need to start imagining in a more creative way. Here's my suggestion: moving walkways. Put one in the middle of Burnside -- from skyline to MLK. Cover it and run with solar batteries. People will love this. You can walk at twice the pace, get exercise and leave the car at home. One of the best ways to re-imagine transit is to reconsider what is genuinely walkable for most people (and that is easily one mile.) Walking is the best exercise and has no carbon emission. |
| 11-2-2018 20:33:16 | Suggestion Health air quality | Congestion pricing on bridges into downtown Portland. |

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| 13-2-2018 00:49:49 | Suggestion Health air quality | Restrict the Location of New Housing Adjacent to Freeways |
| 7-2-2018 23:56:13 | Suggestion Health air quality | Promote all forms of alternative fuel EV, Natural Gas, Hydrogen - 5 Stars |
| 8-2-2018 05:05:11 | Suggestion Health air quality | More parking at transit stations. |
| 5-2-2018 08:59:19 | Suggestion Health air quality | Test Health and Air Quality - make it public, make it known, have a campaign that encourages people to work together to improve the numbers |
| 1-2-2018 05:32:09 | Suggestion Health air quality | Stricter emissions requirements for freight, trains, air traffic, and passenger vehicles |
| 4-2-2018 15:36:40 | Suggestion Health air quality | Green energy - Is fossil fuel what actually powers MAX? That don't make no sense! Greenify everything where possible! |
| 26-1-2018 06:31:52 | Suggestion Health air quality | Corporations need to pay their fair share. |
| 30-1-2018 17:57:43 | Suggestion Health air quality | Regulate diesel vehicle emissions |
| 24-1-2018 15:53:59 | Suggestion Health air quality | Support diesel vehicle regulations & inspections |
| 22-1-2018 18:23:51 | Suggestion Health air quality | Expand system capacity at major bottlenecks |
| 22-1-2018 17:05:01 | Suggestion Health air quality | Transit close to housing (that's a different approach than the reverse) |
| 23-1-2018 00:23:32 | Suggestion Health air quality | ban dirty diesel engines / require retrofit to biodiesel |
| 23-1-2018 00:23:32 | Suggestion Health air quality | gas tax |
| 20-1-2018 02:09:16 | Suggestion Health air quality | We need to move to an all-electric bus fleet for TriMet |
| 22-1-2018 01:24:44 | Suggestion Health air quality | Electric buses, specifically. |
| 19-1-2018 17:42:32 | Suggestion Health air quality | Require pollution controls on freeways - walls and vegetation |
| 19-1-2018 18:57:16 | Travel options incentives | Implement designed congestion principles to make other modes more attractive. |
| 19-1-2018 19:25:13 | Travel options incentives | Partner with private companies to offer reduced/free transit passes. See the Prudential / New Jersey Transit example as a case study. |
| 18-1-2018 23:52:15 | Travel options incentives | Cost of parking downtown should increase, free park and ride space should drastically increase |
| 20-1-2018 05:03:38 | Travel options incentives | Why do we need incentives? Waste of time and money. |
| 20-1-2018 04:17:46 | Travel options incentives | People need to pay for adding to traffic congestion during rush hour |
| 20-1-2018 03:37:25 | Travel options incentives | Need to improve safety for customers on and off the MAX and buses, and drastically improve parking at transit malls. |
| 20-1-2018 03:32:16 | Travel options incentives | Congestion pricing will be important |

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| 20-1-2018 02:59:35 | Travel options incentives | charge what parking really costs |
| 20-1-2018 14:32:14 | Travel options incentives | Tolls on motor vehicles. |
| 20-1-2018 04:55:20 | Travel options incentives | Limit "free" parking, like at employment centers like hospitals, malls, shopping centers. |
| 21-1-2018 06:25:22 | Travel options incentives | Toll roads, and charge for on-street parking.. Disincentives last longer than most incentives. |
| 21-1-2018 01:22:25 | Travel options incentives | This would be nice, but may not be feasible for rural Washington County. |
| 22-1-2018 17:59:27 | Travel options incentives | I can't get to work on the bus. It doesn't go there and there aren't sidewalks or bike paths and I don't have nearby coworkers to ride with. So no, there's nothing you can do that will stop me or people in my situation from driving to work, so unless you're going to add in those things and fill in all the transit-desert gaps, then stop trying to get me out of my car, please. You can't. |
| 22-1-2018 19:06:40 | Travel options incentives | Incentives can get some people to take the plunge, but build a great bike/walk/transit network, and people will flock to it naturally. |
| 22-1-2018 01:24:44 | Travel options incentives | These are proven to be effective. However, I'd like them to benefit low-income people in particular (they tend to be targeted to middle-class people who have more travel choices to begin with). |
| 20-1-2018 23:49:35 | Travel options incentives | 1st/last mile programs |
| 21-1-2018 22:49:00 | Travel options incentives | Must implement congestion pricing on ALL highways, bridges into the city. |
| 21-1-2018 23:07:08 | Travel options incentives | send priced signals for underpriced public services and use revenue for incentives |
| 22-1-2018 19:12:09 | Travel options incentives | Biggest incentive would be lower fares for all. Take more of the social benefits into setting prices. |
| 22-1-2018 01:12:52 | Travel options incentives | Reframe this to be a disincentive for driving - add tolls and parking pricing. |
| 22-1-2018 16:46:40 | Travel options incentives | The most effective programs increase the cost of parking to drive mode shift and provide sustainable funding for incentives |
| 22-1-2018 19:42:43 | Travel options incentives | Congestion pricing as a disincentive could work wonders |
| 22-1-2018 22:22:06 | Travel options incentives | This is important, but definitely not the highest priority. We need to build our more protected bike paths, better walking paths, and more reliable buses through bus-only lanes before we begin to offer incentives. |
| 23-1-2018 07:01:10 | Travel options incentives | Safe, SEPARATED, multi-use pathways that connect throughout the Metro region, services by mass transit at key nodes. |
| 22-1-2018 22:42:30 | Travel options incentives | this is nonsense. Make it more expensive to drive and park |
| 23-1-2018 19:38:05 | Travel options incentives | this is un-avoidable. Portland air quality is already soem of worst in nation as I-5 is a parking lot of idle vehichles as nobody will ever tackle a great North West Interrstate Bypass around core of metro Portland. Tolling is an option to get more people on to Light Rail and Bus Lines that carry people to theri real job locations (not just to downtown) |
| 24-1-2018 15:51:05 | Travel options incentives | I love ride share websites and incentives. |
| 25-1-2018 18:16:55 | Travel options incentives | Many people don't have an option with their work. |
| 26-1-2018 16:48:44 | Travel options incentives | Increasing frequent, affordable transit options will do this naturally. People who want to drive are going to. Penalizing them or wasting resources on an incentive system isn't going to change that. A frequent rider rewards system would be prudent, especially if it was geared to help those most in need. |
| 26-1-2018 22:31:18 | Travel options incentives | Congestion pricing! |

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| 26-1-2018 17:51:06 | Travel options incentives | Congestion pricing a good idea. Also ways to increase # of passengers such as HOV lanes, perhaps congestion pricing for single occupants. |
| 26-1-2018 16:40:41 | Travel options incentives | What are these options? Can you provide an example? |
| 26-1-2018 05:28:44 | Travel options incentives | Parking cost and travel time savings are the two biggest incentives though. |
| 26-1-2018 04:01:36 | Travel options incentives | We need public transportation options that are fast. It takes me 35 minutes to drive to/from work. It takes me 1,5 hours riding two buses. It makes sense for me to drive. |
| 27-1-2018 04:23:45 | Travel options incentives | As part of property taxes I would like to participate in a ride-share, bus trips and/or car share program. |
| 28-1-2018 16:00:24 | Travel options incentives | These programs usually seem to target white-collar workers who already have good benefits - I know, I used to work for a TMA. Not in favor unless incentives STRONGLY target and successfully reach blue-collar, part-time workers, and people in "contracted out positions" (who do housekeeping work, etc.) but are not employees. |
| 29-1-2018 23:39:11 | Travel options incentives | However, I don't think this needs to be completed via toll roads |
| 29-1-2018 16:54:32 | Travel options incentives | If you decide to get rid of parking for those who commute or want to think of a way to have less vehicles in the city, try thinking outside the 9-5 box and take a look at the thousands of people working 2 or more jobs at all different hours. Think about the people who work at the airport and have to be there by 5am but live out aways. Think of the hundreds of restaurants and bars that stay open until 230am, where both workers and customers can use more bus or max time options. |
| 29-1-2018 16:46:40 | Travel options incentives | I would consider this to be part of education |
| 31-1-2018 00:02:21 | Travel options incentives | Hard to know if these actually reach people who aren't already making an effort to reduce trips/travel smarter. |
| 30-1-2018 20:32:54 | Travel options incentives | If you want to reduce vehicles then make more parking at the max stations on the west side. Sunset is full by 7:00 am so what option am I left with? Drive 18 minutes into beaverton or 14 minutes on the hwy to the zoo (at that point I'm almost to school) |
| 31-1-2018 18:34:58 | Travel options incentives | Trimet should be free |
| 2-2-2018 04:00:41 | Travel options incentives | please focus on land use zoning and street design, instead. |
| 2-2-2018 22:04:54 | Travel options incentives | Please see my comment from More/frequent bus and MAX |
| 2-2-2018 18:24:23 | Travel options incentives | we've got to make driving more expensive. Cogestion charges, not more freeways |
| 4-2-2018 15:36:40 | Travel options incentives | Cities like Philadelphia have "perks" (\$2 off lot of stuff...) for showing your transit card |
| 5-2-2018 05:26:44 | Travel options incentives | More inner city options might help people park away from their downtown/city work locations and shuttle in without increasing parking fees or problems. |
| 6-2-2018 01:48:12 | Travel options incentives | Autonomous vehicles |
| 5-2-2018 21:37:30 | Travel options incentives | Would work for some. I live in the country. No travel options there |
| 6-2-2018 20:23:23 | Travel options incentives | Businesses that are offering work from home once a week or other non-driving incentives should be recognized, supported so more choose this! |
| 6-2-2018 21:01:23 | Travel options incentives | Disincentives must also be part of TDM (congestion pricing, demand-based parking pricing, etc) |
| 6-2-2018 16:44:05 | Travel options incentives | Government shouldn't make travel decisions. |
| 6-2-2018 14:13:47 | Travel options incentives | Unless this means congestion pricing, I don't think much effort should be spent here. |

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| 6-2-2018 14:52:20 | Travel options incentives | This is a waste of time if the system takes 2-3 hours each way to get to your destination. |
| 6-2-2018 18:54:20 | Travel options incentives | Look at what Seattle did to reduce parking in downtown. Instead of allowing people to pay for a monthly parking pass, they made them pay daily, which actually reduced SOV commutes. Sometimes just tweaking the system is enough to change habits and that's more effective than giving incentives. |
| 6-2-2018 02:33:25 | Travel options incentives | All employers within the Trimet service area should be required to offer pretax transit benefits. Most cities have similar requirements. My very large employer doesn't offer it and a lot of people would like them to. |
| 6-2-2018 22:13:44 | Travel options incentives | Never really thought about incentives. As long as the incentive isn't avoiding a penalty that doesn't currently exist. That just seems disingenuous. |
| 7-2-2018 16:47:12 | Travel options incentives | THE OPTIONS ARE OUT THERE IT IS HOW PEOPLE LIVE THAT DICTATE THE MODE OF TRAVEL |
| 7-2-2018 23:57:43 | Travel options incentives | We live in forest Grove, Not enough mass transit, so its basically useless |
| 8-2-2018 03:12:21 | Travel options incentives | this is not a problem |
| 8-2-2018 05:55:27 | Travel options incentives | transit fares need to be ridiculously lower than parking/driving costs |
| 8-2-2018 15:31:46 | Travel options incentives | Work with local governments on this -- incentives for municipal workers to commute. |
| 9-2-2018 21:22:40 | Travel options incentives | For some people, simply making intersections more walking-friendly, making bike lanes safer, & making buses frequent & reliable, is incentive enough! |
| 10-2-2018 01:03:01 | Travel options incentives | How about money to the roads so you do not have to give people money to not drive. For some driving is mandatory, quit punishing us |
| 9-2-2018 20:17:09 | Travel options incentives | Incentives seem easy, but they are no substitute for transport options that are actually useful. |
| 10-2-2018 06:11:50 | Travel options incentives | Make driving more expensive by tolling and raising street and public parking garage fees. |
| 9-2-2018 23:10:30 | Travel options incentives | There should be as much emphasis on reducing the subsidies that vehicle users already have, and that money could be used (with a constitutional amendment) for transit and other programs. |
| 9-2-2018 22:45:00 | Travel options incentives | I'd score this higher if it means an incentive like being able to pay to use a HOT lane. |
| 9-2-2018 23:53:13 | Travel options incentives | People used to driving can need a push to change; also we heavily "incentivize" driving by charging nothing for roads (if gas taxes went first to pollution/petroleum costs) and most parking |
| 10-2-2018 15:27:42 | Travel options incentives | Love this idea. |
| 10-2-2018 15:27:42 | Travel options incentives | Love this idea. |
| 10-2-2018 15:27:42 | Travel options incentives | If there was incentive for people to cycle to work that would be huge! |
| 11-2-2018 13:31:43 | Travel options incentives | I think this money would be better spent on incentivizing the infrastructure. |
| 11-2-2018 17:51:35 | Travel options incentives | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 11-2-2018 14:40:45 | Travel options incentives | I know it takes a long time and lots of money, but if we could model out metros after the ones in cities like Barcelona, London, or Paris. Where you can get to more corners of the city it would be nice. |
| 12-2-2018 22:41:42 | Travel options incentives | It is not realistic to reduce or eliminate all vehicle trips. You need to plan for new roads. |
| 12-2-2018 16:54:06 | Travel options incentives | Most trips are single-passenger. Incentivize motorcycles to reduce fuel consumption, parking requirements, and roadway congestion. |

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| 11-2-2018 17:18:55 | Travel options incentives | People will make travel choices based on cost, which includes convenience and time. Make it easier or less expensive and more people will reduce car use. |
| 13-2-2018 20:49:23 | Travel options incentives | find some way to make it feasible for people to bring their multiple grocery purchases on board transit without clogging the aisles. Public transit will not work for trips to the hardware store for lumber, piping and such. |
| 14-2-2018 00:26:42 | Travel options incentives | Incentives involving congestion pricing or tolls roads are not acceptable. How about banning through trucks from 7-9 am and 4-7 pm. |
| 15-2-2018 22:10:46 | Travel options incentives | Having more options is its own travel options incentive. |
| 15-2-2018 23:18:52 | Travel options incentives | Sounds good, but getting people to give up driving needs a big carrot and a big stick. |
| 16-2-2018 01:53:29 | Travel options incentives | The incentive should be that taking Transit is actually better than driving |
| 16-2-2018 19:55:52 | Travel options incentives | To EMPLOYERS, too! |
| 18-2-2018 21:02:53 | Travel options incentives | To get these to really work the incentive might have to be very high, and very long term. |
| 12-2-2018 21:18:18 | Sidewalk maintenance | i live in N. Portland and everywhere you walk there is a raised sidewalk waiting for someone to trip on them. |
| 12-2-2018 19:59:21 | Sidewalk maintenance | This is property owners responsibility. Why is this listed at all? Not a public function. |
| 12-2-2018 00:01:24 | Sidewalk maintenance | More important, add sidewalks where there are none. |
| 15-2-2018 18:03:07 | Sidewalk maintenance | Sidewalk maintenance in Portland is a laugh. Not done, most sidewalks are in terrible shape, why should citizens have to pay for sidewalks which are a public conveyance? |
| 15-2-2018 18:03:07 | Sidewalk maintenance | This should be 1 star. Sidewalk maintenance in Portland is a laugh. Not done, most sidewalks are in terrible shape, why should citizens have to pay for sidewalks which are a public conveyance? |
| 15-2-2018 18:50:00 | Sidewalk maintenance | How about install sidewalk... not just repair. |
| 15-2-2018 18:17:55 | Sidewalk maintenance | Sidewalks are entirely missing from major roads in some of the lower income areas. Take a look at the census, and then take a field trip out to those areas. Imagine what it would be like to walk to the grocery store. Would it be safe enough? Please add sidewalks to major roads in low income areas. |
| 16-2-2018 11:01:54 | Sidewalk maintenance | This is a city function. Metro/ and Tri-Met don't belong in this business. |
| 16-2-2018 20:18:13 | Sidewalk maintenance | City of Portland does not do sidewalk maintenance they threaten homeowners and then force them into paying for maintenance to public right of way. Seems they only look for problems if someone complains about a problem and then anyone who owns property on the block gets threatened and has to pay up. |
| 10-2-2018 06:33:30 | Sidewalk maintenance | I thought this was the responsibility of the home owner? |
| 9-2-2018 23:53:13 | Sidewalk maintenance | In many places, sidewalks don't even exist |
| 9-2-2018 23:13:09 | Sidewalk maintenance | I run for exercise and typically avoid sidewalks because they're in poor condition. I would prefer safe sidewalks, especially at night. |
| 8-2-2018 21:01:35 | Sidewalk maintenance | Doesn't this fall on the shoulders of the land owner (private sector in most cases?) |
| 8-2-2018 22:31:44 | Sidewalk maintenance | Prioritize under-served neighborhoods in East Portland |
| 8-2-2018 05:55:27 | Sidewalk maintenance | this is a public benefit. find a way to fund sidewalk maintenance without burdening private property owners |

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| 8-2-2018 03:12:21 | Sidewalk maintenance | tax sneakers |
| 7-2-2018 16:25:32 | Sidewalk maintenance | Do this equitably. My working class neighborhood was slapped with tons of costly repairs while the simple fix I wanted to make was "illegal" but I have seen in applied in fancy neighborhoods all over town. Hmmmmm. |
| 7-2-2018 16:47:12 | Sidewalk maintenance | AS A PART OF THE TRANSPORTATION BUDGET SIDEWALKS NEED TO BE SERVICEABLE |
| 7-2-2018 04:41:45 | Sidewalk maintenance | Make businesses and homeowners more responsible for clearing them (not just during snow, but all times). |
| 7-2-2018 05:52:35 | Sidewalk maintenance | More sidewalks please |
| 6-2-2018 12:40:40 | Sidewalk maintenance | A lot paving projects are placed in hold because of outdated ADA sidewalks. |
| 5-2-2018 21:37:30 | Sidewalk maintenance | Sidewalks are the property owners responsibility |
| 5-2-2018 19:34:08 | Sidewalk maintenance | Adjacent property owners need to be held responsible for maintaining their sidewalks. The laws are in place, but seldom enforced. |
| 6-2-2018 00:52:44 | Sidewalk maintenance | Add sidewalks where missing to promote walking and enhance pedestrian safety. |
| 2-2-2018 06:38:25 | Sidewalk maintenance | We need more sidewalks. Look at SW Taylor's Ferry near Capitol Hwy down to 80th. Nowhere to walk but in the lane! |
| 2-2-2018 04:00:41 | Sidewalk maintenance | SW Scholls Ferry Road has many uneven sidewalks, broken ones, and unsafe curb ramps to the sidewalk. canyon road is also horrible with this in west slope. |
| 30-1-2018 05:49:16 | Sidewalk maintenance | Actual sidewalks in east Portland. Kids here walk in the street. Don't rebuild existing sidewalks in inner se until there are sidewalks everywhere. |
| 31-1-2018 20:40:36 | Sidewalk maintenance | Building new sidewalks is more important to me than repairing existing ones because that's an equity issue. The lower income neighborhoods that lack sidewalks and where people HAVE to walk more due to the fact that lower income people tend to drive less should be the highest priority. And homeowners can't really afford to build sidewalks in those areas. I believe the city has a |
| 1-2-2018 15:15:52 | Sidewalk maintenance | ADD sidewalks instead of bike lanes, especially around schools. Concord Road in milwaukie is an example! |
| 28-1-2018 01:04:25 | Sidewalk maintenance | And install sidewalks where they are missing, particularly around schools. |
| 26-1-2018 23:17:05 | Sidewalk maintenance | Add sidewalks in areas without sidewalks before making "improvements" to existing fair/good condition sidewalks. |
| 26-1-2018 18:21:31 | Sidewalk maintenance | The current "system" seems to depend on citizen reports. This is a highly inefficient way to spot problem areas. That should be a supplement to regular city inspections. |
| 26-1-2018 17:26:17 | Sidewalk maintenance | I live in a neighborhood with NO sidewalks. I would take a sidewalk with a bump anyday. |
| 26-1-2018 16:40:41 | Sidewalk maintenance | Isn't this the property owner's responsibility? So it's really a code compliance issue for cities in the region? |
| 26-1-2018 14:41:52 | Sidewalk maintenance | Not sure how you will do this since sidewalk repair is the homeowners responsibility. But in N/NE there are countless sidewalks that need repair. |
| 26-1-2018 21:18:44 | Sidewalk maintenance | Sidewalks are terrible |
| 26-1-2018 18:40:39 | Sidewalk maintenance | how about putting in sidewalks along Powell St? long stretches of Powell east of SE 122 are very dangerous for pedestrians, as the choice is either walk in traffic or in a ditch. |
| 26-1-2018 02:49:40 | Sidewalk maintenance | Critical for wheelchairs. This is a serious equity issue. Homeowners should also be ticketed for having vegetation that spreads into the sidewalk or overhangs it. |

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| 26-1-2018 05:28:44 | Sidewalk maintenance | I've always thought it was unfair that this was a property owner responsibility, but many people do a good job. Maybe a grant / loan program for lower income neighborhoods? |
| 26-1-2018 04:25:29 | Sidewalk maintenance | I'm more concerned about all of the sidewalks that don't exist in the first place. |
| 22-1-2018 23:29:00 | Sidewalk maintenance | The roads and sidewalk of a city are truly the "bones" of a neighborhood. We see it over and over, when trees and sidewalks are renewed, people tend to take pride in their neighborhood, fix up their houses, take care of their yards... eventually get to know their neighbors more. well-maintained infrastructure is about more than just functionality and safety. The return on investment is profound and multi-dimensional. |
| 22-1-2018 16:30:22 | Sidewalk maintenance | People can look where they're walking instead of their phones. |
| 22-1-2018 22:21:53 | Sidewalk maintenance | Add sidewalks, ADA curbs and street lights throughout the greater Portland metro area so that all residents have a safe route home and to local businesses. |
| 22-1-2018 17:59:27 | Sidewalk maintenance | More important than this is installation of sidewalks where none exist. Like along Powell in outer SE. |
| 22-1-2018 17:17:28 | Sidewalk maintenance | Isn't this a requirement for ADA compliance anyway? |
| 22-1-2018 04:14:51 | Sidewalk maintenance | This should be done and better planning of what is planted next to the sidewalk needs to take place. |
| 21-1-2018 06:25:22 | Sidewalk maintenance | Actively, even aggressively enforce requirement to keep sidewalks cleared of ice and snow. Last year you could easily identify good neighbors, and there were far too few of them. |
| 21-1-2018 14:57:00 | Sidewalk maintenance | City of Portland needs a better way for people to report sidewalk hazards. All I could find was a phone number to leave a message at, and it turned out to be the same phone number as used for requesting sidewalk repair inspection, with a subsequent confusing exchange of messages. |
| 22-1-2018 19:06:40 | Sidewalk maintenance | There is very little enforcement of sidewalk quality (including clearing sidewalks during snow and ice events). It takes multiple citizen submissions before anyone is sent out to investigate. This needs to be improved. |
| 22-1-2018 04:07:57 | Sidewalk maintenance | You also need to HAVE sidewalks. |
| 20-1-2018 16:00:11 | Sidewalk maintenance | sidewalks need to be repaired - perhaps by charging the business fronting the sidewalk. I know, as a part-time blind person, the hazards of Portland's sidewalks. |
| 21-1-2018 01:22:25 | Sidewalk maintenance | Lack of sidewalks, not the maintenance, is the issue |
| 20-1-2018 04:55:20 | Sidewalk maintenance | I'm not a fan of the current methods the city uses to update neighborhood sidewalks, I'm sure most would prefer greater warning than getting stung with expensive sidewalk repairs. The existing tactics are shitty. |
| 19-1-2018 18:57:16 | Sidewalk maintenance | The City should take over repair/replacement of hazardous sidewalks. The current practice of expecting homeowners and landlords to bear the burden of being responsible for a vital portion of our transportation system has obviously failed, i.e. the deplorable condition of many of the city's sidewalks. Homeowners do not bear the direct cost for major maintenance of any other public transportation infrastructure for a myriad of reasons. Just because it's the way it's been, does not mean it should continue to be that way. By brushing this responsibility off on homeowners, the city is sending the message it's not important to the city. Since every trip begins with walking and walking is an economic option of every Portland resident, sidewalks should be the most important piece of |
| 20-1-2018 03:55:19 | Sidewalk maintenance | Enforce property owner responsibilities. |
| 20-1-2018 03:07:24 | Sidewalk maintenance | Sidewalks now are required to be paid for by the adjacent property owner. This is not the way to maintain them -- sidewalks should be publicly funded. |
| 19-1-2018 21:56:38 | Sidewalk maintenance | Build sidewalks on all streets in Portland! Kids are driven around in neighborhoods without sidewalks, creating many more issues and not instilling an early habit of walking. |
| 19-1-2018 16:20:56 | Sidewalk maintenance | with a focus on accessibility/ADA access to stops |
| 19-1-2018 06:10:08 | Sidewalk maintenance | Surprised there's not more lawsuits with all the sidewalk tripping hazards |
| 19-1-2018 19:11:08 | Sidewalk maintenance | This typically falls on abutting property owners doesn't it? Tends to be complaint based on local streets. |

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| 15-2-2018 18:06:28 | Morefrequent bus and MAX | find innovate ways to expand into poorly served neighborhoods - may one size fits all buses is an obsolete concept |
| 15-2-2018 19:56:20 | Morefrequent bus and MAX | Not just frequent. Give me "express" bus options. I am not taking MAX if it doubles my commute time. |
| 16-2-2018 01:53:29 | Morefrequent bus and MAX | Service is already pretty good although crowded |
| 13-2-2018 02:32:39 | Morefrequent bus and MAX | Already asked me this in a previous category. |
| 13-2-2018 00:14:36 | Morefrequent bus and MAX | If I can get there faster and more reliably on transit ... Transit I will ride |
| 11-2-2018 20:16:15 | Morefrequent bus and MAX | Too many stops for MAX. It is why I don't use it anymore. If I wanted that many stops, I'd take the bus. Max should be fast, not a frequent stop transit. |
| 13-2-2018 20:19:59 | Morefrequent bus and MAX | Need more North/South connections in East Portland that go across Airport Way into the industrial area. |
| 13-2-2018 23:58:48 | Morefrequent bus and MAX | Buses clog streets. Studies should be performed to determine routes with minimal use and eliminate them. |
| 17-2-2018 17:46:43 | Morefrequent bus and MAX | Especially corresponding to the increase in population that lives in East Portland and in Washington county! |
| 16-2-2018 11:01:54 | Morefrequent bus and MAX | Yes to bus service. No to more trains! |
| 16-2-2018 00:35:26 | Morefrequent bus and MAX | More extensive routing, especially of the max. |
| 10-2-2018 08:06:49 | Morefrequent bus and MAX | Actually I think the opposite downtown. !/2 the number of downtown stops. Its ok to have people walk a bit more downtown. |
| 9-2-2018 21:21:05 | Morefrequent bus and MAX | I live near the #67. Terrible service, none on Sundays, infrequent and nearly unusable. But all the new North Bethany development will come down Bethany Road. |
| 8-2-2018 03:12:21 | Morefrequent bus and MAX | No way! we need to improve the roads, not plug them with rails and empty buses. |
| 7-2-2018 16:32:50 | Morefrequent bus and MAX | This is needed in heavy populated areas. What is a 15 minute ride to work is over an hour by public transit. |
| 8-2-2018 15:31:46 | Morefrequent bus and MAX | More streetcar access in underserved areas to help improve access to MAX. |
| 7-2-2018 05:18:04 | Morefrequent bus and MAX | Safety is a must for riders. |
| 7-2-2018 16:25:32 | Morefrequent bus and MAX | Yes! Smaller busses twice as often. |
| 6-2-2018 03:33:13 | Morefrequent bus and MAX | Bus only. |
| 6-2-2018 04:05:57 | Morefrequent bus and MAX | This is the only way to grow transit mode share. |
| 6-2-2018 00:15:35 | Morefrequent bus and MAX | When the riders are willing to pay for it |
| 4-2-2018 19:42:14 | Morefrequent bus and MAX | Night service!!!!!!! To improve Portland's tourist and service economy make sure there's service after the bars close, adds to safety for teens and young adults as well! |
| 2-2-2018 04:10:26 | Morefrequent bus and MAX | I don't take max because ther are already too many stops and it is too slow. I can get where I'm going faster by driving in rush hour. |

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| 2-2-2018 15:31:57 | Morefrequent bus and MAX | Making the service more frequent could increase ridership, which means more money coming in, which could lower average prices. |
| 2-2-2018 10:14:26 | Morefrequent bus and MAX | If it becomes easier for people to access more will probably use it! I'm fortunate to have 2 bus lines one that comes to my door and another that's a block away which really help as a daily rider. Believe it or not I even have walking access to the max and Streetcar and I very happily alternate all of them according to where I need to go and what traffic is like. |
| 27-1-2018 18:07:05 | Morefrequent bus and MAX | Bar times included. People who take public transit have to leave down town early to get home. 330 bus time closure on weekends. Positive draw to the economy and safety as less pressure to drive drunk |
| 30-1-2018 23:47:13 | Morefrequent bus and MAX | The streetcars should be every 5 minutes. |
| 29-1-2018 10:33:34 | Morefrequent bus and MAX | I think creating new lines to alleviate traffic congestion and rider congestion, as well as making it so bus lines link up better |
| 27-1-2018 09:30:04 | Morefrequent bus and MAX | how the hell does this help affordability? |
| 26-1-2018 21:48:15 | Morefrequent bus and MAX | Especially in poorer neighborhoods! |
| 26-1-2018 16:48:44 | Morefrequent bus and MAX | Expanding frequent service to historically underserved areas. Adding more bus lines that connect local communities, like a N/S line on SE 72nd that could connect Brentwood-Darlington, Mt Scott-Arleta, and Foster-Powell, making things like the Mt Scott Community Center and access to the rapid bus on Division a reality for communities that struggle to get around with insufficient transit. |
| 26-1-2018 13:37:30 | Morefrequent bus and MAX | this would help the most |
| 26-1-2018 06:31:52 | Morefrequent bus and MAX | I don't know how this increases affordability, it does increase access |
| 26-1-2018 17:26:17 | Morefrequent bus and MAX | People don't ride because it take to long. Need express from Eastside to downtown and back. |
| 26-1-2018 18:19:33 | Morefrequent bus and MAX | South Beaverton has the worst access to mass transit. You might want to look in to this. I don't want to ride 2 buses to get downtown. And the 92 only goes in the morning/evening and is unreliable some evenings. I'd be willing to ride more if I didn't have to DRIVE to a bus stop. |
| 26-1-2018 04:01:36 | Morefrequent bus and MAX | Direct bus or Max lines to connect different parts of the metro area. |
| 24-1-2018 19:06:10 | Morefrequent bus and MAX | Stop investing time and money on a system that doesn't work. |
| 22-1-2018 01:24:44 | Morefrequent bus and MAX | Partner with OPAL on where this is most needed. |
| 22-1-2018 22:01:28 | Morefrequent bus and MAX | Increase lines/routes. |
| 20-1-2018 19:11:19 | Morefrequent bus and MAX | MAX needs express trains. They are too slow otherwise with too many stops downtown. 2 stops by Providence park is ridiculous. |
| 20-1-2018 21:24:12 | Morefrequent bus and MAX | More people will ride if there are more trains and buses |
| 21-1-2018 16:40:46 | Morefrequent bus and MAX | Metro needs to focus on bus, not MAX. MAX cannot go everywhere, but Metro has focused nearly 100% of funding to MAX, to the clear detriment of bus service -- and TriMet ridership. |
| 21-1-2018 01:22:25 | Morefrequent bus and MAX | I'd like to see more communication to the public about how transit and local transit companies work together to help citizens (i.e. Transit and Yamhill County transit system |
| 20-1-2018 07:15:34 | Morefrequent bus and MAX | Invest in smaller buses for routes that carry fewer people between 9 and 4 |
| 20-1-2018 05:03:38 | Morefrequent bus and MAX | You are repeating yourself. I have already commented on this topic. Please read it. |
| 19-1-2018 19:25:13 | Morefrequent bus and MAX | Flexibility in bus service times. Not just frequency. |

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| 19-1-2018 16:20:56 | More frequent bus and MAX | In particular, improve north/south connections on the east side, especially east of 82nd |
| 19-1-2018 18:57:16 | Walk and bike connections | Remains the most affordable and practical mode of transportation for trips 1/2-mile to 10 miles. Also, the construction of walk and bike infrastructure creates more jobs/dollar than any other transportation infrastructure expenditure. |
| 20-1-2018 07:15:34 | Walk and bike connections | Analyze the most dangerous intersections, streets first. |
| 21-1-2018 02:21:40 | Walk and bike connections | sidewalks. We have enough bikeways. Improve walking capacity. |
| 21-1-2018 16:40:46 | Walk and bike connections | Focus should be on sidewalks to bus stops, and sidewalks where none exist. Not duplicative bike routes where they already exist. |
| 24-1-2018 19:06:10 | Walk and bike connections | Read previous comments on this subject. |
| 23-1-2018 05:14:53 | Walk and bike connections | Have designated bike routes that go everywhere! So families and tourists can use them comfortably and not jam up streets. Portland needs to go Dutch!! |
| 25-1-2018 03:49:41 | Walk and bike connections | No more separation from traffic for bike lanes. There are potted plants in the middle of the road near the Lloyd Center. Without those, we could have a full extra driving lane on those streets. |
| 25-1-2018 01:48:34 | Walk and bike connections | You've already done enough. I commute by bike and I've seen enough of PBOT's bullshit. |
| 25-1-2018 13:31:12 | Walk and bike connections | Please uncouple biking and walking. There needs to be more emphasis on walking options and sidewalks. |
| 27-1-2018 01:48:26 | Walk and bike connections | Create 8-80 bikeways that are safe and direct along main roads that are more intuitive to navigate. |
| 26-1-2018 17:26:17 | Walk and bike connections | Increase safety for walkers in ALL of Portland including neighborhoods where most Portlanders live. Sidewalk deserts need to go! I see disabled people in wheel chairs in the street! Shame! |
| 26-1-2018 06:31:52 | Walk and bike connections | This also does not affect affordability, it supports access. |
| 26-1-2018 16:48:44 | Walk and bike connections | Complete roads and sidewalks where they are lacking. Make sure that the neighborhoods with the least amount of infrastructure are prioritized to prevent further increasing the equity gap. |
| 27-1-2018 09:30:04 | Walk and bike connections | telling someone to walk 5 miles each way is frugal, but fails on social equity. this is a joke, right? |
| 30-1-2018 03:18:15 | Walk and bike connections | This is the answer |
| 30-1-2018 14:50:40 | Walk and bike connections | The most absurd things that have been done in outer SE Portland was to add 2 bike lanes on SE Holgate from 122nd to 92nd. Now you want to do the same thing to SE Foster. All this does is to add more congestion for cars and trucks, which affects our air quality. The number of cars versus bikes is not an effective option, economically or for helping for cleaner air. Think about it, there are more cars than bicycles using SE Foster and SE Holgate. |
| 31-1-2018 06:40:11 | Walk and bike connections | PROTECTED BIKE LANES!! |
| 27-1-2018 18:07:05 | Walk and bike connections | I want an off street bike route along the Max and I84 to downtown. |
| 30-1-2018 07:48:27 | Walk and bike connections | Wasted space and poor management. Stop this foolishness. |
| 2-2-2018 10:14:26 | Walk and bike connections | This and advertising to get new people to try it.. I think most don't understand how easy it is to walk or bike the city! |
| 1-2-2018 22:02:17 | Walk and bike connections | I might use the transit systems more with my bike if it were easier. |
| 2-2-2018 18:55:59 | Walk and bike connections | I pass 6 pedestrian and bike memorials on my walk to the orange line in Oak Grove every morning. We need more lighting and crossing signals on busy roads. Bus stops are nowhere near marked crosswalks, leading to dangerous jaywalking |

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| 4-2-2018 19:42:14 | Walk and bike connections | Please more separate bike lanes, a la the Netherlands, not just a strip on the side of busy streets. |
| 4-2-2018 22:14:00 | Walk and bike connections | Biking offers a huge solution for transit issues and should be a high priority |
| 6-2-2018 00:15:35 | Walk and bike connections | When the bicyclists pay registration and license fees to fund infrastructure |
| 6-2-2018 02:15:39 | Walk and bike connections | There is enough of this already |
| 7-2-2018 16:25:32 | Walk and bike connections | Yes - sidewalks/pedestrian paths everywhere, and take bicycles off main traffic arteries. Enough with the ridiculously complicated bike lanes in busy thoroughfares. |
| 6-2-2018 20:23:23 | Walk and bike connections | Walking and biking options that are easy and safe is the most important thing to a healthier community |
| 7-2-2018 16:47:12 | Walk and bike connections | BIKE USE IS MOSTLY RECREATIONAL NOT WORTH THE TRANSIT MONEY BEING SPENT. |
| 7-2-2018 05:52:35 | Walk and bike connections | Bike lanes are interrupted for no reason on NE 148th between Halsey and Sandy. |
| 7-2-2018 16:32:50 | Walk and bike connections | This is so needed. |
| 8-2-2018 03:12:21 | Walk and bike connections | tax sneaker to pay for sidewalks. |
| 10-2-2018 08:06:49 | Walk and bike connections | Rather than more just keep the ones you have clean. The grave and debrite makes them hazardous. |
| 10-2-2018 15:27:42 | Walk and bike connections | Make it more desirable for more folks to bike! |
| 11-2-2018 13:31:43 | Walk and bike connections | Did you mean "motor vehicle traffic"? Peds/bikers ARE traffic. |
| 16-2-2018 05:13:20 | Walk and bike connections | Not if this means reducing car lanes and street parking. |
| 16-2-2018 11:01:54 | Walk and bike connections | Bikes and cars don't mix. Keep them separate. I'd pay for this, if it is done right. |
| 17-2-2018 17:46:43 | Walk and bike connections | For this to be a successful regional transportation package there needs to be equitable access to the system through developing sidewalks, proper bus stop infrastructure, and safe routes along roadsides for non-vehicle riders to access the system. |
| 13-2-2018 18:07:18 | Walk and bike connections | This is very important to me! |
| 13-2-2018 23:58:48 | Walk and bike connections | Bike lanes need to be entirely segregated from vehicles. Bike lanes should be on the inside of the parked car lanes -- not outside as they are now. Even Canada has this one right, along with every other developed socially conscious and prosperous country. There is virtually no cost to the change. The present configuration is dangerous. In addition, rather than new "venues" in Washington Park, funds should be directed to elevated bike high lines, which could run from neighborhood to neighborhood. |
| 14-2-2018 22:49:13 | Walk and bike connections | Outer Holgate and Powell lack sidewalks! I'm just east of 205 and it's like a whole other world! What the hell?! Also, diverters, many many diverters to keep cars off bike blvds. |
| 14-2-2018 18:22:48 | Walk and bike connections | Have bikes pay for Insurance, plates and ticketed for violations just like cars. |
| 12-2-2018 03:00:51 | Walk and bike connections | Bikes are pedestrians are two different categories. I'm tired of dodging bicyclists on sidewalks - especially downtown |
| 12-2-2018 00:01:24 | Walk and bike connections | This is especially important on major thoroughfares and near schools and senior centers and shopping areas. |
| 13-2-2018 00:14:36 | Walk and bike connections | There must be an equitable solution to sidewalk funding |

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| 13-2-2018 02:32:39 | Walk and bike connections | Already asked me this in a previous category. |
| 16-2-2018 01:53:29 | Walk and bike connections | So that walking / biking is a viable option |
| 15-2-2018 23:18:52 | Walk and bike connections | Many folks would ride more if they felt safer, and with e-bikes, did not have to work as hard. |
| 15-2-2018 18:06:28 | Walk and bike connections | already part of city plan |
| 19-1-2018 18:20:22 | Suggestion Travel options | parking pricing congestion pricing |
| 20-1-2018 02:19:28 | Suggestion Travel options | You need better options for people with disabilities and the elderly for whom walking, biking, and getting to bus stops are difficult. |
| 20-1-2018 03:55:19 | Suggestion Travel options | Faster transit |
| 22-1-2018 15:34:03 | Suggestion Travel options | FACE IT - WE DRIVE IN PORTLAND! Get with it and expand/build additional roads/freeways. Increase speeds. |
| 22-1-2018 15:34:03 | Suggestion Travel options | FACE IT - WE DRIVE IN PORTLAND METRO! Get with it and expand/build additional roads/freeways. Increase speeds particularly in the more rural areas. |
| 20-1-2018 02:09:16 | Suggestion Travel options | System EXPANSION of bus and MAX. I am frustrated that your survey doesn't include any options that explicitly talk about expanding the system. |
| 22-1-2018 17:21:02 | Suggestion Travel options | Please include transit priority (e.g. dedicated bus lanes) in one of these categories |
| 22-1-2018 17:28:05 | Suggestion Travel options | Increase availability of bike racks on bus and MAX. |
| 25-1-2018 00:28:22 | Suggestion Travel options | roundabouts help with traffic flow and reduce accidents. |
| 24-1-2018 21:45:56 | Suggestion Travel options | We need more roads on the SW side. We need a west side bypass |
| 25-1-2018 15:50:11 | Suggestion Travel options | this title suggest options. travel options need to include cars |
| 25-1-2018 17:09:59 | Suggestion Travel options | No more max, add bus lanes versus bike lanes. |
| 31-1-2018 00:02:21 | Suggestion Travel options | Dedicated right-of-way for buses. |
| 31-1-2018 19:20:15 | Suggestion Travel options | Build a limited access corridor north south in the Tualatin Valley as Hwy 217 is too far east to serve western WashCo. Address US26 congestion by adding new arterial connections under the West Hills, along with Sunset Hwy express transit. Address I-5 congestion with a regional freight and highway plan from Wilsonville to Ridgefield. |
| 31-1-2018 20:15:07 | Suggestion Travel options | How about incentives for people to live in areas where they can walk/bike/take transit? One of the problems is sprawl to surrounding communities. If people live near work we can get cars off the road and promote regional sustainability. Infill development is a big part of this! |
| 1-2-2018 16:26:22 | Suggestion Travel options | Adding major freeways and connector roads. |
| 1-2-2018 20:17:32 | Suggestion Travel options | West Side Bypass |
| 6-2-2018 01:48:12 | Suggestion Travel options | Autonomous vehicles |
| 7-2-2018 23:56:13 | Suggestion Travel options | More roads |

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| 7-2-2018 23:56:13 | Suggestion Travel options | More roads - 5 stars |
| 9-2-2018 21:21:05 | Suggestion Travel options | Would like more safe, secure bike storage at MAX stations |
| 9-2-2018 22:19:31 | Suggestion Travel options | Additional freeway lanes with lanes for trucks only that trucks are required to use. |
| 7-2-2018 16:09:16 | Suggestion Travel options | There aren't enough travel options for the amount of people who live in the tri-county area. |
| 12-2-2018 20:54:29 | Suggestion Travel options | wider roadways and freeways |
| 14-2-2018 16:51:43 | Suggestion Travel options | Express buses! If you have express buses going from other transit hubs to downtown, then you can drastically lower the amount of time it takes to get from one side of town to the other. |
| 15-2-2018 16:45:02 | Suggestion Travel options | Express train from Gresham Station to Lloyd or downtown. |
| 15-2-2018 18:07:40 | Suggestion Travel options | Expansion of public transit routes and creation of transit hubs outside of downtown |
| 16-2-2018 15:19:41 | Suggestion Travel options | How about more park and ride options. More security on Max so people feel comfortable. |
| 16-2-2018 15:19:41 | Suggestion Travel options | How about more park and ride options. More security on Max so people feel comfortable. What ODOT did with Multnomah Falls is great. Look at how handicapped people use it. We can't forget about people who might be challenged. Biking is not a 100% cure for transportation ills |
| 18-2-2018 21:02:53 | Street design | Reducing speeds and separating bikes and pedestrians from traffic might be the best focus. Also, the flashing lights at mid-street crosswalks, especially at divided streets, can be counter productive as the other side of the divided street does not always notice the pedestrian or stopped traffic despite the flashing lights. I think they can create a false sense of safety in the pedestrian. |
| 17-2-2018 20:56:14 | Street design | Traffic calming helps. Lower speed limits help. Enforce really helps. Please stay away from wacky bicycle engineering gimmicks like those that have tried in Portland & are just confusing. And please keep those green street planters out of the way so bicycles don't need to veer into the traffic lanes. |
| 15-2-2018 20:52:56 | Street design | I live on a dirt road in Cully, and we don't necessarily need it paved, but filling the car sized potholes would be nice! Just basic maintenance is all we need. |
| 14-2-2018 18:09:35 | Street design | I doubt that speed is generally the principal problem at high-injury locations. Visibility often is. Medians and contiguous sidewalks would help. |
| 14-2-2018 15:50:33 | Street design | Marked and controlled crosswalks closer. Education that every corner is a crosswalk whether or not it is marked. |
| 14-2-2018 21:42:09 | Street design | Better lighting at night |
| 14-2-2018 22:15:59 | Street design | You know where the fatalities happen; you have the stats. Address it. |
| 13-2-2018 21:20:33 | Street design | Speed reduction doesn't stop speeders or drunks. This isn't a solution for those problems. |
| 13-2-2018 19:32:43 | Street design | Speed reduction, yes! |
| 13-2-2018 02:32:39 | Street design | Protected crosswalks and medians? Yes. |
| 13-2-2018 18:09:19 | Street design | Reduced speeds? Only when the process is depoliticized, Metro is removed from it, and it is based upon sound engineering - NOT politicians and anti-car advocates. |
| 13-2-2018 00:05:06 | Street design | There are several corridors in the metro area where fast moving traffic poses a hazard for pedestrians, so it is important to ensure safe sidewalks, crosswalks and pedestrian traffic signals. |
| 13-2-2018 00:05:06 | Street design | Better lighting is badly needed along TV Hwy in Hillsboro. Very dark and dangerous. Many accidents in early and late dark times! |
| 12-2-2018 21:07:44 | Street design | Speed reduction does not contribute to making a system more efficient. Slowing traffic down causes worse traffic. Major streets should have higher speed limits so that traffic flows more smoothly. |
| 12-2-2018 17:48:17 | Street design | More roundabouts. Eliminates head on collision and cost saves from not putting in traffic lights |
| 12-2-2018 19:59:21 | Street design | Once again, streets serve multiple users, not just bikes and peds. Safety comes with an improved roadway system that works. Green paint and speed bumps don't provide either. |
| 11-2-2018 14:40:45 | Street design | Grids are nice, I know that the suburbs are not made for them, but the cities should be. |
| 11-2-2018 02:01:33 | Street design | Investments in regional high crash corridors |

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| 10-2-2018 06:20:43 | Street design | Program more signals to give pedestrians/bicyclists a head start (for visibility) |
| 10-2-2018 06:33:30 | Street design | high injury locations should be analyzed to determine why and measures taken to fix those. But we can't have protected crosswalks everywhere! |
| 9-2-2018 23:40:29 | Street design | Protected bike lanes! |
| 9-2-2018 23:10:30 | Street design | This should be focused on low income and marginalized communities who bear the brunt of injuries and deaths for all traffic accidents. |
| 9-2-2018 23:53:13 | Street design | This should be a basic,required part of road design that also encourages walking/biking and is better for neighbors |
| 10-2-2018 01:53:22 | Street design | traffic diverter, bus only lanes |
| 8-2-2018 00:47:45 | Street design | widen streets only put bike lanes along side busy streets and highways |
| 8-2-2018 03:47:19 | Street design | Must separate vehicle traffic from bike traffic |
| 7-2-2018 23:36:14 | Street design | The recent speed reduction in Portland (from 25 mph to 20 mph) is not a good solution. I doubt that it will be consistently enforced. For those that follow the speed limit, it will slow down traffic even more than it is already. Portland is a gridlock. |
| 7-2-2018 16:32:50 | Street design | more crosswalks, lighting, sidewalks on main streets. |
| 7-2-2018 16:25:32 | Street design | Enforcing existing laws and creating a transportation culture of personal responsibility (walking randomly in the street is likely to get you hurt, running red lights on your bicycle is likely to get you hurt) and engineering reduced conflicts to make navigation of complex intersections and the ridiculous over-deployment of multiple signals/signs/directives in one place simpler. |
| 7-2-2018 05:31:51 | Street design | Please consider street trees as a traffic calming measure in a complete streets design |
| 7-2-2018 05:52:35 | Street design | Longer walk signals at high crash intersections, medians where possible. |
| 6-2-2018 18:04:14 | Street design | Roudabouts are safe and efficient |
| 6-2-2018 20:01:29 | Street design | Lower the effing speed limit! |
| 6-2-2018 03:33:13 | Street design | Better lighting at designated crosswalks. Too many peds wearing black aren't seen until last second |
| 6-2-2018 02:52:48 | Street design | Increased biking infrastructure such as lanes, lights etc. |
| 6-2-2018 04:05:57 | Street design | Speed reduction must be backed up with enforcement. Use automated enforcement if racial profiling seems like a problem. |
| 5-2-2018 23:47:22 | Street design | We need traffic moving at much slower speeds to save lives and incorporate streets better into community visions, such as safe main streets. |
| 6-2-2018 00:15:35 | Street design | And more capacity for motorists who are the primary financial stakeholder that pay the taxes |
| 6-2-2018 00:19:25 | Street design | don't wait for high-injuries to make improvements! |
| 6-2-2018 00:19:25 | Street design | Speed reduction can do alot and you don't have to spend much money to do it! Also needs to be enforced! Don't wait for high-injuries to make improvements! |
| 5-2-2018 21:37:30 | Street design | Can help |
| 5-2-2018 20:43:28 | Street design | see previous comment |
| 4-2-2018 18:18:30 | Street design | More signs that inform people that it's the state law to stop for pedestrians |
| 4-2-2018 18:58:45 | Street design | Where pedestrian crossings are enhanced with curb extensions or "bulb outs", include a ~4.5' cutout to permit a separated bike path into the design. Not doing so results in cyclists being pinched and squeezed by cars passing alongside cyclists within the reduced road space of the crossing. This is a design that carries liability risks and shortsighted engineering designs. |
| 3-2-2018 22:09:00 | Street design | Reduced speeds are important to our survival when on foot or bike. |
| 4-2-2018 18:31:59 | Street design | Speed reduction is not going to help. |
| 3-2-2018 15:56:25 | Street design | Look at St. Paul, MN. Their traffic light system includes a program that assists first response vehicles to change the lights, cutting down on potential accidents. |
| 2-2-2018 19:47:43 | Street design | Speed reduction is not helping. |
| 2-2-2018 23:19:46 | Street design | But make sure it's CLEAR. I've seen people turn into the "max only" areas, so good design and communications /training is key |
| 2-2-2018 18:55:59 | Street design | Please help stop pedestrian deaths along the 99e in Milwaukie. |
| 2-2-2018 06:32:08 | Street design | Physically protected bike lanes, with a raised concrete median to separate, not merely plastic wands. Small corner radii for shorter crossing distances and slower driving around the corner. Accommodate semis by expecting them to slow way down, and stop traffic (advance stop bars) so trucks can make the turn using the opposite lane. This preserves the tight corner, to slow down cars. Disallow parked cars within 25 feet of corners, like state law requires buy Portland refuses to enforce. This increases visibility for ped and bike crossings, as well as auto traffic. Always have center raised concrete medians for pedestrians to have a protected place in the middle of the street when crossing. |
| 1-2-2018 16:29:42 | Street design | Reduce speed! |
| 2-2-2018 04:00:41 | Street design | SW Scholls Ferry Road needs the car lanes to become less wide, it needs a slightly more meandering design from SW Raleighview Lane to SW Sheridan Street. The main roads like West Burnside need shared sidewalks for the "uphill" travel. Removing car parking minimums will encourage more affordable housing and it will stimulate walking, transit, and biking. |
| 1-2-2018 13:36:43 | Street design | Against medians. Cause more problems. Speed reduction. People drive the speed they want because longer ago police quit enforcing speeders. Now out of control and not enough police officers to do the job because everyone is practically speeding. Making up their own rules as they drive. |
| 31-1-2018 19:20:15 | Street design | Need more limited access roadway to segregate roads for regional travel from roads that need to share space with peds, bikes, and access. Limited access facilities are lacking significantly in Washington County. |
| 30-1-2018 19:14:59 | Street design | Don't reduce speed where safety is otherwise provided through other means. |

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| 29-1-2018 16:43:10 | Street design | Traffic is already horrible, we don't need reduced speeds!!!!!! We need more freeways! |
| 29-1-2018 00:30:24 | Street design | Hawthorne is a nightmare between parked cars, buses taking up two lanes, speeding cars and pedestrians trying to cross. Cars often run the red light at 16th and Hawthorne when I am waiting to cross on my bike. |
| 28-1-2018 16:00:24 | Street design | Again, focus this in places similar to East Portland. SW Portland can wait as they are a "choice" neighborhood - they chose to live in car-oriented neighborhoods, whereas the people in East Portland went where they could afford. |
| 27-1-2018 18:11:03 | Street design | Crosswalks and medians, speeds are already low enough |
| 27-1-2018 04:23:45 | Street design | Small roundabouts like the ones in close-in SE, (like off of Hawthorne and 37th, or in Ladds) I think are very effective in slowing down traffic and also provide an attractive green space. |
| 27-1-2018 09:30:04 | Street design | narrower auto lanes, bump outs and medians, |
| 27-1-2018 16:44:02 | Street design | Stop signs on se 112th at Mt. Scott Rd. and Brookside rd. ; complete sidewalks on se 112th from Foster to Mt. Scott rd. ; Sidewalks on SE Main between 148th to David Douglas school. |
| 26-1-2018 22:32:35 | Street design | More lanes for CARS |
| 26-1-2018 21:48:15 | Street design | Good design can encourage people to act in ways that punitive threats from law enforcement never can. |
| 26-1-2018 22:31:18 | Street design | This and more like it. |
| 26-1-2018 16:48:44 | Street design | Add infrastructure where it is missing so more roads are available for traffic. Add in traffic calming where needed. Keep exiting crosswalks painted. |
| 26-1-2018 17:26:17 | Street design | Speed reduction through bumps, roundabouts. Changing the speed limit does nothing! |
| 26-1-2018 18:21:31 | Street design | Problems can often be anticipated and avoided through good design. |
| 26-1-2018 14:41:52 | Street design | There are too many poorly light crosswalks and bike crossings. Bike lanes are also poorly designed on bus routes and there are too few safe greenways north and south. |
| 26-1-2018 15:42:00 | Street design | Speed reduction needs enforcement. I really like that PBOT has set a 20mph speed limit, but can we enforce this too? |
| 26-1-2018 04:12:05 | Street design | Safety should never be compromised for convenience. Our lives and our children's lives are worth more than anyone's time. |
| 26-1-2018 04:25:29 | Street design | So many streets in the old streetcar neighborhoods in North Portland are way too wide with no medians. We have people drag racing in the neighborhood at night and speeding during the day. |
| 26-1-2018 00:17:35 | Street design | Reduced speeds will not help. |
| 25-1-2018 06:45:36 | Street design | Make certain that speed reduction areas don't pour traffic side-routes onto residential side streets |
| 25-1-2018 00:28:22 | Street design | add roundabouts to increase flow and decrease speed. they are safer too |
| 24-1-2018 16:58:40 | Street design | The sidewalk crossing projections into the street are a hazard for bikers who then have to leave the side of the street and merge with traffic. Stop adding them. |
| 24-1-2018 01:19:11 | Street design | support and work with organizations like Depave PDX and City Repair that are also doing this work |
| 24-1-2018 00:08:03 | Street design | Focus on speed reduction measures and safety for vulnerable users on high crash network. |
| 23-1-2018 22:56:51 | Street design | Have more raised crosswalks that extend the curb's height across the roadway. It creates a safer space and acts to calm and thus prepare traffic even when someone is not present in the crosswalk. |
| 23-1-2018 17:52:05 | Street design | Reducing traffic capacity HURTS safety. Stop diverting traffic off main streets and into neighborhoods. |
| 22-1-2018 19:01:13 | Street design | Speed reduction? We r on the road to travel faster than walking. Make it so! |
| 22-1-2018 21:28:42 | Street design | I would close places like The Pearl District to vehicles. |
| 17-1-2018 05:38:50 | Street design | Can you possibly consider aesthetics in these street safety design projects???!? |
| 19-1-2018 20:03:14 | Street design | Also narrow lanes, street trees, reduced conflicts between modes |
| 19-1-2018 16:25:32 | Street design | Design can also be used to smooth, speed and improve reliability of traffic flow - please don't overlook such opportunities. |
| 19-1-2018 19:11:08 | Street design | With more congestion speed reduction is inevitable, so safety is the key. |
| 20-1-2018 04:17:46 | Street design | Change speed limit signs to read MAXIMUM speed signs, as they do in Canada |
| 20-1-2018 02:16:52 | Street design | I would include far more protected bike lanes to make bicycling easier and more accessible to people of all ages and abilities. |
| 19-1-2018 22:16:04 | Street design | Utilize roundabouts more. They are very effective at slowing traffic. In Vancouver, B.C. they have an "adopt a traffic circle" program. Residents have a little patch of garden--this is especially good in high density areas where people don't have a yard, but would like to garden. The city delivers soil/mulch periodically. |
| 20-1-2018 00:11:24 | Street design | YES! |
| 20-1-2018 01:59:20 | Street design | Street design needs to slow cars and disincentivize driving. Government needs to grow a spine and stand up for this one. |
| 22-1-2018 15:34:03 | Street design | Not even - WE ARE THE SLOWEST DRIVERS IN THE USA. Just stop now! |
| 21-1-2018 06:25:22 | Street design | Frequent diversion on non-arterial streets to keep neighborhood traffic exclusively local. Use actual traffic signals to stop traffic, don't use sort-of-suggestive but legally meaningless road markings (i.e. "cross bikes") and then wonder why they don't change driver behavior. |
| 21-1-2018 19:40:56 | Street design | Duh |
| 20-1-2018 21:24:12 | Street design | Do not reduce speeds |
| 20-1-2018 15:29:36 | Street design | Especially during the morning commute, people speed through neighborhood streets and it's getting to be dangerous. It would be great if the City would provide support and funding and support to the communities to allow them to install traffic slowing mechanisms (traffic circles, bioswales, street seating, etc) |
| 20-1-2018 03:55:19 | Street design | Road diets aren't always the answer. Sometimes it's access management, traffic calming. |

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| 20-1-2018 05:03:38 | Street design | Lighted intersections would help. |
| 20-1-2018 03:37:25 | Walk and bike connections | Desperately need traffic separation between bikes and autos. |
| 20-1-2018 15:05:26 | Walk and bike connections | Do not decrease auto capacity as population grows. People drive, and will continue. If AV comes on and congestion declines, then think about it. |
| 21-1-2018 01:22:25 | Walk and bike connections | Washington County has many incomplete sidewalks and bikeways. This has caused a lot of close calls with motorists. |
| 21-1-2018 01:22:50 | Walk and bike connections | Bicycles are fine, but the riders are not held to traffic laws. They are impertinent and rude. "Sharing the road" is idiotic and an invitation to accidents. |
| 21-1-2018 19:40:56 | Walk and bike connections | Do we really even have to ask if this is a good idea? Safety is bipartisan and OBVIOUS |
| 20-1-2018 19:01:20 | Walk and bike connections | With increasing population this is becoming more and more of an issue. As a driver I'm terrified of accidentally hitting a pedestrian or bicyclist. I would walk/bike more if there were actual paths away from cars. Bike lanes are too narrow for older riders who don't go as fast as the warrior commuters |
| 21-1-2018 06:25:22 | Walk and bike connections | Less auto traffic is much better than increased separation. Get some of these people out of their cars, get the cars off the greenways. |
| 20-1-2018 01:59:20 | Walk and bike connections | Make it easier and more convenient to walk and bike than to drive. I want to be able to walk, bike or transit straight to any destination without having to go out of my way or be inconvenienced by car-centric infrastructure |
| 20-1-2018 02:16:52 | Walk and bike connections | Enhancing our bicycle network is key to economic prosperity, equity, and culture. |
| 19-1-2018 19:11:08 | Walk and bike connections | How to fund? Bikes should pay their fair share, but autos should bear the brunt of paying for other modes since they have the biggest impact on the system and environment. |
| 21-1-2018 02:21:40 | Walk and bike connections | improve walking capacity. We have enough bikeways and bikeway alternatives in residential areas instead of packing bikeways in car corridors. These are not healthy for bikers and don't provide a healthful mix for bikers and cars to share many roads. |
| 23-1-2018 01:37:49 | Walk and bike connections | We need sidewalks east of 82nd Ave. |
| 22-1-2018 22:21:53 | Walk and bike connections | Pedestrians need sidewalks. I see too many pedistrians waking in the street which makes it unsafe for the walker and the driver who doesn't expect someone walking in the middle of the road. |
| 23-1-2018 17:52:05 | Walk and bike connections | Removing traffic lanes compresses traffic and increases congestion and traffic danger. Stop this misguided experiment in social engineering! |
| 23-1-2018 22:56:51 | Walk and bike connections | Complete the Tolman St greenway and pave the unimproved sections as multiuse paths. |
| 24-1-2018 00:08:03 | Walk and bike connections | Need to make separated bikeways the norm for streets with 30+ mph speeds. |
| 25-1-2018 06:45:36 | Walk and bike connections | Pedways should be incorporated into urban planning moreoften. |
| 25-1-2018 03:49:41 | Walk and bike connections | Bicycles do not need the equivalent of an entire driving lane for protection. Stop widening bike lanes. Stop placing obstacles in the roadway to "separate" them. |
| 25-1-2018 15:50:11 | Walk and bike connections | get bikes out of the roads. yet don't spend all the money on this as the extreme minority bikes. and focusing on this is really discriminating against the "elderly". The aging portlanders can't and won't use bicycles |
| 26-1-2018 04:25:29 | Walk and bike connections | There is a stretch on Buffalo between Denver and Interstate with no sidewalks. It is a popular street for people walking to the Lombard MAX station and Fred Meyer. Drivers speed on this road while bypassing the Lombard/Interstate intersection. Freight trucks use this road to leave Fred Meyer even though there is signage saying it's not a freight route. I've almost been hit while walking to the train with my baby, but the alternate route is Lombard, which is even more dangerous. |
| 26-1-2018 02:43:12 | Walk and bike connections | sidewalks |

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| 26-1-2018 15:42:00 | Walk and bike connections | PDX has a lot of "one off experimental" intersections. For example, at NE Grand and NE Burnside, there is a light indicating to motorist to yield to bicycles. This I like. But at SE Morrison SE Grand, the situation is much different, there is no light to indicate motorists should yield. Work on consistency. If a technique works in one location, what is keeping it from being reused? I would think this would raise the safety and awareness metrics as well. |
| 26-1-2018 18:21:31 | Walk and bike connections | Separate bicycles not only from cars, but from pedestrians, for whom they show little or no consideration |
| 26-1-2018 06:22:54 | Walk and bike connections | Increase focus on separating vehicle and bike traffic by getting them onto different streets, protected bike lanes or dedicated bike lanes. |
| 26-1-2018 14:41:52 | Walk and bike connections | There are many unsafe bike routes because the lanes just end or place cyclist in dangerous areas. Where are all the sidewalks in the previously incorporated parts of the city? you took the tax money but don't do the work |
| 26-1-2018 16:48:44 | Walk and bike connections | Complete missing and repair damaged sidewalks. |
| 26-1-2018 18:19:33 | Walk and bike connections | Stop taking lanes of traffic away for biking. That's ridiculous in an expanding city. For every 1,000 cars you have maybe 1 bike. Why do they get preferential treatment to the roadways? Share the road - not own the road. |
| 27-1-2018 01:32:42 | Walk and bike connections | Portland, especially downtown, needs to transition to fully protected bike lanes. |
| 27-1-2018 16:44:02 | Walk and bike connections | Stop signs on se 112th at Mt. Scott Rd. and Brookside rd. ; complete sidewalks on se 112th from Foster to Mt. Scott rd. ; Sidewalks on SE Main between 148th to David Douglas school. |
| 28-1-2018 16:00:24 | Walk and bike connections | Everyone is a pedestrian (whether you walk or roll). Prioritize peds over the loud bike community for this reason. |
| 28-1-2018 01:04:25 | Walk and bike connections | I don't believe sidewalks and bikeways should be in the same category. Sidewalks serve everyone, bikeways only a small percentage of the population. |
| 27-1-2018 18:07:05 | Walk and bike connections | This one yes yes yes yes. 10 stars yes. I would love an off road bike corridor adjacent to max line on 84. |
| 29-1-2018 00:30:24 | Walk and bike connections | separate bikes from cars like they do in some major European cities with small roads. |
| 29-1-2018 16:50:22 | Walk and bike connections | sidewalks everywhere |
| 30-1-2018 19:14:59 | Walk and bike connections | Complete walking connections first. Bike separation from traffic is not necessary where travel speeds are low and roads shared. |
| 31-1-2018 19:20:15 | Walk and bike connections | Bikes should be accommodated off arterials where stress level is lower. More cycle tracks and multi-use trails. |
| 31-1-2018 06:40:11 | Walk and bike connections | PROTECTED BIKE LANES |
| 2-2-2018 04:00:41 | Walk and bike connections | More people will choose to walk, ride a bike, or use a wheelchair if the main roads will be built with better separation from car traffic. Many people have been killed while walking on a sidewalk. Please make a more simple road diet on SW Scholls Ferry Road in Multnomah County. |
| 1-2-2018 15:05:26 | Walk and bike connections | Bikes and cars do not mix. With enough bikes on the roads, we will find that pedestrians and bikes do not mix either. |
| 1-2-2018 22:02:17 | Walk and bike connections | Just having some sort of connectedness isn't enough. With traffic getting worse in the city there needs to become a separation between the varying groups. Safety and confrontations have not improved with the large increase in population. |
| 1-2-2018 16:29:42 | Walk and bike connections | Separation is the only way to significantly shift folk out of their cars. |
| 2-2-2018 06:32:08 | Walk and bike connections | Sidewalks on both sides of all streets, especially collectors and arterials. Sidewalks should be separated from the curb by a row of street trees, as well as poles and other impediments to slow down errant drivers who run up on the curb. Put signal poles at corners at both PC/PT positions (not in the middle of the corner), to provide protection from pedestrians waiting to cross. Bike travel should be facilitated on major streets, where cyclists would want to go shopping, by bike lanes on those streets, separated by a raised concrete median from the auto lanes. Also build quiet, side street bike facilities, with diversion every two blocks or so, to prevent drivers from using the street as a thoroughfare, or as a cut-through. Avoid bike- or ped-only streets, especially where they go between or behind buildings, in areas hidden from view of adjacent residents, and/or auto traffic, to ensure personal safety of the cyclists. |

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| 2-2-2018 18:56:25 | Walk and bike connections | Separating bikes from cars is a no-brainer, but time to separate bikes from pedestrians. Better for bikes. Better for pedestrians. |
| 2-2-2018 18:24:23 | Walk and bike connections | green paint will not induce inexperienced bikers to ride. Protect bike lanes and riders will come.....look at Seattle and Vancouver.....they're ahead of us by a long shot |
| 3-2-2018 18:30:53 | Walk and bike connections | Often I see large boulevards and intersections block 4 way car traffic in favor of bicycles. I think it causes more car traffic on smaller side streets which aren't well marked. Leave large streets and intersections for cars and smaller roads for bike only. |
| 4-2-2018 22:14:00 | Walk and bike connections | Recent improvements are a good start. The more of these improvements, the more people like me bike and keep more cars off the road!! |
| 5-2-2018 18:30:18 | Walk and bike connections | Never repeat what you've done in NoPo. Bike lanes have become synonymous with gentrification. Stop building for the hip white kids on bikes. Put pedestrians over bikes, put wheelchairs over bikes, slow down traffic and expect bikes to take the lane, as is their right. |
| 5-2-2018 21:37:30 | Walk and bike connections | People need to be responsible for their safety too |
| 6-2-2018 00:19:25 | Walk and bike connections | should be separated from traffic yet, but education for bikers and walkers to also be cautious around cars! |
| 6-2-2018 00:15:35 | Walk and bike connections | When the bicyclists pay for it |
| 5-2-2018 23:47:22 | Walk and bike connections | The hardest trail connections to make are often the most needed, such as the Green Loop downtown and Sullivan's Gulch. These should be a priority. |
| 6-2-2018 04:05:57 | Walk and bike connections | Bike routes need to be well connected and intuitive. Don't shuffle all bicycle users to meandering side streets. Bike transit needs to be direct and efficient, and not hidden away from commercial destinations. |
| 7-2-2018 05:31:51 | Walk and bike connections | Street trees are an effective traffic calming measure and create a physical barrier to increase safety for pedestrians |
| 7-2-2018 23:44:03 | Walk and bike connections | Yes! Increased separation from traffic, especially bikes! |
| 6-2-2018 20:01:29 | Walk and bike connections | Duh! |
| 7-2-2018 05:52:35 | Walk and bike connections | NE 148th, from Sacramento to Fremont has heavy traffic, residential intersections and no paved shoulder forcing bicycles to ride in the narrow traffic lanes under the freeway/RR bridge. Pave the shoulders for pedestrians and bicycles. |
| 7-2-2018 16:25:32 | Walk and bike connections | Take bicycle traffic OFF main car/bus thoroughfares!! Reduce the use conflicts and stop assuming that the model of arterial motor traffic should be overlaid with arterial bicycle traffic. |
| 7-2-2018 23:36:14 | Walk and bike connections | Stop spending money on adding bike lanes in place of vehicle lanes. Many people can't ride bikes and have to rely on vehicles, and clogging up transportation in favor of bikes is unacceptable. |
| 9-2-2018 21:18:38 | Walk and bike connections | separation from traffic is ideal such as other cities and other countries! This protects not only the biker but also the driver for distraction. New developing areas need to incorporate separation from traffic when designing roads. This will add to the consumer confidence to bike around the city and surrounding areas. |
| 10-2-2018 04:59:21 | Walk and bike connections | Bicycle commuter here—more separate lanes for safety! |
| 8-2-2018 20:31:37 | Walk and bike connections | Bike traffic serves middle class and does not support single parents who work |
| 9-2-2018 23:53:13 | Walk and bike connections | Sidewalks should be a basic necessity, at least on non-minor streets |
| 10-2-2018 01:53:22 | Walk and bike connections | physical separation from cars |
| 9-2-2018 23:10:30 | Walk and bike connections | This should be focused on low income and marginalized communities who bear the brunt of injuries and deaths for all traffic accidents. |
| 10-2-2018 06:33:30 | Walk and bike connections | I'm all for increased separation from traffic much like exists in Holland. But don't increase separation by decreasing cars' access to the streets. |

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| 12-2-2018 12:53:12 | Walk and bike connections | 82nd Ave cuts through some poor parts of town with no real sidewalk. Bikers need more enforcement handed out on them and the bikes need registered and licensed so they can't do hit and runs so easy. |
| 10-2-2018 22:13:10 | Walk and bike connections | More Greenway diverts and separated bike ways. |
| 12-2-2018 19:59:21 | Walk and bike connections | I am getting very frustrated. Every answer has bike or ped in it. Stop already!!!! |
| 13-2-2018 18:07:18 | Walk and bike connections | The more sidewalks there are the more people will walk and hopefully alleviate some of the traffic congestion. If it isn't safe to walk, we aren't going to do it. |
| 12-2-2018 19:25:05 | Walk and bike connections | Walkable communities should be a priority. |
| 13-2-2018 18:09:19 | Walk and bike connections | The inner city does a good job with this already but it would be nice to see more bike infrastructure outside the core. |
| 13-2-2018 00:14:36 | Walk and bike connections | Separation from cars is good, but sometimes the opposite is also good -- get rid of hyper delineated lanes that make car driver's feel safe and entitled. Driver's should be unsure. |
| 13-2-2018 02:32:39 | Walk and bike connections | Not a regional priority, and no matching revenue. When cyclists pay taxes to pay for it, then I'll bump up the rating. |
| 13-2-2018 06:26:12 | Walk and bike connections | Vehicles and pedal/pedestrians do not mix well. |
| 13-2-2018 19:32:43 | Walk and bike connections | Active transportation IS traffic. All streets, roads, and highways should be safe for all users. People live and walk on thoroughfares, too - and that's where people are dying. |
| 13-2-2018 19:13:14 | Walk and bike connections | When will you realize that people are NOT giving up their cars. Just because you are putting in bike lanes does not mean they are getting used. The Tillicum crossing is nearly EMPTY at all times of day. What a waste of dollars |
| 14-2-2018 22:15:59 | Walk and bike connections | Please create BIKE ONLY thoroughfares like European models. This will reduce traffic, promote health & wellness, & safety: win-win |
| 14-2-2018 22:15:59 | Walk and bike connections | Please create BIKE ONLY thoroughfares like European models. Make city-wide comprehensive bike routes closed to vehicles. This will reduce traffic, promote health & wellness, & safety: win-win. I live on Going and we would benefit from bike only designation along with residential only traffic. I'm a bike commuter and would love to see Williams and Vancouver closed to non-neighborhood and other than emergency vehicles. |
| 14-2-2018 15:50:33 | Walk and bike connections | Bike lanes disappear at intersections. Mark right turn only lanes where bike lanes disappear as multiple use. Possibly a dashed line a few feet from straight thru lane for bike lane or a sharrow. |
| 14-2-2018 18:53:27 | Walk and bike connections | Increase service to Pleasant Valley |
| 15-2-2018 18:01:44 | Walk and bike connections | Too many people are walking at night wearing black, which makes them extremely hard to see when they step out at intersections. This is especially true in NW Portland. Perhaps an education campaign? |
| 15-2-2018 20:25:04 | Walk and bike connections | Enough with the bike subsidies! Take care of the car drivers and stop coddling the bike riders. It is unfair to the car drivers. |
| 15-2-2018 20:52:56 | Walk and bike connections | I live on a dirt road in NE Portland. That doesn't bother me a ton, but we need sidewalks |
| 17-2-2018 00:54:29 | Walk and bike connections | Require bike helmets. Ticket those that don't have helmets. I wear a helmet for the same reason I'd get a ticket for not wearing a seatbelt |
| 18-2-2018 21:02:53 | Walk and bike connections | I think this would work best if it focused on separating bikes and pedestrians from traffic. |
| 18-2-2018 21:02:53 | Walk and bike connections | I think this would work best if it focused on separating bikes and pedestrians from traffic. We need to do more about cyclist being struck and pedestrians |
| 18-2-2018 21:02:53 | Walk and bike connections | I think this would work best if it focused on separating bikes and pedestrians from traffic. We need to do more about cyclist being struck. |
| 17-2-2018 22:21:59 | Walk and bike connections | Getting Trimet off streets or on protected parts of streets would be awesome. |

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| 18-2-2018 00:09:34 | Walk and bike connections | All bike lanes should be protected bike lanes |
| 15-2-2018 23:18:52 | Walk and bike connections | Teaching cyclists (and pedestrians) safety skills can prevent a significant portion of accidents. |
| 15-2-2018 18:50:18 | Transit stops and access | MORE LIGHTING AT MAX AND BUS STOPS! As a woman, I would definitely not feel comfortable or safe standing along at a dark transport station. |
| 18-2-2018 21:02:53 | Transit stops and access | I'm most concerned about pedestrians walking in front of MAX trains at stations and street crossings because of earphones or their cellphones. Unfortunately, we need to protect people from themselves. |
| 14-2-2018 18:53:27 | Transit stops and access | Increase service to Pleasant Valley |
| 13-2-2018 21:20:33 | Transit stops and access | Move the bus stops out of active traffic lanes. This just clogs traffic more. |
| 14-2-2018 17:55:35 | Transit stops and access | TriMet should not locate bus stops without safe, ADA-accessible facilities |
| 13-2-2018 02:32:39 | Transit stops and access | Not "MAX" but "BUS". MAX already has gold-plated stops, while bus riders wait for the bus in unsafe places - drainage ditches, driveways, street intersections, etc. |
| 12-2-2018 19:59:21 | Transit stops and access | Same as before. Safety addresses the system not bikes, peds and now transit access. Improve the roadway system for safety. |
| 11-2-2018 13:31:43 | Transit stops and access | consider cost-benefit analyses. i see expensive fixes going in where there were many small fixes that could have been made nearby |
| 11-2-2018 13:31:43 | Transit stops and access | consider cost-benefit analyses. i see expensive fixes going in where there were many small fixes that could have been made nearby. Hire construction workers who walk and bike to implement ped/bike friendly improvements. |
| 9-2-2018 23:10:30 | Transit stops and access | This should be focused on low income and marginalized communities who bear the brunt of injuries and deaths for all traffic accidents. |
| 10-2-2018 01:03:01 | Transit stops and access | all except the bikeways as the ones that have already been build are hardly used. |
| 7-2-2018 16:25:32 | Transit stops and access | Move bus stops out of traffic lanes whenever possible. Simple, low impact, low maintenance shelters for high-taffic stops is a boon for riders. Place these equitably in lower-income areas instead of just sheltering wealthy commuters. |
| 7-2-2018 16:32:50 | Transit stops and access | more crosswalks, etc. |
| 7-2-2018 05:52:35 | Transit stops and access | bus stops along Glendoveer on NE Halsey are dangerous, traffic goes up to 45 mph with practically no crosswalks. |
| 7-2-2018 05:31:51 | Transit stops and access | I live in east county, primarily residential with few sidewalks and limited public transportation. The closest bus stop to our home is across a 45mph, 4-lane road road with no sidewalks or ped crossing for at least 4 blocks either way. For 10 entire city blocks one side of this street is fenced off Metro property, not residential. If you get off the bus at 142 & Halsey you are playing frogger. Shameful. |
| 6-2-2018 05:52:41 | Transit stops and access | I use the max and am Stuck downtown often because it stops running so early! |
| 6-2-2018 05:17:08 | Transit stops and access | The Max stop at Rosa Parks and Interstate is so poorly timed with traffic flow, I can only assume by this question you mean make it worse for anyone not on a Max train including cars, buses, cyclists, etc. |
| 6-2-2018 02:52:48 | Transit stops and access | Apparently, one cannot ride a bike to max because bikes are stolen/stripped. I don't know what to do about this, but its a problem. |
| 6-2-2018 00:54:09 | Transit stops and access | Stop the drug, gang and homeless assaults |
| 6-2-2018 03:41:57 | Transit stops and access | We need patrols at stops and on MAX |
| 6-2-2018 00:24:20 | Transit stops and access | Too much emphasis on bikes and mass transit at the expense of hard working commuters. The city needs balance. |

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| 5-2-2018 18:30:18 | Transit stops and access | more seating. more signage that is not in English. more training for new and vulnerable users. sidewalks preferable over bikeways. |
| 3-2-2018 05:51:14 | Transit stops and access | Not sure what this means |
| 2-2-2018 06:32:08 | Transit stops and access | There should be a marked crosswalk with a raised concrete median at every bus stop on collectors and arterials. Street lighting should be increased in lumens at every such crosswalk, with two street lights at every crosswalk, on the upstream side, so as to illuminate the side of the pedestrian that faces the approaching drivers. |
| 1-2-2018 16:29:42 | Transit stops and access | Make all bus transit stops covered. |
| 2-2-2018 06:38:25 | Transit stops and access | Push bus stops out of traffic lanes. The shoulder is not wide enough and the bus blocks traffic. |
| 2-2-2018 04:00:41 | Transit stops and access | Better transit access can be achieved through making more paper-street trails like the one on SW Vermont Street to the west of SW Oleson Road. Most of SW Scholls Ferry Road lacks street lights between SW Allen Blvd and Sylvan. Bus 56 needs to be rerouted to get to Sylvan and the Oregon Zoo. |
| 31-1-2018 19:20:15 | Transit stops and access | How about actually getting bus service in Washington County that is meaningful in terms of route density and bus frequency. Transit is not a viable mode unless travelling into Portland, which is a small share of trips in the western portion of the Region. It's NOT all about Portland! |
| 30-1-2018 19:14:59 | Transit stops and access | Make walking connections to transit stops and improve lighting and weather protection at those stops. |
| 29-1-2018 00:13:07 | Transit stops and access | 5 stars for everything BUT the increased max stops |
| 29-1-2018 04:42:00 | Transit stops and access | These are important, but the current situation at most stops seems fine. |
| 27-1-2018 19:37:19 | Transit stops and access | Especially in outlying areas on the East side. The infrastructure there is terribly neglected. |
| 27-1-2018 05:16:31 | Transit stops and access | There needs to be a system where people doing drugs are permanently removed. Have friends who have to deal with drugs and needles around them all the time in the buses so can't wait to drive own cars! This has got to be stopped. |
| 27-1-2018 16:44:02 | Transit stops and access | Crosswalk at se Flavel and SE 112th. |
| 26-1-2018 21:48:15 | Transit stops and access | Foster rd which I cross regularly, it's where I catch my bus to work, is a nightmare for pedestrians. I cannot wait for the streetscape to fix some of that in our area. |
| 26-1-2018 16:48:44 | Transit stops and access | Improving access to transit before improving existing stops is more important. |
| 26-1-2018 14:41:52 | Transit stops and access | N. Williams is just one example of poor re-design for "improving" transit stops. There are also many bus stops that need to have clear access to with crossings and lights. N Willamette |
| 26-1-2018 18:21:31 | Transit stops and access | Too many bus stops consist of only a sign. No shelter. No sidewalk. |
| 26-1-2018 15:42:00 | Transit stops and access | I really appreciate the efforts that have been put into bike ways and lanes over the last few years. But I feel like the motorist lobby is still, unduly strong in Portland. |
| 26-1-2018 04:25:29 | Transit stops and access | The timing of the traffic lights with the MAX along Interstate needs to be addressed. When the train stops, there is frequently a long wait before the walk signal is given. As a result, more people jaywalk that wait for the signal. I've seen so many people almost get hit (by cars and trains) because they are too impatient to wait for the signal. |
| 26-1-2018 15:42:00 | Transit stops and access | I'm not a big fan of Trimet. The drivers tend to be heavy on the throttle and the break, so I don't like to ride. The busses are just about as big as they can get away with, so as a cyclist they scare the crap out of me. Especially when they drive too fast and too close. |
| 25-1-2018 03:49:41 | Transit stops and access | Sidewalks, certainly. Bikeways? Absolutely not. |
| 25-1-2018 06:45:36 | Transit stops and access | Why are there no transit workers at the stops? Why can everyone pile on, even though without tickets? They might get caught not paying a fair randomly by a random check does not work anymore. The population has grown & the political tension has made society restless. You know every other city Portland's size has rail personnel at stops, some carry guns, or these really nice dogs that have iron muzzles with them. Every portlander loves a nice puppy. Get safe because if I get injured I'll sue you so hard. |
| 24-1-2018 00:08:03 | Transit stops and access | Would love to see bike/ped improvements that support TriMet's Service Enhancement plan prioritized in RTP. |

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| 24-1-2018 19:06:10 | Transit stops and access | Stop thinking moving people in large quantity to central locations. Utilize self driving vehicles to move people, including ride sharing as an option. This should be a door to door service. |
| 22-1-2018 21:01:49 | Transit stops and access | I'd love to see prioritizing lanes for buses only. |
| 22-1-2018 22:41:03 | Transit stops and access | Safe crossings are more important that improved stops in my opinion. Improved stops just seem to be a place for trash to collect/hobos to hang out. |
| 22-1-2018 19:01:13 | Transit stops and access | Connections between areas of highest demand makes sense, elsewhere is costly and waste of limited resources |
| 19-1-2018 20:03:14 | Transit stops and access | Develop a security system that feels safe for everyone. Police presences may make people of color feel less safe. |
| 20-1-2018 04:17:46 | Transit stops and access | Greater coordination between TriMet and SMART bus in mid-afternoon |
| 20-1-2018 01:59:20 | Transit stops and access | If we're going to get people out of cars, we need to get them into transit. Dedicated lanes! Subsidized or free transit! C'mon. |
| 21-1-2018 06:25:22 | Transit stops and access | Please clarify the inclusion of sidewalks/bikeways in this category. Yes, there need to be sidewalks in the neighborhoods that TriMet serves. Dockless bike share might mesh well with transit, but only if both ends of the bike trip are within the service area. |
| 22-1-2018 00:28:28 | Transit stops and access | Focus needs to be on bus stops. Every single MAX stop is 110% safe, but only one in eight bus stops has a shelter. Metro needs to focus on bus stop safety as it is absolutely a social equity matter that Metro is guilty of perpetuating inequality. |
| 21-1-2018 01:22:25 | Transit stops and access | Lighting is slowly getting better at bus stops, but in cities in Washington County, this is a bigger issue. |
| 21-1-2018 01:22:50 | Transit stops and access | Flashing lights at some risky pedestrian crossings seem to help. |
| 20-1-2018 03:37:25 | Transit stops and access | Need transit stops to have weather protection for riders. |
| 20-1-2018 05:03:38 | Transit stops and access | Additional transit shelters would be welcome in some neighborhoods. |
| 20-1-2018 04:17:46 | Traffic laws enforcement | Make drivers understand that the speed limit is a MAXIMUM |
| 20-1-2018 05:03:38 | Traffic laws enforcement | Greater penalties for driving DRUNK are needed immediately. Confiscating vehicles is a start. |
| 20-1-2018 03:55:19 | Traffic laws enforcement | Stop being scared of enforcement due to equity concerns. Train officers to enforce equitably and do it. |
| 22-1-2018 05:08:08 | Traffic laws enforcement | equitable enforcement sounds like an oxymoron |
| 20-1-2018 15:29:36 | Traffic laws enforcement | It really doesn't matter if there are laws if they are never enforced. Perhaps we need specific "traffic cops" to enforce speeding and illegal actions. |
| 20-1-2018 14:32:14 | Traffic laws enforcement | Fund with tolls on motor vehicles. Especially crack down on aggressive driving, distracted driving, and tell me what is up with all the "angry" exhaust system... |
| 21-1-2018 01:22:25 | Traffic laws enforcement | We really need to have more traffic cops in Tigard, including county sheriffs in unincorporated areas. |
| 22-1-2018 04:14:51 | Traffic laws enforcement | Equitable? How about enforcing traffic laws period. There are too many people on their phones. Phones should shut off if they are moving faster than 10 mph. That way if someone is running fast we can still track them. |
| 21-1-2018 06:25:22 | Traffic laws enforcement | Do enough of it that people expect it, and fine dangerous drivers enough to pay for the enforcement. |
| 20-1-2018 19:01:20 | Traffic laws enforcement | This has to go hand in hand with responsibility of pedestrians and bikers. If we are going to share the road, then bikers need to follow traffic laws. Studies show it's safest if bikes act like cars in terms of traffic laws. I see bicyclists act like whatever they want and not obeying traffic laws for pedestrians OR cyclists OR cars. And then there are those who wear black at night... |

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| 20-1-2018 19:36:45 | Traffic laws enforcement | There is NO enforcement visible currently. My neighborhood is plagued with speeding, cut-through drivers on side streets. Three people have been killed by drivers/SOVs in the last 18 months. No visible change in enforcement. |
| 20-1-2018 01:59:20 | Traffic laws enforcement | Step it up! Crack down on speeding and activities that pose actual risks, and stop killing black people |
| 20-1-2018 00:11:24 | Traffic laws enforcement | PLEASE. I FEEL SO VULNERABLE OUT THERE ON THE ROADS. ITS NOT HOW IT SHOULD BE. |
| 20-1-2018 02:14:57 | Traffic laws enforcement | Use electronic devices to catch scofflaws & enforce laws in ALL neighborhoods, not just the gentrified ones |
| 20-1-2018 02:16:52 | Traffic laws enforcement | While enforcement is important, my concern is with equity in enforcement especially regarding racial minorities. |
| 19-1-2018 17:20:53 | Traffic laws enforcement | Enforcement is completely lacking in this city, except in affluent areas such as Ladd's Addition/Laurelhurts, or in the inner west side. I can't remember the last time I saw a cop, much less traffic enforcement, in Sellwood or Johns Landing. |
| 19-1-2018 19:11:08 | Traffic laws enforcement | This isn't Metro's job is it? This falls to local police departments and the SHP. Can Metro help? |
| 18-1-2018 19:24:05 | Traffic laws enforcement | We know this won't happen. I've rarely seen this. It's hard, and I don't fault the Police. |
| 22-1-2018 19:42:43 | Traffic laws enforcement | Enforcement is so contentious in Portland I don't know that I see it as a real option. Better to design the infrastructure to make bad behavior impossible. |
| 22-1-2018 17:43:11 | Traffic laws enforcement | What is equitable enforcement? |
| 23-1-2018 19:05:01 | Traffic laws enforcement | Why are we not enforcing the laws we already have? |
| 22-1-2018 16:46:40 | Traffic laws enforcement | Prioritize speed cameras; track differences between races in tickets and fine amounts to identify issues |
| 22-1-2018 22:41:03 | Traffic laws enforcement | I don't understand why the police aren't out, everyday making money from people driving dangerously. There's so much dangerous behaviour to choose from. |
| 22-1-2018 23:46:26 | Traffic laws enforcement | I could make the city Hundreds of thousands of dollars if I snapped a photo of every texting driver and they were ticketed. |
| 23-1-2018 00:12:25 | Traffic laws enforcement | More cameras to enforce speed limits. Skyline between 26 and Burnside, 26 before the tunnel are two major speeding zones that are dangerous and could bring lots of needed income. |
| 22-1-2018 21:01:49 | Traffic laws enforcement | Equitable is the sense of traffic deaths. I'd love to see enforcement on mostly drivers (myself included) since that is the biggest threat to life in our city. |
| 24-1-2018 19:06:10 | Traffic laws enforcement | If self driving cars are the majority, traffic enforcement will take a back seat for law officers. |
| 24-1-2018 01:19:11 | Traffic laws enforcement | this is unclear? equitable law enforcement is a tall order for an injustice system founded on subjugation of oppressed people... |
| 24-1-2018 07:52:20 | Traffic laws enforcement | Without enforcement, laws offer little protection. |
| 24-1-2018 16:23:50 | Traffic laws enforcement | Cite more bicyclists. They are the worst offenders of traffic laws. |
| 24-1-2018 00:08:03 | Traffic laws enforcement | Would love to see focus on automated enforcement like speed cameras and for Portland Metro region to be a leader on addressing racial justice in enforcement. |
| 23-1-2018 17:52:05 | Traffic laws enforcement | We have more than enough police, but they don't enforce laws. Quality of life is diminished by unprosecuted crimes. |
| 25-1-2018 01:48:51 | Traffic laws enforcement | Photo radar should be widespread. Red light cameras too. |

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| 25-1-2018 03:49:41 | Traffic laws enforcement | Lowering residential speed limits was an imprudent idea. The speed limit should not have been lowered, and officers should not be tasked with enforcing it. |
| 26-1-2018 04:25:29 | Traffic laws enforcement | I've never actually seen someone pulled over in Portland. |
| 25-1-2018 15:50:11 | Traffic laws enforcement | bicycles need to be licensed and police need to pull them over and ticket for speeding and violation of traffic laws including failure to stop at stop signs etc. |
| 25-1-2018 07:42:51 | Traffic laws enforcement | Time to enforce BICYCLE traffic laws! When a citizen calls out a bicyclist for violations, giving us the finger should be an offense. |
| 26-1-2018 02:49:40 | Traffic laws enforcement | Too many people still have their cell phones in hand when they drive. Enforcement blitz is needed! |
| 25-1-2018 18:16:43 | Traffic laws enforcement | Use technology, like cameras, to enforce speed limits, not just signal violations |
| 26-1-2018 15:52:18 | Traffic laws enforcement | There is no point in working to lower street speed limits of there is no reinforcement. We need traffic police to regulate street speeds and pass out tickets so the culture of Portland not getting ticketed stops. |
| 26-1-2018 06:31:52 | Traffic laws enforcement | I think there can be less emphasis on direct police enforcement and more investment of safety enforcement infrastructure that links to safety education. For example, having a flashing sign that tells drivers digitally how fast they are going is education that causes them to slow down. Those cost about \$3600 and can be solar powered. I know because I live on an emergency road that cannot be redesigned to slow people down (it's 30 MPH and they really do sometimes go 60, emergency vehicles go much much faster). This is a residential area. |
| | | I've never known anyone to get a speeding ticket in Portland. In fact, someone I know was bragging about getting let off easy for doing 50 in a 30 mph zone. |
| | | As a cyclist, I'd like to see enforcement of traffic laws against cyclists that ignore stop lights, stop signs and other traffic laws. I think that is fair. |
| 26-1-2018 15:42:00 | Traffic laws enforcement | I grew up in Eugene and had several tickets for ignoring red lights and stop signs by the time I was 18. Finally, one officer simply said, "you want rights on the road, but you don't follow the rules of the road. You can't have one without the other". |
| 26-1-2018 15:42:00 | Traffic laws enforcement | I've never known anyone to get a speeding ticket in Portland. In fact, someone I know was bragging about getting let off easy for doing 50 in a 30 mph zone. |
| 26-1-2018 14:41:52 | Traffic laws enforcement | There needs to be more enforcement on distracted driving and speeds. |
| 26-1-2018 18:21:31 | Traffic laws enforcement | We especially need to focus on the downtown transit mall, which is a hotbed of violations. |
| 26-1-2018 14:41:52 | Traffic laws enforcement | There needs to be more enforcement on distracted driving and speeds. speed cameras, more traffic officers and higher fines for violations would be helpful |
| 26-1-2018 16:48:44 | Traffic laws enforcement | Unless there are plans to hire a significantly hire number of officers, the PPB can't afford to focus on traffic misdemeanors. It would risk the safety of citizens having real emergencies, as the response time is already insufficient. |
| 27-1-2018 16:44:02 | Traffic laws enforcement | So many people speeding down the hill at SE 112th from the cemetery to se Foster. No stop signs. Loads of Happy Valley using 112th as thoroughfare to 205/Foster. Also, extend Foster Rd updates all the way to 122nd. Otherwise, two lanes at 92nd turn into four going east creating speeding and passing before it goes back to two? Why on earth did you leave only these blocks four lanes? They will go Foster then 112th to Happy Valley to avoid two lanes. |
| 26-1-2018 21:48:15 | Traffic laws enforcement | This seems like the it should always be the last resort and half the time it just feels like it's done because there were failures to do anything to prevent whatever just happened. |
| 26-1-2018 22:32:35 | Traffic laws enforcement | Enforce for all users, including bicycles. |
| 27-1-2018 09:30:04 | Traffic laws enforcement | this is a joke, right? |
| 27-1-2018 09:30:04 | Traffic laws enforcement | this is a joke, right? "equitable" enforcement? |
| 28-1-2018 02:51:46 | Traffic laws enforcement | There's far too much focus on speed limits and enforcement, too little focus on measures with proven efficacy |

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| 30-1-2018 00:23:58 | Traffic laws enforcement | Greater enforcement needed for "left lane for passing only" |
| 28-1-2018 16:00:24 | Traffic laws enforcement | If you're concerned about equity and Vision Zero please note that the DEATHS also occur here (E Portland), and provide educational opportunities for people who are stopped. |
| 29-1-2018 00:30:24 | Traffic laws enforcement | I was threatened recently on the bikeway by men in a van who screamed at me to get out of the way and they drove within 1 ft of me. Even a police officer I later talked to said she avoids the morning traffic on Hawthorne by driving down the nearby bikeway!!! Beside driver ed about bike laws, I would love to see more bikeways that have traffic barriers every few blocks so they don't become alternative speed routes for cars. |
| 29-1-2018 15:44:45 | Traffic laws enforcement | To me this is huge. The amount of people running red lights is crazy. I see it almost every time I'm sitting at a red light. A HUGE problem. |
| 30-1-2018 19:14:59 | Traffic laws enforcement | Why are we asked to prioritize law enforcement when it should be a given, and when enforcement should always be equitable? |
| 31-1-2018 18:34:58 | Traffic laws enforcement | The police are an ineffective control on human behavior; better to use system design for that. |
| 30-1-2018 18:17:25 | Traffic laws enforcement | As a car-free family who bikes collectively 30+ miles per day, we are shocked at the lack of enforcement of dangerous driving. We need more enforcement. It is becoming too dangerous to bike in Portland. |
| 1-2-2018 15:05:26 | Traffic laws enforcement | I never see patrols in my neighborhood, and most drivers ignore stop signs and speed limits. |
| 2-2-2018 04:00:41 | Traffic laws enforcement | I greatly appreciate Portland's new safety cameras on SW Beaverton-Hillsdale Highway but the speed limit is still 40 mph; why not lower it? |
| 2-2-2018 00:10:00 | Traffic laws enforcement | There is zero enforcement right now. I NEVER see police on the streets. A little would go a long way here. The red light running and stop sign running is simply over the top anymore. |
| 31-1-2018 20:40:36 | Traffic laws enforcement | Infrastructure improvements (street design, walk/bike connections, protected bike lanes) are more important in my opinion than enforcement. |
| 2-2-2018 06:38:25 | Traffic laws enforcement | There is no enforcement here and all the transplants know it. Unsafe driving is prevalent. Look at my dashcam: https://youtu.be/S4cD2tXje00 |
| 3-2-2018 20:59:27 | Traffic laws enforcement | Please consider more automated speed enforcement as opposed to police enforcement. There are studies that show this is very effective and anecdotally I hear from friends and family that it is the best at truly changing their behavior. (Note - I work in transportation with a focus on bike and pedestrian infrastructure and safety, so I discuss this with others quite often.) |
| 2-2-2018 05:17:04 | Traffic laws enforcement | Enforce traffic laws against bicyclists too. |
| 1-2-2018 16:29:42 | Traffic laws enforcement | Use automated enforcement. Get creative. Remove the incentives to speed. Things such as red lights triggered by speeding. |
| 2-2-2018 06:32:08 | Traffic laws enforcement | Pedestrian enforcement actions should be held at least once a week, always at night, usually during rush hour, and at unmarked crosswalks, more often than at marked crosswalks. The "decoy" walker should dress like most walkers do, in common clothing of the time, which is mostly dark. Teaching drivers to only stop for light-colored clothing at marked crosswalks at noon is not useful. Real, average conditions should be replicated. |
| 2-2-2018 18:55:59 | Traffic laws enforcement | I often see drivers entering the Park Ave Park and Ride by hopping the low median and driving a block into oncoming traffic to make the left while driving northbound along the 99e |
| 2-2-2018 18:56:25 | Traffic laws enforcement | It is time to enforce distracted driving laws. Not just lip service. Do it. |
| 3-2-2018 08:33:48 | Traffic laws enforcement | Lots of asshole drivers not being prioritized in PDX. |
| 3-2-2018 15:56:25 | Traffic laws enforcement | As long as it is the municipalities that benefit, NOT private companies that install the equipment. |
| 4-2-2018 19:44:15 | Traffic laws enforcement | I think the aggressive driving might be addressed if people learned to merge better.... can you do something about educating people how to do that first pls? |
| 3-2-2018 16:13:29 | Traffic laws enforcement | Electronic speeding and red-light running citations should be expanded. Use more speed-detection signing--but with variations that grab attention. |

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| 2-2-2018 18:24:23 | Traffic laws enforcement | enforce cell phone laws |
| 2-2-2018 18:53:21 | Traffic laws enforcement | We need much better enforcement of distracted driving and red light running. I see so many more drivers running red lights, often accelerating to get through them, than ever before. |
| 4-2-2018 18:31:59 | Traffic laws enforcement | Keep people off their phones while driving. Just because it's the law doesn't mean anyone follows it. |
| 5-2-2018 18:30:18 | Traffic laws enforcement | More enforcement on the bus for fares, for people moving for people with disabilities. |
| 5-2-2018 20:41:31 | Traffic laws enforcement | This is important but the infrastructure related dimensions of safety are MUCH MORE important. |
| 5-2-2018 22:59:34 | Traffic laws enforcement | What does equitable mean? |
| 5-2-2018 23:30:00 | Traffic laws enforcement | More automated traffic cameras. A traffic cop at 60th and Glisan |
| 5-2-2018 20:50:48 | Traffic laws enforcement | Drivers run red lights as if the lights don't exist. Very unsafe place to drive. |
| 4-2-2018 20:24:06 | Traffic laws enforcement | I seem to get around better in California. More of a keep people moving mentality |
| 4-2-2018 18:18:30 | Traffic laws enforcement | Tickets are too expensive for poorer communities and can lead to criminal records. |
| 5-2-2018 20:58:09 | Traffic laws enforcement | In spite of new laws I still see many drivers texting and talking on the phone. |
| 5-2-2018 22:28:49 | Traffic laws enforcement | Reduce or eliminate fines from law enforcement. Issue points against a license with license suspension related to traffic infractions. |
| 5-2-2018 21:37:30 | Traffic laws enforcement | Enforcement and tickets that are not waived is the best way to improve safety |
| 6-2-2018 00:15:35 | Traffic laws enforcement | Especially for bicyclists who know every four letter word except STOP and are color blind when it comes to red and green traffic signals. |
| 6-2-2018 00:19:25 | Traffic laws enforcement | Must be a priority!!! Would improve safety! |
| 6-2-2018 04:05:57 | Traffic laws enforcement | Enough with the racial disparity argument. We need more enforcement of dangerous driving behavior. Currently, enforcement is effectively non-existent. |
| 5-2-2018 23:47:22 | Traffic laws enforcement | There is virtually no enforcement of distracted driving currently. This needs to change. |
| 6-2-2018 02:52:48 | Traffic laws enforcement | I don't personally see much of this in inner SE. Portlanders police our streets pretty effectively, letting newcomers know how we do it here (a new resident from Texas confirmed this for me...she was very surprised) |
| 6-2-2018 12:40:40 | Traffic laws enforcement | OSP currently has a staff in the hundreds. Pathetic! |
| 7-2-2018 05:52:35 | Traffic laws enforcement | The reduction to 30 mph at NE 148th, north with intersections north of the freeway bridge are not heeded. |
| 6-2-2018 20:01:29 | Traffic laws enforcement | Go get them, fine them. |
| 7-2-2018 16:32:50 | Traffic laws enforcement | Pedestrians and bike riders need to follow the rules also. |
| 7-2-2018 16:25:32 | Traffic laws enforcement | If laws were consistently enforced and accountability was stressed in all areas of town, many other solutions would be far less important. |

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| 9-2-2018 23:53:13 | Traffic laws enforcement | Also enforce other unsafe behaviors and make it so citizens can do it through submitting video evidence |
| 10-2-2018 00:06:16 | Traffic laws enforcement | How about enforcing some things crucial to safety but that I have NEVER seen enforced, like yielding to pedestrians in crosswalks, or not encroaching on a bicycle that's rightfully using a full lane to ride? |
| 10-2-2018 01:03:01 | Traffic laws enforcement | Equitable enforcement of tickets to bikes that run stop lights, stop signs, cut you off, take up all lanes, weaving in and out of traffic, etc. Ticket walkers for not looking both ways and assuming that if they walk into the middle of the street that the car that is already only 1/3 of a block away will be able to stop on a dime |
| 9-2-2018 23:10:30 | Traffic laws enforcement | This should be focused on low income and marginalized communities who bear the brunt of injuries and deaths for all traffic accidents. |
| 9-2-2018 22:11:40 | Traffic laws enforcement | I live in inner SE and I cannot remember the last time I saw a police car enforcing speeds on Powell or Division |
| 8-2-2018 22:41:03 | Traffic laws enforcement | Particularly on aggressive driving and distracted driving. I see more of that everyday than people speeding. |
| 9-2-2018 20:21:31 | Traffic laws enforcement | Enforcement should be guided by vision zero and focus on driver actions that put other people at most risk. Stop wasting time citing bikers for rolling stop signs at a traffic circle, start citing drivers who put people's lives in risk. |
| 9-2-2018 20:49:08 | Traffic laws enforcement | 'equitable' meaning bicycles and cars alike. |
| 10-2-2018 04:59:21 | Traffic laws enforcement | Crackdown on Cellphone using drivers. |
| 8-2-2018 20:09:20 | Traffic laws enforcement | I'm not sure that I've ever seen a traffic stop for speeding or other traffic violation in Portland EVER. Enforcement is laughable. If we have to install red-light and speeding cameras or bollards in every corridor to get it done, that's what we should be doing. The cost of saving lives is always justified. |
| 8-2-2018 16:31:12 | Traffic laws enforcement | Traffic laws for bikers need to be enforced more often. They are on the road like a car, but then act like a pedestrian when they want to bike across the street unsafely. |
| 8-2-2018 19:30:34 | Traffic laws enforcement | What do you mean by equitable enforcement ? It is a simple matter. If you are violating the traffic laws you should suffer the proscribed punishment. |
| 10-2-2018 01:53:22 | Traffic laws enforcement | proper street design is better than enforcement |
| 7-2-2018 23:36:14 | Traffic laws enforcement | Please enforce traffic laws for bicyclists too. Many, many times they blow through stop signs/lights, making vehicles have to be the ones to suddenly stop to avoid hitting them. This happens ALL THE TIME in downtown Portland, and throughout the metro area. |
| 8-2-2018 03:47:19 | Traffic laws enforcement | Bikes must obey road laws. |
| 10-2-2018 18:28:07 | Traffic laws enforcement | Enforcement only goes so far. Street design is more important. Permanent speed cameras have been shown to reduce speeds. |
| 11-2-2018 15:27:43 | Traffic laws enforcement | What does equitable mean in this context? If someone is breaking the law, pull them over and issue appropriate citation. Period. |
| 11-2-2018 15:37:29 | Traffic laws enforcement | This one hits home for me. I bike everywhere I go, every day & in the 10 years I've lived here, I've never seen a car pulled over for speeding. But I have seen a TON of dangerous driving. & if I'm hit & killed by a driver, I'm pretty sure there are no laws in place that would charge them for manslaughter. Just a slap on the wrist. It's a sick, sad world when we put motorists above pedestrians. Police need to be out giving huge fines to dangerous drivers & cameras with speed tracking should be everywhere. Mail these idiots their hefty speeding tickets in the mail. That'll help slow things down! |
| 11-2-2018 15:40:31 | Traffic laws enforcement | Changing speed limits without enforcement does not change behavior. People regularly speed down our narrow street in an area with many children. Regular police visible presence would go a long way to improving neighborhood safety. |
| 11-2-2018 16:01:19 | Traffic laws enforcement | Enforcement needs to happen. People seem to disregard speed limits. |
| 11-2-2018 13:31:43 | Traffic laws enforcement | I'm not confident in law enforcement's ability to do this equitably. |
| 10-2-2018 13:48:39 | Traffic laws enforcement | 6 stars. Enforcement for cars, bikes, pedestrians equally. |
| 10-2-2018 15:27:42 | Traffic laws enforcement | Drivers have become increasingly irritated with cyclists I've noticed. This town is no longer 'bike friendly'. There needs to be ample punishment and enforcement to remedy this. |

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| 9-2-2018 22:55:25 | Traffic laws enforcement | People speed and tailgate and rarely does one see a police officer patrolling to stop this |
| 9-2-2018 23:20:36 | Traffic laws enforcement | I bike regularly and my estimate for drivers with a phone in their hand while stopped at a light is 75%. I believe this is the number 1 threat to bicycle and pedestrian safety. Targeted enforcement, giving tickets and not warnings, is needed. |
| 12-2-2018 19:59:21 | Traffic laws enforcement | Equitable enforcement includes bicyclists not running stop signs, riding at night with no lights, and pedestrians paying attention. It is not 100% on the drivers. Distracted driving is an issue- solution was to crank up fines, but who gets caught? Distracted walking and bicycling- where are the laws against that? |
| 12-2-2018 21:48:44 | Traffic laws enforcement | Illegal changing of lanes on Hwy 26 east through the tunnel desperately needs photo enforcement. So much if the traffic back up through there is due to drivers deliberately cutting over the solid line to exits. Very dangerous and significantly slowing traffic. Make it photo enforced to not make things impossible with pull overs. |
| 13-2-2018 00:14:36 | Traffic laws enforcement | Enforcement is a false promises. When built right it cannot be used wrong. |
| 13-2-2018 19:02:45 | Traffic laws enforcement | Yes; Should go for bicyclists as well. |
| 13-2-2018 19:13:14 | Traffic laws enforcement | It's funny that you've reduced speed limits but don't have enough officers to enforce any laws. In order to fix a problem, you need to have a complete plan... vision zero is never going to work unless you approve and hire markedly more officers |
| 13-2-2018 19:32:43 | Traffic laws enforcement | Use electronic devices. I am in favor of black boxes, cameras, governors and more. |
| 13-2-2018 02:32:39 | Traffic laws enforcement | Same with "Safety Education" - does Metro provide the "Metro Highway Patrol"? No. So law enforcement is not a Metro funding issue. That is a Legislative, City Council, or County Commission issue to provide and fund law enforcement. |
| 13-2-2018 18:02:24 | Traffic laws enforcement | I see cars run red lights and drive in bike lanes every single day. |
| 14-2-2018 22:49:13 | Traffic laws enforcement | Oh shit, I just commented on this on the last page. When you don't take traffic violations seriously why should it be any surprise that speeding, red light running, stop sign rolling, etc. are rampant? |
| 18-2-2018 06:22:33 | Traffic laws enforcement | Traffic enforcement is important but must be accomplished without racial bias. |
| 14-2-2018 17:55:35 | Traffic laws enforcement | Need more, including automated. Region lacks enforcement of drivers entering/blocking congested intersections |
| 16-2-2018 21:09:13 | Traffic laws enforcement | In general there is not enough enforcement of laws throughout the Portland metro area. Every days I see dozens dangerously speed on hwy 26. Never see police. Laws are no good if you don't have enforcement. Please more! |
| 16-2-2018 20:18:13 | Traffic laws enforcement | Is it illegal to talk on your cell phone or text when driving. Doesn't seem to be in the City of Portland |
| 15-2-2018 18:50:18 | Traffic laws enforcement | I think the traffic enforcement is more than adequate as it is... |
| 15-2-2018 18:06:46 | Traffic laws enforcement | Cyclists and bikers need to follow and be held accountable to traffic laws as well. |
| 15-2-2018 23:18:52 | Traffic laws enforcement | This would go a long ways to making people feel safer on the road. |
| 19-1-2018 19:11:08 | Roads in good | This is a no-brainer investment that saves money in the long term. |
| 19-1-2018 06:10:08 | Roads in good | Potholes potholes potholes |
| 19-1-2018 19:25:13 | Roads in good | Building a good reputation with the public would mean a fix-it-first strategy. This work appears mundane, but it will make a huge difference. |
| 19-1-2018 18:57:16 | Roads in good repair | Banning studded tires or developing more stringent rules regarding their use during hazardous road conditions only would greatly reduce the deterioration of our roadways. If greater restrictions can not be enacted, then they should be taxed at a rate equal to the cost of the damage they cause. The vehicle owners that do not use studded tires should bear the burden of repairing roads damaged by studded tires. |
| 20-1-2018 04:55:20 | Roads in good | Nope. Bad roads slow traffic. Beautiful roads encourage speeding. Keep maintenance minimal. |
| 20-1-2018 05:03:38 | Roads in good | Some roads have potholes big enough to bury a dead horse. |
| 20-1-2018 16:00:11 | Roads in good | roads are good enough, except in outlying areas where pedestrian safety needs to be addressed. |
| 20-1-2018 05:21:40 | Roads in good | Priority. |
| 20-1-2018 23:11:08 | Roads in good | Hold local cities accountable to maintain the roads they have. |

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| 22-1-2018 04:14:51 | Roads in good | This is an absolute must to ensure safe and economically sound transportation. |
| 22-1-2018 04:07:57 | Roads in good | Portland has TERRIBLE roads. This is unacceptable for a large metropolitan area that has \$\$ for things like pedestrian bridges but still has UNPAVED city streets. |
| 22-1-2018 19:06:40 | Roads in good | Maintenance should be prioritized on bus and bike routes, secondary on all other roads. |
| 22-1-2018 16:30:22 | Roads in good | We are still a automotive nation, Auto drivers pay especially commercial drivers support our infrastructure, so give back to the cause. |
| 22-1-2018 16:13:05 | Roads in good | There are plenty of roads on the east side that need to be paved that look like they have never paved before. |
| 22-1-2018 15:34:03 | Roads in good repair | FTLOG fix the roads! As if the gas tax isn't enough already! It feels as if the same roads get torn up again and again. Not to mention the ridiculousness of the ODOT signs - which fix nothing they just tell us how screwed in traffic we are! |
| 22-1-2018 22:42:30 | Roads in good | i realize we have a huge backlog. this will continue |
| 25-1-2018 03:49:41 | Roads in good | Before anything else at all, the potholes on major roads need to be filled in - and filled properly. The repairs done after the snowstorms in January of 2017 are already opening up again. |
| 22-1-2018 22:21:53 | Roads in good | You can't drive at a reasonable speed to keep traffic flowing when drivers are always stopping to slow at potholes. |
| 26-1-2018 04:25:29 | Roads in good | Maintain the roads enough that we don't have to rebuild them, but a few strategically placed potholes help slow traffic down, which saves lives. |
| 26-1-2018 05:28:44 | Roads in good | Maintenance to preserve the life of the road. |
| 26-1-2018 02:49:40 | Roads in good | Generally potholes are fixed pretty quickly which is appreciated |
| 25-1-2018 09:01:21 | Roads in good | Roads are still terrible. They need lots of love. A few weeks of traffic obstruction is worth the inevitable safer conditions. |
| 23-1-2018 17:52:05 | Roads in good repair | The public paid for roads with an expectation they would be cared for with the taxes assessed. That promise has not been kept, yet it is central to good government. No new stuff until the old stuff is taken care of. |
| 26-1-2018 18:40:39 | Roads in good | if i ever opened a cannabis dispensary i would call it the Portland Pothole. need i say more? |
| 26-1-2018 21:18:44 | Roads in good repair | Just awful, but I and but even the undeveloped ones. W Burnside and E82nd are abysmal after last years storms and nothing was done to fix them aside from patching. I don't think there is a road in town that doesn't need to be paved. I drove for lyft and know of what I speak |
| 26-1-2018 14:41:52 | Roads in good repair | Seriously you should fire all the pothole repair crew members, they are terrible at repairing potholes. There needs to be a quick and easy way to report AND see the repair get done, right the first time. There are too many potholes that compromise the safety of other road users that get ignored by the city. |
| 29-1-2018 17:51:40 | Roads in good | While I'm more of a bike rider, it's the roads that cost more when maintenance is deferred. This is a cost control issue. |
| 27-1-2018 21:18:26 | Roads in good | Some roads don't have bike lanes and have potholes which have contributed to severe bicycle accidents. |
| 26-1-2018 18:21:31 | Roads in good | Fix small problems before they become big, expensive problems. Have protocols that contractors must follow for repairs (e.g., proper preparation of area before asphalt is poured.) |
| 26-1-2018 23:17:05 | Roads in good | Improve "unimproved" roads before beautifying roads in ok condition already. There are too many unpaved roads without sidewalks. |
| 27-1-2018 00:10:24 | Roads in good | Roads in Foster area are in chronic poor condition. |
| 27-1-2018 03:31:07 | Roads in good repair | Install speedbumps on residential street that are often used as neighborhood cut-throughs by people avoiding congestion on major roads and not paying attention to residential speed limits. (Example: SE 80th between Woodstock and Duke.) |
| 28-1-2018 01:04:25 | Roads in good | The restriping of lanes would help prepare the city for driverless cars. |
| 1-2-2018 16:29:42 | Roads in good | Maintenance before new capacity! |
| 2-2-2018 06:37:28 | Roads in good | Staying on top of pothole repair is the absolute #1 thing I want to see in the near future. |
| 30-1-2018 09:09:20 | Roads in good | Too many potholes, lack of paint and disorder in general. |
| 1-2-2018 02:06:24 | Roads in good | If I could make it a zero I would |
| 29-1-2018 16:43:10 | Roads in good | Yes!!! Please fix the roads and build more highways! |
| 29-1-2018 16:54:32 | Roads in good | Sthe repeated road work leaves carved out erased lanes that fill with water. Potholes are everywhere not on a highway. |
| 29-1-2018 00:13:07 | Roads in good | We are a car based society. This is crucial |
| 27-1-2018 17:46:49 | Roads in good repair | Where do our gas tax dollars go? The weather here is not easy on our roads and most are still in terrible condition after last year's bad winter. This leads to more wear and tear on all vehicles and makes for unsafe biking and walking conditions too. |
| 28-1-2018 16:56:30 | Roads in good | portland is murder on my suspension. It's disheartening. Where's the tax money going? |
| 2-2-2018 04:00:41 | Roads in good repair | Washington County is spending too much money on roads at the edge of the urban growth boundary and they have rebuilt roads into unofficial highways. SW Scholls Ferry Road and SW Canyon Road have been neglected in the West Slope and Raleigh Hills and SW Portland neighborhoods. |
| 2-2-2018 18:56:25 | Roads in good | Reflectors to delineate lanes are crucial, especially on rain reflective streets. |
| 3-2-2018 06:14:38 | Roads in good repair | I've had \$1,500 in damages to my vehicle because Portland is so incompetent with maintaining their roads. I have been to many cities across the US and the World and the roads in Portland are some of the worst. |
| 6-2-2018 00:27:50 | Roads in good | Especially repairing potholes on bike streets. Very dangerous to cyclists, especially in the rain and the dark |
| 5-2-2018 19:34:08 | Roads in good | It costs much less to properly maintain roads than it does to reconstruct. First priority must be proper maintenance. |
| 5-2-2018 21:37:30 | Roads in good | Keep the roads safe and in good condition |

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| 5-2-2018 21:00:34 | Roads in good | by far the most important |
| 6-2-2018 12:40:40 | Roads in good | In order to fix the road surface is by grinding out the cancer and removing the moisture. Just filling a hole with cold mix isn't the answer. Now a days it's political Maintenance. |
| 6-2-2018 04:55:19 | Roads in good | Fix the roads east of 82nd Avenue. |
| 6-2-2018 00:59:38 | Roads in good | Pave neighborhood streets that are still unimproved on the east side of the city |
| 6-2-2018 03:00:46 | Roads in good | I think the city has been extremely negligent in repairing roads. |
| 7-2-2018 04:41:45 | Roads in good repair | Restripe more often!! Repair hwy 43! Paint the curbs!!!! Some areas it is hard to see where the curb is. The USA really needs to look at the curbs in the middle east. Alternating white and black or red and black. Makes them much more visable. |
| 9-2-2018 01:44:25 | Roads in good | This is a major deal. As a cyclist, small potholes and other obstacles, that are trivial to motorists, pose a major hazard. |
| 7-2-2018 16:47:12 | Roads in good repair | THE ROAD MAINTENANCE IN MANY CASES IS THE LACK OF MONEY AND AS OF LATE THE STATE PERS UNDER FUNDING HAS SHIFTED MONEY OUT OF MAINTENANCE BUDGETS THIS IS NOTHING SHORT OF STEALING FROM THE TAX PAYERS. |
| 7-2-2018 05:52:35 | Roads in good | 82nd avenue needs repair, it remains an important corridor. |
| 7-2-2018 21:47:55 | Roads in good | This is what needs to be fixed especially near train tracks |
| 8-2-2018 03:12:21 | Roads in good | yes, and widen them too |
| 8-2-2018 05:55:27 | Roads in good | build only what we can afford to maintain. |
| 8-2-2018 22:31:44 | Roads in good | Prioritize under-served neighborhoods in East Portland. |
| 9-2-2018 21:22:40 | Roads in good | Please focus maintenance on safety. |
| 8-2-2018 08:55:16 | Roads in good | Yes, but if you ad more lanes, and more highway options, there will be less wear and tear overall, not to mention less pollution from everyone idling because they're stuck. |
| 9-2-2018 21:18:38 | Roads in good | This should be of great importance as good roads will lead to better gas mileage, less repairs , etc. |
| 8-2-2018 19:07:37 | Roads in good | Since our climate is dark and rainy most of the year, it would be nice to see an increase in the use of reflective road lines. |
| 8-2-2018 16:31:12 | Roads in good | Potholes are very dangerous and have broken the axel on my car before. |
| 8-2-2018 15:26:07 | Roads in good | Widen the freeway |
| 9-2-2018 22:45:00 | Roads in good | Widen roads so people can get to work and enjoy life. The pollution from cars is far less than volcanos...we will be okay. |
| 11-2-2018 17:18:55 | Roads in good | IMO, our roads are pretty good. Potholes are less a problem here than many other cities. |
| 9-2-2018 23:26:57 | Roads in good | Also widen major routes to increase flow and growing population. To ignore 26 & 217 is ignorant and self serving. |
| 9-2-2018 23:53:13 | Roads in good | Focus on this instead of expansion |
| 10-2-2018 06:33:30 | Roads in good | yes, yes! And get to it sooner after the winter destroys our roads. |
| 10-2-2018 15:27:42 | Roads in good | More city lights. This town is so dark and so hard to see at night especially when it's raining. |
| 16-2-2018 20:18:13 | Roads in good repair | Maintance in Portland appears to be putting bandaids on problems not actually fixing the root cause. Hot patch during rainy weather is just asking for crumbled hot patch getting kicked up and breaking windshields. Where exactly is our money going? |
| 16-2-2018 05:13:20 | Roads in good | Stop removing street parking. |
| 17-2-2018 22:21:59 | Roads in good | Winter 2017/2018 was very detrimental to roads and Trimet. We are still recovering (I think). |
| 16-2-2018 11:01:54 | Roads in good | Most important thing of all. Especially if you intend to raise taxes for any or this. |
| 16-2-2018 21:09:13 | Roads in good repair | Please bring old fashioned street sweeping in Portland - when streets were posted and cars were towed. Gutters look terrible even in commercial areas. Garbage and abandoned autos everywhere. Livability is really suffering. |
| 15-2-2018 18:06:46 | Roads in good repair | People will continue using cars as their main mode of transporatation regardless of new bike lanes and sidewalks. Spend the money where it has the biggest impact on the majority of citizens- road repair and maintenance. |
| 15-2-2018 18:03:07 | Roads in good | Most roads in Portland are in terrible shape, repairing a pot hole with hot tar on a rainy day simply does not work. The Band-Aid method is not satisfactory. |
| 11-2-2018 13:36:51 | Roads in good repair | When riding the bus the whole thing shakes so bad from the bad roads it will Certainly cut its life in more than half. |
| 12-2-2018 07:16:33 | Roads in good | I have hit so many pot holes I'm afraid of breaking an axle on my Kia soul. |
| 12-2-2018 19:59:21 | Roads in good | This is way more important than clean bike lanes and other items you list. This poll is biased! |
| 13-2-2018 02:32:39 | Roads in good | This should be priority 1. Full stop. |
| 12-2-2018 16:54:06 | Roads in good | The road surface here is laughably bad. Glad I have an SUV to get to the grocery store... |
| 15-2-2018 04:54:32 | Roads in good | Restricting lanes so they are better visible in the rain! |
| 14-2-2018 22:15:59 | Roads in good repair | This is a bold comment, are you ready? Here it comes.... DON'T ASK ME ONE MORE QUESTION OR SEND OUT ANOTHER REPORT until you repair Portland's roads. If you need an example of what roads are supposed to look like, take a drive over to Vancouver and Clark Co. I am a NE Portland resident and have to fight reactivity EVERY time I use our city streets. It's failure, pure and simple. NO MORE STUDIES/REPORTS: FIX OUR STREETS!!!! |

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| 14-2-2018 15:50:33 | Roads in good | Require utilities to make better repairs after cutting pavement and verify. |
| 15-2-2018 23:18:52 | Safety education | Driver, cyclist, pedestrian education is important and undervalued. Teaching folks how to cooperate on the road, whether they are cycling, driving, or walking, is important. |
| 16-2-2018 05:13:20 | Safety education | We need pedestrian education, and bike education. We've become a society who doesn't look before crossing the street. |
| 16-2-2018 05:13:20 | Safety education | We need pedestrian education, and bike education. We've become a society who doesn't look before crossing the street. There need to be rules for bikes to follow, just as there are rules of the road for drivers of cars. |
| 18-2-2018 21:02:53 | Safety education | I'd be in favor of allowing driver's ed in lieu of paying a traffic ticket, as other states allow. |
| 15-2-2018 18:01:44 | Safety education | Too many people are walking at night wearing black, which makes them extremely hard to see when they step out at intersections. This is especially true in NW Portland. Perhaps an education |
| 14-2-2018 02:21:20 | Safety education | There are so many new drivers who have never had to take the Oregon driving test, written or practical, that some laws are completely unknown to them. I see illegal U-turns almost daily. This goes hand and hand with enforcement. No one follows the laws because there are no police out enforcing them. |
| 14-2-2018 22:49:13 | Safety education | Needs to be waaaay harder to get a license and keep it. |
| 13-2-2018 18:02:24 | Safety education | There should be outreach via mass media on where to stop at intersections, yellow means slow down, stop for pedestrians, and do not drive in bike lanes. Only bicyclists on BikePortland know the difference between a fog line and a bike lane line - drivers are the ones that need to know the difference. |
| 13-2-2018 02:32:39 | Safety education | Not a Metro policy. This is DMV's baby and needs to be addressed by the Legislature. Metro needs to focus on regional transportation. Does Metro have a Highway Patrol? Does Metro issue driver's licenses and plates? No? Then no. |
| 13-2-2018 19:32:43 | Safety education | Make a system that doesn't require education for safe use. Relying on humans to not make mistakes will always be an error. |
| 13-2-2018 20:19:59 | Safety education | I would focus on kids and immigrants. They need the most assistance. |
| 12-2-2018 17:48:17 | Safety education | Have an educational program to tell cops to tuen off there lights when they pull over someone. It causes traffic from everyone watching |
| 12-2-2018 19:59:21 | Safety education | Pedestrian safety education is not listed, nor is bicycle safety listed. Why not? It is all on the drivers having eyes in the bike and side of their heads! |
| 9-2-2018 23:27:21 | Safety education | Design a system that doesn't require education to be safe. |
| 10-2-2018 06:20:43 | Safety education | Continue to remind drivers to yield to pedestrians at intersections and give pedestrians who cross at midblock warnings |
| 10-2-2018 18:28:07 | Safety education | We should be teaching this to kids early in school. Also I think it's a mistake to teach kids to walk in front of the school bus then expect them not to when on TriMet. |
| 11-2-2018 13:31:43 | Safety education | put drivers on bikes. get them out being pedestrians. give them first-hand experience with thinking about ped/bike/etc. in a structured way. |
| 7-2-2018 23:36:14 | Safety education | Please educate bicyclists on the traffic rules they should be obeying. As a vehicle driver, I expect them to do so, and when they don't I'm the one who has to compensate for their actions. |
| 8-2-2018 20:09:20 | Safety education | High-risk drivers should be required to submit to an in-car driver's test when re-licensing in Oregon. Sounds targeted, but that's because it is. |
| 10-2-2018 06:33:30 | Safety education | do these things really work? |
| 9-2-2018 23:10:30 | Safety education | This should be focused on low income and marginalized communities who bear the brunt of injuries and deaths for all traffic accidents. |
| 9-2-2018 23:53:13 | Safety education | Are these effective? Do drivers change their ways? |
| 10-2-2018 01:03:01 | Safety education | Important educational programs on how to cross the street, wait for traffic, not assume that a car can stop on a dime because you ran in front of it. |
| 7-2-2018 16:25:32 | Safety education | Driver ed, bicycle ed (!!), pedestrian ed, possibly requiring safety and new-law update courses for license renewal would help offset the amnesia of long-time drivers and those who move here from elsewhere. This is an opportunity to establish a transportation culture. |
| 7-2-2018 16:32:50 | Safety education | This is a no brainer |
| 6-2-2018 20:01:29 | Safety education | Especially Uber and Lyft drivers. |
| 6-2-2018 18:54:20 | Safety education | Throwing a bunch of money at education programs when people only take the DMV written test one time is a waste of money. Requiring drivers to re-take the DMV written test every five years is a better use of limited funds. |
| 7-2-2018 05:52:35 | Safety education | Safety issues on the Max line are out of control. Perhaps change to a closed system, purchased ticket and turnstyles. |
| 6-2-2018 02:52:48 | Safety education | Cultural aspects of driving in Oregon should be included...We are polite drivers. |
| 6-2-2018 04:05:57 | Safety education | Why are our streets dangerous? Motor vehicle operators. Aim all education efforts at them. |
| 6-2-2018 03:00:46 | Safety education | Most of us know this. Some are just distracted. |
| 6-2-2018 00:19:25 | Safety education | Super important! |
| 5-2-2018 21:37:30 | Safety education | Education can help |
| 5-2-2018 22:28:49 | Safety education | Include drivers ed as a requirement for high school graduation. |
| 5-2-2018 23:41:33 | Safety education | One way to accomplish this is to have all drivers complete the written test upon renewal of drivers licenses |
| 5-2-2018 05:26:44 | Safety education | Drivers frequently pass up riders who are not able to get to the stop because of crosswalks (despite seeing them) which increases the likelihood of people taking risks to get to stops in time. Also, buses are more likely to arrive early at stops later at night, which is an issue causing riders to be stranded late at night for longer in preparation for a potentially early bus. |

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| | | Drivers frequently pass up riders who are not able to get to the stop because of crosswalks (despite seeing them) which increases the likelihood of people taking risks to get to stops in time. Also, buses are more likely to arrive early at stops later at night, which is an issue causing riders to be stranded late at night for longer in preparation for a potentially early bus. |
| 5-2-2018 05:26:44 | Safety education | ALSO! Employees should not start driving again while riders are standing looking for fare. |
| 4-2-2018 20:24:06 | Safety education | I believe anyone under the age of 18 should be required to take a driver safety course prior to license |
| 5-2-2018 20:50:48 | Safety education | Oregon drivers are very unsafe and aggressive drivers. It's clear that driver education is at the bottom just like high school graduation rates in Oregon. Very uneducated compared to the midwest and northeast. |
| 3-2-2018 15:56:25 | Safety education | Driver's ed should be mandatory. |
| 3-2-2018 16:13:29 | Safety education | Europe has better drivers because they have better education and driver training requirements. Driving should be a privilege that is earned no a right that can be abused. |
| 2-2-2018 15:31:57 | Safety education | Educate drivers about interacting with cyclists. E.g. cars should not stop when they have no stop sign to let a cyclist approaching a stop sign pass. This actually slows the cyclist down, since they have to stop before they figure out what the car is doing. |
| 2-2-2018 06:32:08 | Safety education | Education of drivers should describe what the laws are that they must follow. Remove the "victim-blaming" notes about pedestrians dressing in light-colored clothing or carrying a light. Neither of these is required by law, and only serve to lead drivers to feel they don't have to stop for people in dark clothing, nor even look for them. Reform the courts so that the color of the walker's clothing cannot be brought up in court in the defense of the driver, and that the position of the sun cannot, either. Drivers are required to stop for pedestrians regardless of where the sun is, whether it's raining, or what color clothing the walker is wearing. |
| 2-2-2018 04:00:41 | Safety education | People often drive at the speeds which they feel comfortable. Wide roads and vast street-level parking lots don't encourage people to slow down unlike certain streets in Multnomah Village. The safety education is not worth the money. Please focus on making road diets on the roads that need it the most like SW Scholls Ferry Road between SW Sheridan Street and SW Raleighview Lane. |
| 2-2-2018 06:38:25 | Safety education | Transplants are not aware of Oregon law. Especially the U-turn rules. |
| 1-2-2018 13:36:43 | Safety education | there are so many subjects they could do public service announcements on tv to remind people of the rules and regulations on the roads for bikers, peds, and vehicles. |
| 31-1-2018 18:34:58 | Safety education | Speeding and distracted driving should achieve the same social status as driving drunk. |
| 30-1-2018 19:14:59 | Safety education | Don't waste money on PR campaigns. The best public education is implicit in a built environment that is designed for safety. |
| 29-1-2018 00:30:24 | Safety education | billboards, dmv office and literature and tests should be used to educate drivers about pedestrian rights in cross walks and biking rights. |
| 27-1-2018 18:07:05 | Safety education | Online curriculum that will reduce ticket fines and teach drivers to be defensive and less aggressive |
| 27-1-2018 00:10:24 | Safety education | Is there even any driver education requirement before getting a first license? Because the drivers here seem poorly educated. |
| 26-1-2018 16:48:44 | Safety education | Improve access to driving education for adults, especially immigrants and low-income. Provide low-cost resources to take classes and get help through the process so that late-in-life drivers are trained safely. |
| 26-1-2018 14:41:52 | Safety education | Good luck with this one. So many changes happen and people have no easy way to get updated information. they rely on news outlets for major changes. |
| 26-1-2018 18:21:31 | Safety education | Bicyclists should be required to pass a written test, just as auto and motorcycles drivers. Too many have no idea what is legal and/or safe. |
| 26-1-2018 06:22:54 | Safety education | Especially as newcomers come to portland that don't have bike/Peds awareness as part of their culture. |
| 26-1-2018 15:42:00 | Safety education | I'm not aware of any programs that Portland offers, and it would seem that if they exist, they don't work. |
| 26-1-2018 04:12:05 | Safety education | No matter how much training, drivers will always be impatient and put people's lives at risk for their own convenience. Streets should be designed to slow people down and prioritize people on bikes and foot. You can't rely on laws or enforcement. |
| 26-1-2018 15:52:18 | Safety education | Since cars won't be going away this soon. We need to teach them how to safely navigate bikes. How to open the door with your opposite hand, like the Dutch teach. (Dutch reach as its called) |
| 26-1-2018 16:40:41 | Safety education | You can educate all you want but it comes down to enforcement. People are creature of bad habits that need to be broken with monetary FINES |
| 26-1-2018 15:42:00 | Safety education | I think community outreach is important, but what you must realize is that they won't come to you. I know that Oregon is a zero tolerance state for DUII because the State of Oregon has an ad campaign that runs on local stations. Try something like that, commercial ad space that highlights Portland City commitment to safety. |
| 26-1-2018 04:25:29 | Safety education | I think focusing on designing roadways for slower speeds would be more effective. |
| 25-1-2018 03:49:41 | Safety education | Education is far more valuable than nannying people with more and more strict traffic laws. People will continue to violate traffic laws, either because they don't care or they don't know about them. Education on safe driving habits is far more valuable than arbitrarily changing speed limits and micromanaging citizens' driving habits. |
| 25-1-2018 01:48:51 | Safety education | The driver exams are a joke. Driving is serious business. Let's treat it as such and toughen up the driving exams. |
| 24-1-2018 00:08:03 | Safety education | Would love Metro's plan to include state-level efforts to increase education for first time drivers and license renewals. |
| 24-1-2018 19:06:10 | Safety education | Pedestrian, biker education should be the focus. Stop mixing small bodies with large bodies with a small body thinking it can just step out in front of a large body. |
| 22-1-2018 22:01:28 | Safety education | Pedestrian education needs to be included. |
| 23-1-2018 19:02:59 | Safety education | Follow the data on this. Education gains tend to be short-lived. |
| 22-1-2018 19:01:13 | Safety education | Require a bicycle license to ride on any road. I had to learn the rules of the road when using my bike at 10 years old. This was administered by the school and local police department. |
| 22-1-2018 19:06:40 | Safety education | Education is a last-ditch effort by governments too spineless to implement actual improvements to the built environment. Infrastructure > enforcement > education |

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| 19-1-2018 19:11:08 | Safety education | All system users should be required to take refresher courses more often at DMV. |
| 19-1-2018 20:03:14 | Safety education | Add bike and pedestrian safety education for kids. |
| 20-1-2018 02:16:52 | Safety education | I believe this is essential for creating a culture of safety and knowledge of the auto-alternative infrastructure we are building in this city. |
| 20-1-2018 04:17:46 | Safety education | Reduce jaywalking downtown |
| 20-1-2018 00:11:24 | Safety education | Not cheap. But we need so much more of this. The roads are just too congested to not offer education and re-training for safety. |
| 20-1-2018 01:59:20 | Safety education | People need to be way more qualified to drive a car/weapon |
| 20-1-2018 19:36:45 | Safety education | Drivers don't need education, they need other options. They know they are breaking the law and behaving badly but they feel they have no other options. |
| 20-1-2018 21:02:38 | Safety education | Safety education only goes so far when people are too concerned about their self interest. We can change the laws but if it inconveniences people such as by reducing speed limits, then they'll break the rules anyway. |
| 21-1-2018 06:25:22 | Safety education | Educate drivers more frequently than once in a lifetime, or once when they move to this state. Laws change, and those changes tend to not be common knowledge. |
| 22-1-2018 04:14:51 | Safety education | This is the responsibility of parents and schools. |
| 22-1-2018 03:42:03 | Safety education | This often gets missed -- I think Metro should try to work with the state DMV to require drivers take a refresher course/exam before renewing licenses, and that more people who are cited for violating traffic laws be required to take these courses (in place of a monetary fine). |
| 21-1-2018 01:22:50 | Safety education | Surely this is already part of getting a driver's license. But how about licensing bike riders? |
| 20-1-2018 05:03:38 | Safety education | Education is always tossed around. But drunks and irresponsible people don't give a damn. |
| 19-1-2018 16:25:32 | Bridgeroad maintenance | Cheaper to maintain than to rebuild/replace in many cases. However, replacement should be on the table for many of our bridges. |
| 20-1-2018 05:03:38 | Bridgeroad maintenance | Some of the streets are in worse shape than in 3rd world countries. |
| 20-1-2018 06:16:54 | Bridgeroad maintenance | 85% of workers use cars to get to work. Quick commutes are an aspect of quality of life. Bad roads imply delays. |
| 23-1-2018 01:38:54 | Bridgeroad maintenance | But no freeway expansion! |
| 24-1-2018 18:44:35 | Bridgeroad maintenance | Expand 205 to 4 lanes in each direction |
| 25-1-2018 05:33:32 | Bridgeroad maintenance | All bridges should have tolls using the camera system. |
| 25-1-2018 15:50:11 | Bridgeroad maintenance | YES |
| 25-1-2018 01:19:46 | Bridgeroad maintenance | Need to increase capacity! |
| 27-1-2018 03:31:07 | Bridgeroad maintenance | 82nd needs help, as well as direct paved streets adjacent to it in Brentwood-Darlington to keep bicycles off the sidewalk, at least until the Springwater corridor. |
| 29-1-2018 16:54:32 | Bridgeroad maintenance | You repeatedly work on the same sections of highway never improving it. You need 4 lanes into downtown so people going onto I 84 don't block commuters trying to go into downtown. You never make the lane lines visible with reflectiin despite how dark and rainy it always is. One thought: plastic roads. We want to reduce waste and make an environmental impact, well take a look at India. They are making roads out of recycled plastic to make them last longer and hold up to extreme weather conditions. |
| 31-1-2018 14:45:05 | Bridgeroad maintenance | Basic infrastructure upgrades are a must. |
| 2-2-2018 07:07:46 | Bridgeroad maintenance | Bridge problems won't go away if we ignore them. |
| 2-2-2018 21:54:55 | Bridgeroad maintenance | Without added tolls |
| 1-2-2018 22:08:09 | Bridgeroad maintenance | The potholes are ridiculous in Portland, for both cars and bicycles. I personally witnessed a man crash horribly right in front of me on his bike because of a pothole. What are the chances of that? |
| 4-2-2018 20:24:06 | Bridgeroad maintenance | 5 stars for improving. Not too concerned for repairs though. Our roadways have always been repaired frequently |

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| 6-2-2018 00:19:25 | Bridgeroad maintenance | Roads need improvement! Too much traffic congestion! Speed limits need reduced! |
| 6-2-2018 12:40:40 | Bridgeroad maintenance | Road crews hands are tied. Political agenda dictates projects. A simple phone call from a rep Will up root a crew from a project. Crews have a good idea where the problem areas are. Lack Funding, man power, and leadership keep maintenance crews from doing basic maintenance. |
| 6-2-2018 14:17:37 | Bridgeroad maintenance | More than maintainable: expand and enlarge our roads. The automobile has created more individual freedom and mobility than any other transportation option. And with electric vehicles soon to be the norm, it should be embraced as the transportation mode of choice |
| 6-2-2018 23:55:37 | Bridgeroad maintenance | roads and bridges are in poor condition around the region. they must be repaired for safety for commuters and transporation for the economy |
| 7-2-2018 23:39:33 | Bridgeroad maintenance | Build Wider Highways |
| 8-2-2018 03:12:21 | Bridgeroad maintenance | yes |
| 8-2-2018 03:47:19 | Bridgeroad maintenance | Must have well maintained roads so traffic can flow smoothly to spend less time on roads. |
| 8-2-2018 22:14:46 | Bridgeroad maintenance | Can we get legible street signs?! Half the signs are completely indecipherable at night or on the wrong way. |
| 9-2-2018 05:53:33 | Bridgeroad maintenance | We need a new columbia river crossing and freeway from Vancouver to Washington County. |
| 10-2-2018 00:25:22 | Bridgeroad maintenance | If it involves pedestrians, bikers and transit, yes. If for cars, no. |
| 10-2-2018 01:03:01 | Bridgeroad maintenance | This is key. Please put more funding into fixing our roads and less into bike lanes |
| 11-2-2018 17:51:35 | Bridgeroad maintenance | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 12-2-2018 19:59:21 | Bridgeroad maintenance | The system is falling apart, yet maintenance is not funded. This should be mandatory as part of any budget, and not just a focus on transit, as Metro wants to do. Not sexy, but needed for our economy. If goods and services can't get in or out, the economy is strangled. |
| 12-2-2018 16:54:06 | Bridgeroad maintenance | Hire locals to work on the roads. Infrastructure jobs are important. |
| 12-2-2018 17:48:17 | Bridgeroad maintenance | More round abouts. Reduces hed on collision and not money in installing traffic lights |
| 15-2-2018 18:06:46 | Bridgeroad maintenance | This is the #1 priority for private citizens and businesses. |
| 16-2-2018 20:02:00 | Bridgeroad maintenance | Very important. Could it be funded with a municipal bond? |
| 19-2-2018 18:12:50 | Bridgeroad maintenance | the city needs create comprehensive 5-10 yr plans on bridge/road maint. these projects need to be planned/coordinated to cause the least impact to traffic/transit and to keep the flow of traffic going. for example: closing two lanes on the Burnside bridge when no work is actively occurring unnecessarily pushes traffic onto other routes. portland must do a better job of fixing things in a timely manner, enforcing time boxes with contractors and planning for the least impact to other roads/bridges |
| 17-2-2018 17:18:02 | Freight access | Improving freight access should be done with a livability lens - can freight traffic be rerouted off busy streets and out of our neighborhoods to have less of an impact? if this is done make sure to use a social equity lens to ensure certain groups/areas are not disproportionately affected. |
| 15-2-2018 18:06:46 | Freight access | Re-open the port (fully) so that trucking traffic is reduced on major roadways through the metro area. |
| 8-2-2018 05:55:27 | Freight access | right size freight delivery trucks for residential and business districts. smaller trucks for smaller parking footprints and for safety when making delivery to homes and businesses |
| 14-2-2018 18:22:48 | Freight access | Figure out how to limit truck access to I-5 during peak traffic times. |
| 12-2-2018 19:59:21 | Freight access | Freight can't get around. Trucks avoid rush hour since there's no hope. Port container shipping is dead, adding to the problem. |
| 11-2-2018 17:51:35 | Freight access | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 11-2-2018 06:44:32 | Freight access | Yes, please bring back the damn port. The truckers are killing us and making it impossible to drive |
| 10-2-2018 06:33:30 | Freight access | I really don't know anything about freight access, so I'm the last to answer this. |

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| 8-2-2018 03:47:19 | Freight access | Traffic system must allow freight traffic to move quickly and effectively from destination to destination |
| 8-2-2018 03:12:21 | Freight access | yes |
| 7-2-2018 20:33:08 | Freight access | Freight s/b regulated to using only marked lanes on highways and slowing during rain on same |
| 7-2-2018 04:41:45 | Freight access | I know that freight is important for economy, I just wish there was a way to limit the trucks during heavy traffic times. |
| 5-2-2018 23:47:22 | Freight access | Freight access should not be prioritized over safety of other road users. |
| 6-2-2018 00:54:09 | Freight access | Keep the big construction trucks off the neighborhood streets. The streets become washer boards and a danger to all. You don't even fix the roads afterwards. Example: SW Kingston, SW Fairview, SW Marconi, SW Tichnor. |
| 1-2-2018 22:08:09 | Freight access | Improved freight access gets these big rigs off of congested neighborhood roads. |
| 3-2-2018 16:45:00 | Freight access | Yes, but not at the expense of residential housing. Need to find alternate routes or build them for freight. |
| 4-2-2018 18:18:30 | Freight access | If there are regular times when bridges lift and trains cross through the city, make these schedules more publicized so people can plan ahead. |
| 31-1-2018 14:45:05 | Freight access | Don't know enough to have an opinion |
| 25-1-2018 15:50:11 | Freight access | PLEASE |
| 25-1-2018 18:16:43 | Freight access | Allow freight use of HOV lanes on I-5. |
| 26-1-2018 05:41:06 | Freight access | Kts ridiculous we have to block off the i5 for 15 minutes for a large ship to pass |
| 26-1-2018 20:28:02 | Freight access | With an ever growing city, over street/highway traffic continues to get worse and worse. Freight should be reduced on our highways and implemented more through other transportation means |
| 27-1-2018 03:31:07 | Freight access | Either give them separate access roads or deprioritize them. They already make gridlock worse. |
| 20-1-2018 06:16:54 | Freight access | Freight signifies employment (and consumption fulfillment), They will pay for road improvements. Time is money. Freight implies employment. |
| 22-1-2018 19:01:13 | Freight access | Concentrate freight routes and provide adequate capacity |
| 20-1-2018 19:11:19 | Freight access | If you want to keep the economy going, trucks need to be moving. If they are sitting in traffic it will just make things worse and businesses that rely on the ports will leave. Plus the faster they are moving, the less they are polluting. |
| 20-1-2018 07:15:34 | Freight access | If the Port of Portland could settle its political problems, there would be a lot less trucks on the road. |
| 20-1-2018 05:03:38 | Freight access | There is no facility on MAX or the bus where freight can be carried. What a loss. |
| 19-1-2018 19:25:13 | Freight access | Biggest issue that affects the region's competitiveness. Getting the port terminals to be fully utilized along with good rail access will relieve highway congestion. |
| 16-2-2018 20:02:00 | Freight access | Ship and train access are great. It would be helpful to know when freight trains are scheduled so I could commute accordingly. |
| 19-1-2018 19:25:13 | Access to jobsservices | Flexibility in transit availability to serve job centers where shift work may result in transit need beyond the typical service time periods. |
| 20-1-2018 05:03:38 | Access to jobsservices | Forget bicycles. Older people, disabled, people, and bad weather limit bicycle use in Portland. |
| 20-1-2018 05:21:40 | Access to jobsservices | Bike lanes are already there. We needs more lanes on 217 and I5 thru downtown and Tualatin and Wilsonville. |
| 20-1-2018 06:16:54 | Access to jobsservices | Nothing beats a well functioning road system. 85% of workers uses cars for journey to work. |
| 23-1-2018 09:56:40 | Access to jobsservices | Not all services are city center - design access to outlying hubs as well |
| 23-1-2018 07:01:10 | Access to jobsservices | Yes, road improvements but to discourage single occupancy trips, encourage beneficial means to community. |
| 25-1-2018 15:41:06 | Access to jobsservices | Need more roads and bridges (for cars, that is) to reflect the needs of the grown population of the PDX metro area. |
| 23-1-2018 04:29:34 | Access to jobsservices | improve roads ... 5 stars improve biking, buses is a lower priority. |
| 24-1-2018 16:58:40 | Access to jobsservices | "job centers" Trimet is hub and spoke around downtown Portland. Not everyone works downtown. Enough access to "center". |
| 26-1-2018 05:41:06 | Access to jobsservices | People moving here from California aren't riding their bike to work. |
| 26-1-2018 16:40:41 | Access to jobsservices | Ask companies how they can help with this problem too. |

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| 25-1-2018 01:19:46 | Access to jobsservices | Commuter time matters!!! Why as this not mentioned |
| 25-1-2018 01:19:46 | Access to jobsservices | Commuter time matters!!! Why as this not mentioned No jobs near my house, biking and walking not a option |
| 30-1-2018 07:48:27 | Access to jobsservices | Again. Quit with shoving all the bicycle crud down our throats. Improve the roads for CARS. |
| 29-1-2018 16:54:32 | Access to jobsservices | Again Max and Bus services need to be running more frequently and longer hours. |
| 2-2-2018 21:54:55 | Access to jobsservices | We already have enough biking and mass transportation setups. Now it's time to actually fix the roads that the city, county, and state have slept on. |
| 5-2-2018 19:34:08 | Access to jobsservices | People need to live closer to where they work. |
| 6-2-2018 00:24:20 | Access to jobsservices | I am a bike rider and see far too much emphasis on bike paths. At the expense of commuters who need good auto options. |
| 5-2-2018 16:07:53 | Access to jobsservices | There should be a commuter Bike path from Forest Grove to Hillsboro |
| 7-2-2018 05:18:04 | Access to jobsservices | Forget this fundamental notion of bikes, bikes, and more bikes. The majority DO NOT use bikes as a mode of transportation! |
| 7-2-2018 04:41:45 | Access to jobsservices | Direct transit options from West Linn to Wilsonville. |
| 8-2-2018 03:12:21 | Access to jobsservices | we need hiways, not impediments to travel like rails across road ways. |
| 8-2-2018 03:47:19 | Access to jobsservices | Use bikes only where rides can reach there destination in safe manner without impeding car and freight traffic Best used for under a couple mile trips in dence populated areas on safe off road travel paths. |
| 8-2-2018 15:26:07 | Access to jobsservices | Roads only. Widen roads |
| 10-2-2018 06:33:30 | Access to jobsservices | people don't need to live next to their jobs but there should be ways to get there with 45 minutes each way. |
| 10-2-2018 08:06:49 | Access to jobsservices | lacking routes to/from Liberty HS at odd hours. |
| 11-2-2018 17:51:35 | Access to jobsservices | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 12-2-2018 19:59:21 | Access to jobsservices | There are not job centers. They are all over the place. This is impossible to isolate. |
| 14-2-2018 18:53:27 | Access to jobsservices | Increase service to Pleasant Valley |
| 16-2-2018 11:01:54 | Access to jobsservices | Make sure roads can handle traffic first. All other concerns are low priority. |
| 16-2-2018 18:48:51 | Access to jobsservices | Express routes to regional employers to offer a competitive alternative to driving alone. MAX is not Express to the Westside. |
| 16-2-2018 20:02:00 | Access to jobsservices | How is the job center defined. It used to take me 2.5 hrs to get from SE to Tigard in 2 - 3 buses. Yet 20 -30 min by car. Unacceptable |
| 16-2-2018 11:01:54 | Bridges retrofits | Of course. Just don't force transit options on folks that don't want it, and induce them to trash your plans, costing all of use major tax dollars for no effect! |
| 16-2-2018 20:02:00 | Bridges retrofits | Very important. Could it be funded with a municipal bond? |
| 12-2-2018 19:59:21 | Bridges retrofits | Bridges in the river do not serve any users. Time to get busy. |

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| 11-2-2018 17:51:35 | Bridges retrofits | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 10-2-2018 06:33:30 | Bridges retrofits | This is incredibly expensive, but the expected cascading subduction zone earthquake will make havoc with our city. |
| 8-2-2018 03:12:21 | Bridges retrofits | yes, or let them fall down, then pay extra to replace them. |
| 6-2-2018 12:40:40 | Bridges retrofits | It's more than just earthquakes. A huge uptick in traffic volume is more of a threat! |
| 25-1-2018 15:50:11 | Bridges retrofits | don't allow locals like the neighborhood around Sellwood bridge to direct that the bridge be built inadequately. Now they have a tremendous problem with congestion. Hmm. Maybe they should not have been able to direct the building of the bridge. |
| 25-1-2018 01:19:46 | Bridges retrofits | What does weather have to do with earthquakes, yes need to work during weather, earthquake improvements are a waste of time |
| 25-1-2018 05:33:32 | Bridges retrofits | Top priority |
| 20-1-2018 06:16:54 | Bridges retrofits | Okay, we've been awakened to the risk of a subduction zone earthquake. We should build new bridges to the new standards. Let's not tear down the old bridges for such a low probability event. |
| 20-1-2018 22:29:31 | Bridges retrofits | Earthquake proofing the city is important for our resiliency |
| 20-1-2018 18:56:35 | Bridges retrofits | All for this as long as its properly prioritized. |
| 19-1-2018 22:46:29 | Bridges retrofits | 217 crossing over I5! Those expansion joints scare the crap out of me!! |
| 20-1-2018 05:03:38 | Bridges retrofits | Roads leading to the bridges need repair. |
| 19-1-2018 19:25:13 | Bridges retrofits | Columbia River Crossing effort needs to be revived. |
| 19-1-2018 16:25:32 | Bridges retrofits | Cheaper to maintain our infrastructure than to rebuild/replace in many cases. However, replacement should be on the table for many of our bridges. |
| 19-1-2018 16:25:32 | Morefrequent bus and MAX | Frequency and predictable transit times will do wonders to increase use. |
| 19-1-2018 19:25:13 | Morefrequent bus and MAX | Not just frequency, but flexibility in service to consider job shifts. |
| 20-1-2018 05:03:38 | Morefrequent bus and MAX | Service is most needed at "crush" hours. Infrequent need at other hours. |
| 20-1-2018 03:10:07 | Morefrequent bus and MAX | Invest in highways do not waste any more money on mass transit. |
| 20-1-2018 06:16:54 | Morefrequent bus and MAX | Transit comprises 6% of journey to work trips and receives 50% of the capital funding in the region. When is enough enough. |
| 20-1-2018 23:11:08 | Morefrequent bus and MAX | Tranist is important but more investments in roads and road maintenance is necessary. |
| 20-1-2018 22:29:31 | Morefrequent bus and MAX | Current services I think are pretty good, except in inclement weather situations |
| 24-1-2018 18:44:35 | Morefrequent bus and MAX | Expand bus service NOT max |
| 20-1-2018 19:11:19 | Morefrequent bus and MAX | MAX express trains are crucial and more people would ride MAX. |
| 22-1-2018 19:01:13 | Morefrequent bus and MAX | Why do you keep asking this question? Refocus your efforts by having more diverse employee views! |
| 22-1-2018 19:16:31 | Morefrequent bus and MAX | The majority of us choose to drive our own cars and you cannot change that! We drive because we value our independence and choose not to be at the mercy of bus/train schedules. Plus for many people, mass transit isnt feasible because of the distances/locations we travel to |
| 22-1-2018 19:12:09 | Morefrequent bus and MAX | Mass transit needs to be less expensive. Costs saved by getting people off the road need to be included in deciding on prices. Free bus and MAX to all would be ideal and would drive the most usage. For example, I might drive to work but take the MAX to lunch if it didn't cost so much. |
| 22-1-2018 22:22:06 | Morefrequent bus and MAX | Focus on proven methods for increased reliability: bus only lanes during rush hour, especially across bridges such as Burnside, Steel, & Hawthorne. BRT along Division finally coming online. |
| 25-1-2018 18:50:26 | Morefrequent bus and MAX | Explain the 250M waste of WES, then we will be able to allocate more money. We don't fund ineptitude. |
| 25-1-2018 18:16:43 | Morefrequent bus and MAX | Expand transit choice by allowing private competitors into the market. TRIMET's labor shackles stifle innovation. |

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| 25-1-2018 15:50:11 | Morefrequent bus and MAX | costs way too much and does not work for most needs. takes way too long to get places |
| 25-1-2018 01:19:46 | Morefrequent bus and MAX | Public transit is too slow. Must increase speed of buses and trains to reduce commute time! |
| 2-2-2018 21:54:55 | Morefrequent bus and MAX | Money wasters... |
| 4-2-2018 20:24:06 | Morefrequent bus and MAX | Improve transit system, however we currently have too many MAX stops |
| 29-1-2018 16:54:32 | Morefrequent bus and MAX | You do not understand the demographic of commuters who do not fit the 9-5 block. It is so apparent that trimet only wants to run on the hours their workers want to. |
| 27-1-2018 21:18:26 | Morefrequent bus and MAX | More max and bus services before and after Blazers and Timber's games. |
| 30-1-2018 07:48:27 | Morefrequent bus and MAX | Nope. Improve the roads for CARS. |
| 30-1-2018 14:50:40 | Morefrequent bus and MAX | Again, a duplicate issue. Tri Met needs to add more busses on high ridership routes. |
| 31-1-2018 19:20:15 | Morefrequent bus and MAX | Express MAX bypassing local MAX would be significant for improving non-auto mobility between western WashCo and Portland. Underground MAX in Portland. Need north-south bus service linking within Tualatin Valley |
| 6-2-2018 14:52:20 | Morefrequent bus and MAX | More frequent bus service to get people to transit centers. The MAX will quickly be outdated as driverless cars come into play. |
| 5-2-2018 16:07:53 | Morefrequent bus and MAX | The Max Red and Blue Lines should be extended to Forest Grove |
| 5-2-2018 22:28:49 | Morefrequent bus and MAX | Connect all transportation assets using an app for trip planning. Include Uber and Lyft. Show on a map the locations of busses and lite rail. |
| 6-2-2018 03:25:42 | Morefrequent bus and MAX | More service in Hillsboro jobs areas |
| 8-2-2018 03:12:21 | Morefrequent bus and MAX | this is not a viable solution |
| 7-2-2018 20:33:08 | Morefrequent bus and MAX | Focus on improving entry points so that you cannot access MAX w/o fare. |
| 6-2-2018 23:55:37 | Morefrequent bus and MAX | if you want more vehicles off road then must have better mass transit that works for the commuting workforce! |
| 8-2-2018 15:26:07 | Morefrequent bus and MAX | Fix the freeways and traffic jams |
| 9-2-2018 05:53:33 | Morefrequent bus and MAX | Less max stops as it takes forever to get anywhere on them. The train should be faster than driving during high traffic times. |
| 8-2-2018 03:47:19 | Morefrequent bus and MAX | Bus must be used where people need short trips from high population areas to work destinations as a priority. Maybe to solve the last mile or two to and from work or school. Heavy consistent traffic |
| 10-2-2018 06:33:30 | Morefrequent bus and MAX | absolutely. If there are more routes more often, it is easier to take public transportation. In other cities I rely on public transportation but in portland I drive, bike, or walk most everywhere as public transportation takes so much longer. If I were to include the wait time to catch a bus, then longer still. |
| 10-2-2018 08:06:49 | Morefrequent bus and MAX | Need off our access to Liberty HS |
| 9-2-2018 23:10:30 | Morefrequent bus and MAX | If there is a real desire to have equitable outcomes for low income and marginalized communities, there must be better access to living wage jogs especially in East Portland and Mult. Co. |
| 11-2-2018 17:51:35 | Morefrequent bus and MAX | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |

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| 12-2-2018 19:59:21 | Morefrequent bus and MAX | The economy does not depend on transit. They take care of 7% of the users, while the other 90% sits in traffic along with trucks delivering goods. |
| 16-2-2018 11:01:54 | Morefrequent bus and MAX | As stated. Eliminate MAX and other local rail. Improve and upgrade bus service with the money that would be saved. Zero option cost!! |
| 16-2-2018 20:02:00 | Morefrequent bus and MAX | More frequent Max, and dedicated tracks. Buses are useless during rush hour since they are in and add to the congestion. |
| 14-2-2018 18:53:27 | Morefrequent bus and MAX | Increase service to Pleasant Valley |
| 15-2-2018 20:23:05 | Morefrequent bus and MAX | Adjust timing of stops, or rotate to only odd, then even stops through downtown during rush hours. right now it is so slow, it is not feasible to use |
| 6-2-2018 18:27:05 | Suggestion Economic | Widen our freeways |
| 2-2-2018 06:00:12 | Suggestion Economic | Again, focus investment on connecting communities to a more robust regional transit hub. Meaning, go across the river and further east/west/south |
| 24-1-2018 18:44:35 | Suggestion Economic | Add another freeway on the west side and crossing into Washington. |
| 22-1-2018 17:41:26 | Suggestion Economic | Faster MAX trips. transit is too slow compared to driving |
| 20-1-2018 14:53:08 | Suggestion Economic | Westside Bypass to remove Portland bottleneck will expand business opportunities |
| 20-1-2018 19:07:29 | Suggestion Economic | Bus and road improvements give more economic bang for the buck |
| 20-1-2018 21:02:38 | Suggestion Economic | Encourage new job centers. Improve transit connections to industrial jobs on the fringes. Low income transit fare program. Alternative programs that can help low-end job seekers connect to jobs whether through transit, van pools, or car ownership/sharing. |
| 19-1-2018 22:46:29 | Suggestion Economic | Additional crossings of the Willamette River! One from Lake Oswego to Milwaukie, replace the Canby ferry with a bridge, and maybe one more crossing somewhere around I5 so it doesn't destroy traffic in Wilsonville anymore. |
| 19-1-2018 06:10:08 | Bridges retrofits | State should have started this year's ago! |
| 19-1-2018 16:20:56 | Bridges retrofits | Highest priority |
| 19-1-2018 19:11:08 | Bridges retrofits | Bridges are critical, but how can anything withstand a a 9 scare "big-one"? |
| 20-1-2018 05:03:38 | Bridges retrofits | What about the COST to make these retro-fits? |
| 20-1-2018 04:55:20 | Bridges retrofits | Yes. Bring them up to speed and prioritize bike and peds. |
| 19-1-2018 19:25:13 | Bridges retrofits | Don't forget our neighbors to the north. We have to consider Columbia River Crossing again, or really think of a third span of the river, either Troutdale/Camas or Sauvie Island/Ridgefield. |
| 22-1-2018 19:06:40 | Bridges retrofits | Only if the retrofits are combined with lane redistribution, such as implementing bus-only lanes, widening sidewalks, and protecting bike lanes. Bridges are a great place to implement congestion charges, which could also help pay for the retrofit itself. |
| 22-1-2018 17:59:27 | Bridges retrofits | *shrugs* fix it when it breaks. There is such a thing as overdoing it on maintenance. |
| 22-1-2018 17:17:28 | Bridges retrofits | Not every bridge needs to be fixed immediately, but I do think this should happen over time. |
| 20-1-2018 23:11:08 | Bridges retrofits | have to make more seismic investment in bridges. |
| 20-1-2018 16:00:11 | Bridges retrofits | It is probably fiscally impossible to afford upgrading bridges to withstanding earthquakes. When the big one comes we will be forced to pay. |
| 27-1-2018 23:21:02 | Bridges retrofits | Cascade earthquake will happen very soon. It is imperative for Portland to have multiple bridges that can withstand the earthquake besides Tillikum Bridge. |
| 26-1-2018 16:44:31 | Bridges retrofits | I want bridges to be safe...but it seems like there's been nothing but bridge work over the last 3-5 years and it's been really irritating |
| 26-1-2018 14:41:52 | Bridges retrofits | We have lots of bridges, they don't get the repair they deserve. |
| 26-1-2018 21:14:15 | Bridges retrofits | For the love of God and all that is holy would you please replace the I-5 bridge already? Ditch the bickering, pick something, and do it. |
| 26-1-2018 21:18:44 | Bridges retrofits | A disappointment, looks like Freemont is going to collapse in I5 everytime u pass under it |
| 26-1-2018 18:21:31 | Bridges retrofits | Look for federal money to help with the cost. |
| 22-1-2018 22:22:06 | Bridges retrofits | This is so important for the long-term! |
| 25-1-2018 06:45:36 | Bridges retrofits | Seems you all take a "The Sellwood Bridge hasn't fallen yet, so why bother approach to bridges. |
| 25-1-2018 00:04:52 | Bridges retrofits | Make bridges more pedestrian friendly, and clear the bums off the Burnside. No one likes or feels safe walking through all that, especially at night. |

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| 26-1-2018 04:25:29 | Bridges retrofits | I don't want to die... |
| 22-1-2018 22:04:09 | Bridges retrofits | This is really important! I would say even the most important for maintenance. |
| 22-1-2018 22:42:30 | Bridges retrofits | identify key connectivity to keep working in an earthquake and prioritize it. |
| 22-1-2018 15:34:03 | Bridges retrofits | Mechanisms in place to deal with extreme weather which is becoming more frequent. No one should have to sit in traffic for 7 hours unless there is a major crash. |
| 15-2-2018 04:54:32 | Bridges retrofits | It'd be great to make it home after the big one. |
| 13-2-2018 20:19:59 | Bridges retrofits | Give priority to areas that would be cut off from resources if overpasses collapse. (ie. No access to hospitals, fire departments, BEECN, etc.) Coordinate with PBEM to prioritize. |
| 12-2-2018 16:54:06 | Bridges retrofits | Why haven't we started this already? CSZ is coming. |
| 13-2-2018 18:17:53 | Bridges retrofits | Our bridges must be ready for the next earthquake... or we'll be a lot worse off than NOLA after Katrina or Puerto Rico right now. A lot worse. Ask any Geologist... we need to repair our |
| 12-2-2018 19:59:21 | Bridges retrofits | Is the big one hits, we won't go anywhere, except walk across the Tillikum. Single file. That is if we can get that far. |
| 11-2-2018 21:56:54 | Bridges retrofits | This is needed regardless of other efforts and should not be included in this survey. |
| 12-2-2018 00:01:24 | Bridges retrofits | This should be a high priority in our region, and federal funding should be made available. |
| 11-2-2018 17:18:55 | Bridges retrofits | Important, but for the cost, we could get a lot of sidewalks and bike lanes built, fixed and maintained. |
| 11-2-2018 17:51:35 | Bridges retrofits | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 11-2-2018 18:32:11 | Bridges retrofits | Extremely important |
| 14-2-2018 00:26:42 | Bridges retrofits | Only if the repairs are affordable. |
| 16-2-2018 11:01:54 | Bridges retrofits | Of course. Just don't waste money on light rail that folks don't want! You wasted 330 million trying to force it down vancouver's throat. Where did that get you?! |
| 17-2-2018 22:21:59 | Bridges retrofits | If these bridges go down they also take out North/South travel. This is REALLY important. I am not a happy person when I cross any of the bridges in Portland. I review in my head how I'll get out of the car. How much time I have before I go hypothermic. I've talked to my kids about it. That's assuming we survive hitting the water. This is very real. |
| 17-2-2018 20:56:14 | Bridges retrofits | More pedestrian & bicycle access via bridges please. Make the Clackamas commuters pay for their own bridge & keep them off the Sellwood bridge & prevent neighborhood cut-through traffic. |
| 16-2-2018 08:48:50 | Bridges retrofits | I was in Minneapolis when the I35 bridge collapsed. Don't let it happen here! |
| 16-2-2018 20:18:13 | Bridges retrofits | Very true our bridges are not build to withstand earthquakes, most of the metro area is not build to withstand earthquake. How much has been spent to repave bridges multiple times when the pavement slides off after 2 years. are the contracotrs held liable? Probably not. |
| 10-2-2018 06:33:30 | Bridges retrofits | I already commented on this. While the payoff may never occur (if that earthquake doesn't come in our lifetime), it is important to plan. |
| 11-2-2018 02:56:44 | Bridges retrofits | We need improved bridges or another bridge to Washington |
| 9-2-2018 23:53:13 | Bridges retrofits | Nice, but we have shorter-term more urgent issues that are a problem every day |
| 8-2-2018 08:55:16 | Bridges retrofits | Why not keep our existing bridges for a bit longer, make a whole new set so as to not disturb traffic, and THEN fix the old ones. Then, it will be cheaper to repair, less disruptive, and in the end, we'll all REALLY benefit. |
| 9-2-2018 21:22:40 | Bridges retrofits | We could always use ferries if worse came to worse; point being, it depends how expensive it is to do. |
| 9-2-2018 01:44:25 | Bridges retrofits | When, not if, the "Big One" strikes, I have heard that many bridges over the Willamette will collapse. |
| 8-2-2018 03:12:21 | Bridges retrofits | of course, or pay for replacing them when they fall down. |
| 7-2-2018 22:04:45 | Bridges retrofits | This seems like the most important one to me. Damage to the region caused by an earthquake would be so incredibly compacted by destruction of the bridges |
| 7-2-2018 16:47:12 | Bridges retrofits | DEPENDING ON THE BRIDGE IT MAY NOT BE MONEY WELL SPENT. IN MANY CASES THE STRUCTURES HAVE OUT LIVED THERE MODERN DAY USE IT WOULD BE BETTER TO REPLACE THEM |
| 6-2-2018 22:13:44 | Bridges retrofits | Possibly the most expensive of choices but also would serve the largest number of residents |
| 6-2-2018 12:40:40 | Bridges retrofits | Huge amount of Oregon bridges have failed. You for got the 1000's if not tens of thousand culverts that need to be replace through out the state. Culverts aren't being replaced because of the traffic issue that it will cause. |
| 5-2-2018 23:30:00 | Bridges retrofits | The Steel Bridge needs to be the next bridge to retrofited |
| 5-2-2018 21:37:30 | Bridges retrofits | Think about all the bridges you pass over going to and from work |
| 5-2-2018 19:34:08 | Bridges retrofits | What good are useable roads with failing bridges? Proper maintenance of bridges needs to be just as high of a priority as properly maintaining our roads. |
| 5-2-2018 20:44:08 | Bridges retrofits | Bridges are major fixtures in the Portland Metro area. It is important to make sure they are sturdy and safe! |
| 2-2-2018 21:19:40 | Bridges retrofits | PRIORITY 1 THE LOSS OF LIFE AND LIFESTYLE WILL BE, NOT MIGHT BE, BUT WILL BE INSURMOUNTABLE WITHOUT THE LONG OVERDUE RETROFITS. PRIORITY 1, HANDS DOWN...SAVE LIVES FIRST, FREIGHT AND INTERSTATE CONNECTIVITY NEXT...NO 3RD IN SIGHT |
| 2-2-2018 16:18:14 | Bridges retrofits | Build a wider Interstate Bridge. Build a new loop freeway bypass west if downtown. Similar to the I205 freeway. |
| 2-2-2018 04:00:41 | Bridges retrofits | there are many public bridges that only connect to one or two homes or just to a private school. check sw nicol road, sw vermont street, and sw 86th ave. |
| 1-2-2018 16:29:42 | Bridges retrofits | Make strategic investments here. Pick bridges that are on strategic routes. |

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| 2-2-2018 07:07:46 | Bridges retrofits | We need to have two more bridges besides the Sellwood that can take the BIG one. I still have doubts about the Marquam based on what I've read. |
| 28-1-2018 16:56:30 | Bridges retrofits | Isn't this already mandated? Like, you can't just stop doing this. I dunno, city planning should already be doing this/is doing this. |
| 28-1-2018 03:21:20 | Bridges retrofits | This is hugely important!!!! |
| 31-1-2018 01:35:18 | Bridges retrofits | Cascadia Subduction Zone earthquakes cannot be "withstood." The 1700 quake dropped the physical topography of the land by 14'. Bridges cannot withstand that, thus making "retrofits" a complete waste of taxpayer funds. |
| 29-1-2018 20:18:59 | Bridges retrofits | Many bridges are past their lifespan and need more than retrofitting |
| 30-1-2018 17:57:43 | Bridges retrofits | yes repair bridges, don't add lanes, this will make traffic worse, not better |
| 1-2-2018 15:05:26 | Bridges retrofits | The Cascadia earthquake problem must be addressed in no more than 50 years. Some progress must be made every year. This may seem like a problem for a later generation, but it is intact a problem for today. |
| 19-1-2018 22:46:29 | Suggestion Maintenance | Add shoulders on high volume country roads that currently don't have any safety margin. |
| 22-1-2018 15:34:03 | Suggestion Maintenance | Build/Expand current clogged roadways - particularly out West. |
| 20-1-2018 19:07:29 | Suggestion Maintenance | Add road capacity: in particular a new west ring road, down to and cross the Columbia (new bridge) to relieve congestion on 205 and 26 |
| 25-1-2018 00:28:22 | Suggestion Maintenance | add sidewalks and pave the roads where there aren't sidewalks and paved roads. It's crazy that a city our size still has unpaved roads and sidewalks. |
| 6-2-2018 02:15:39 | Suggestion Maintenance | Stop taking out lanes one our streets |
| 6-2-2018 07:22:48 | Suggestion Maintenance | Build more Curbs and sidewalks |
| 5-2-2018 19:34:08 | Suggestion Maintenance | Buses have the biggest negative impact on our roads. You can which roads have a bus route on them, and which lanes the buses travel in just by the degree of degradation. A portion of mass transit funding needs to go toward repairing the damage caused by buses. |
| 27-1-2018 00:13:35 | Suggestion Maintenance | Street signage is in horrible shape all over town. Many cannot be read at night, others have been turned &/or damaged, covered by foliage overgrowth, etc. |
| 6-2-2018 19:40:16 | Suggestion Maintenance | Build new bridgesher rather than trying to upgrade what is continually going to need evermore upgrading |
| 7-2-2018 16:09:16 | Suggestion Maintenance | Build more roads |
| 8-2-2018 08:55:16 | Suggestion Maintenance | We should get rid of median trees that block ped crossings. Sure, they're pretty - pretty dangerous, I mean... |
| 8-2-2018 08:55:16 | Suggestion Maintenance | We should remove the bioswales that aren't being maintained (which is bad for our watershed and soils) and give traffic their extra lanes back. |
| 8-2-2018 15:12:49 | Suggestion Maintenance | Incorporate dog walking areas along sidewalks to take the pressure off of parks for dogs to defecate |
| 13-2-2018 23:58:48 | Suggestion Maintenance | This whole category is insane. I assume that my local government is taking care of roads, bridges, bike lanes and sidewalks. The need to include this category indicates that Portland does not take its obligations seriously. |
| 15-2-2018 18:17:55 | Suggestion Maintenance | Please fix sidewalks, starting with the low income areas first. |
| 19-2-2018 18:54:03 | Suggestion Maintenance | Safe crossings |
| 18-2-2018 00:54:49 | Manage highway capacity | No |
| 17-2-2018 22:21:59 | Manage highway capacity | This is not my favorite option. It reduces equity and causes economic hardship. Does it work in CA? Is it an effective deterrent? |
| 18-2-2018 21:02:53 | Manage highway capacity | I agree with tolling only if there is a rapid transit lane on the road that is free to buses and available at a highly reduced rate or free to authorized carpools/vanpools to maintain equitable options. |

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| 18-2-2018 20:51:34 | Manage highway capacity | NO TOLLS! |
| 18-2-2018 20:51:34 | Manage highway capacity | NO TOLLS! Get rid of carpool lanes - keep all lanes of freeways open to all vehicles!! |
| 17-2-2018 00:54:29 | Manage highway capacity | I love this except that I live in Portland and have to drive because my job site changes daily, weekly. Can tolls be set up for those who drive into city limits not punish us who pay property tax, business tax? |
| 17-2-2018 02:42:52 | Manage highway capacity | Tolls and congestion pricing are regressive taxes. If you are going to charge people for using the roads to get to work you should be charging the businesses that require people to travel during peak times, not the individuals. |
| 16-2-2018 21:09:13 | Manage highway capacity | Metro needs to think BIG and set the standard for people working from home, then incentivize employers work from home with larger companies. IE. Last name employees A-D work from home on Mondays, E-J Tuesdays, etc. |
| 17-2-2018 17:46:43 | Manage highway capacity | This is absolutely an opportunity to get more people on board with public transport. Tolls and fees for freeway use demonstrably improve congestion in other metro regions in the US, which will threefold ease traffic times, reduce emissions, and provide funds for the rest of the transit system. |
| 17-2-2018 09:20:21 | Manage highway capacity | I am mixed on this because it has a disproportionate effect on people with lower incomes. |
| 16-2-2018 19:55:52 | Manage highway capacity | This in and of itself is not equitable - it is dependent on an individual's ability to amend their obligations, like work and childcare. Also, while it's appropriate to pay for what you're using, there's a holistic disconnect that people can pay more for things like tolls when wages have not been raised in decades for low and middle income earners. So, yes, while usage fees are important for reliability, there are inherent problems in this method when other transit options don't line up first to give people actual options for travel |
| 16-2-2018 20:18:13 | Manage highway capacity | You will just push people to other roadways. Rush hour in Portland is already 4 hours in the AM and 4+ in the PM. |
| 16-2-2018 11:01:54 | Manage highway capacity | Stupid social engineering. Trying to punish those rebellious Vancouverites. Get over it, you lost! |
| 16-2-2018 05:13:20 | Manage highway capacity | Don't penalize people because they have jobs that require driving. |
| 16-2-2018 08:00:48 | Manage highway capacity | User fees fly in the face of social equity as they will require those who live in less expensive housing further away from jobs to pay more to get to their jobs. They do not have a choice to come in at a different time if they want to keep their jobs. Does Metro allow its staff to work from 10 AM to 7 PM to minimize impact on traffic? I doubt it. |
| 16-2-2018 08:48:50 | Manage highway capacity | I have to take my son across the interstate bridge after school to see a specialist. Please don't add more cost to this because I don't get to negotiate when school lets out. |
| 15-2-2018 18:42:46 | Manage highway capacity | No to tolling. Reduces social equity |
| 15-2-2018 20:47:59 | Manage highway capacity | i believe the I-5 corridor through downtown should be a no semi truck zone during rush hour, unless they are originating or that is their estimation. |
| 15-2-2018 23:18:52 | Manage highway capacity | This may be necessary to help change motorist behavior. |
| 20-2-2018 00:32:55 | Manage highway capacity | No Tolls! |
| 15-2-2018 18:50:18 | Manage highway capacity | Absolutely not! That could make travel impossible for some low income individuals who rely on free access to roads for their jobs! |
| 15-2-2018 19:56:20 | Manage highway capacity | Many people don't have choices of when to travel, particularly lower income. It's a tax on poor people. |
| 15-2-2018 18:06:46 | Manage highway capacity | Charge a one way toll across the I-5 and 205 bridges to enter Oregon from Washington. Washingtonians already shop in Portland without having to pay sales tax. If you use our state's roads, you should have to pay for it. If you want to move to Vancouver but work, shop, dine, study, and commute in Oregon, you need to contribute to the system and services you utilize. 40-50% of license plates driving North on I-5 during the evening commute read "Washington." It's time that everyone pulls their weight to fix the roads in Oregon. |
| 14-2-2018 22:00:17 | Manage highway capacity | No |
| 15-2-2018 16:45:02 | Manage highway capacity | No one is a fan of tolls. We need to build out beyond what was envisioned in the 1960's for East Portland |

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| 15-2-2018 18:06:28 | Manage highway capacity | good idea especially for overloaded I-5 sections + Columbia River Crossing! All the displaced commuters who cannot afford our R/E and live in WA state can chip in. |
| 14-2-2018 16:51:43 | Manage highway capacity | I don't think there's any evidence to suggest that tolls will decrease congestion, but it could be a good source of revenue. |
| 14-2-2018 18:22:48 | Manage highway capacity | No tolls/taxes for roads that we already pay for with our federal tax dollars. Especially when the City of Portland and the State of Oregon cannot keep the roads open during snow/ice storms. |
| 14-2-2018 17:55:35 | Manage highway capacity | Implement in equitable way and direct revenues to safety and travel options, including transit and active transportation |
| 14-2-2018 18:09:35 | Manage highway capacity | I have no objection to the cost of user fees, but I hate the idea of toll booths. A very convenient way of billing regular users needs to be found prior to trying this. |
| 14-2-2018 21:42:09 | Manage highway capacity | We need incentives for public transportation and disincentives for driving single-occupant vehicles |
| 15-2-2018 04:54:32 | Manage highway capacity | Charging fees doesn't change my need to cross the bridge when I need to for work. |
| 14-2-2018 22:49:13 | Manage highway capacity | TOLLS. |
| 13-2-2018 18:49:42 | Manage highway capacity | charging user fees is counterproductive. it will lead users off of the highways, leading to more maintenance needed on secondary roads. also, I've already paid for the highway itself and the continued maintenance of it. why would I pay more to use a special lane. please continue researching alternative options that don't include fees. |
| 13-2-2018 18:02:24 | Manage highway capacity | Tolls immediately. It's the only tool that works. We have the policy equivalent of Soviet bread lines for management of highway capacity. |
| 13-2-2018 04:13:30 | Manage highway capacity | A toll bridge across Columbia river as an alternative. Toll By pass lane on 26 that takes you directly to 84 by passing 405. |
| 13-2-2018 02:32:39 | Manage highway capacity | No. Unless the tolled highways are privatized and receive zero tax dollars, including subsidies, government backed bonding authority, etc. And the revenue derived from the sale of the highways goes back into adding highway capacity. |
| 13-2-2018 01:42:04 | Manage highway capacity | Do this! It needs to happen. |
| 12-2-2018 23:24:41 | Manage highway capacity | NO TOLLS |
| 13-2-2018 00:14:36 | Manage highway capacity | Congestion pricing works!!! (Stop calling it tolls or tolling) |
| 13-2-2018 00:38:08 | Manage highway capacity | Tolls and fees are regressive and affect the poor unfairly. This will increase using city streets to commute. |
| 12-2-2018 22:20:56 | Manage highway capacity | No. I am quite tired of penalizing taxes because the government has made poor planing and execution decisions. |
| 12-2-2018 20:46:29 | Manage highway capacity | "User fees" would have a disproportionate economic effect. These are roads which already are paid for and which Oregonians already pay maintenance on. |
| 12-2-2018 23:04:07 | Manage highway capacity | just moves traffic to side streets, which are less able to handle traffic. |
| 12-2-2018 04:59:56 | Manage highway capacity | Hot lanes, tolls, work from home subsidies, transportation subsidies, |
| 12-2-2018 16:54:06 | Manage highway capacity | Encourage the ridership of motorcycles by exempting them from congestion pricing. |
| 12-2-2018 19:59:21 | Manage highway capacity | The concept is when in doubt charge drivers more because we can. Transit rider fares don't go up to add funds for their system. No. HB 2017 siphons off money for that funded by the gas tax, privilege tax, etc. |
| 12-2-2018 15:57:25 | Manage highway capacity | Tolls are OK as long as there is a free alternative. Managed lanes that are priced to stay uncongested are working in Seattle. Let's start here in Portland too. |

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| 12-2-2018 07:16:33 | Manage highway capacity | Tolls only make it harder for low income people move around the city. Also I'm totally against private ownership of our roads! It would be too easy to block all traffic if there is an issue that private owner disagreed with effectively holding US hostage to their whims. |
| 11-2-2018 17:18:55 | Manage highway capacity | I have to take 205 everyday to commute. And I still support tolling on our freeways. How do you ensure that traffic doesn't shift to surface roads when tolling an urban freeway? |
| 11-2-2018 17:51:35 | Manage highway capacity | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 11-2-2018 15:40:31 | Manage highway capacity | This survey is clearly biased in its viewpoint so I hesitate to even participate. However with the population growth we are experiencing we clearly need to address and improve the known bottlenecks on our primary traffic routes. |
| 11-2-2018 06:44:32 | Manage highway capacity | Yes! Congestion pricing is basically land value tax, so that's cool too. Thanks. |
| 11-2-2018 02:01:33 | Manage highway capacity | Implement recommendations from ODOT Value Pricing Study underway |
| 10-2-2018 17:39:56 | Manage highway capacity | Allow exemptions for low-income customers |
| 11-2-2018 05:41:08 | Manage highway capacity | This is unfair. Bus service in this town is only good if you are heading to or away from downtown. How are poorer people able to take a Bus or max, when there aren't any available in their area? It will hurt low income people disproportionately. BTW this comment is being written by someone who is wealthy. How about a tax on new luxury vehicles. You added one to bike purchases - why not fancy cars? I'd be fine with paying a luxury tax if it meant there would improve transit so there was less congestion. |
| 10-2-2018 18:08:34 | Manage highway capacity | No tolls it hurts the poor and middle class getting to work |
| 10-2-2018 06:33:30 | Manage highway capacity | This is tough. But, elsewhere I've seen one lane dedicated to tolls where that lane goes faster. The rate charged is dependent upon the amount of traffic in the other lanes. This might be a compromise to provide a quicker alternative and collect a fee. |
| 9-2-2018 22:45:00 | Manage highway capacity | HOV lanes do NOT work. HOT lanes (or opportunities to pay when in a rush) work. |
| 9-2-2018 22:11:40 | Manage highway capacity | I don't feel like this will help reduce driving. It will just cause people to avoid highways and drive through our neighborhoods. |
| 8-2-2018 19:07:37 | Manage highway capacity | Due to the high cost of road maintenance, it may be a necessity to start charging tolls. Although there should be absolute transparency in how the road user fees are being used. the downside is that this could be a financial burden to lower income individuals |
| 9-2-2018 22:10:26 | Manage highway capacity | Implementing a user fee or toll is the most effective choice for managing the limited transportation resources. Moving people to run errands off-peak and ensuring that those individuals who are commuting from Vancouver pay their fare share is important to the land use plans and goals of the region. It would also incentivize the build out of the MAX into Vancouver or creation of a BRT |
| 10-2-2018 01:00:33 | Manage highway capacity | I would be 100% on board of toll roads if it meant alleviating our horrible traffic problems. |
| 10-2-2018 01:09:45 | Manage highway capacity | We need tolled highways or tolls for people who do not carpool (similar to what has been done in London and Paris). |
| 8-2-2018 22:31:44 | Manage highway capacity | I'm not a fan of tolls, and this could disproportionately impact low-income commuters. |
| 8-2-2018 21:01:35 | Manage highway capacity | More traffic lanes to reduce congestion. Spend less on bicycles which contribute \$0 to road maintenance. |
| 9-2-2018 19:08:20 | Manage highway capacity | I see no value in forcing traffic onto city streets and increasing the danger to pedestrians and cyclists. I see no social equity in reserving highways for people who can pay extra to use them. This is different than using tolls to provide new infrastructure. |
| 9-2-2018 19:42:25 | Manage highway capacity | NO tolls, it wouldn't restrict driving just add to the cost of living of working people. |
| 9-2-2018 20:28:02 | Manage highway capacity | Tolls please! |
| 9-2-2018 21:18:38 | Manage highway capacity | I do not think this is feasible due to the lack of lanes on major highways. If we had more lanes available with the ability to charge fees/tolls this would allow for free flowing traffic. The one law/rule that need to be implemented in the "keep right except to pass" that Washington has. Often traffic jams occur in Oregon due to drivers not being aware of their surrounding drivers and clogging up the left lanes for drivers who want to pass. |

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| 9-2-2018 21:21:05 | Manage highway capacity | Yes. Driving should cost more to reflect the cost on the environment. And parking should cost more to discourage driving. |
| 8-2-2018 15:31:46 | Manage highway capacity | As much as I hate this, I also see the need for it. It would convince me to use public transit more. |
| 8-2-2018 16:31:12 | Manage highway capacity | This will make a lot of people angry. |
| 8-2-2018 03:47:19 | Manage highway capacity | Only after ALL obstruction like bikes are removed from traffic areas. |
| 8-2-2018 03:12:21 | Manage highway capacity | no tolls. no fees. |
| 7-2-2018 16:47:12 | Manage highway capacity | BUILD MORE ROADS. WE PROVIDE THE TAX MONEY TOLLS, FEES ETC. WILL NOT WORK FORCE PEOPLE TO USE ROADS NOT INTENDED FOR LARGE TRAFFIC. ALL GOVERNMENT EVER THINKS ABOUT IS MORE FEES, NOT GONNA HAPPEN |
| 6-2-2018 19:37:46 | Manage highway capacity | If tolls are implemented, must include low-income option. |
| 6-2-2018 23:55:37 | Manage highway capacity | tolls or fees must go to maintenance and highway development! |
| 7-2-2018 23:44:05 | Manage highway capacity | While tolls would limit traffic, they would upset most long-time Portlanders who enjoy not having tolls on any bridges or roads. |
| 6-2-2018 20:01:29 | Manage highway capacity | Toll, toll toll, toll. |
| 6-2-2018 20:04:28 | Manage highway capacity | Tolls will put more traffic on city streets. How does that solve anything? |
| 6-2-2018 14:17:37 | Manage highway capacity | Charging fees to travel on roads only reduces mobility. Bad option |
| 6-2-2018 12:40:40 | Manage highway capacity | Terrible idea! Oregon is in the top 5 taxed stated in the union. Where's all that money going, not to schools or Infrastructure.... |
| 6-2-2018 16:46:57 | Manage highway capacity | DO NOT TOLL THE ROADS! OREGONIANS HATE SALES TAXES AND TOLLS! |
| 6-2-2018 17:37:34 | Manage highway capacity | This is a way of telling people we don't want you to live here. |
| 6-2-2018 18:27:50 | Manage highway capacity | Tax payer \$ should be used appropriately and these extra fees would not be necessary |
| 6-2-2018 05:17:08 | Manage highway capacity | Maybe, but not the way it's been suggested before. I have no problem with toll roads, but people here will just use surface streets more bringing traffic to neighborhoods and areas not equipped to handle increased usage. |
| 18-1-2018 23:52:15 | Manage highway capacity | As long as it doesn't incentivize users to travel on side roads more. |
| 18-1-2018 16:48:01 | Manage highway capacity | I will never pay a toll. Gas taxes are perfect- tax the highest gas users while encouraging alternative fuels! |
| 19-1-2018 13:57:33 | Manage highway capacity | I'm in support of tolling on I205 and I5 |
| 21-1-2018 22:49:00 | Manage highway capacity | Definitely needed! Must add congestion pricing on all highways and bridges into the city. |
| 21-1-2018 18:49:15 | Manage highway capacity | Managing demand through tolls has the twin advantages of shifting travelers to more desirable modes of transportation and raising funds to enhance these modes. |
| 20-1-2018 18:51:58 | Manage highway capacity | User fees/tolls is going to push drivers into neighborhood streets. PDX and ODOT has wasted millions of dollars and they just keep asking for more. |

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| 20-1-2018 19:11:19 | Manage highway capacity | Tolls are a tax on poor people. |
| 20-1-2018 21:24:12 | Manage highway capacity | Lousy idea |
| 20-1-2018 06:16:54 | Manage highway capacity | The fundamental transportation problem is peak hour driving. We need a rationing system. |
| 20-1-2018 05:21:40 | Manage highway capacity | No tolls!!! No user fees. |
| 20-1-2018 07:15:34 | Manage highway capacity | No. |
| 20-1-2018 07:22:18 | Manage highway capacity | Tolls are statistically shown to reduce rush hour traffic. Do it! |
| 20-1-2018 07:52:34 | Manage highway capacity | I am OPPOSE to this idea 100%. You are punishing people from USING the roads that we pay taxes for by doing that. |
| 20-1-2018 14:32:14 | Manage highway capacity | Yes! Tolls! Thank you! |
| 20-1-2018 03:37:25 | Manage highway capacity | only a marginal solution |
| 20-1-2018 03:03:35 | Manage highway capacity | BUILD MORE CAPACITY |
| 20-1-2018 03:07:07 | Manage highway capacity | significant gas tax increase |
| 20-1-2018 03:07:12 | Manage highway capacity | No. No. No. |
| 20-1-2018 02:14:57 | Manage highway capacity | How will you keep this from adversely affecting the working poor? |
| 20-1-2018 04:17:46 | Manage highway capacity | This works well in London, Stockholm and along Utah's Wasatch Front |
| 20-1-2018 02:58:39 | Manage highway capacity | No way. |
| 20-1-2018 01:59:20 | Manage highway capacity | Make it really expensive and inconvenient to drive |
| 19-1-2018 22:16:04 | Manage highway capacity | Beware of the unintended consequences of this strategy. We don't want these commuters clogging our city streets, like Barbur Blvd and Sandy Blvd and the adjacent neighborhood streets. The solution has to be to get people out of their cars (transit, bikes, walking). |
| 19-1-2018 19:25:13 | Manage highway capacity | Congestion pricing is the most effective strategy to encourage transit usage. |
| 19-1-2018 06:10:08 | Manage highway capacity | No tolls!!!!!!!! |
| 6-2-2018 04:05:57 | Manage highway capacity | Tolls and congestion pricing need to be implemented before any highway expansion is considered. |
| 6-2-2018 10:15:07 | Manage highway capacity | NO TOLLING!!! ODOT has wasted over half a billion dollars the past 4 to 5 years on projects. The taxpayers should not have to pay for their mistakes. Plus, TOLLING is only going to send cars into the neighborhoods. |
| 6-2-2018 02:52:48 | Manage highway capacity | Interesting idea |
| 6-2-2018 02:33:25 | Manage highway capacity | Most of the freeway congestion is caused by people who live in Vancouver who don't pay a dime toward or roads. Toll the hell out of them. |

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| 6-2-2018 03:14:44 | Manage highway capacity | Build more roads to speed up traffic, don't charge to move people. |
| 6-2-2018 03:33:13 | Manage highway capacity | No tolls period! |
| 6-2-2018 02:15:39 | Manage highway capacity | sounds like a trump plan |
| 5-2-2018 23:30:00 | Manage highway capacity | I might be the only Portlander are for the tolls. Charge an extra registration tax for electric cars. Maybe an extra tax for high electrical users for PG&E customers. |
| 6-2-2018 00:15:35 | Manage highway capacity | Add more motor vehicle capacity |
| 6-2-2018 02:15:39 | Manage highway capacity | sounds like a trump plan... who is going to get those funds? |
| 5-2-2018 23:47:22 | Manage highway capacity | I only use highways when I need to and too often highways are choked by people who don't bear the full cost of that traffic. We need value pricing to make our existing system work better. |
| 5-2-2018 19:34:08 | Manage highway capacity | There needs to be some incentive for people to live closer to where they work. |
| 5-2-2018 20:44:08 | Manage highway capacity | Fees (Tolls) are not the answer; it will only pad government pockets. |
| 4-2-2018 20:24:06 | Manage highway capacity | Would consider paying tolls to use new express lanes. Tolls for new lanes |
| 4-2-2018 18:18:30 | Manage highway capacity | This is something that would disproportionately hurt poorer communities who can't afford to live closer to their jobs. People who have higher paying jobs are more likely to have the option to have tolls reimbursed by their employers. There has to be another way. |
| 4-2-2018 16:28:05 | Manage highway capacity | People that can't afford a life close to downtown are forced to drive, this is not a nice way to help them use public transportation. |
| 3-2-2018 17:35:50 | Manage highway capacity | NO!!!! |
| 3-2-2018 15:56:25 | Manage highway capacity | Either a set toll, or none at all. Transportation businesses and those making the long commutes will suffer economically. |
| 2-2-2018 19:26:14 | Manage highway capacity | HELL NO. You get ENOUGH money. Manage what you get better. |
| 2-2-2018 22:04:54 | Manage highway capacity | Not sure tolls are the way to go here. Pricing people out of the freeway would hurt more than solve anything. |
| 2-2-2018 21:19:40 | Manage highway capacity | THE RTP DOESN'T EVEN ADDRESS THE WA STATE BORDER ISSUES, EXCEPT THE REJECTED COLUMBIA RIVER CROSSING, AND INCLUDES POSSIBLE PROJECTS TO 2040. PAYING FOR USING 2-3 LANES ON AN INTERSTATE THAT LOW INCOME USERS ARE FORCED TO USE DUE TO LACK OF 24/7 TRANSPORTATION OPTIONS IS UNACCEPTABLE. FAILURE TO PLAN DOES NOT CONSTITUTE A FISCAL EMERGENCY. IS ANY OF THAT PROPOSED CONGESTION MONEY GOING TOWARD LANE CONGESTION RELIEF WHERE THE CONGESTION AND PROPOSED CONTRIBUTORS ARE? |
| 2-2-2018 10:14:26 | Manage highway capacity | I mean only if you charge the cars.. |
| 2-2-2018 07:07:46 | Manage highway capacity | This is a money raiser, but it won't do much to change traffic unless you get medieval with the toll prices. |
| 2-2-2018 02:39:32 | Manage highway capacity | Figure out a way to get intracity traffic off the interstates |
| 1-2-2018 03:55:15 | Manage highway capacity | This is the opposite of social equity! |
| 31-1-2018 04:02:31 | Manage highway capacity | Please don't bring more California type tolls and ideas to our roads and neighborhoods. They cost the community more money and we don't see them working well. Take the freeway entry signals. Why bother they flash so fast and people run them. They do not assist to allow cars to merge easily on hwy 217, I-84, I-205, or I-5. I can't even count the times people run the red with them. Don't waste our money on devices such as these. |

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| 30-1-2018 17:57:43 | Manage highway capacity | NO, this is the least equitable solution possible |
| 31-1-2018 19:20:15 | Manage highway capacity | Social equity must be considered. People have a right to make trips. When transit service isn't available, or is piss poor and not viable, then charging for peak travel is inequitable. Using tolls to fund new limited access capacity to get cars off multi-modal surface streets should be strongly considered. |
| 31-1-2018 19:20:15 | Manage highway capacity | Social equity must be considered. People have a right to make trips. When transit service isn't available, or is so infrequent it's not viable, then charging for peak travel is inequitable. Using tolls to fund new limited access capacity to get cars off multi-modal surface streets should be strongly considered. |
| 30-1-2018 19:14:59 | Manage highway capacity | Put the money into transit, not freeway bypasses. |
| 30-1-2018 20:32:54 | Manage highway capacity | If you are going to charge then give me transit options - the west side is lacking |
| 30-1-2018 14:50:40 | Manage highway capacity | Add a 4th lane from Abernethy Bridge to Glenn Jackson Bridge. No tolling on 205 or I-5! Make the 4 th Lane a HOV Lane like we have on I-5. Tolling will not relieve congestion in Portland. It is a simple issue, we are geographically constrained. Second, we just have more people and we cannot build our way out of congestion. Tolling is not a good option, as it will be unfair to many people who live in Clackamas County and Vancouver, WA. Highway 26 is just as congested as I-5 and I-205. Why is there no discussion of tolling Hwy 26 or Hwy 217?? |
| 30-1-2018 19:14:59 | Manage highway capacity | Put the money into transit and improved highways. |
| 30-1-2018 07:48:27 | Manage highway capacity | Hahahaha! What will your next job be after we run you out of town?? |
| 29-1-2018 18:00:29 | Manage highway capacity | Charge new residents from out of state a fee at DMV to support new infrastructure. |
| 29-1-2018 20:08:25 | Manage highway capacity | driving should be much more expensive and much less convenient that public transit. We need tolls, congestion pricing, higher parking fees, and smaller streets at all times. |
| 29-1-2018 23:39:11 | Manage highway capacity | This is a tax on poorer people who can't afford to live in the city center. People are fighting height/higher building in the city center, so the only place people have to move is further from their jobs which is not the fault of the commuter. If I could afford to live near my job I would, but I can't. I will continue to have to commute 15+ miles one way to my job. Taxing me for this is unfair, especially when the public transit doesn't provide any options either. |
| 29-1-2018 16:54:32 | Manage highway capacity | Tolls would just add to the traffic jams. Not everyone can just give up their care. And since most people can't afford rent, adding to the cost of travel would be worse. Might as well tell people to leave the city and never live here. |
| 29-1-2018 16:43:10 | Manage highway capacity | No, we already paid for the existing highways with our taxes. Please build new roads if you're charging tolls. |
| 29-1-2018 10:33:34 | Manage highway capacity | I don't think tolling is the way to do this, I think identifying how to help people to better understand how to merge and small ways you can help the flow of traffic. Specifically speed limit related. |
| 28-1-2018 18:10:38 | Manage highway capacity | NO - charging tolls will send more traffic through the neighborhoods! |
| 27-1-2018 21:18:26 | Manage highway capacity | During peak traffic hours both main and side roads are already congested this would only worsen that problem. |
| 27-1-2018 19:03:50 | Manage highway capacity | PLEASE do not do this as it seems like it would impact those least able to afford it the most. Mostly those who have no choice but to commute by car for low paying jobs. |
| 27-1-2018 06:12:12 | Manage highway capacity | ONLY if there is a companion change to lower car-tabs or other fees for low-income people. A toll is easily ignored by the rich, and driving may be the only option for some poor. |
| 27-1-2018 04:23:45 | Manage highway capacity | No tolls! No tolls! I'm from NY and tolls make traffic horrific! They make an idling, exhaust nightmare! I can't overstate this! |
| 27-1-2018 01:48:26 | Manage highway capacity | Congestion pricing for the central city. |
| 27-1-2018 02:58:26 | Manage highway capacity | Tolls are great! And we have GOT to manage car traffic demand way, way better! Parking reform is urgently needed! |
| 26-1-2018 18:52:02 | Manage highway capacity | All this does is favors the rich. So you can throw out equity if you want to do this. |

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| 26-1-2018 18:21:31 | Manage highway capacity | Weigh the cost of administration before jumping into this bandwagon. |
| 26-1-2018 18:19:33 | Manage highway capacity | No! This will cause economic hardship to those who can least afford it. Example, my daughter commutes from Keizer to Tigard. She makes \$20 an hour and is not in a position to rearrange her travel times. She'll be unfairly charged and can least afford it. There are no transportation options out of Keizer. Additionally, single mothers who must drive to pick up children after work - they don't often have flexibility in their day - and they will be unfairly affected. The wealthy, who have work flexibility and already live close-in, will walk away not paying for these toll roads. Long term tolls ARE |
| 26-1-2018 20:31:21 | Manage highway capacity | Congestion pricing will help fix traffic! |
| 26-1-2018 18:23:43 | Manage highway capacity | Pricing congestion is proven to reduce congestion. Adding freeway lanes is shown not to improve congestion. There is a vast economics literature on this subject. |
| 26-1-2018 18:23:43 | Manage highway capacity | Pricing congestion is proven to reduce congestion. Adding freeway lanes is shown not to improve congestion. |
| 26-1-2018 16:48:44 | Manage highway capacity | Tolls are not the way to go. They bottleneck already congested areas and just frustrate drivers. |
| 26-1-2018 04:42:22 | Manage highway capacity | I think peak travel times are not going to reduce congestion- people can't control the time they get out of work, for example. And many Portlanders can't afford to live close-in...moving closer to work is not an option. |
| 26-1-2018 14:41:52 | Manage highway capacity | Fail. I have no words for how awful freeway traffic is in this city. Contract out a new bridge to vancouver charge tolls and be done with it. quit trying to run the max/trimet to Washington. just build a new bridge |
| 26-1-2018 14:41:52 | Manage highway capacity | Fail. I have no words for how awful freeway traffic is in this city. |
| 26-1-2018 13:37:30 | Manage highway capacity | thats absurd. |
| 26-1-2018 13:52:48 | Manage highway capacity | Congestion pricing must be prioritised, implemented, and its impacts analysed before any freeway expansion even enters discussion |
| 26-1-2018 04:25:29 | Manage highway capacity | I would love to see tolls as long as high occupancy vehicles weren't charged. |
| 26-1-2018 04:12:05 | Manage highway capacity | Drivers are heavily subsidized with roads that are free to drive on. They cause pollution and safety risks and violence that are far more costly than what they pay in registration fees and car taxes. It should cost more money to drive than take transit. |
| 26-1-2018 05:28:44 | Manage highway capacity | I think having a high occupancy / toll lane on highways could be a good compromise - people who can't afford the toll but can afford the longer travel time would still have that option. |
| 26-1-2018 05:41:06 | Manage highway capacity | Won't solve anything unless its only on the I5 / 205 bridge and they expand max and more transit options and make it more cost effective than the toll for out of state ussrs. Oregonians shouldn't be punished, its expensive enough to live here. |
| 26-1-2018 00:17:35 | Manage highway capacity | I lived in Europe for some time. They had "Toll" stickers for major autobahn roads. It was a yearly or semi monthly cost. Like a tag on your Lisense plate, but for your window. I think charging per use is excessive. |
| 25-1-2018 06:45:36 | Manage highway capacity | Best to commute between 6 & 6:30. Any earilier I'll have a toll to pay & any later the happy hour drunks will be on the road. |
| 25-1-2018 08:13:00 | Manage highway capacity | No! |
| 25-1-2018 09:01:21 | Manage highway capacity | No tolls. Tolls make it too expensive to drive from Vancouver to Portland. |
| 25-1-2018 15:21:34 | Manage highway capacity | I think this is a proven strategy but my score changes to 1 star if it becomes a poverty tax. Low income earners should have no or low tolls. Let's not increase the financial gap. |
| 25-1-2018 09:32:10 | Manage highway capacity | No. |
| 25-1-2018 15:50:11 | Manage highway capacity | NO NO NO. Use ideas like in San Diego they move the center divider in the morning and evening to accommodate traffic. this could also be done on why 43 in places for example. so simple |
| 25-1-2018 03:49:41 | Manage highway capacity | Goodness, no. This is a contemptible suggestion. Don't even consider it. |

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| 25-1-2018 01:19:46 | Manage highway capacity | Tolls only hurt the people who can't afford close in housing! Stop promoting as if everybody lives close in. |
| 25-1-2018 01:28:46 | Manage highway capacity | Hell no! No more fees and taxes for the roads! Oregon gets so much for it now! Budget what you get! No tolls or fees!!! |
| 24-1-2018 22:14:31 | Manage highway capacity | Hit those driving at peak times hard and give reimbursements to low income folks, please. |
| 24-1-2018 20:15:46 | Manage highway capacity | This type of program seems to penalize lower wage earners who don't have the ability to flex work shifts/schedules. |
| 24-1-2018 21:58:52 | Manage highway capacity | Only to facilitate construction of new Freeway. |
| 23-1-2018 19:38:05 | Manage highway capacity | good idea since no new Interstates will be built |
| 23-1-2018 18:13:06 | Manage highway capacity | I oppose tolls during peak travel times because I think it is discriminatory and unfairly impacts workers who do not have control over the hours they work. I am retired. |
| 23-1-2018 19:14:51 | Manage highway capacity | This is effective for managing demand. |
| 23-1-2018 07:01:10 | Manage highway capacity | Great idea, I'd gladly pay if it improved Metro traffic. |
| 24-1-2018 14:07:31 | Manage highway capacity | Making driving less convenient and affordable (aka paying its fair share for its impacts on our community and environment) must happen to stimulate interest in the public transit system. |
| 23-1-2018 01:46:25 | Manage highway capacity | This is not an equitable solution. Many live far from work and need highway access to get there because of rising housing costs near city center. |
| 23-1-2018 01:14:40 | Manage highway capacity | Definitely tolls. Drivers of cars should pay their fair share. |
| 22-1-2018 18:23:51 | Manage highway capacity | Focus congestion pricing with increased highway capacity on targeted facilities (I-5, I-205) |
| 22-1-2018 22:42:30 | Manage highway capacity | don't widen roads while doing this |
| 22-1-2018 21:01:49 | Manage highway capacity | Yesssss!!! |
| 22-1-2018 19:01:13 | Manage highway capacity | No, very bad idea and adds to modern day stress! Very bad idea! Adding a disincentive will not make ppl change modes of travel! Stop thinking it will! |
| 22-1-2018 17:41:26 | Manage highway capacity | user fees should be avoided as they hurt lower income workers who tend to live further from jobs. They are a tax on the poor worker |
| 22-1-2018 17:24:18 | Manage highway capacity | I wouldn't want this to impact equity, though |
| 22-1-2018 17:17:28 | Manage highway capacity | It depends on the hours this is enforced. I know a lot of minimum wage shift workers who are required to drive to jobs because there is no public transit available either when they start their job or when it ends out in industrial areas that are unsafe for biking. These shifts run about 6:30 am - 3 pm and 3:30 pm - 12:00am. As long as low-income shift workers aren't going to be subject to tolls during the hours when they commute, I fully support tolls. I marked 3 stars right now because I don't yet know the hours when tolls would be in place. |
| 22-1-2018 16:30:22 | Manage highway capacity | No, auto drivers pay enough already. Spend wisely and design better. Leftist socialist demonizing of autos doesn't justify poor design, ineffective planning (I 5 bridge). the future of driver less vehicles and emission controls are the future. build for it. Stop trying penalize the people for using the system you gave them. Sin tax is bullshit in America. |
| 22-1-2018 15:34:03 | Manage highway capacity | ABSOLUTELY NOT! |
| 22-1-2018 00:28:28 | Manage highway capacity | Only if TriMet fares are charged based upon time of day. No reason why MAX riders get a \$2.50 ride when the train is crush load, and they should be paying \$5.00. No reason WES riders get a "free" ride. |
| 22-1-2018 04:14:51 | Manage highway capacity | Seriously? Are you going to change working hours with all of the employers to better balance traffic flow? Create more capacity and smarter capacity. |

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| 22-1-2018 04:07:57 | Manage highway capacity | If you charge tolls there should also be an expectation that those roads should contain fewer than 1 pothole per mile. |
| 21-1-2018 01:22:50 | Manage highway capacity | Please no "social engineering"! We're already paying for these services. |
| 21-1-2018 06:41:22 | Roads and | Maybe better street connections, but not expansion of freeways and roads. |
| 22-1-2018 03:42:03 | Roads and | This is only a recipe for more gridlock in the long run. |
| 22-1-2018 04:07:57 | Roads and | Maybe start by maintaining roads. |
| 22-1-2018 01:59:57 | Roads and | Please don't waste a bunch of money trying to add lanes to freeways, it never helps to actually improve flow or reduce traffic |
| 22-1-2018 05:08:08 | Roads and | zero stars |
| 22-1-2018 04:14:51 | Roads and highways | We need more expressways and bypasses, that allow lots of traffic to flow from city to city without being impeded by stop lights and gridlock. We need smart people designing highway systems that are efficient. |
| 22-1-2018 00:28:28 | Roads and | This is an absolute need. We've tried not building roads for 30 years and it has failed. Time to build. |
| 22-1-2018 15:45:24 | Roads and | This must be our top priority in order to keep this place livable. |
| 22-1-2018 17:17:28 | Roads and | I'm really only interested in freeway/street expansions for the creation of bus-only lanes. |
| 22-1-2018 17:05:01 | Roads and | No to expansion of roads and highways. |
| 22-1-2018 23:59:04 | Roads and | Focus on street connections |
| 23-1-2018 00:12:25 | Roads and | Two new bypasses/ highways need to be built; from Hillsboro to Salem and from Hillsboro to Vancouver. |
| 22-1-2018 21:01:49 | Roads and | Noooooooo! We don't need to induce demand of driving. It'll only increase CO2 emissions, pollution and death/injuries. |
| 22-1-2018 19:42:43 | Roads and | Automobile traffic must not be a priority |
| 22-1-2018 22:42:30 | Roads and | do not widen roads |
| 22-1-2018 22:42:30 | Roads and | do not widen roads - low return on investment. get more value out of what we have w/ transit priority |
| 22-1-2018 22:55:36 | Roads and | I really like Steve Novick's concerns/plans for putting in sidewalks where there are no sidewalks, and completing roads in East county..... |
| 23-1-2018 17:52:05 | Roads and | Portland has doubled in size without adequate growth in infrastructure. Time to fix that now. |
| 22-1-2018 22:21:53 | Roads and | The city has grown and will continue to grow. It is time for the roads and highways to catch up to this growth. |
| 23-1-2018 01:14:40 | Roads and | NOPE. |
| 23-1-2018 01:26:51 | Roads and | Unless this includes bike highways... |
| 23-1-2018 01:46:25 | Roads and | This has to be part of the solution. Many of our streets are too busy now to be functional. |
| 24-1-2018 14:07:31 | Roads and | We can't build our way out of congestion. |
| 23-1-2018 07:01:10 | Roads and | We need less freeways, not more. Induced demand will negate any efforts in this regard. Improve connections could be beneficial in critical areas. |
| 23-1-2018 18:26:34 | Roads and | Expanded freeways will lead to more driving and more congestion. Highway and road expansion is not the answer. |
| 25-1-2018 01:47:33 | Roads and | Create a west bypass tollway from Salem to south of Longview. |
| 25-1-2018 00:04:52 | Roads and | No more highways except maybe 217. Make streets go through where they don't currently. The street grid is virtually nonexistent in many places. |
| 26-1-2018 02:49:40 | Roads and highways | DO not add highway capacity as that only brings more growth and congestion long-term. Add better connections, especially in neighborhoods to spread motor vehicles over the existing network more efficiently. |
| 24-1-2018 22:14:31 | Roads and | Hate to say it but freeway expansion is what we need... |
| 25-1-2018 01:19:46 | Roads and | Better roads will increase available housing making SE Portland more desirable reducing demand on close in neighborhoods to get housing cost under control |
| 25-1-2018 03:49:41 | Roads and | Expand roads if necessary, but not if you must exercise eminent domain to do so. |
| 25-1-2018 02:41:39 | Roads and highways | we know that expanding freeways and adding lanes induces driving so that is not an option. |
| 25-1-2018 02:20:01 | Roads and | Nope. More lanes leads to more congestion and increased use of personal vehicles at expense of transit and active transportation. |
| 25-1-2018 09:32:10 | Roads and | QUIT REMOVING LANES |
| 25-1-2018 15:21:34 | Roads and | Improve connections, yes. More freeways, no. |
| 25-1-2018 22:12:38 | Roads and | no more freeway expansions. force everybody on to trimet |
| 25-1-2018 09:01:21 | Roads and | Most street networks haven't been updated since the 70s. Bike lanes often make it worse for traffic, and I think they should be barred from certain arterial avenues. |
| 25-1-2018 21:31:35 | Roads and | This counter productive |
| 26-1-2018 05:41:06 | Roads and | Please. |
| 26-1-2018 05:28:44 | Roads and | In a few key places where it would help make use of capacity in the system that's not being used well today. |

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| 26-1-2018 04:12:05 | Roads and | Stop building freeways. We should be ripping out the freeways we have because they are so ineffective at moving people around and cause so much pollution. |
| 26-1-2018 04:25:29 | Roads and | We need to stop wasting money on building more/wider roads. More capacity will lead to more cars, and we'll just end up with the same problems plus more pollution. |
| 26-1-2018 13:52:48 | Roads and highways | Streets need to be made safer, but freeways should not be expanded. Doing so negates environmental goals and puts more people at risk. Implement congestion pricing first then review the impact on congestion. |
| 26-1-2018 16:24:22 | Roads and | I wonder if we could build freeways similar to Atlanta's system, which are on top of one another, especially as we discuss taller buildings. |
| 26-1-2018 14:41:52 | Roads and | In theory this is good, in practice the city can't get anything done. Do something about the i-5 bridge |
| 26-1-2018 11:20:22 | Roads and | No new highways, but fix safety bottlenecks at Rose Quarter, Abernathy bridge. |
| 26-1-2018 15:13:51 | Roads and | This would just get us more drivers and more congestion. There are many studies about this that say it doesn't work. |
| 26-1-2018 16:48:44 | Roads and | Improving street infrastructure and connections before expanding freeways is the way to go. |
| 26-1-2018 18:23:43 | Roads and | Pricing congestion is proven to reduce congestion. Adding freeway lanes is shown not to improve congestion. There is a vast economics literature on this subject. |
| 26-1-2018 22:31:18 | Roads and | Induced demand is real. Building more roads and highways will lead more people to drive, which in turn will have negative consequences for the environment and livability. |
| 26-1-2018 18:40:39 | Roads and | YES. THIS. |
| 26-1-2018 20:31:21 | Roads and | Expanding highways only induces demand |
| 26-1-2018 21:14:15 | Roads and highways | These should really be 2 separate items. Expanding freeways is NOT the answer. I very much oppose any projects of that sort. However some roads do require expansion so that safety can be improved. Road expansion should not be done for traffic volumes, only for safety improvements. The safety improvements in turn will cause more people to bike/walk/bus which will reduce traffic volumes. Safety improvements will also cause there to be fewer traffic snarling crashes. This is how the reliability will improve. |
| 26-1-2018 18:52:02 | Roads and | Expanded freeways don't work. And anything that helps move car traffic through and prioritizes it does not promote safety, air quality, etc. Stop prioritizing cars and through traffic. |
| 26-1-2018 18:21:31 | Roads and | More roads just encourages more driving. Check the research. |
| 27-1-2018 02:58:26 | Roads and | NEVER expand "freeways" ever again! It's basic math! It's called INDUCED DEMAND! |
| 27-1-2018 01:48:26 | Roads and | Continue to make safety improvements to roadways where necessary WITHOUT expansion or at the expense of the safety of more vulnerable road users. |
| 27-1-2018 04:23:45 | Roads and | Less cars! Stop registering out of state cars! Provide incentives! |
| 28-1-2018 16:00:24 | Roads and | Improve connections - yes; expand freeways - no |
| 27-1-2018 21:18:26 | Roads and | We need to expand the freeways to Washington and Beaverton. We also need more off ramps for 1-84 E. |
| 30-1-2018 03:18:15 | Roads and | no |
| 28-1-2018 18:03:22 | Roads and | The Ross Island Bridge to HWY 26 route needs to be priority one for improvement. It's impossible living in SE to get to Beaverton or Hillsboro for jobs. The traffic backup is nuts and it doesn't make |
| 29-1-2018 10:33:34 | Roads and | Important but don't go killing portland even more. First to fit people in houses and now on the streets |
| 29-1-2018 16:43:10 | Roads and | Yes!!! |
| 29-1-2018 20:08:25 | Roads and | ug. this is the worst way to invest limited dollars. In fact, it is a misuse of public resources and a handout to corporations and wealthy citizens. |
| 29-1-2018 19:28:33 | Roads and highways | More and more people/talent are chasing affordable housing than any other indicator. This means they are living farther away from where the jobs are. Increased cars on the roads are not going to go away. Plan for the massive amount of people who DRIVE to work! Wider streets. Metro's density plan does Not allow for enough traffic growth. |
| 29-1-2018 19:00:26 | Roads and | Reduce single occupancy vehicle use, don't expand freeways |
| 30-1-2018 07:48:27 | Roads and | Duh!! |
| 30-1-2018 15:40:38 | Roads and | Expand carpool hours and length of carpool lane. |
| 30-1-2018 19:14:59 | Roads and | Complete streets with real sidewalks and pathway connections, and improve freeways and bridges. |
| 31-1-2018 19:20:15 | Roads and highways | Absolutely expand the highways but capacity expansion should always be using a tolled lane with free or discounted use for HOV, transit, and freight. Address Sunset Highway bottleneck between Hwy 217 and I-405. Need a redundant secondary route plus more fast transit options. |
| 31-1-2018 14:45:05 | Roads and | For the sake of climate and livability, please disincentivize driving as much as possible for those who can afford to pay more for the privilege. |
| 1-2-2018 22:02:17 | Roads and highways | Our road infrastructure is over capacity, outdated and long past its redesign phase. It's time to do what it takes to get the funding to fix this problem because of the population explosion and climate refugees. |
| 1-2-2018 05:39:25 | Roads and | Improve street connections - but not expanded freeways. |
| 1-2-2018 18:17:58 | Roads and | Almost totally unnecessary- improved sidewalks are more important than expanded roads. |
| 2-2-2018 18:24:23 | Roads and | no more highways....no more widening |
| 2-2-2018 17:26:58 | Roads and | Portland should not expand any roadway capacity |
| 2-2-2018 21:19:40 | Roads and highways | 1966 MINIMUM STANDARDS ARE 4 LANES FOR FREEWAYS; PRESUMABLY 2 IN EACH DIRECTION. FOR PORTLAND TO HAVE GROWN ALONGSIDE A RIVER AND NOT CONSIDERED ADDITIONAL LANES THROUGH THE CITY CENTER IS ABSURD. PLEASE ADD LANES, NOT AUXILIARY LANES... ALL OF THESE ISSUES STATE RELIEF OF BOTTLENECK. THERE IS NO RELIEF OF BOTTLENECK IF THERE ARE ONLY 2 LANES (IN A CITY CENTER WITH 2 MILLION PEOPLE, NEXT TO AN NBA STADIUM). |

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| | | 1966 MINIMUM STANDARDS ARE 4 LANES FOR FREEWAYS; PRESUMABLY 2 IN EACH DIRECTION. FOR PORTLAND TO HAVE GROWN ALONGSIDE A RIVER AND NOT CONSIDERED ADDITIONAL LANES THROUGH THE CITY CENTER IS ABSURD. PLEASE ADD LANES, NOT AUXILIARY LANES... ALL OF THESE ISSUES STATE RELIEF OF BOTTLENECK. THERE IS NO RELIEF OF BOTTLENECK IF THERE ARE ONLY 2 LANES (IN A CITY CENTER WITH 2 MILLION PEOPLE, NEXT TO AN NBA STADIUM). |
| 2-2-2018 21:19:40 | Roads and highways | IF YOU DO GO THROUGH WITH THE TOLLING, ANTICIPATE MASSIVE NEED FOR CROSSWALK IMPROVEMENT, SIGNALS ON CITY STREETS, AND LAW ENFORCEMENT FOR CRASHES OF HIGH SPEED VEHICLES FROM FREEWAY TRAFFIC IN RESIDENTIAL AREAS, IN A CITY WHICH HAS EUROPEAN WIDTH STANDARDS BETWEEN CITY CENTER AND WASHINGTON STATE |
| 2-2-2018 22:04:54 | Roads and highways | Freeways need to be expanded. Interchanges need to be re-worked so that they provide better throughput. The on-ramp to I-5 from Janzen Beach should be removed to reduce congestion around the bridge. The exit onto 6th from 405 should either be rerouted so that it doesn't interfere with the 26/405 interchange. The whole tunnel may need to be reworked. The freeway's need to be addressed so that they flow traffic more fluidly. |
| 3-2-2018 15:56:25 | Roads and highways | I'd rather see an expanding MAX system. |
| 5-2-2018 18:30:18 | Roads and highways | No more widening of freeways. Congestion changes behavior and encourages use of mass transit. If we widen the roads, more people drive because its easier, putting us in the same place we were a few years before the addition of lanes. Reduce traffic speeds, cause congestion, this has been proven to be the only way to change behavior. |
| 5-2-2018 20:41:31 | Roads and highways | Maintenance is much more important than new lane miles for roads and highways |
| 5-2-2018 20:50:48 | Roads and highways | If you build more vehicle lanes more people will drive and congestion continues |
| 5-2-2018 23:47:22 | Roads and highways | In favor of street connectivity, but we should have an upper limit of 3 highway lanes in each direction and 3 lanes for arterials. Then highway capacity management should be employed. |
| 6-2-2018 00:15:35 | Roads and highways | Without tolls |
| 6-2-2018 02:33:25 | Roads and highways | Please fix the mess at the Rose Quarter area of I-5. It is a death trap. Don't give in to the idiots who are against it. |
| 6-2-2018 02:52:48 | Roads and highways | Pave dirt roads |
| 6-2-2018 04:05:57 | Roads and highways | Induced demand. You cannot build your way out of congestion by adding lanes. It is well proven. |
| 20-1-2018 02:45:43 | Roads and highways | Improve streets. Do NOT expand freeways. |
| 19-1-2018 19:25:13 | Roads and highways | Targeting bottlenecks (such as I-5 in Rose Quarter with recent state transportation bill) should be the priority for capacity expansion. Columbia River Crossing is equally important. |
| 19-1-2018 22:16:04 | Roads and highways | If we expand roads and highways we enable the use of personal vehicles. |
| 20-1-2018 01:59:20 | Roads and highways | We do NOT need more roads! Learn about induced demand already! |
| 20-1-2018 04:17:46 | Roads and highways | Widen I-5 southbound from 217 to the Boone Bridge |
| 20-1-2018 06:16:54 | Roads and highways | The region has grown by 80% in population in 40 years, yet our roadways haven't kept pace. We need new routes on the west side and congestion pricing for our existing roads. |
| 20-1-2018 03:07:24 | Roads and highways | Definitely NOT expanded or new freeways. |
| 20-1-2018 03:03:35 | Roads and highways | BUILD MORE CAPACITY for CARS |
| 20-1-2018 03:37:25 | Roads and highways | Oregon is 40 years behind the curve. The lack of true boulevards with overpasses/fly overs is disgraceful. |
| 20-1-2018 14:32:14 | Roads and highways | Absolutely NO expansion of freeways and streets. Go the other directions with more pedestrian only spaces. |
| 20-1-2018 16:47:06 | Roads and highways | We know expanding roads will not help. Induced demand! |
| 21-1-2018 04:43:59 | Roads and highways | NOT expanded highways, but yes to improving local street connections by updating signals, lane configurations, etc. |
| 20-1-2018 23:11:08 | Roads and highways | Yes, we need additional investments in roads. Especially outside Portland. More people live outside of Portland than inside Portland yet all the transit investments seem to favor Portland. |
| 20-1-2018 22:29:31 | Roads and highways | Strongly disagree with expanding highways and widen roads. |
| 20-1-2018 19:36:45 | Roads and highways | Unless they are closed to non-transit uses, putting anything beyond maintenance into the existing road system is a terrible waste - build for the future, not the past. |
| 20-1-2018 21:02:38 | Roads and highways | Widened streets and highways do not help |
| 21-1-2018 22:49:00 | Roads and highways | No more freeway expansions! We're already unable to cover the liability of our current infrastructure. Must focus on completing our neighborhoods, not making the lives of out-of-state commuters |
| 19-1-2018 13:57:33 | Roads and highways | Washington County does a good job on this, but I feel its lacking when looking at Clackamas and Multnomah. |
| 18-1-2018 23:52:15 | Roads and highways | Opening bottlenecks on freeway system would be great- expanding a lane from I5 to 84 so it doesn't shrink to 2 lanes. More efficient connection from 26 to I5/I405. |
| 6-2-2018 05:17:08 | Roads and highways | We have a large sprawl here that public transport cannot meet with too many different directions people, families, need to go. |
| 6-2-2018 18:54:20 | Roads and highways | CADOT demonstrated that expanding freeways increases congestion, which then increases air pollution. Make better use of our existing system by prioritizing modes other than single occupancy |
| 6-2-2018 17:37:34 | Roads and highways | Oregon has done a very poor job. The citizens of Oregon deserve better for their tax money. |
| 6-2-2018 18:27:50 | Roads and highways | Perhaps consider building freeways higher to move more traffic along |
| 6-2-2018 12:40:40 | Roads and highways | The current system is 40 years out of date. Millions will be spent Alone just in right a way expansions. Then millions more spent to get a road system up to 1990's standards. |
| 6-2-2018 20:01:29 | Roads and highways | You know this so why put it out there. IF YOU BUILD IT THEY WILL COME - so don't build it. |
| 7-2-2018 16:47:12 | Roads and highways | BUILD MORE ROADS, EXPAND LANES ON EXISTING ROADS, MANAGE ACCESS VENTS BETTER |
| 8-2-2018 15:12:49 | Roads and highways | Reduce pollution into waterways, new road types |

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| 8-2-2018 05:55:27 | Roads and | not more lanes on highways |
| 10-2-2018 18:03:56 | Roads and | I do not think that any freeway widening should be done. It is not a long-term solution to congestion. |
| 9-2-2018 21:21:05 | Roads and | Only if it includes bike lanes and sidewalks. |
| 9-2-2018 21:18:38 | Roads and | It will not solve the problem but will help just to meet the minimum needs of the expanding population. It is only a minor but necessary solution that is needed. |
| 8-2-2018 20:31:42 | Roads and highways | Bus only streets? Train trenches and/or elevations would also be great - sometimes traffic snarls very far away, but it's caused by a train (not MAX, but actual train) |
| 8-2-2018 22:31:44 | Roads and | Research on freeway expansion shows that it isn't useful for addressing congestion. |
| 10-2-2018 07:29:24 | Roads and | Increasing freeways adds more traffic. We need to build more public transportation and make it easier for walkers/bikers and more difficult for drivers. |
| 11-2-2018 05:41:08 | Roads and highways | Portland has been taking out lanes of traffic and putting in bump outs which have stopped the alternate side of the street during rush hour option. That actually really helped. I think it was really short sighted. If you improve transit, then make it less easier to drive, people will switch to transit. |
| 11-2-2018 02:01:33 | Roads and | Street connections where street grid isn't as connected. *Not* expanded freeways. |
| 11-2-2018 06:44:32 | Roads and highways | If you can hold out until all the self driving cars drive bumper to bumper, that's good. Otherwise, there is no way around it without land value tax, since speculators cause lots of sprawl. Most people depends on highways to survive because it let's them access affordable locations. |
| 11-2-2018 17:51:35 | Roads and highways | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 11-2-2018 17:18:55 | Roads and | Reduce bottlenecks on freeways, but don't expand beyond that. Reduce use rather than expand capacity. |
| 12-2-2018 07:16:33 | Roads and | So long as the roads and highways maintain public ownership. |
| 12-2-2018 19:59:21 | Roads and | The last freeway built was in 1975. Does that tell you anything? I-5 was built in 1960. HB 2017 adds a chance for some improvements, but not near enough. |
| 12-2-2018 13:51:51 | Roads and | No. No No no no no. |
| 12-2-2018 16:54:06 | Roads and | Improve street connections, yes, but expanding freeways is a false fix. I hail from Houston where freeway expansion and logjammed traffic leapfrog each other year after year. |
| 13-2-2018 00:49:49 | Roads and | Increasing lanes on streets and highways induces demand and does little to if anything to improve traffic congestion. It's a waste of money. |
| 13-2-2018 00:14:36 | Roads and | Freeways are a bad addiction. More is never enough. |
| 13-2-2018 01:42:04 | Roads and | Incentivize other options. We need to move away from cars. |
| 13-2-2018 18:02:24 | Roads and | 0 stars. Instead money should be spent on maintenance of existing roads and making them better serve work. |
| 13-2-2018 18:02:24 | Roads and | 0 stars. Instead money should be spent on maintenance of existing roads and making them better work. |
| 14-2-2018 18:55:24 | Roads and | 2 road-class (vs highway class) crossings of the Columbia to take pressure off of the Interstate highways. |
| 14-2-2018 18:28:29 | Roads and | NOT what we need. This is a short-term gain, long-term loss. |
| 15-2-2018 03:58:03 | Roads and | No to expanded freeways, maybe to certain expanded streets, and yes to improved street connections. |
| 14-2-2018 17:55:35 | Roads and | Improve system connectivity, and limit expansion to major bottlenecks |
| 14-2-2018 16:51:43 | Roads and | As long as expanded doesn't mean, more lanes." More lanes just leads to equal, or higher! congestion. Limiting how often people want to change lanes will have the highest impact on congestion. |
| 15-2-2018 18:06:28 | Roads and | definitely NO freeway expansions - unless it is for proven safety enhancements. It's been shown that capacity increases only add to traffic |
| 20-2-2018 00:32:55 | Roads and | Roadways need to be wider and the street lights need to be timed for faster travel |
| 17-2-2018 09:20:21 | Roads and | Research indicates freeway expansion will not alleviate traffic after a short time, I strongly oppose this. |
| 15-2-2018 20:50:21 | Roads and | Make capacity improvements with minimum use of eminent domain. |
| 15-2-2018 20:47:59 | Roads and | just improved maintenance, not expansion |
| 16-2-2018 01:55:31 | Roads and | Improve street connections, yes. Expanded freeways NO. ABSOLUTELY NOT. |
| 15-2-2018 23:18:52 | Roads and | There will be a need for some new/larger roads, but that should be discouraged and active transportation should be a higher priority. |
| 16-2-2018 11:01:54 | Roads and | That is the ticket. |
| 16-2-2018 20:53:29 | Roads and | Less expansion and more improvement. This question is difficult because some like myself sees improvement as something different from expansion. |
| 16-2-2018 19:54:21 | Roads and | disaggregate this. filling in gaps in the grid and improving highway configurations is one thing, but adding travel lanes is another. |
| 17-2-2018 17:46:43 | Roads and highways | If we want to get more people engaging with the public transportation system and reduce our greenhouse gas emissions and reduce our dependence on petroleum we absolutely need to deincevize private car use. Expanding our freeways is anathema to our regional goals for a better, cleaner, safer, environmentally sound future for our people. |
| 17-2-2018 02:42:52 | Roads and | Improving street connections is much more important than expanding freeways and streets. If it were just by itself I'd rate this a three. Expanding would be rated a 1. |
| 18-2-2018 21:02:53 | Roads and highways | I'm not a huge fan of bigger roads across the board - if you build it, they will come. But some expansion is clearly needed as you gain more cars. But I am in favor of at least one more north-south main arterial connector street (not a highway, an arterial street) to supplement 185th and Cornelius Pass Road. After Hwy 217 there are no other direct north-south connectors other than 185th and Cornelius Pass between Hwys 8 and 10 to Hwy 26. As the St. Mary's/South Hillsboro area develops those two roads will not be able to handle all traffic. We need another direct arterial connector from Hwys 8 and 10 to Hwy 26 to the west of Cornelius Pass Road in the next 5 years. |

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| 17-2-2018 17:46:43 | Morefrequent bus and MAX | As noted, corresponding to the increase in population living in areas presently underserved by the current system. |
| 16-2-2018 21:09:13 | Morefrequent bus and MAX | This won't help you if cars aren't moving on city streets. makes no sense. |
| 16-2-2018 11:01:54 | Morefrequent bus and MAX | How many times to I have to say it. Get rid of trains. concentrate on buses. |
| 15-2-2018 20:47:59 | Morefrequent bus and MAX | with more people moving to the Milwaukie area, extended hours are needed. also, maybe one bus size does not fit all routes. |
| 15-2-2018 19:56:20 | Morefrequent bus and MAX | More "express" routes to hubs. |
| 15-2-2018 18:06:28 | Morefrequent bus and MAX | I have noted that traffic backs up in the curb lanes at every bus stop during rush hour. Wouldn't it make sense to have "bump outs" into the sidewalk for buses to pull into? |
| 15-2-2018 16:45:02 | Morefrequent bus and MAX | Frequency for bus is important, for the MAX an express rail or something would be great. I currently don't take max because it's faster to drive most places. |
| 15-2-2018 18:10:52 | Morefrequent bus and MAX | More parking! I would take Trimet if I could park!!!! |
| 14-2-2018 16:51:43 | Morefrequent bus and MAX | Frequency is good, but what can we do to reduce travel time across town? It's quite a burden to take an hour long bus when you can drive in 20 minutes. |
| 14-2-2018 18:09:35 | Morefrequent bus and MAX | Aside from the off-road fringes of the Trimet system, buses are vastly superior to the Max trains in terms of speed, reliability, and versatility. I'd like to see more buses and no additional rail. |
| 14-2-2018 18:53:27 | Morefrequent bus and MAX | Increase service to Pleasant Valley |
| 13-2-2018 23:58:48 | Morefrequent bus and MAX | This is the only sensible solution. Expanding freeways only increases chaos -- never reduces. C'mon, Portland -- you know this. |
| 14-2-2018 22:49:13 | Morefrequent bus and MAX | Buses need to run later. I'm not awake late any more, but Christ, Portland is a big town anymore. At least a few of the bigger routes need to go all night. |
| 13-2-2018 04:13:30 | Morefrequent bus and MAX | There has to be a better way to prevent people from getting on the max without paying first. It is too easy for people to not pay. More security on max. |
| 12-2-2018 23:11:46 | Morefrequent bus and MAX | Especially on bus routes! |
| | | More frequent buses? YES. |
| 13-2-2018 02:32:39 | Morefrequent bus and MAX | More MAX? NO. |
| 13-2-2018 17:55:15 | Morefrequent bus and MAX | Especially connections to the south metro area |
| 12-2-2018 22:20:56 | Morefrequent bus and MAX | Please include addition of smaller vehicles that can service neighborhood and feed into bus and transit lines. Let's get creative. |
| 12-2-2018 16:54:06 | Morefrequent bus and MAX | Yes!! Improve MAX! It's a great system, just overcrowded during commute hours. |
| 12-2-2018 19:59:21 | Morefrequent bus and MAX | Once again, transit will not address the capacity issue. Buses travel on congested streets. LRT costs billions for a 5% share. |
| 12-2-2018 15:57:25 | Morefrequent bus and MAX | Add more bus service coverage for Southwest Portland, Beaverton, and Clackamas. |
| 13-2-2018 00:49:49 | Morefrequent bus and MAX | MAX frequency is already pretty good except when the steel bridge lifts or there is a signaling issue, which seems to happen all the time. |
| 11-2-2018 17:18:55 | Morefrequent bus and MAX | Hmmm, maybe an orange line to Oregon City? Please? |

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| 11-2-2018 17:51:35 | Morefrequent bus and MAX | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 11-2-2018 15:40:31 | Morefrequent bus and MAX | I would use transit more often if it didn't take 3 to 4 times as long to get where I'm going. Due largely to some long waits for connections. |
| 11-2-2018 19:22:09 | Morefrequent bus and MAX | More investment bus not max. Buses are flexible. Max routes are not. |
| 11-2-2018 20:27:56 | Morefrequent bus and MAX | "improve" = maker people's commutes faster & with fewer connections? Sounds great! (for example, there aren't many good routes from North Portland to SE Portland.) |
| 10-2-2018 18:08:34 | Morefrequent bus and MAX | The expense per mile of mass transit for the small segment of population doesn't pencil |
| 10-2-2018 17:39:56 | Morefrequent bus and MAX | Depends on usage stats. If ridership is below capacity, the problem may be elsewhere |
| 10-2-2018 06:20:43 | Morefrequent bus and MAX | More actively pursue light rail expansion (as Seattle is doing) |
| 8-2-2018 20:31:42 | Morefrequent bus and MAX | It would honestly be best IMO to expand the MAX lines - why isn't there a MAX line down Powell? It's a main thoroughfare |
| 8-2-2018 22:31:44 | Morefrequent bus and MAX | More North-South service in East Portland, night service and weekend service for people who work weekends, late and swing shifts. |
| 9-2-2018 21:18:38 | Morefrequent bus and MAX | To all parts of the city and suburbs |
| 9-2-2018 21:21:05 | Morefrequent bus and MAX | Specifically, improve suburban feeder bus routes to MAX trains, NOT build more parking lots. |
| 9-2-2018 19:08:20 | Morefrequent bus and MAX | hour. |
| 8-2-2018 17:40:47 | Morefrequent bus and MAX | Max to Vancouver....at least to Hazedel :) |
| 8-2-2018 03:47:19 | Morefrequent bus and MAX | Local area destinations a priority |
| 8-2-2018 15:12:49 | Morefrequent bus and MAX | High speed trains |
| 8-2-2018 03:12:21 | Morefrequent bus and MAX | why? not needed if we fix the roads. |
| 7-2-2018 16:47:12 | Morefrequent bus and MAX | THIS IS A JOKE LESS THAN 5% OF THE TRAVELING PUBLIC USE TRANSIT. BUSES DO A BETTER JOB THAN RAIL AS THEY ARE FLEXIBLE TO TRAVEL. NEED MORE NEIGHBORHOOD CLOSE BUS CONNECTIONS TO BOOST RIDERSHIP |
| 6-2-2018 23:55:37 | Morefrequent bus and MAX | must improve suburban and eastside services. terrible connections in Gresham |
| 6-2-2018 14:17:37 | Morefrequent bus and MAX | This works in urban density, not suburbs |
| 6-2-2018 18:27:50 | Morefrequent bus and MAX | Bus routes take so long to arrive at destinations, and are not kept clean on the inside |
| 6-2-2018 17:37:34 | Morefrequent bus and MAX | It seems that better bus contracts for further out rural communities would be a huge help in this. |
| 6-2-2018 05:17:08 | Morefrequent bus and MAX | Maybe, my nephew who lives in NW but works in Lake Oswego lived here without a car until this year. He said it was just taking too long to commute to work. |
| 19-1-2018 13:57:33 | Morefrequent bus and MAX | Extension of the redline to Hillsboro will be greatly appreciated. |

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| 21-1-2018 22:49:00 | Morefrequent bus and MAX | Absolutely. Combine density increase with transit in East Portland. |
| 20-1-2018 19:11:19 | Morefrequent bus and MAX | Max is too slow when I can drive cross town in rush hour and still beat MAX. Max needs express trains and less stops downtown. |
| 20-1-2018 21:24:12 | Morefrequent bus and MAX | Max is impossible to use between 8 and 5 o'clock because there is NO parking at transit centers |
| 20-1-2018 23:11:08 | Morefrequent bus and MAX | More suburban service! Need to match bus service with light rail. |
| 20-1-2018 06:16:54 | Morefrequent bus and MAX | The value of transit is overblown. It's critical if you are poor and helpful if you have to pay to park. However, most working class people can afford a car and few jobs require paid parking. |
| 20-1-2018 05:21:40 | Morefrequent bus and MAX | More buses. Not MAX as it's stationary. Look at moving routes IF necessary. |
| 20-1-2018 16:47:06 | Morefrequent bus and MAX | Also, bus lanes! More grade separation. Easier and better transfers. And yes, more service! |
| 20-1-2018 14:32:14 | Morefrequent bus and MAX | Tolls! |
| 20-1-2018 03:37:25 | Morefrequent bus and MAX | The current equipment needs to be better utilized. |
| 20-1-2018 03:03:35 | Morefrequent bus and MAX | NO! I am in TriMet TAX district and get NO SERVICE. TriMet FAILS |
| 20-1-2018 04:17:46 | Morefrequent bus and MAX | Better coordination between TriMet and SMART bus in mid-afternoon |
| 19-1-2018 22:16:04 | Morefrequent bus and MAX | Expand service, including increasing security on MAX and busses. We also need to address the underlying homelessness and mental health issues that drive people to find rest and warmth and shelter on light rail and busses. |
| 19-1-2018 19:25:13 | Morefrequent bus and MAX | Transit too often focuses on frequency. It needs to focus on flexibility, as in flexibility of scheduling transit to serve the actual worktimes of employees in job centers, not the typical 9-5 time. |
| 5-2-2018 23:47:22 | Morefrequent bus and MAX | We can do more with less. It's time we get our buses out of traffic and provide bus-only signals and bus-only lanes during peak periods, or all day. |
| 5-2-2018 16:07:53 | Morefrequent bus and MAX | The Max Red and Blue Lines should be extended to Forest Grove. |
| 4-2-2018 20:24:06 | Morefrequent bus and MAX | Improve transit times with less stops |
| 2-2-2018 18:56:25 | Morefrequent bus and MAX | If you make it clean, easy and reliable people will take public transit. This is proven all over the world. |
| 2-2-2018 22:04:54 | Morefrequent bus and MAX | Express trains should be added during rush hour to reduce travel time and help incentivize taking MAX. The travel time from Goose Hollow and Lloyd Center, in my opinion, needs to be reduced. It currently takes 2+ hours to get from Hillsboro to the Airport on the MAX whereas it takes 30 minutes driving, 45 in peak traffic. |
| 4-2-2018 18:18:30 | Morefrequent bus and MAX | Improve connections between Vancouver and Portland. |
| 2-2-2018 21:19:40 | Morefrequent bus and MAX | THE ONLY WAY TO OFFER ALTERNATIVES TO FREEWAY TRAVEL DURING 'RUSH HOURS' IS TO GO TO 24/7 TRANSIT, WHICH EVEN KING COUNTY WASHINGTON OFFERS ONLY LIMITED ACCESS (NOT THAT THAT'S A FAIR COMPARISON, AS ODOT INDICATES IN IT'S OPEN HOUSE ON 'VALUE PRICING'. IF YOU GET OFF WORK AT 2 AM, YOU CAN'T USE TRANSIT, AND YOU'RE FORCED TO USE THE FREEWAY TO CROSS THE RIVER OR EVEN GET OFF HAYDEN ISLAND. CONSIDER EXEMPTIONS FOR THOSE LANDLOCKED, IN BARELY AFFORDABLE MOBILE HOMES, ON FIXED INCOMES, AND AGAIN INCLUDE FINANCIAL APPROPRIATIONS FOR LAW ENFORCEMENT FOR HOMELESS PEOPLE LIVING ON OR LOITERING ON TRAINS TO STAY OUT OF THE COLD, ALSO INCREASED CRIME DUE ON THE BUSES, TRAINS, AND IN PARK AND RIDE LOTS DUE TO INCREASED USE OF INEBRIATED TRAVELERS. |
| 2-2-2018 01:00:44 | Morefrequent bus and MAX | one shouldn't have to wait 15 mins for a train or a bus during rush hour, and 30-60 mins off-peak hours |
| 1-2-2018 15:05:26 | Morefrequent bus and MAX | Busses should deliver passengers to MAX on a frequent schedule. This may require smaller busses and more frequent services. The busses are not coordinated with the Orange line. |

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| 31-1-2018 19:20:15 | Morefrequent bus and MAX | We need express Max that can pass local Max service like other real transit agencies do. We need to run Max under Portland and be very disciplined to minimize the number of stations. Transit doesn't work as well as it could because it takes way to long to travel across the region. Need north south bus service in Washington County. Ridiculous to rely on WES. Can't get there from here in a reasonable amount of time, so western WashCo has no real choice but to drive. |
| 30-1-2018 14:50:40 | Morefrequent bus and MAX | Do not use SE Division as an express street for rapid bus service. All Tri- Met needs to do add more bus service during rush hour. Second, and most importantly, Tri Met needs to add staff or someway to ensure everyone is paying to ride MAX. The Gresham line is horrible for seeing non- payers. Over the years, I have watched hundreds of people get on and off MAX from Gateway to SE |
| 29-1-2018 00:13:07 | Morefrequent bus and MAX | In my several experiences, bus and MAX have become scary unsafe transit for the homeless to travel. It discourages hard working professionals from using. |
| 27-1-2018 21:18:26 | Morefrequent bus and MAX | We need a max that goes to and from Vancouver, Wa. This would work best on it's own transit lane that includes commuter buses. This would make the c-Tran commuter buses more reliable and more people would take them reducing congestion from Vancouver,WA. We also need more Max options from Beaverton/Hillsboro as the trains are overfilled during peak hours. |
| 27-1-2018 17:46:49 | Morefrequent bus and MAX | It is critically important that the schedule and reliability be predictable for users. |
| 27-1-2018 01:48:26 | Morefrequent bus and MAX | Fix the pinch points in the system that slow down service |
| 27-1-2018 17:46:49 | Morefrequent bus and MAX | The number one complaint I have and many people I encounter also have is the lack of frequent service on any but the most heavily used lines. People need to access work and other obligations on a schedule that is not necessarily 9-5, Monday-Friday schedule. The first increase in service should be for weekend days and later into the evenings coupled with an aggressive advertising campaign to increase ridership during those hours. |
| 26-1-2018 18:21:31 | Morefrequent bus and MAX | There are whole highly poplulated areas that have no bus service. |
| 26-1-2018 18:40:39 | Morefrequent bus and MAX | the #9 Powell and the #4 Division are like sloooooowwwwww moving cattle cars. |
| 26-1-2018 17:26:17 | Morefrequent bus and MAX | More buses will just create more gridlock and slow down the service even more. Express buses! Less stops! |
| 26-1-2018 04:42:22 | Morefrequent bus and MAX | I would love to see expanded service for both bus and train! |
| 26-1-2018 14:41:52 | Morefrequent bus and MAX | This has improved, still room to go with longer service hours (coming) and better routes (coming) |
| 26-1-2018 04:25:29 | Morefrequent bus and MAX | We need to make transit at least as convenient as driving. |
| 26-1-2018 05:28:44 | Morefrequent bus and MAX | Travel time reliability for transit would be huge. This would alleviate slower travel times if it's basically guaranteed / not stuck in traffic. Would help get people out of cars. Just more service that's still stuck in traffic like the cars... not much help. |
| 26-1-2018 05:41:06 | Morefrequent bus and MAX | Will help some but should not be a primary strategy. Really just need it to expand, especially to Washington. |
| 25-1-2018 09:01:21 | Morefrequent bus and MAX | SW Corridoe is coming nicely! |
| 26-1-2018 04:01:36 | Morefrequent bus and MAX | Create new bus or Max lines that connect fruther parts of area with each other. |
| 25-1-2018 01:19:46 | Morefrequent bus and MAX | Need faster buses and trains. Get people from point a to point b faster!!, |
| 24-1-2018 22:14:31 | Morefrequent bus and MAX | This is definitely a huge element of system reliability. We need more frequent buses. |
| 23-1-2018 18:26:34 | Morefrequent bus and MAX | Let's get some bus only lanes so that the busses are no longer stuck in traffic. |
| 23-1-2018 07:01:10 | Morefrequent bus and MAX | I had free door-to-door tri-met service from my home and work for 5 years and took the bus twice. After second bus commute home I realized biking instead would get me home more quickly. |
| 24-1-2018 16:58:40 | Morefrequent bus and MAX | Arrivals and departures need to be predictable, not more frequent. |

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| 24-1-2018 16:07:50 | Morefrequent bus and MAX | Current service is great if it is reliable and affordable. |
| 24-1-2018 20:15:46 | Morefrequent bus and MAX | Find a way to make public transportation free to the user. |
| 23-1-2018 00:12:25 | Morefrequent bus and MAX | MAX is too slow to Hillsboro. An express above ground (like skytrain in vancouver bc) needs to fun along 26 with ample park and ride |
| 22-1-2018 19:01:13 | Morefrequent bus and MAX | Please not indiscriminate wasteful more! More and bigger isn't always better |
| 22-1-2018 17:17:28 | Morefrequent bus and MAX | Please invest in more late-night service! Very excited for the proposed increases with the 20 line and airport service, but I really feel it should be improved. Please raise my taxes and give me buses that at least stay open as long as the bars do! The amount of drunk drivers we can see on the road just from our apartment window late at night is atrocious. |
| 22-1-2018 00:28:28 | Morefrequent bus and MAX | Focus must be on bus. We already have plenty of MAX; at the expense of bus service, and overall transit ridership is down as a result. NO MORE MAX. |
| 22-1-2018 04:14:51 | Technology improvements | Only if it improves the driver experience. Stop lights that become stop signs at low traffic times. |
| 22-1-2018 05:08:08 | Technology improvements | yes for buses, but no for private autos |
| 22-1-2018 15:23:38 | Technology improvements | Although not affordable, running a simple speed rail train down the freeway with stops at each freeway exit would carry and move many people and relieve vehicle congestion. Some \$ could be raised for the project from tolls. Expanding roads means allowing more cars and more pollution and is proven not to relieve congestion. |
| 22-1-2018 06:14:19 | Technology improvements | I love transit tracker! I am from Atlanta, where MARTA was very unreliable. Thank you for striving for accuracy and reliability! |
| 22-1-2018 19:42:43 | Technology improvements | I work in tech and people think tech will solve problems for some reason, when mostly it just smooths some pain points or causes more problems. I mean, it's nice that now I know a bus is 9 minutes away from my phone, but if that bus never comes for some reason the tech hasn't helped much and if there's 15 minutes to the next one the system isn't serving my needs. |
| 24-1-2018 02:49:26 | Technology improvements | Integrate Transit Signal Priority functions with mass transit, auto traffic congestion mitigation measures with autonomous vehicle rollouts. |
| 23-1-2018 17:52:05 | Technology improvements | Expensive new things do not help solve the underlying problem of poor maintenance and aspirational social programs. |
| 23-1-2018 01:26:51 | Technology improvements | I think the tech is already good. |
| 24-1-2018 22:14:31 | Technology improvements | These are nice but they are marginal improvements at best. |
| 25-1-2018 00:04:52 | Technology improvements | Tech is a tool, not a solution. |
| 25-1-2018 01:19:46 | Technology improvements | This cannot reduce car capacity!!! |
| 25-1-2018 09:32:10 | Technology improvements | Coordinate your signals to allow traffic to flow-not to hold us through 3 fucking light cycles. |
| 25-1-2018 15:50:11 | Technology improvements | changing the center line in the freeway to accommodate morning and evening traffic like they do in San Diego. |
| 25-1-2018 21:31:35 | Technology improvements | Give buses priority at traffic signals |
| 26-1-2018 04:25:29 | Technology improvements | I work in tech, and I think most of the Internet of Things stuff is a bunch of hype. It's not useful yet. |
| 26-1-2018 14:41:52 | Technology improvements | Traffic lights for turning and scales for waiting traffic should actually work. monitoring intersections to better understand traffic flow will help with congestion, and improving bikes and peds ability to control intersections should be a priority |

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| 26-1-2018 18:52:02 | Technology improvements | You could do better with timing of lights so it's not so dangerous and slow for pedestrians, and every car speeds and runs red lights. |
| 27-1-2018 17:46:49 | Technology improvements | System technology updates are essential, but need to 1) redundant and 2) not require system users to pay-to-play in a way that is not equitable. |
| 27-1-2018 01:48:26 | Technology improvements | Is there way to limit what streets apps like Waze can detour drivers through neighborhoods? |
| 27-1-2018 18:07:05 | Technology improvements | And for bikes. |
| 30-1-2018 14:50:40 | Technology improvements | Again, Tri Met needs to do more to make sure riders on MAX are paying their fares. |
| 31-1-2018 19:20:15 | Technology improvements | Physics controls how much you can solve with technology. If you try to pass two objects (cars, bikes, peds) through a location in space more than one at a time it's called a crash. That means more lanes and more efficient limited access lanes. Cars are already travelling at unsafe headways due to congestion effects. Even robot cars still need to respect the laws of physics on human passengers in regard to emergency deceleration rates. |
| 2-2-2018 21:19:40 | Technology improvements | YOU CAN CONTINUE TO SPEND HUNDREDS OF THOUSANDS OF DOLLARS IN SIGNAGE SAYING THERE'S A CONGESTION PROBLEM, AND RECOMMENDING AMBIGUOUS ALTERNATE ROUTES, OR YOU CAN FIX THE PROBLEM. THESE BANDAIDS AREN'T ENOUGH, AND NEVER WILL BE. |
| 2-2-2018 21:19:40 | Technology improvements | YOU CAN CONTINUE TO SPEND HUNDREDS OF THOUSANDS OF DOLLARS IN SIGNAGE SAYING THERE'S A CONGESTION PROBLEM, AND RECOMMENDING AMBIGUOUS ALTERNATE ROUTES, OR YOU CAN FIX THE PROBLEM. THESE BANDAIDS AREN'T ENOUGH, AND NEVER WILL BE. BESIDES WHICH, THE ACTUAL ISSUE CAUSING THE CONGESTION ISN'T KNOWN UNTIL YOU'RE PAST THE POINT WHERE YOU COULD'VE GOTTEN OFF THE FREEWAY, SO IT'S STILL NOT HELPING CONGESTION. IT'S JUST SLOWING TRAFFIC DOWN (ALSO KNOWN AS CREATING CONGESTION) TO AVOID CRASHES. |
| 2-2-2018 17:26:58 | Technology improvements | Tech is expensive |
| 2-2-2018 07:07:46 | Technology improvements | Traffic lights that increase drive times increase pollution |
| 4-2-2018 18:18:30 | Technology improvements | I just don't think this is a priority for the region right now. |
| 4-2-2018 15:49:52 | Technology improvements | This commentor remembers 15 yrs of Trimet. It is creepy to have Hop be Trimet+Google. Dont sell out People to Big Brother! |
| 2-2-2018 22:18:37 | Technology improvements | I would like to see a map on the monitors at each max stop that shows where the the train is. |
| 3-2-2018 15:56:25 | Technology improvements | Which will mean more e-vehicle stations. |
| 4-2-2018 20:24:06 | Technology improvements | Yes like they use up north |
| 6-2-2018 02:52:48 | Technology improvements | I don't know about this |
| 5-2-2018 23:47:22 | Technology improvements | buses and trains should not have to wait at traffic signals. The technology already seems to be out there, we just aren't using it. |
| 6-2-2018 02:15:39 | Technology improvements | The light signals don't all work the same. For example the signal on the cross walk for walker might count down to zero and one light for cars will turn red on zero and others won't |
| 6-2-2018 02:15:39 | Technology improvements | The light signals don't all work the same. For example the signal on the cross walk for walker might count down to zero and one light for cars will turn red on zero and others won't. And why not make the signal sense if there is traffic or not. and if there isn't maybe it should allow cars, bikes or walkers to go. It would waste less gas and time |
| 6-2-2018 00:38:16 | Technology improvements | We need to have more signal priority implementation for buses to stay on schedule with more congested streets. |
| 19-1-2018 22:16:04 | Technology improvements | How about something like Seattle and Vancouver B.C. have--lanes that change directions, depending on the traffic (e.g. Lions Gate Bridge, George Massey Tunnel). We don't need to reinvent the wheel--just steal the best ideas. |
| 19-1-2018 06:10:08 | Technology improvements | Synchronized signals |

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| 20-1-2018 01:59:20 | Technology improvements | Just design the system to discourage cars already. |
| 20-1-2018 03:03:35 | Technology improvements | Build capacity. We used ITD (Intellegent Transportation System Design) funds to keep freeways moving for a few years, and that just backed up the surface streets. Now both are all messed up. |
| 20-1-2018 14:32:14 | Technology improvements | Just get the cars off the road. |
| 20-1-2018 06:16:54 | Technology improvements | I would score this higher if it included congestion pricing. Much of the transportation apps are really congestion management systems. |
| 21-1-2018 14:57:00 | Technology improvements | Great idea to give busses preference at traffic lights. |
| 20-1-2018 15:09:51 | Technology improvements | isnt this what waze does already? |
| 18-1-2018 23:52:15 | Technology improvements | Priority signals and lanes for buses |
| 6-2-2018 05:17:08 | Technology improvements | Does Portland metro even understand the words improved traffic flow??? |
| 6-2-2018 18:54:20 | Technology improvements | These questions prioritize single occupancy vehicles. That's depressingly short-sighted for a government agency like Metro. |
| 6-2-2018 14:52:20 | Technology improvements | This is critical--sorry but fixed rail lines are old technology. The huge investment will not pay off overtime. |
| 6-2-2018 18:27:50 | Technology improvements | Road maintenance would help imensely |
| 6-2-2018 20:01:29 | Technology improvements | Make it simple. Most tech disappoints after a while. |
| 8-2-2018 03:12:21 | Technology improvements | ya, like elevating the rails to get them out of traffic. it is stupid to block roads with rails and think you are improving traffic. |
| 8-2-2018 15:12:49 | Technology improvements | Improved rain shelters |
| 8-2-2018 05:55:27 | Technology improvements | really? smart phones and Internet dependent systems are susceptible to hacking and system crashes |
| 9-2-2018 21:22:40 | Technology improvements | Even though you keep saying, "Cars will always be part of the system," I think we need to stop prioritizing design for them. Maybe they won't always be a major part of the system, if we design the system to prioritize other modes! |
| 11-2-2018 17:51:35 | Technology improvements | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 11-2-2018 17:18:55 | Technology improvements | It appears that better traffic light control could go a long way in reducing idling and wait times on a number of busy inner city roads. |
| 12-2-2018 19:59:21 | Technology improvements | This has some potential, but will not save us from congestion. |
| 12-2-2018 22:50:56 | Technology improvements | Continue efforts that got Tri-met bus schedules synced with Google Maps. Improve website mapping software for trip planning and route discovery. |
| 13-2-2018 00:14:36 | Technology improvements | This sounds false. But if it gets privileged people to use and value transit ... |
| 13-2-2018 02:32:39 | Technology improvements | We have a very poor track record of "smart highways" and it hasn't resulted in any meaningful improvement, except for a lot of cushy contracts and new project manager jobs. |
| 14-2-2018 22:49:13 | Technology improvements | I'd love to get maps apps to stop routing people onto side streets to bypass busy arterials. Bikeways are a joke. You chose to drive? You deal with the cars. I don't want to. |

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| 15-2-2018 18:06:28 | Technology improvements | Add smaller electric buses for poorly served areas! |
| 13-2-2018 23:58:48 | Technology improvements | what does this even mean? |
| 14-2-2018 18:09:35 | Technology improvements | Smart traffic lights, more right turn lanes at intersections, and pulloff areas for buses on two lane roads would do a lot to improve traffic flow. |
| 15-2-2018 19:56:20 | Technology improvements | Waze and others have allowed us to find surplus capacity on back roads and neighborhood streets already. Not sure how tech helps here |
| 18-2-2018 21:02:53 | Technology improvements | I'm not sure what these improvements would be? Could we really do more than we do with metered ramp lights, etc.? |
| 17-2-2018 20:56:14 | Housing close to transit | This is a good concept but unfortunately it has not been well executed in Portland. Too many large new apt bldgs w/o parking are detracting from livability. The reality is people still bring their cars, they just park them in the surrounding neighborhoods. |
| 17-2-2018 17:46:43 | Housing close to transit | Again if we are to get people out of SOVs and onto buses and trains we need to provide infrastructure that enables them to be car-free. Streetcars at the turn of the last century enabled the development of mixed use districts that remain some of today's most vibrant neighborhoods in Portland. Building up little "downtowns" around transit gives people a livable, walkable neighborhood that is easily connected to the rest of the region. |
| 18-2-2018 03:30:02 | Housing close to transit | Move State Capitol to Portland. |
| 15-2-2018 19:56:20 | Housing close to transit | Transit times need to be reduced. I'm not taking transit if it takes me twice as long - too much time away from kids/parent obligations. |
| 15-2-2018 18:06:28 | Housing close to transit | Already part of city planning |
| 15-2-2018 18:06:28 | Housing close to transit | Already part of city planning |
| 16-2-2018 15:19:41 | Housing close to transit | Have to be thoughtful on this as it might end up for only affluent areas |
| 14-2-2018 18:53:27 | Housing close to transit | Increase service to Pleasant Valley |
| 14-2-2018 18:28:29 | Housing close to transit | This is an economic stimulus initiative. |
| 14-2-2018 21:42:09 | Housing close to transit | And affordable housing near transit |
| 14-2-2018 18:55:24 | Housing close to transit | Could you use elevated trains to extend the Max rail system without removing road capacity? |
| 13-2-2018 02:32:39 | Housing close to transit | No more subsidies to developers. No more tax breaks. Developers already can build transit-oriented development today; if they refuse to, taxpayers don't need to pony up money. |
| 13-2-2018 18:02:24 | Housing close to transit | This is imperative. The so-called missing middle in closer in could reduce car trips. |
| 13-2-2018 00:49:49 | Housing close to transit | Housing close to transit is great. Housing close to freeways (w/in 1000 feet) is a health hazard and should be limited or banned |
| 13-2-2018 00:38:08 | Housing close to transit | Good idea but not practical in general. |
| 12-2-2018 19:59:21 | Housing close to transit | What is with transit for everything? Is there nothing else in the Metro vocabulary? TOD solves nothing. Jobs have to be at the other end to make that work. |
| 12-2-2018 07:16:33 | Housing close to transit | Orenco Station is a good example of housing working with transit and walkability. More neighborhoods like that would solve both transit and housing issues. Rockwood Rising will be similar and in a great location. More like these please. |
| 11-2-2018 17:18:55 | Housing close to transit | This should be THE priority of our local jurisdictions. Housing AND services close to transit. |

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| 11-2-2018 17:51:35 | Housing close to transit | Fix the highways. Add elevated roads over existing highways for vehicles passing thru the metro area. https://www.treehugger.com/infrastructure/how-build-infrastructure-quickly-and-efficiently-learn-chinese.html |
| 11-2-2018 20:27:56 | Housing close to transit | With parking so that folks who are driving to businesses can actually find a place to park? |
| 11-2-2018 15:40:31 | Housing close to transit | The buildings going up with no or limited parking are cresting real problems in neighborhoods. Yes they are often near transit but people still own and park cars. It is already causing problems and there are so many in process or being permitted. Stop it. Require more off street parking. |
| 11-2-2018 06:44:32 | Housing close to transit | If you aren't going to get land value tax, then maybe you could buy land around new lines and develop real estate yourself to cut out the land speculators to gain density and rental income. |
| 11-2-2018 13:19:27 | Housing close to transit | Very important |
| 10-2-2018 06:33:30 | Housing close to transit | but, this should be done by the private sector. If it doesn't make economic sense, then don't do it. Part of the economic puzzle are the large fees charged by the city of Portland that adds approximately \$50,000 for a home. I can only imagine what the fees are for an apartment. Also, the city is playing with rent control (and requiring landlords to pay to move out tenants). This is a mistake. I am NOT a landlord. I do believe in the market system. We should be encouraging building and let the market rates work. |
| 10-2-2018 06:20:43 | Housing close to transit | Make sure money dedicated to improving public transit in areas where many are extremely rent burdened |
| 9-2-2018 22:45:00 | Housing close to transit | Let the market handle this issue of where people decide to live. Developers are smart enough to know where to build homes that are desirable. |
| 9-2-2018 23:13:09 | Housing close to transit | Too many high density apartment buildings are being constructed in my neighborhood (Westmoreland/Sellwood) without parking, but there has still been a huge increase in cut-through traffic & congestion, significant increase in risks to safety of pedestrians & bicyclists, & apparent disregard for live ability. No more density in my neighborhood- we're suffering already. Learn lessons from mistakes made where I live so they're not repeated elsewhere. |
| 10-2-2018 17:39:56 | Housing close to transit | ...only if housing affordability is taken into account |
| 10-2-2018 18:08:34 | Housing close to transit | These developments ruin neighborhoods, no parking so cars line streets narrowing streets causing safety issues |
| 9-2-2018 21:21:05 | Housing close to transit | Would love more developments like Orenco Station along the MAX line. Walkability, living, shopping, and transit. |
| 8-2-2018 03:12:21 | Housing close to transit | noise! again |
| 7-2-2018 23:44:05 | Housing close to transit | Let's expand the transit system before expanding the housing developments |
| 7-2-2018 18:51:48 | Housing close to transit | This needs to be affordable housing. |
| 6-2-2018 14:52:20 | Housing close to transit | Flip this concept--transit should pick up where people live and work. |
| 6-2-2018 21:30:26 | Housing close to transit | Improve bus service to places like St Johns. Improve efficiency of buses. Should not take an hour to travel 8 miles. |
| 7-2-2018 16:47:12 | Housing close to transit | BUSES CAN GO WHERE HOUSING IS LOCATED. CRAMMING HOUSING DENSITIES IS NOT THE ANSWER TO VIABLE NEIGHBORHOODS. |
| 7-2-2018 04:21:54 | Housing close to transit | As long as it is market rate housing. |
| 6-2-2018 17:37:34 | Housing close to transit | High density living is a crappy quality of life. Why don't you consentrate on the best quality of life for people instead of how much money you can squeeze out of them. |
| 6-2-2018 18:54:20 | Housing close to transit | Housing and transportation networks go hand-in-hand. |
| 21-1-2018 18:49:15 | Housing close to transit | Improve the transit and the market will ensure that housing follows. |

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| 20-1-2018 18:51:58 | Housing close to transit | Housing IS NOT a Metro or Tri-Met responsibility. |
| 20-1-2018 22:29:31 | Housing close to transit | When it's convenient to where you live and there are a lot of potential users, the effect will be dramatic for trimet use |
| 20-1-2018 06:16:54 | Housing close to transit | Few job sites don't have housing close by. The main problem is lack of overall housing. Transit is cute, but not critical for most location decisions. |
| 20-1-2018 05:21:40 | Housing close to transit | Make sure it still has parking involved with it! Having no parking is frustrating for everyone |
| 20-1-2018 14:32:14 | Housing close to transit | This would be nice. Fund with tolls. |
| 20-1-2018 16:47:06 | Housing close to transit | This is a double win because it will help affordable housing as well. We need to build big around our transit stops! |
| 20-1-2018 03:03:35 | Housing close to transit | This hasn't worked. |
| 20-1-2018 03:37:25 | Housing close to transit | So obvious it is painful to realize this is not already a policy firmly in place. |
| 20-1-2018 02:14:57 | Housing close to transit | Needs to be affordable housing. |
| 19-1-2018 22:16:04 | Housing close to transit | My brother lives in Vancouver, B.C. He never has to wait longer than 5 minutes for a bus and consequently sold his car. This is what we need in Portland. |
| 19-1-2018 19:25:13 | Housing close to transit | Gateway. Gateway. Gateway. There should be high-rises there and near any other designated transit center. |
| 6-2-2018 00:15:35 | Housing close to transit | With required off street parking |
| 6-2-2018 10:15:07 | Housing close to transit | The government does not need to be involved in housing. Let the developers do that. |
| 5-2-2018 23:47:22 | Housing close to transit | This already seems to be occurring. More emphasis needed on affordable housing near transit. |
| 6-2-2018 02:15:39 | Housing close to transit | make sure those electric cars have a place to park off the street |
| 4-2-2018 20:24:06 | Housing close to transit | Yes especially in the core of the city |
| 5-2-2018 18:30:18 | Housing close to transit | Services - grocery stores, senior centers, schools, cultural centers, faith centers, health clinics, etc. |
| 5-2-2018 20:44:08 | Housing close to transit | Move people are moving OUT of the Portland Metro because of housing costs, yet the jobs are still heavy in the Metro area. |
| 3-2-2018 16:45:00 | Housing close to transit | More transit to cover more areas.. not necessarily more housing close to already existing transit lines. |
| 2-2-2018 17:26:58 | Housing close to transit | Portland should greatly expand central housing options beyond single family homes. |
| 1-2-2018 15:05:26 | Housing close to transit | Shouldn't this read "transit close to work"? A 50 minute commute is a long commute whether by bus, car, bike, or foot. |
| 1-2-2018 05:39:25 | Housing close to transit | Affordable housing close to transit. |
| 31-1-2018 19:20:15 | Housing close to transit | Absolutely, but need to respect housing type choice options for people as well. Transit corridors need to recognize only small percentage of WashCo commute to Portland. TOD corridors should reflect where people live/work, not the 90's view that they all work in Portland. |

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| 29-1-2018 20:08:25 | Housing close to transit | instead of more housing close to transit, we should allow dense housing everywhere and then build transit to all neighborhoods. That is more equitable. |
| 29-1-2018 10:33:34 | Housing close to transit | AFFORDABLE housing. I'm from here and cannot live in my city anymore because of all of these issues combined |
| 29-1-2018 16:54:32 | Housing close to transit | Congrats housing is the only thing working in this town for the rich, but at the rate it is increasing it doesn't help the infrastructure. Like the building right next to the Ross Island bridge. If you wanted to expand it by making a right lane only McGloughin exit on the Ross, tough luck because someone allowed a building to land 6 inches away from the bridge. |
| 30-1-2018 00:23:58 | Housing close to transit | Unless you build housing that severely limits or prohibits car ownership, expect residents to still own and use cars. The only exception to this would be in downtown Portland. |
| 27-1-2018 17:46:49 | Housing close to transit | Housing is both where people are right now as well as where they can afford and aspire to be in the future. For better or worse, transportation outside primary arteries has been retrofitted on development. For a successful housing focus near transportation, zoning and development costs need to be adjusted to provide for truly accessible and desirable housing. |
| 27-1-2018 21:18:26 | Housing close to transit | Buses that go from grocery stores instead of gas station markets to lower income neighborhoods for food access. |
| 28-1-2018 16:36:49 | Housing close to transit | Transit close to housing! |
| 26-1-2018 14:41:52 | Housing close to transit | There has been an increase in housing but a decrease in parking. fix your antiquated parking requirements for new builds |
| 26-1-2018 16:48:44 | Housing close to transit | Higher density closer to major transit, like the MAX line. |
| 26-1-2018 18:40:39 | Housing close to transit | especially out in the neglected parts of the city like far SE |
| 26-1-2018 16:44:31 | Housing close to transit | I'm not sure if this is reliability so much as having options |
| 26-1-2018 04:25:29 | Housing close to transit | In addition to apartments/condos I'd love to see more duplexes and townhouses (instead of these ridiculous skinny houses). |
| 25-1-2018 01:19:46 | Housing close to transit | Need housing near jobs! Stop protecting low density neighborhoods in close in areas. All housing within 5 miles of downtown should be very high density. No protected areas! If you want people to bike you must provide housing within 5 miles of downtown not on 160th!! |
| 24-1-2018 22:14:31 | Housing close to transit | Not that this isn't a priority but it's not a system reliability priority. |
| 22-1-2018 22:55:36 | Housing close to transit | Anything "more transit" works for me. |
| 22-1-2018 22:42:30 | Housing close to transit | figure out how to lower the cost by allowing density in more places, eliminating single family restrictive zoning, reducing duration of permitting |
| 23-1-2018 17:52:05 | Housing close to transit | Employment is fluid. People change jobs frequently. Housing tied to transit is an unnecessary social engineering exercise. |
| 23-1-2018 07:01:10 | Housing close to transit | I had free door-to-door tri-met service from my home and work for 5 years and took the bus twice. After second bus commute home I realized biking instead would get me home more quickly. When it doesn't work, it doesn't work. Tri-met is bad. |
| 24-1-2018 16:11:04 | Housing close to transit | It would be great if there was a tax incentive for living closer to work. |
| 24-1-2018 20:15:46 | Housing close to transit | Developers already get too many perks in the form of subsidies. These generally do not help the intended recipients. |
| 22-1-2018 06:14:19 | Housing close to transit | We need more affordable housing everywhere, especially near transit. We need inclusive neighborhoods, diverse in terms of income. |
| 22-1-2018 17:17:28 | Housing close to transit | Multi-family housing should be as tall as we can reasonably go near all MAX stations and maximums for single family home sizes need to be enforced. |
| 22-1-2018 04:14:51 | Housing close to transit | Build up, not out and have green space around the buildings. |

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| 22-1-2018 00:28:28 | Housing close to transit | We do not need to subsidize developers anymore, unless they are committing to building below market rate housing, and also provide jobs for local residents. |
| 21-1-2018 20:16:28 | Housing close to transit | Yes, but transit close to (existing) housing is also very important. |
| 16-2-2018 18:48:51 | Suggestion System reliability | Limited/Express bus routes for bus and MAX. Long, slow, circuitous transit routes cannot compete with driving alone. |
| 13-2-2018 23:58:48 | Suggestion System reliability | Designated MAX line from downtown to the Portland airport. This would encourage fliers to take the max rather than drive or uber. Presently, it takes nearly an hour from downtown Portland to get to PDX due to the frequent stops. Build a designated airport express. |
| 6-2-2018 18:27:05 | Suggestion System reliability | Focus on our bus system, not light rail |
| 27-1-2018 09:30:04 | Suggestion System reliability | how about Transit close to Housing? |
| 30-1-2018 17:57:43 | Suggestion System reliability | Examine how to keep the most traffic out of the core of the city. I84 and 26 interchanges from 405 block up everything most days |
| 30-1-2018 03:18:15 | Suggestion System reliability | Pedestrian Streets |
| 30-1-2018 03:18:15 | Suggestion System reliability | Bike only and Pedestrian only Streets along with separated bike paths on existing streets |
| 5-2-2018 20:50:48 | Suggestion System reliability | Outlaw studded tires. Oregon is of a very few states that allows studded tires which destroy roads and makes them unsafe. Plus the cost of the damage is out of control. It's a travesty! |
| 6-2-2018 07:22:48 | Suggestion System reliability | Curbs and sidewalks |
| 24-1-2018 19:07:53 | Suggestion System reliability | Flex time for employees. This is such an easy tool. I don't know why more companies don't use it. And.....work at home. Why not? I know people in Portland who spend in excess of 15 hours a week sitting in traffic just getting too and from work, when they could be working at home. |
| 20-1-2018 16:00:11 | Suggestion System reliability | Decrease time between transit arrivals - when this time is 5 minutes schedules and trip planning are no longer important |
| 20-1-2018 21:02:38 | Suggestion System reliability | Transit maintenance to improve reliability of bus a rail. Dedicated bus lanes to reduce delay and speed up routes. |
| 20-1-2018 19:07:29 | Suggestion System reliability | Emphasize busses over MAX. More reliable, and can serve wider areas. |
| 19-1-2018 06:10:08 | Suggestion | Stagger working hours at larger companies or encourage telecommuting |
| 22-1-2018 22:21:53 | Suggestion | Make lights longer. During peak drive times I frequently see only one to two cars going thru a light before it turns which then causes a chain reaction in backups on surface streets. |
| 23-1-2018 00:12:32 | Suggestion | Better planning for transit connections where possible. Match up times at close stops for transfers so people can make transfers more easily with less wait time to reduce total travel time. |
| 5-2-2018 16:34:33 | Suggestion | Designated bus lanes |
| 2-2-2018 06:37:28 | Suggestion | More focus on reliable Trimet schedules. Having ridden Trimet for two years now, it's a frequent and significant problem how common it is for buses or (though less frequently) trains to be behind schedule. Very frustrating, as often as it happens. |
| 26-1-2018 06:22:54 | Suggestion | Improve flow of existing network. Not just expanding freeways, focus on improving traffic flow. |
| 25-1-2018 18:54:00 | Suggestion | A carefully orchestrated river taxi system would provide a safe and reliable alternative |
| 11-2-2018 05:41:08 | Suggestion | Get rid of Uber and Lyft. These people drive their cars around waiting for customers. Then they stop in traffic lanes to pick up and drop off customers. The congestion has gone up, it's dangerous when they feel that it's fine to stop in a lane of traffic. There is usually one person in the car more often then they have a fare. OR pass rules that require that they pull out of lanes of traffic to drop off and pick up passengers. Create parking zones like Taxi zones and tell them they can't just cruise around with no one in their cars. More pollution, more congestion and safety issues. There are studies that show the congestion and pollution have been exacerbated in locations where this is prevelant. Perhaps an answer is to require Uber and Lyft drivers to have a special license and a limited number are issued and active at one time? |
| 13-2-2018 00:14:36 | Suggestion | Dedicated lanes for transit! When the bus is stuck in the same lousy traffic nobody sees a reason to get out of their cars. |
| 17-2-2018 08:03:46 | Suggestion | Bus Rapid Transit - Flexible routes, easy payments, can be just as great as max or street car but without the infra costs of tracks or limits (only one route, street car can get stuck if car is parked poorly, tracks can be hazardous to ped and cyclist). |

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| 17-2-2018 17:18:02 | Suggestion | Incentives for buying/driving private electric vehicles. Only using electric buses going forward. Continue and expand employer incentives for carpooling, walking, cycling to work. Incentives for employers to provide changing locations/showers for employees who do not drive |
| 25-1-2018 18:54:00 | Suggestion | A mass reduction of our road traffic by embracing our water ways would significantly reduce air pollution |
| 26-1-2018 06:22:54 | Suggestion | Use sensors to track and provide improved and real time air quality feedback across the metro, in particular the air quality downtown and near major roads. Use data fr M sensor network to understand impact and drive decisions to limit impact. We first need to measure it. |
| 29-1-2018 00:02:30 | Suggestion | Increase in options for andninformation about multi modal transit. Park and ride. Bike and ride. Park and walk options. |
| 22-1-2018 22:21:53 | Suggestion | Timing of lights around town. Increase length of green lights to meet the needs of a growing city. Increase the number of dedicated lights for left hand turns at busy intersection to increase the flow of traffic and less idle time |
| 23-1-2018 09:56:40 | Suggestion | Increase, incentives for robust network of electric charging parking spots. |
| 19-1-2018 19:27:37 | Suggestion | Adding vegetation and sound walls along all freeways. |
| 20-1-2018 07:23:28 | Suggestion | If autos, pedestrians, and bicyclists ALL followed the rules we would reduce auto idling time and emissions. |
| 20-1-2018 07:40:17 | Suggestion | Congestion pricing |
| 22-1-2018 14:33:10 | Suggestion | Speed to destination. And more affordable options |
| 22-1-2018 20:09:31 | Suggestion | Dedicated lanes for transit to avavoid traffic |
| 29-1-2018 00:02:30 | Suggestion | Faster transit service: includes frequency of bus and max, travel time, route options, etc. I want to see express options (e.g. Gresham to Beaverton, only stopping at major transit intersections) along local route. And Plan long term for rapid mass transit. |
| 26-1-2018 06:16:56 | Suggestion | Add a ferry to alleviate I-5 corridor traffic |
| 2-2-2018 16:18:14 | Suggestion | Addition lanes in current freeways. New Interstate bridge. New freeway in the west side of Portland, as like the I205 freeway. |
| 4-2-2018 16:28:05 | Suggestion | Add more express buses that'll have stops in parking areas. Add more parking in max stops. |
| 1-2-2018 15:41:22 | Suggestion | More roads and bridges. Car free zones down town Tunnels or elevated freeways |
| 5-2-2018 22:28:49 | Suggestion | Add freeway lanes. This would reduce surface street traffic. |
| 18-2-2018 19:23:01 | Suggestion | We need to think about adding express ways west and east among with North and South |
| 13-2-2018 18:09:19 | Suggestion | Increase sidewalk coverage for outer SE Portland and suburban streets. |
| 11-2-2018 06:44:32 | Suggestion | I'm just going to write land value tax and value capture here for everything. Thanks. |
| 2-2-2018 01:52:05 | Suggestion | Elevated trains to avoid car traffic |
| 26-1-2018 00:53:26 | Suggestion | Improve transit accessibility, service, and safety in outer southeast/eastside neighborhoods! More frequent service (e.g. line 17), weekend service (line 10), more sidewalks and crosswalks. |
| 28-1-2018 21:18:00 | Suggestion | Sidewalks and pedestrian and bike safety measures in low income neighborhoods, such as east Portland. (Take for example the street I live on, a "neighborhood greenway" se bush and 120th. No sidewalks or safe space for baby strollers, wheelchairs, students walking home from school in groups, or anyone who wants to avoid stepping in a giant puddle. |
| 23-1-2018 14:57:10 | Suggestion | Bus lanes! |
| 20-1-2018 07:40:17 | Suggestion | Fareless transit |
| 20-1-2018 15:05:26 | Suggestion | Accelerate implementing autonomous vehicles |
| 23-1-2018 09:56:40 | Suggestion | All weather service. Be ready to manage snow ice. We cannot afford multi day shutdowns. |
| 25-1-2018 18:54:00 | Suggestion | There is a potential mass gain in tourism on our water ways in addition to relieving traffic |
| 11-2-2018 19:22:09 | Suggestion | Expand highways and bridges to allow for increased cars and reduce congestion |
| 13-2-2018 01:39:25 | Suggestion | More police presence overall: at many MAX transit locations, I have felt unsafe due to people presumably under the influence, people acting erratically, people approaching/propositioning me, aggressive panhandling, etc. |
| 18-2-2018 19:23:01 | Suggestion | We also need to teach people how to cross the street safely. Your average white person in south east Portland have no idea. I am not joking. Many will walk into traffic with out looking. It crazy. |
| 19-2-2018 23:07:40 | Suggestion | check fares on trimmed regularly to deter uncouth individuals |
| 25-1-2018 18:54:00 | Suggestion | I believe it's time to look at our greatest but most under utilized asset.....our river system. We need to look closely at how to relieve transportation conjestion frm our roads by entertaining river |
| 26-1-2018 00:53:26 | Suggestion | Improve security on the transit system itself and at the stops. Women should be able to ride the bus without being harassed and wait for the bus without being afraid. |
| 2-2-2018 19:47:43 | Suggestion | Adding more highway lanes and an another bridge over Columbia or Willamette for CARS, not bikes. |
| 5-2-2018 22:28:49 | Suggestion | Increase the lanes on freeways so traffic avoids surface streets. This would improve safety. |
| 6-2-2018 00:24:20 | Suggestion | Want to improve the image of the city of roses do something about the homeless problem. We live outside the city and used to love coming to town to enjoy the wonderful restaurants. No longer worth the hassle I feel sorry for hard working restaurant owners who have to deal with the smells, pan handling and the city is my garbage can and toilet mentality. Friends from other cities always comment to me Portland has sure changed. And not for the better in that regard, it hurts me as born and raised here to see it going in that direction. Many other cities do allow the degrading of |

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| 3-2-2018 17:05:23 | Suggestion | Spend less money on jailing people who can't afford transit and more on reaching the communities that need access to free/reduced fair services. |
| 25-1-2018 18:54:00 | Suggestion | I suggest a comprehensive study of what privatization would bring to cost reductions |
| 26-1-2018 09:47:39 | Suggestion | More Bus Rapid Transit and less Max |
| 29-1-2018 16:43:10 | Suggestion | Use the taxes already procured to FIX the roads and build more roads |
| 11-2-2018 07:24:18 | Suggestion | Safety while on public transportation and max to Vancouver |
| 11-2-2018 22:13:53 | Suggestion | Widen or somehow improve the interstates close to downtown so people who DON'T have easy access to mass transit can navigate on I5 and the Banfield more easily. Also, those of us in East Multnomah County need an additional east/west corridor such as widening Highway 26 so that it's 2 lanes (with a center turn lane) in both directions, in its entirety, all the way east past downtown |
| 7-2-2018 03:54:01 | Suggestion | Safer pedestrian walkways. Separate bikes from pedestrians by a barrier. |
| 28-1-2018 23:18:28 | Suggestion | Build more lane capacity West side connector |

Screen 4 Comments - additional questions on quality of life, commute pattern, living in the region, social equity and transportation funding

| Date | Item | Feedback |
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| 17-1-2018 00:35:17 | What does quality of life mean to you | place to live, affordable, easy access to groceries, services, schools, parks, diverse community, safe to walk and bike, interesting things to do and see, a job, nature near by, clean air, water |
| 17-1-2018 04:59:45 | What does quality of life mean to you | being able to live and work in a healthy, happy, affordable, and safe community |
| 17-1-2018 16:00:57 | What does quality of life mean to you | Ability to meet daily needs including recreation, housing, entertainment, and job access affordably without a high cost in time. |
| 17-1-2018 18:42:46 | What does quality of life mean to you | Ability to find meaningful employment that supplies enough to live in a safe and comfortable home, and not have to |
| 17-1-2018 18:42:46 | What does quality of life mean to you | Ability to find meaningful employment that supplies enough to live in a safe and comfortable home, and not have to decide between heating your home and feeding your kids. |
| 18-1-2018 13:12:33 | What does quality of life mean to you | Positive energy, air quality, access to clean water and food, kind people, green spaces |
| 18-1-2018 19:02:19 | What does quality of life mean to you | As someone with a decent income living close in and near transit in a walkable neighborhood, it's very good. For many Portlanders of color, displacement and inequities have made it poor. |
| 18-1-2018 19:25:11 | What does quality of life mean to you | A lot of things including a healthy environment, limited stress |
| 18-1-2018 19:25:11 | What does quality of life mean to you | A lot of things including a healthy environment, limited stress, affordability, choices in lifestyle. |
| 18-1-2018 21:58:12 | What does quality of life mean to you | Having access to healthy food, clean water & air, feeling connected with my community. |
| 18-1-2018 22:25:25 | What does quality of life mean to you | Ability to meet my daily needs and to live the life I want to lead. |
| 18-1-2018 21:30:21 | What does quality of life mean to you | Access to things besides work that make people happy- parks, mountains, bike pathways, classes, space to gather, attend festivals etc + space and encouragement to be physically active to stay healthy. |
| 18-1-2018 22:25:52 | What does quality of life mean to you | Able to get around safely and conveniently. |
| 18-1-2018 23:52:15 | What does quality of life mean to you | Availability and options for earning money, ability and ease to move around, access to resources, entertainment, healthy in all aspects of life, access to nature |
| 19-1-2018 01:47:39 | What does quality of life mean to you | If we just use a very basic metric of having a roof over one's head, Portland is failing 100%. |
| 18-1-2018 23:05:20 | What does quality of life mean to you | clean convenience |
| 19-1-2018 02:57:13 | What does quality of life mean to you | Healthy, safe, sustainable, and affordable. |
| 19-1-2018 02:48:47 | What does quality of life mean to you | Safety affordability comfort |
| 19-1-2018 04:08:37 | What does quality of life mean to you | Variety, Safety, Strong Economy, Healthy |
| 19-1-2018 13:37:44 | What does quality of life mean to you | I can find what I need when I need it, most of the time. |
| 19-1-2018 13:57:33 | What does quality of life mean to you | Having access to multiple transportation options for daily activities, and living in safe environment where I'm able to walk downtown at night without feeling threatened. |
| 19-1-2018 14:34:38 | What does quality of life mean to you | Air quality. Low noise. Ability to safely travel by bike or walk. Variety of goods and services available. Clean and frequent transit. |

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| 19-1-2018 06:10:08 | What does quality of life mean to you | Having a safe place to live with family and accessibility to get from one place to another, whether by walking, cycling, driving or public transportation |
| 19-1-2018 14:44:40 | What does quality of life mean to you | Safe and Clean |
| 19-1-2018 16:11:23 | What does quality of life mean to you | I'd rated it FAIR, not quite good. QoL means to me affordability in housing, food, gas, utilities, internet and access to these basic needs. It also means the quality of public services and education. |
| 19-1-2018 16:20:51 | What does quality of life mean to you | Kind people, good food, pleasurable activities |
| 19-1-2018 16:20:56 | What does quality of life mean to you | Access to services, housing, economic mobility is very poor for people of color. I do not experience this as much, but am aware that it needs improvement for many here. |
| 19-1-2018 16:25:32 | What does quality of life mean to you | Wonderful clean environment, safe neighborhoods, economic vitality and opportunity. |
| 19-1-2018 16:37:06 | What does quality of life mean to you | Access to parks, easy transit options to work, stable job with good income and fun city with good entertainment options. |
| 19-1-2018 16:42:27 | What does quality of life mean to you | Lived here most my life and love it though I feel there is WAY too much focus on Portland planning and not enough on the surrounding areas that have more people and affect our economy (jobs, spend \$) |
| 19-1-2018 17:59:26 | What does quality of life mean to you | Clean air, good jobs, good transportation system, caring community |
| 19-1-2018 18:20:22 | What does quality of life mean to you | transportation options, affordable housing, clean air, access to daily needs and to open space/green places, well maintained sidewalks and bikelanes |
| 19-1-2018 18:58:45 | What does quality of life mean to you | Quality of life means affordable housing, access to public transportation, and community resources. |
| 19-1-2018 19:03:07 | What does quality of life mean to you | Being close to nature, things I need and do, and in a good community. |
| 19-1-2018 19:11:08 | What does quality of life mean to you | A convenient driving commute time of 20 minutes means you have more time to enjoy life. I would take transit if getting across the Metro area didn't exceed 1/2-3/4 of an hour one way. |
| 19-1-2018 19:25:13 | What does quality of life mean to you | Opportunity to live safely, affordably, and comfortably within reasonable distance to work, commercial services, and recreational opportunities. |
| 19-1-2018 19:27:37 | What does quality of life mean to you | Balance of affordability and access to quality education, housing, transportation, and activities. |
| 19-1-2018 19:33:59 | What does quality of life mean to you | Ability to go when and where I'd like to go without regard for the hour of day. |
| 19-1-2018 19:43:08 | What does quality of life mean to you | Good neighbors, access to nature and recreation, walkable neighborhoods with places I want to go. |
| 19-1-2018 20:07:04 | What does quality of life mean to you | ease of access to food, shopping, multiple forms of recreation; acceptance of community: beauty |
| 19-1-2018 20:40:28 | What does quality of life mean to you | Access to things you need, easy, reliable travel options, time with friends and family, paid time away from work, access to healthcare, no fear of ICE agents or hate crimes. |
| 19-1-2018 20:44:57 | What does quality of life mean to you | Recreation and occupation are abundant. Family & friends are taken care of. Local govt's are efficient and serve needs. |
| 19-1-2018 20:38:54 | What does quality of life mean to you | Affordability, a good job, good housing, ease of traveling and commuting throughout the region. |
| 19-1-2018 22:25:09 | What does quality of life mean to you | I can access what I need without driving. But many residents are being pushed too far outside reliable transit areas in search of affordable housing, leading to lower quality of life for them. |
| 19-1-2018 22:31:09 | What does quality of life mean to you | Safe place to raise a family. Easy access to important amenities (good schools, shopping, library, parks, recreation) within 20 minutes of home. |

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| 19-1-2018 22:50:57 | What does quality of life mean to you | Ability to actively engage in the activities I prefer and to be enabled to complete those activities in a reasonably unconstrained manner. |
| 19-1-2018 22:59:55 | What does quality of life mean to you | It means housing for all that is affordable to people of low means |
| 19-1-2018 23:53:10 | What does quality of life mean to you | Reducing stress and the failing transportation system in Region One is a big part of it. Need major investments shift to roads and highways, from funding to Light Rail and Alternative Mobility Targets |
| 20-1-2018 00:11:24 | What does quality of life mean to you | A functional city including infrastructure, safety, parks, civic interest, and an economy that is equitable and diverse. |
| 20-1-2018 00:09:43 | What does quality of life mean to you | Places are safe to travel and housing is affordable |
| 20-1-2018 00:42:45 | What does quality of life mean to you | That I am able to choose how I want to get around - transit, bike, walk, or drive. That I can walk or bike to my grocery store and other places - community center, parks, places to eat. |
| 20-1-2018 01:59:20 | What does quality of life mean to you | C'mon, start investing in real solutions instead of pandering to car interests! Real investments in transit and biking now! |
| 20-1-2018 02:00:44 | What does quality of life mean to you | Being able to afford to live in a comfortable abode with services and amenities nearby |
| 20-1-2018 02:00:49 | What does quality of life mean to you | Being able to afford living here. Which isn't happening. All these projected goals will just make it less affordable for a sinking segment of us. |
| 20-1-2018 02:02:08 | What does quality of life mean to you | The ability to do the things that are important to me without barriers. |
| 20-1-2018 02:02:24 | What does quality of life mean to you | Feel safe and secure with where you live. |
| 20-1-2018 02:02:36 | What does quality of life mean to you | Better than Chicago but needs to be better. |
| 20-1-2018 02:04:50 | What does quality of life mean to you | Pleasant neighborhoods, clean air maintained by plentiful vegetation. |
| 20-1-2018 02:06:43 | What does quality of life mean to you | A city should provide transit, cultural and recreational opportunities, and clean air and water. Portland does reasonably well on most of these. |
| 20-1-2018 02:11:32 | What does quality of life mean to you | Affordability, no congestion |
| 20-1-2018 02:14:57 | What does quality of life mean to you | Affordable housing and event/business spaces (nope), equity for all races & incomes (nope), food deserts (yes), living-wage jobs (nope), air quality (3rd worst in US) |
| 20-1-2018 02:16:52 | What does quality of life mean to you | It means a leftist political system, feeling safe as a queer person, feeling safe in general, access to culture, amenities, diverse workforce and population, an attractive built and natural environmen |
| 20-1-2018 02:09:16 | What does quality of life mean to you | Where is the option for "Average" or "Neither good nor bad" for quality of life in Portland?? Poorly designed question. |
| 20-1-2018 02:19:28 | What does quality of life mean to you | It is getting worse with each passing year...please do something about the grafitti that is everywhere and talk to folks in Salt Lake City on how we might help the homeless...and start enforcing laws. |
| 20-1-2018 02:25:35 | What does quality of life mean to you | It means living in a beautiful part of the world where the climate is generally pretty good. Living outside of Portland in a suburban area we have some space and a nice neighborhood. |
| 20-1-2018 02:36:05 | What does quality of life mean to you | Poverty / homelessness levels, availability of employment, happiness of the population |
| 20-1-2018 02:45:43 | What does quality of life mean to you | Good public transportation; clean air, water; affordable housing; Parks! |
| 20-1-2018 02:48:12 | What does quality of life mean to you | Clean, safe streets. Able to enjoy city without having to step over and be bothered by homeless people. Able to sit in Couch Park on a sunny day without being harrassed by homeless. |

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| 20-1-2018 02:58:39 | What does quality of life mean to you | Stay out of Portland. |
| 20-1-2018 02:31:54 | What does quality of life mean to you | small government |
| 20-1-2018 02:59:35 | What does quality of life mean to you | ability to not drive for my work trip |
| 20-1-2018 03:07:07 | What does quality of life mean to you | safety, semi-clean air, ability to get around, good government |
| 20-1-2018 03:07:12 | What does quality of life mean to you | The City is poorly managed. It is not addressing drugs and crime. It is more concerned with "pet projects" than taking care of basics with current tax dollars: crime, drugs, road maintenance etc. |
| 20-1-2018 03:02:58 | What does quality of life mean to you | We are not in an active war zone. |
| 20-1-2018 03:03:35 | What does quality of life mean to you | Quality of personal free time, that is being taxed by bad traffic |
| 20-1-2018 03:07:24 | What does quality of life mean to you | Ease of getting around without driving; low cost transportation; less noise. Portland is very noisy with vehicle traffic, sirens, MAX bells. |
| 20-1-2018 03:28:05 | What does quality of life mean to you | Ability to pursue one's personal interests; ability to use multiple modes of transportation for mobility; |
| 20-1-2018 03:28:05 | What does quality of life mean to you | Ability to pursue one's personal interests; ability to use multiple modes of transportation for mobility; access to well-paying jobs; mixed-income and diverse neighborhoods; low crime rates |
| 20-1-2018 03:37:25 | What does quality of life mean to you | The ability to easily and safely travel to and from destinations. |
| 20-1-2018 03:38:11 | What does quality of life mean to you | Community, environment, equity, affordability |
| 20-1-2018 03:44:09 | What does quality of life mean to you | Ability to get what we need to live, in useful and effective ways, with pleasure. |
| 20-1-2018 03:55:19 | What does quality of life mean to you | Great walkable, mixed-use, mixed-income neighborhoods with good transportation options and nearby greenspace. |
| 20-1-2018 03:56:53 | What does quality of life mean to you | ratio of effort/difficulty to safety/comfort/health favors the latter |
| 20-1-2018 04:10:15 | What does quality of life mean to you | civility, tolerance of differences, embracing of differences, equity |
| 20-1-2018 04:13:15 | What does quality of life mean to you | Access to good-paying jobs, clean air, varied recreation, access to nearby countryside areas. |
| 20-1-2018 04:17:25 | What does quality of life mean to you | room, trees, farms, fresh air |
| 20-1-2018 04:17:46 | What does quality of life mean to you | Quiet, safe neighborhoods, with access to services |
| 20-1-2018 04:55:20 | What does quality of life mean to you | Safe, Clean, Pedestrian friendly, interesting and vibrant. Use Ladd's Addition plus Hawthorne and Division as your design objectives. |
| 20-1-2018 05:00:44 | What does quality of life mean to you | a community where we value the lives of all members and strive to make |
| 20-1-2018 05:00:44 | What does quality of life mean to you | a community where we value the lives of all members and strive to take care of the marginalized, create opportunities for everyone to reach their full potential. |
| 20-1-2018 05:03:38 | What does quality of life mean to you | Water without sodium fluoride. Ability to walk downtown without panhandlers. No fecal matter in doorways. Ability to travel safely to one's destination in comfort. |

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| 20-1-2018 05:10:05 | What does quality of life mean to you | Ability to work and play both indoors and outside. |
| 20-1-2018 05:18:22 | What does quality of life mean to you | a dynamic community that is committed to sustainability and creativity and stewardship that lets me live life to its fullest and requires me to participate and be committed to certain ideas |
| 20-1-2018 05:21:40 | What does quality of life mean to you | Natural beauty. Ease of getting to work and off hour times. Great restaurants and culture. Nice neighbors. Low taxes or at least value for what we pay. More lanes of traffic. |
| 20-1-2018 05:34:21 | What does quality of life mean to you | easy shopping, close to medical |
| 20-1-2018 05:48:00 | What does quality of life mean to you | I want to be able to take transit to my job, which I can get to in a reasonable amt of time (~30min in 4 miles). I want my neighborhood to have grocery stores, parks, libraries, and be safe |
| 20-1-2018 06:05:12 | What does quality of life mean to you | affordable taxes, consumables, housing, and utilities |
| 20-1-2018 06:12:55 | What does quality of life mean to you | Economic opportunity, options for recreation |
| 20-1-2018 06:31:40 | What does quality of life mean to you | Quality of life would mean giving people access to housing, jobs, a clean environment and security about their ability to have a similar or better quality of life next year that they have this year. |
| 20-1-2018 06:40:11 | What does quality of life mean to you | Easy to get around safely to enjoy all the things that make life great -- friends and family, sport, learning, nature, food and drink. |
| 20-1-2018 06:42:20 | What does quality of life mean to you | good freeways and roads money well spent on road projects |
| 20-1-2018 07:15:34 | What does quality of life mean to you | People who can afford house mortgage or rents, people who can pay apartment rents have a shot at a decent quality of life. Homelessness for those living downtown has definitely influenced this. |
| 20-1-2018 07:22:18 | What does quality of life mean to you | I don't have to drive everywhere to get the everyday things I need. Alternative modes of transport (buses, biking, etc) are respected. |
| 20-1-2018 07:30:20 | What does quality of life mean to you | Not needing a car, aging in place, relaxed lifestyle, mixing with people in an urban environment, decent public transit |
| 20-1-2018 08:14:43 | What does quality of life mean to you | When it comes to transportation I b |
| 20-1-2018 08:14:43 | What does quality of life mean to you | When it comes to transportation I believe that those that can't afford a car, or can't afford to live in central Portland should not feel like second class citizens as many often do today. |
| 20-1-2018 14:53:08 | What does quality of life mean to you | Friendly atmosphere. Mild weather with definite seasons. Minimal insects. Easy to communicate with others and travel. |
| 20-1-2018 15:05:26 | What does quality of life mean to you | Starts with a good paying job. Affordable housing is fundamental to it, which leads discretionary income to use for whatever diverse opportunities from theatres to outdoors to whatever one's thing is |
| 20-1-2018 15:09:51 | What does quality of life mean to you | Access to livable wage jobs. Clean air and water. diverse communities and economies. |
| 20-1-2018 15:29:36 | What does quality of life mean to you | Access to quality housing; neighborhoods with restaurants and services allowing people to walk or take public transport; not having to commute by car; being close to outdoors; clean water and air. |
| 20-1-2018 15:16:35 | What does quality of life mean to you | A clean and safe place to live with easy access to services and amenities. |
| 20-1-2018 16:00:11 | What does quality of life mean to you | Ability to move around town, to afford decent housing, without stop-and-frisk. |
| 20-1-2018 15:46:09 | What does quality of life mean to you | Affordable housing, safe streets, more people oriented services, less congestion, less destruction of the environment and neighborhoods, more sustainable lifestyles |
| 20-1-2018 15:49:02 | What does quality of life mean to you | clean air, little traffic congestion, room to move about the city (the increasing density is claustrophobic), lots of green spaces instead of large boxy housing buildings |

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| 20-1-2018 16:08:28 | What does quality of life mean to you | ease of getting to where you need / want to do things, along with clean air and water |
| 20-1-2018 16:47:06 | What does quality of life mean to you | Can I get to where I need to go, do I have options to get there, do I feel frustrated trying to do it. Do I enjoy living in this region? Generally, answers to this are yes. |
| 20-1-2018 16:56:32 | What does quality of life mean to you | The ability to do and get to the things I enjoy in a reasonable time |
| 20-1-2018 17:16:47 | What does quality of life mean to you | Healthy air and water, safe streets, affordability and walkability. We need to clean up downtown. The tents and homeless are getting out of control. |
| 20-1-2018 17:08:23 | What does quality of life mean to you | Basic services are well maintained and people in the community are good and civil. |
| 20-1-2018 17:17:42 | What does quality of life mean to you | Ability to pursue happiness and preferred way of life against encuberances such as cost of living, time spent commuting, and environmental pollution. |
| 20-1-2018 17:18:38 | What does quality of life mean to you | healthy environment, high quality schools, strong job market / economy, ease of transportation, access to outdoor activities |
| 20-1-2018 17:25:48 | What does quality of life mean to you | Safety, comfort, feeling of community, active lifestyle, clean air and water |
| 20-1-2018 17:41:27 | What does quality of life mean to you | Affordable housing, good urban planning, easy flow of traffic |
| 20-1-2018 17:42:45 | What does quality of life mean to you | Non vehicle access, walk or bike access, easy access to nature, grouping of like businesses and services. |
| 20-1-2018 18:17:37 | What does quality of life mean to you | Affordable housing for all |
| 20-1-2018 18:21:55 | What does quality of life mean to you | Safety, availability of cultural activity, aesthetics |
| 20-1-2018 18:28:49 | What does quality of life mean to you | Abundant access to green spaces, services, human-scale development, affordable food and goods |
| 20-1-2018 18:34:21 | What does quality of life mean to you | Too much crime. People don't feel safe in their own homes. No solutions for the homeless. Politically inept. |
| 20-1-2018 18:51:58 | What does quality of life mean to you | Being able to travel about Portland in a timely manner and not have government impose additional taxes and regulations on its citizens. |
| 20-1-2018 18:56:35 | What does quality of life mean to you | Spectacular natural amenities mountains, rivers, snow and sunshine. Good support of low emissions transportation (bicycling) culture. Great food options and a healthy economy. |
| 20-1-2018 18:56:54 | What does quality of life mean to you | Livability of neighborhoods. Access to services. Transportation options |
| 20-1-2018 19:01:20 | What does quality of life mean to you | Low stress, easy access to necessities, a good amount of amenities, no real traffic, diversity of age |
| 20-1-2018 19:01:20 | What does quality of life mean to you | Low stress, easy access to work and necessities, adequate amenities, no traffic, no sprawl, |
| 20-1-2018 19:01:20 | What does quality of life mean to you | Low stress, good health, safe home & neighborhood, family & friends, clean air & water, creative livelihood, good pay, easy access to amenities, abundant open space, alternative community, organics |
| 20-1-2018 19:07:29 | What does quality of life mean to you | Trees, space, ease of movement and not crowded. The density increase being permitted degrades the quality of life. Expand the boundary so grow more economical single homes instead of condo/apts |
| 20-1-2018 19:11:19 | What does quality of life mean to you | Having a good job that can pay the bills and nice amenities such as parks to be able to visit. Also being able to get where you want to go without having to worry about traffic. |
| 20-1-2018 19:25:29 | What does quality of life mean to you | Heathy environment, access 9to goods and services including parks, safe and preservation of diversity and natural areas. Also good education system, affordable housing, health care strong civic engag |

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| 20-1-2018 19:35:16 | What does quality of life mean to you | Access to cultural events, quality food, and outside recreation. |
| 20-1-2018 19:36:45 | What does quality of life mean to you | General comfort in day-to-day interactions and life. Ability to walk or bike to the things I need. Access to the outdoors. |
| 20-1-2018 20:03:59 | What does quality of life mean to you | Quality of life means ability to work within near proximity of where you live in affordable living conditions. Portland is driving people out. |
| 20-1-2018 20:52:14 | What does quality of life mean to you | Being safe and free from threats of harm, while being able to live your best life |
| 20-1-2018 21:16:55 | What does quality of life mean to you | Easy access to the places I want to go, including parks and open spaces, the mountains and the ocean. |
| 20-1-2018 21:17:24 | What does quality of life mean to you | Neighborhoods that are crime-free and quiet |
| 20-1-2018 21:02:38 | What does quality of life mean to you | It means being able to find the things I enjoy with low stress, affordable, and safe ways to get there. |
| 20-1-2018 21:24:12 | What does quality of life mean to you | A clean crime free city with good public transportation |
| 20-1-2018 22:13:28 | What does quality of life mean to you | * I have options for travel that don't include my car * Biking is pretty good for getting around in inner Portland * Access to nature and the outdoors is amazing * Good food, great people + culture |
| 20-1-2018 22:29:31 | What does quality of life mean to you | Not totally dependent on a car. I can walk to commercial areas from my home. My community is near me. Not having to struggle financially for cost of living. Good healthcare access. |
| 20-1-2018 22:54:35 | What does quality of life mean to you | I can get to where I need to go safely and quickly on functioning roads that are maintained. My city should be clean and homeless populations need to be controlled through housing for all. |
| 20-1-2018 22:10:33 | What does quality of life mean to you | Safe, clean, access to amenities and recreation |
| 20-1-2018 23:08:03 | What does quality of life mean to you | A safe clean city |
| 20-1-2018 23:28:03 | What does quality of life mean to you | A big part of this for me is accessibility to grocery stores, parks, services and things like restaurants and non-car transportation options is a really important to achieve that. |
| 20-1-2018 23:49:35 | What does quality of life mean to you | jobs, social equity, transportation services for seniors, access to services like medical, food, social activities |
| 21-1-2018 00:14:08 | What does quality of life mean to you | Maybe we're lucky although we were pretty smart when we selected a house in Hillsdale. We can walk or bus downtown or to OHSU. If we drive it takes little time. |
| 21-1-2018 00:56:12 | What does quality of life mean to you | Healthy safe and inclusive just |
| 21-1-2018 01:22:25 | What does quality of life mean to you | My basic needs are met for survival (clean water, access to shelter, etc). I also live in a town that has an infrastructure for emergency responsiveness, police and fire, schools, etc. |
| 21-1-2018 01:22:50 | What does quality of life mean to you | I have a negative opinion of downtown Portland, where citizens are intimidated by radicals like anarchists and Antifa. Where are the police? Why can people pitch tents in the middle of the city? |
| 21-1-2018 02:16:10 | What does quality of life mean to you | I can get to the places i want & need to go easily |
| 21-1-2018 02:31:04 | What does quality of life mean to you | Healthy, sustainable living in a community of friends |
| 21-1-2018 04:47:36 | What does quality of life mean to you | Quality of Life is a multiple |

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| 21-1-2018 04:47:36 | What does quality of life mean to you | Quality of Life is multiple-faceted: it includes being proud of the place; being excited about the people & the activities that it offers; feeling secure about health svc., arts, economy, equity etc |
| 21-1-2018 05:24:51 | What does quality of life mean to you | Except for our poor roads. |
| 21-1-2018 05:24:56 | What does quality of life mean to you | I feel safe, I have easy access to basic needs as well as art and culture. I know my kids are safe while at school. The local government shares my values. |
| 21-1-2018 05:45:28 | What does quality of life mean to you | attractive transit options, neighborhood services, clear air & water, affordable living options, care for disadvantaged, health care for all, strong neighborhood assoc., alternatives to homelessness |
| 21-1-2018 05:45:40 | What does quality of life mean to you | Affordable housing, safe travel to schools, continuing to have available single family homes instead of destroying older homes to put up ugly apartments. Keep architectural history of neighborhoods . |
| 21-1-2018 05:45:28 | What does quality of life mean to you | attractive transit options, neighborhood services, clear air & water, affordable living options, care for the disadvantaged, health care for all, strong neighborhood associations |
| 21-1-2018 05:54:49 | What does quality of life mean to you | Mobility (affordable, accessible transit, sidewalks for walking, and bike lanes for biking). Reasonable cost of living. Mixed use neighborhoods. |
| 21-1-2018 06:25:22 | What does quality of life mean to you | I do have an opinion (above) about quality of life in the areas I frequent, but I tend not to go far. "Greater Portland" includes a lot of suburban areas I don't spend time in. |
| 21-1-2018 06:48:15 | What does quality of life mean to you | Clean environment, safety, good transportation, education/cultural activities, social services, shopping. |
| 21-1-2018 07:09:15 | What does quality of life mean to you | Affordable, safe, clean air, decent traffic and social supports |
| 21-1-2018 06:56:22 | What does quality of life mean to you | Clean air, safe for family. |
| 21-1-2018 07:50:40 | What does quality of life mean to you | Quality of life means being able to get around the city without crushing gridlock. It means a city that is not overpopulated and that therefore does not suffer from the stress of too many people. |
| 21-1-2018 09:51:20 | What does quality of life mean to you | Affordable home, good transit, stores and services nearby, options for outdoors access, good medical care, entertainment options |
| 21-1-2018 13:53:11 | What does quality of life mean to you | safety, jobs, schools, |
| 21-1-2018 15:13:23 | What does quality of life mean to you | Portland has become unaffordable which is the biggest negative |
| 21-1-2018 14:57:00 | What does quality of life mean to you | Healthy, happy, trusting neighbors, and ease of meeting the requirements of daily living. |
| 21-1-2018 15:55:26 | What does quality of life mean to you | From a transportation standpoint it means ease of travel. |
| 21-1-2018 16:40:46 | What does quality of life mean to you | 2 |
| 21-1-2018 16:40:46 | What does quality of life mean to you | Safety, affordability, ability to freely move about. High quality jobs with good wages and benefits. Low congestion. Can live where I want to live affordably. Good schools. Good parks. |
| 21-1-2018 17:51:35 | What does quality of life mean to you | Healthy air, numerous types of transportation available. Pedestrians and bicyclists need to be protected more. |
| 21-1-2018 18:31:37 | What does quality of life mean to you | I don't feel safe traveling to downtown Portland or accessing public transit. Crime now seems to be spreading to my neighborhood, possibly thanks to the orange line |
| 21-1-2018 18:32:24 | What does quality of life mean to you | Feeling safe; walkability |
| 21-1-2018 18:49:15 | What does quality of life mean to you | Safe, clean, good arts offerings, fewer homeless people, good transit |

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| 21-1-2018 19:40:56 | What does quality of life mean to you | In this context: Can I get where I'm going safely? The answer is often no, because you can't |
| 21-1-2018 19:40:56 | What does quality of life mean to you | Protected bike lanes |
| 21-1-2018 19:48:12 | What does quality of life mean to you | Clean air & water for all. Access to fresh, local, organic food choices. Affordable housing. Vibrant small & local businesses. |
| 21-1-2018 21:13:11 | What does quality of life mean to you | Safe, affordable housing near good public transportation & bicycle routes |
| 21-1-2018 21:19:58 | What does quality of life mean to you | Safety, Fresh Air, Trees, Easy Commute |
| 21-1-2018 21:39:43 | What does quality of life mean to you | most of my needs can be met by walking or biking. Nearby access to parks and natural areas. Abundant healthy street trees. Great selection of good food and entertainment. |
| 21-1-2018 22:21:04 | What does quality of life mean to you | Adequate food, housing, & income. Portland is too expensive to live unless you have a high income. Too many homeless people here. |
| 21-1-2018 22:31:51 | What does quality of life mean to you | Safe, secure home and work environment |
| 21-1-2018 22:35:21 | What does quality of life mean to you | The ability to get where you need to go efficiently, ability to have a good income and a choice of housing options - especially single family detached housing - and not be crammed on top of each other |
| 21-1-2018 22:38:39 | What does quality of life mean to you | I answered this question as "very good" in a very personal sense -- speaking for myself only, not for Portlanders with fewer resources. Housing affordability is important as well as access via transit |
| 21-1-2018 22:49:00 | What does quality of life mean to you | Safe, walkable neighborhoods dotted with local and family-owned businesses. Accessible and well-kept parks and public spaces. Spontaneous encounters with a diverse population. |
| 21-1-2018 22:49:00 | What does quality of life mean to you | Safe, walkable neighborhoods dotted with local and family-owned businesses. Accessible and well-kept parks and public spaces. Spontaneous encounters with a diverse community. |
| 21-1-2018 22:49:55 | What does quality of life mean to you | Access to good paying jobs, affordable housing, parks, libraries, and an involved active community. |
| 21-1-2018 23:03:40 | What does quality of life mean to you | well being and experiences that affect my health and happiness |
| 21-1-2018 23:07:08 | What does quality of life mean to you | Affording a place to live, transportation and recreation without a second job; |
| 21-1-2018 23:07:08 | What does quality of life mean to you | Affording a place to live, transportation and recreation without a second job; having time to recreate and socialize; increasing connectedness to people |
| 21-1-2018 23:07:08 | What does quality of life mean to you | Affording a place to live, transportation and recreation without a second job; having time to recreate and socialize; increasing connections to people; reducing toxics and pollutants |
| 21-1-2018 23:00:07 | What does quality of life mean to you | You need to have an "average" option. Bit steep of jump to have "good" and the next option be "poor." Quality life would be trade offs. How much are you giving up to live where you live, is it worth |
| 21-1-2018 23:19:50 | What does quality of life mean to you | Access to Economic Opportunity, Safety, Walkability, Bikeability. |
| 22-1-2018 01:12:52 | What does quality of life mean to you | Being able to access the activities/destinations I need and enjoy with little stress. |
| 22-1-2018 01:24:44 | What does quality of life mean to you | A forested park nearby. Clean water and air (TriMet needs to electrify -- its diesel exhaust is carcinogenic). High civic engagement. Most of all, people being kind to each other. |
| 22-1-2018 02:47:27 | What does quality of life mean to you | Quality of life means |
| 22-1-2018 02:47:27 | What does quality of life mean to you | Quality of life means access, connectivity, affordability, and healthy-- free of things that are barriers to the above. |

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| 22-1-2018 02:57:14 | What does quality of life mean to you | Access to and ability to have a fulfilling job/career, hobbies, arts, and events. A diverse and vibrant city that is affordable. |
| 22-1-2018 04:05:01 | What does quality of life mean to you | Freedom from stress. In the context of transportation, freedom from long commutes and trips to obtain groceries, medical care, etc. |
| 22-1-2018 04:14:51 | What does quality of life mean to you | Used to be very good, but is getting over-crowded and too much like California. People are disrespectful, too much clearing of our forests in favor of vineyards. Instead of creating efficient roadways |
| 22-1-2018 04:14:51 | What does quality of life mean to you | Amount of love and respect I can show all the people I come into contact with. The natural state of my su |
| 22-1-2018 04:14:51 | What does quality of life mean to you | Amount of love and respect I can show all the people I come into contact with. The natural state of my surroundings and the amount of time I get to spend in them. |
| 22-1-2018 04:07:57 | What does quality of life mean to you | Safety, economic prosperity, access to goods and services. |
| 22-1-2018 04:29:17 | What does quality of life mean to you | Clean air and water; tree canopies to provide shade & animal habitat; close access to parks, green areas, and rivers; walkable and bikable streets; safe walkable neighborhoods. |
| 22-1-2018 04:59:13 | What does quality of life mean to you | Affordable and ready access to/from work, family/friends, goods, services, and culture. |
| 22-1-2018 05:08:08 | What does quality of life mean to you | Minimal need for auto trips (little to no need to use a car for work, visit friends, go to the library/park/etc), and more time to enjoy the outdoors and my family. |
| 22-1-2018 05:13:27 | What does quality of life mean to you | Feeling safe, clean air, affordable housing, good transportation |
| 22-1-2018 05:36:26 | What does quality of life mean to you | In reference to transportation, quality of life means accessibility to work and other destinations. I gave Portland a "good" rating, since "fair" was not an option. The trend though is down. |
| 22-1-2018 06:14:19 | What does quality of life mean to you | Quality of life means clean water, clean air, affordable housing, and healthy food. It means being able to access opportunity and recreation. It means to possible and optimistic. |
| 22-1-2018 06:26:00 | What does quality of life mean to you | Low crime rate, Safe neighborhoods ,access to parks and recreation, availability of cultural opportunities (theater, concerts, art galleries) |
| 22-1-2018 05:41:36 | What does quality of life mean to you | Traffic is ridiculous and the roads have now caused two tires to pop. |
| 22-1-2018 10:59:23 | What does quality of life mean to you | Ease of movement throughout the city, quality social interactions, personal safety in public, access to natural spaces. |
| 22-1-2018 14:33:10 | What does quality of life mean to you | Access to do things in a safe affordable inviroment |
| 22-1-2018 15:22:37 | What does quality of life mean to you | Safe; smooth traffic; well maintaining infrastructure, parks, education and leisure life; affordable and quality food; quality and affordable healthy care |
| 22-1-2018 15:34:03 | What does quality of life mean to you | Too many people, wages not keeping up with economy, no affordable housing, too much traffic gridlock, speeds too slow. |
| 22-1-2018 15:36:19 | What does quality of life mean to you | fewer homeless folks living in temporary structures in public spaces; more affordable housing; more jobs with actual benefits; 20 minute neighborhoods. |
| 22-1-2018 15:28:57 | What does quality of life mean to you | Access to good jobs, education, outdoor spaces, and entertainment. |
| 22-1-2018 15:40:41 | What does quality of life mean to you | Economic & educational opportunities. Most households can meet their basic needs (food, shelter, transportation) & support exists for those that can't. Every child has access to nature & culture. |
| 22-1-2018 15:45:24 | What does quality of life mean to you | Nice place to live, good jobs, good education options, nice places to go on free time, affordable. |
| 22-1-2018 15:51:07 | What does quality of life mean to you | Economic oppportunity and prosperity, affordable housing, clean air and water, |

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| 22-1-2018 15:51:07 | What does quality of life mean to you | Economic opportunity and prosperity; affordable housing; clean air and water; outdoor recreation and cultural opportunities; kindness, compassion, and acceptance of all walks of life |
| 22-1-2018 15:45:50 | What does quality of life mean to you | How stressful it is to get to work, run errands, pay bills, etc |
| 22-1-2018 16:13:05 | What does quality of life mean to you | Having access to and being able to afford a variety of housing and transportation options. Not having to travel far for basic services. |
| 22-1-2018 15:59:43 | What does quality of life mean to you | Ability to get where I need to go in a timely manner, without excessive traffic. Having a grocery store in my neighborhood. |
| 22-1-2018 16:22:11 | What does quality of life mean to you | Good food, drink and water, easy access to natural areas, many transit and bike options |
| 22-1-2018 16:37:20 | What does quality of life mean to you | Access to nature, healthy food, quality Healthcare, wide variety of experiences |
| 22-1-2018 16:50:32 | What does quality of life mean to you | Housing choice, a strong economy (jobs), and access to schools, parks and shops and services near my home. |
| 22-1-2018 16:56:20 | What does quality of life mean to you | Being able to easily access active transportation and recreation options and live safely and affordably. |
| 22-1-2018 17:02:25 | What does quality of life mean to you | Clean air and water, jobs available, housing mix, great offerings in food, arts and culture. |
| 22-1-2018 17:06:34 | What does quality of life mean to you | Safe walkable neighborhoods with a variety of available services. Public transportation options at all hours of the day and night. |
| 22-1-2018 17:12:55 | What does quality of life mean to you | walkable neighborhoods, variety of businesses that are neither tattoo parlors or pot shops. |
| 22-1-2018 17:17:28 | What does quality of life mean to you | The ability to live and thrive in a region. |
| 22-1-2018 17:21:02 | What does quality of life mean to you | I can easily walk, bike, and use transit to access all sorts of destinations. |
| 22-1-2018 17:29:39 | What does quality of life mean to you | Having a variety of activities available, getting around town with low effort, quality nature around me (healthy trees!), a clean environment, and great public services. |
| 22-1-2018 17:33:43 | What does quality of life mean to you | Affordable rent, safe places to walk, good schools, low crime, cleanliness |
| 22-1-2018 17:41:26 | What does quality of life mean to you | quality of life is having the income to be able to eat out or purchase items beyond the basic necessities. |
| 22-1-2018 17:43:11 | What does quality of life mean to you | I have access to goods and services I need. I am not crowded presently. I have access to recreational activities I enjoy. |
| 22-1-2018 17:28:05 | What does quality of life mean to you | Friendly and diverse population. Diverse cultures represented in small businesses and support for them. |
| 22-1-2018 17:53:18 | What does quality of life mean to you | Having a good-paying job, safe and affordable housing, and the |
| 22-1-2018 17:53:18 | What does quality of life mean to you | Having a good-paying job, safe and affordable housing, and the ability to |
| 22-1-2018 17:53:18 | What does quality of life mean to you | Having a good-paying job, safe and affordable housing, and the ability to do things (travel, eat, be entertained) that make me happy |
| 22-1-2018 17:49:26 | What does quality of life mean to you | happiness and access to outdoor activities. Health and welfare of all members of my community. |
| 22-1-2018 17:59:27 | What does quality of life mean to you | Is this a positive environment? Is this a nice place to live? Can I even live here and survive and be healthy? No. Me, and people like me, are one bad day away from being on the streets. |

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| 22-1-2018 18:01:50 | What does quality of life mean to you | Ability |
| 22-1-2018 18:01:50 | What does quality of life mean to you | Ability to enjoy life. It's good for me currently. But the thousands of homeless face horrible conditions in our region and no clear path toward a better quality of life. |
| 22-1-2018 18:06:24 | What does quality of life mean to you | A safe affordable city where you have both personal and professional opportunities. |
| 22-1-2018 18:06:50 | What does quality of life mean to you | Safe City. Clean |
| 22-1-2018 18:06:50 | What does quality of life mean to you | Safe City. Clean city. Easy to move about and travel. |
| 22-1-2018 18:10:23 | What does quality of life mean to you | Safety, access to needs and wants |
| 22-1-2018 18:14:14 | What does quality of life mean to you | A thriving economy that supports communities both large and small. |
| 22-1-2018 18:23:51 | What does quality of life mean to you | Quality of life to me starts with the availability of good jobs and a diverse and strong economic base. Next, access to cultural and outdoor activities. |
| 22-1-2018 18:24:09 | What does quality of life mean to you | Quality of life means the ability to work and afford a comfortable life- food/shelter/warmth are met with little to no stress and the ability to get out and walk or ride a bike is not a safety issue. |
| 22-1-2018 18:24:21 | What does quality of life mean to you | Feeling safe walking any time of day/night; access to stores/services in my neighborhood; plenty of trees, cleanliness, caring neighbors |
| 22-1-2018 18:38:09 | What does quality of life mean to you | access to affordable housing, community services and urban amenities. Well managed public schools (I am not in PPS) |
| 22-1-2018 18:24:52 | What does quality of life mean to you | Safe and healthy options to work and recreate. |
| 22-1-2018 18:40:41 | What does quality of life mean to you | Walkability and bikability. Engaging and interesting communities. |
| 22-1-2018 18:41:30 | What does quality of life mean to you | Safe streets, and living areas. |
| 22-1-2018 18:59:21 | What does quality of life mean to you | Ability to move freely about the city. Access to food and water. Affordable housing and healthcare. |
| 22-1-2018 19:01:13 | What does quality of life mean to you | Living with great air quality for all asthmatics and driving my car at LOS B or better. It is unforgivable to extract taxes from ppl and then weaponize LOS conditions to uncomfortable conditions. |
| 22-1-2018 19:06:40 | What does quality of life mean to you | Safety, availability of amenities, accessibility to amenities, pleasantness of being in the public sphere, transportation options that are safe/convenient/comfortable, good physical and mental health |
| 22-1-2018 19:12:09 | What does quality of life mean to you | Good people, safe neighborhoods, easy to get to commercial and work centers. |
| 22-1-2018 19:12:33 | What does quality of life mean to you | Not sitting in traffic for hours a week. |
| 22-1-2018 19:16:31 | What does quality of life mean to you | We live on the east side of Multnomah County, but we RARELY go west of I-205 because of the traffic congestion and homeless problem. |
| 22-1-2018 19:40:13 | What does quality of life mean to you | Ability to raise a family in a safe environment with good schools, low crime, well-maintained roads and a local government that spends the taxpayer's money to benefit the most people. |
| 22-1-2018 19:42:05 | What does quality of life mean to you | Livability means being connected to people and businesses without an overwhelming cost. |
| 22-1-2018 19:42:05 | What does quality of life mean to you | Livability means being connected to people and businesses without an overwhelming cost or fear for my safety. |

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| 22-1-2018 19:54:01 | What does quality of life mean to you | Access to nature, close to mountains and coast is good. Air quality and schools are horrible. Our civic compact is being threatened (citizens accept greater density for great parks, safe streets, clea |
| 22-1-2018 19:54:49 | What does quality of life mean to you | Clean air, safety, housing |
| 22-1-2018 19:42:43 | What does quality of life mean to you | I can realistically use my car only to leave town, and bicycle/walk/take public transportation most of where I need to go. Making it possible for more people to have my quality of life is why I care. |
| 22-1-2018 20:24:45 | What does quality of life mean to you | Balance. Good schools, transportation efficient, fewer bottlenecks, plenty of jobs, clean, diverse population, many entertainment options |
| 22-1-2018 20:09:31 | What does quality of life mean to you | Time to enjoy my community. Good jobs, easy to get places, Culture and community |
| 22-1-2018 20:26:54 | What does quality of life mean to you | I have everything I need |
| 22-1-2018 20:40:31 | What does quality of life mean to you | Owning a house close to work, my kids attend a good school in the neighborhood. The neighborhood is relatively safe and we gave good access to parks and outdoor recreation. |
| 22-1-2018 20:53:37 | What does quality of life mean to you | Clean neighborhoods, safety, green spaces for children to play, healthy shopping options. Safety from dirty needles |
| 22-1-2018 21:01:49 | What does quality of life mean to you | Living close to the center of city. Easy transportation options like, bike, bus, walk, train. Density is good. Parks. Greenways |
| 22-1-2018 21:11:28 | What does quality of life mean to you | Feeling safe and having easy access to amenities. |
| 22-1-2018 21:01:39 | What does quality of life mean to you | Clean air, trees, diverse communities, safety in public spaces |
| 22-1-2018 21:43:31 | What does quality of life mean to you | Being able to access all the goods and services that one relies on. Safe, reliable, and convenient transportation system. |
| 22-1-2018 21:28:42 | What does quality of life mean to you | Walkability, safety, clean air, affordable housing |
| 22-1-2018 22:00:08 | What does quality of life mean to you | Easy to get around. Safe. Diverse. Affordable |
| 22-1-2018 22:04:09 | What does quality of life mean to you | Easy and fast to get many different places. |
| 22-1-2018 22:06:01 | What does quality of life mean to you | Availability of choices, access to nature, affordable |
| 22-1-2018 22:11:21 | What does quality of life mean to you | being able to balance work and hobbies. Being close to the outdoors and to cultural events. |
| 22-1-2018 22:11:41 | What does quality of life mean to you | Accessible jobs, housing, and health and social services that are available to all residents, workers, and geographic areas. |
| 22-1-2018 22:18:38 | What does quality of life mean to you | Housing accessibility, taxes, transportation and amenities/attractions. |
| 22-1-2018 22:21:53 | What does quality of life mean to you | Able to get where I am going in a reasonable time, enjoy a close proximity to hikes and nature and no stress about the cost of living |
| 22-1-2018 22:22:06 | What does quality of life mean to you | Able to bike and walk safely to many places. Many opportunities for entertainment. |
| 22-1-2018 22:23:24 | What does quality of life mean to you | Cleanliness, safety, convenience, respect for the environment and protection of natural resources. |
| 22-1-2018 22:23:24 | What does quality of life mean to you | Cleanliness, safety, convenience, respect for the environment and protection of natural resources. I no longer feel comfortable walking around in Portland because I tired of being accosted by thugs. |

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| 22-1-2018 22:25:35 | What does quality of life mean to you | Clean air and water, good schools, welcoming community, arts and entertainment, easy enough to get around |
| 22-1-2018 22:41:03 | What does quality of life mean to you | I wish there was a choice between 'good' and 'poor'...I'd go with 'fair'. I like living here, minus the skyrocketing cost of rent and the homeless population - obviously tied together... |
| 22-1-2018 22:42:30 | What does quality of life mean to you | being able to affordibly do the things i want. bein |
| 22-1-2018 22:42:30 | What does quality of life mean to you | being able to affordibly do the things i want. being able to live in a place that is transit accessible and not cost-burdening. |
| 22-1-2018 22:51:31 | What does quality of life mean to you | Affordable housing. Reasonable commute times. Living-wage jobs. Access to recreation, arts and culture that people of all incomes can afford. |
| 22-1-2018 22:55:36 | What does quality of life mean to you | Clean air, clean water (I grew up in San Diego in the 1970s. That's not nothing). Good recycling, good mass transit. |
| 22-1-2018 22:43:27 | What does quality of life mean to you | Access to cultural activities. Civic involvement. Safety. Good health care |
| 22-1-2018 23:03:21 | What does quality of life mean to you | Access to affordable housing, access to affordable, reliable, convenient transportation |
| 22-1-2018 23:28:59 | What does quality of life mean to you | Friendly, good economy, decent weather. |
| 22-1-2018 23:29:00 | What does quality of life mean to you | I moved to Portland largely because I love trees and find this area exquisitely beautiful. It was also seen as one of the most sustainable, equitable and forward-thinking cities in America. |
| 22-1-2018 23:29:00 | What does quality of life mean to you | I moved to Portland largely because I love trees and find this area exquisitely beautiful. It was also seen as one of the most sustainable, equitable and forward-thinking cities in America. Quality |
| 22-1-2018 23:29:00 | What does quality of life mean to you | Quality of life to me is living in a place that one loves and where one can not only feel safe and thrive, but truly engage in a community. |
| 22-1-2018 23:29:00 | What does quality of life mean to you | Quality of life to me is living in a place that one loves and where one can not only feel safe and thrive, but truly engage in a community. |
| 22-1-2018 23:29:00 | What does quality of life mean to you | Quality of life to me is living in a place that one loves and where one can not only feel safe and thrive, but truly engage in a community. That quality is radically different on either side of I205 |
| 22-1-2018 23:51:12 | What does quality of life mean to you | Opportunity for all, affordable, healthy environment and forward-thinking. |
| 22-1-2018 23:54:53 | What does quality of life mean to you | Healthy environment and opportunity for employment. |
| 22-1-2018 23:55:12 | What does quality of life mean to you | Good quality of life is what you experience in a place like Barcelona: dense, walk-able, bike-able, significant and ongoing government investment in infrastructure. |
| 22-1-2018 23:55:12 | What does quality of life mean to you | Good quality of life is what you experience in a place like Barcelona: very dense, walk-able, bike-able, comprehensive transit, significant and ongoing government investment in infrastructure. |
| 22-1-2018 23:57:58 | What does quality of life mean to you | Walkable Neighborhood with shops and schools close to my home. A place where it is safe to walk and bike to school with my family. |
| 22-1-2018 23:59:04 | What does quality of life mean to you | Able to afford a safe and comfortable place to live, moderate commute, able to meet household needs by walking/biking/transit |
| 23-1-2018 00:01:16 | What does quality of life mean to you | Being able to have a lifestyle I enjoy, which includes opportunities to be more environmentally and socially conscious. Biking to work is one of the great joys of living in Portland. |
| 23-1-2018 00:12:32 | What does quality of life mean to you | Opportunities available for work and recreation. Affordable housing and transit options. Good planning, especially creating dense neighborhoods where appropriate but not everywhere. |

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| 23-1-2018 00:22:34 | What does quality of life mean to you | To live and work in a community that is safe, healthy has easy access to necessities, like grocery stores, community centers, parks and recreation |
| 23-1-2018 00:23:32 | What does quality of life mean to you | Ability to get around safely and get things done (taking kids to school, running errands, etc.) without driving. |
| 23-1-2018 00:54:27 | What does quality of life mean to you | the ability to enjoy daily activities and special occasions in a safe, reasonable way |
| 23-1-2018 01:06:50 | What does quality of life mean to you | I've managed to work downtown and always lived with easy access to transit. That is getting harder as affordable housing is getting pushed to the outskirts where there are less transit options. |
| 23-1-2018 01:14:40 | What does quality of life mean to you | My experience has been amazing. Not everyone is so lucky. To me it means feeling secure in my housing, a short commute, and plenty to do in the way of arts and recreation (but we need real mtb trails) |
| 23-1-2018 01:16:19 | What does quality of life mean to you | My Portland quality of life includes walking to work, at a job I love, that pays me well. But not well enough to be able to afford to buy a house walking distance to my job. |
| 23-1-2018 01:16:19 | What does quality of life mean to you | My Portland quality of life includes walking to work, at a job I love, that pays me well. But not well enough to be able to afford to buy a house walking distance to my job. I am lucky. |
| 23-1-2018 01:03:16 | What does quality of life mean to you | Happiness |
| 23-1-2018 01:19:15 | What does quality of life mean to you | We need to spend money on our roads and freeways, the lack of design and care is hurting business and freight. |
| 23-1-2018 01:26:51 | What does quality of life mean to you | Access to everything I want to do! |
| 23-1-2018 01:26:31 | What does quality of life mean to you | Wages staying up with market. Living near beaches and mountains. |
| 23-1-2018 01:35:54 | What does quality of life mean to you | Access |
| 23-1-2018 01:38:54 | What does quality of life mean to you | Reliable transportation options that allow every Portland resident the opportunity to get to their jobs, housing, and recreation safely, with an eye towards climate-friendly and equitable transport |
| 23-1-2018 01:41:53 | What does quality of life mean to you | Able to get the things I need, when I need them. Outdoor non-urban areas conveniently located. Safe place to live, work and play. Jobs available. |
| 23-1-2018 01:37:49 | What does quality of life mean to you | Overall livability and access to jobs and resources, including arts and entertainment. |
| 23-1-2018 01:46:25 | What does quality of life mean to you | Being able to spend time with friends and family and have a job that allows me to contribute to my community. |
| 23-1-2018 02:16:14 | What does quality of life mean to you | I would like to say between poor and good. Quality of life means |
| 23-1-2018 02:16:14 | What does quality of life mean to you | I would like to say between poor and good. Quality of life means access to safe, affordable transportation, housing near employment, services & food, green spaces accessible to all. |
| 23-1-2018 02:40:28 | What does quality of life mean to you | Ability to walk and bike to work, restaurants, market, etc. Ability to access natural areas in and around Portland - by bike if possible. Ability to feel safe while walking, biking, and driving. |
| 23-1-2018 02:44:40 | What does quality of life mean to you | Living in a small town far away from big cities |
| 23-1-2018 02:57:12 | What does quality of life mean to you | Safety, ease of travel on such things as the Max and Buses. Affordable housing for ALL Fixed income folks are being forgotten, and taxed right out of their homes... |
| 23-1-2018 03:43:05 | What does quality of life mean to you | More enjoyment, less stress. |
| 23-1-2018 03:56:36 | What does quality of life mean to you | Accessible to all. A life free of inordinate stress. |

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| 23-1-2018 03:56:36 | What does quality of life mean to you | Accessible to all. A life free of inordinate stress. |
| 23-1-2018 03:56:36 | What does quality of life mean to you | Accessible to all. A life free of inordinate/unreasonable or identity/positionality based stress. I.E. You shouldnt face ext |
| 23-1-2018 03:56:36 | What does quality of life mean to you | Accessible to all. A life free of inordinate/unreasonable or identity/positionality based stress. I.E. You shouldn't face extra stress just cause you're black or poor and living here. |
| 23-1-2018 03:14:00 | What does quality of life mean to you | It means fair (social equity), clean (low pollution) and community oriented. |
| 23-1-2018 04:10:48 | What does quality of life mean to you | Can I afford the basics easily? |
| 23-1-2018 04:25:59 | What does quality of life mean to you | Interesting and valuable things to do, see and participate in. |
| 23-1-2018 04:29:34 | What does quality of life mean to you | great unless you have to drive anywhere. |
| 23-1-2018 05:14:53 | What does quality of life mean to you | Healthy, community, safety, relaxed pace. |
| 23-1-2018 06:19:17 | What does quality of life mean to you | In terms of this survey, and the role Metro plays in our city's quality of life: the chief concern is rapidly worsening commute times for working people. |
| 23-1-2018 07:01:10 | What does quality of life mean to you | The ability to pursue |
| 23-1-2018 07:01:10 | What does quality of life mean to you | Quality of life to me means the ability of an individual to reach their maximum potential by exercising their talents in a healthy community that values those skills and rewards equitably. |
| 23-1-2018 07:01:10 | What does quality of life mean to you | The ability to pursue one's happiness in an environment that supports and allows that individual to flourish. |
| 23-1-2018 08:00:46 | What does quality of life mean to you | It means ALL citizens would have excellent health care, education, housing, employment and transportation. |
| 23-1-2018 08:53:52 | What does quality of life mean to you | Safety, good transportation options, restaurants, entertainment, a city government that listens to the voters |
| 23-1-2018 08:56:41 | What does quality of life mean to you | Feeling safe and having easy access to transit, bike lanes and sidewalks |
| 23-1-2018 14:07:23 | What does quality of life mean to you | noise.... racetrack at Delta Park... I leave town on the week ends that the big car run. trains that toot when entering an intersection along Columbia Blvd. |
| 23-1-2018 14:57:10 | What does quality of life mean to you | Freedom of movement, economic opportunity, beautiful healthy setting, walkable neighborhoods |
| 23-1-2018 09:56:40 | What does quality of life mean to you | Enjoy our everyday life - safe travels, fresh air, interesting people and places, good employment situation, distances/ travel times not a barrier |
| 23-1-2018 15:17:44 | What does quality of life mean to you | Quality of life mean I don't have to spend a portion of my daily life idling in a car twice a day. I can walk, bike or MAX most places and only have to drive 2-4 days a month. |
| 23-1-2018 16:48:22 | What does quality of life mean to you | Having enough time and money to enjoy being with my kids and family |
| 23-1-2018 17:27:41 | What does quality of life mean to you | Community connection, livability, affordable, accessible. |
| 23-1-2018 17:29:16 | What does quality of life mean to you | crime rates, cost of living, job growth, pan handlers, downtown is no longer desirable place to go. |
| 23-1-2018 17:29:52 | What does quality of life mean to you | in terms of transportation, it means that I am not limited in my ability to move around my community, regardless of physical or financial impediments. |

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| 23-1-2018 17:52:05 | What does quality of life mean to you | Quiet neighborhoods with adequate residential parking on well maintained streets. |
| 23-1-2018 17:52:47 | What does quality of life mean to you | Swimming in the Willamette, not waiting hours to drive to WA, not waiting hours to drive from Hillsboro to downtown Portland. I often skip Portland now... loose too much time getting there from WaCo |
| 23-1-2018 17:55:57 | What does quality of life mean to you | Good food, lots of outdoor exercise options, doable traffic |
| 23-1-2018 18:16:56 | What does quality of life mean to you | Live the life the way you would like. Safe and affordable. |
| 23-1-2018 18:20:34 | What does quality of life mean to you | Quality of life to me means having convenient and safe options to walk and bicycle for most/all of my daily needs, and having reliable, relatively fast transit available wherever/whenever I'm at. |
| 23-1-2018 18:26:34 | What does quality of life mean to you | Quality of life means the ease of accessing everything you need without having to spend lots of money and time to get there. To get to great, we need to invest in transit/walking/bike infrastructure. |
| 23-1-2018 18:32:24 | What does quality of life mean to you | A great transportation system that supports freight movement and the ability to drive to work and get there on time. |
| 23-1-2018 18:30:21 | What does quality of life mean to you | Safe walking and biking, proximity to nature, efficient and useful transit, neighborhood-scale commercial districts. |
| 23-1-2018 18:49:49 | What does quality of life mean to you | However the income does not meet affordable housing needs. |
| 23-1-2018 19:02:59 | What does quality of life mean to you | Joyful, healthy choices for interacting with neighbors and building community while meeting my family's needs. |
| 23-1-2018 19:14:38 | What does quality of life mean to you | Access to Civic |
| 23-1-2018 19:14:38 | What does quality of life mean to you | Access to Civic centers, easy access to health and educational centers. Quick and reliable access to jobs and regional centers. |
| 23-1-2018 19:14:51 | What does quality of life mean to you | Affordability. Access to transit. Not forced to drive everywhere. Access to jobs. |
| 23-1-2018 19:17:23 | What does quality of life mean to you | Ability to feel safe in my neighborhood. Being able to walk or bike to local places of business. |
| 23-1-2018 19:25:41 | What does quality of life mean to you | Personally, I am able to bicycle safely to work and have many other amenities nearby. And Portland has the things (entertainment, food, etc.) that make a city great. |
| 23-1-2018 19:38:05 | What does quality of life mean to you | The continued national sensation for greater Portland is completely flawed. It appeals only to a narrow group of young individuals who can (an do) figure out how to live in a very expensive city |
| 23-1-2018 19:40:33 | What does quality of life mean to you | A community filled with interesting things (anything really: parks, businesses, venues, restaurants) that are easy to get to and enjoy, ideally at a reasonable price. |
| 23-1-2018 19:47:38 | What does quality of life mean to you | The ability to be safe and have access to the things that make life easy and happy, e.g. work, food, and play. |
| 23-1-2018 19:29:43 | What does quality of life mean to you | Ability to go places without being in gridlock Good air quality |
| 23-1-2018 20:01:03 | What does quality of life mean to you | How far my dollar goes, in addition to the pleasantness and ease of doing the things I need and want to do in my daily life. Closely related to "standard of living". |
| 23-1-2018 20:11:42 | What does quality of life mean to you | Inequity in housing is growing, developers should have to have a certain percentage of each build dedicated to low and/or affordable housing. |
| 23-1-2018 20:16:33 | What does quality of life mean to you | Ability to live, work, play, eat and access healthcare within this city |
| 23-1-2018 20:28:23 | What does quality of life mean to you | ability to walk to common destinations; sufficient residential density to support retail within walking distance; excellent transit; social equity |

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| 23-1-2018 20:29:18 | What does quality of life mean to you | A variety of businesses and services. Thriving neighborhoods, parks, good transit infrastructure. |
| 23-1-2018 20:38:04 | What does quality of life mean to you | Access to outdoors, arts and culture. |
| 23-1-2018 20:35:56 | What does quality of life mean to you | Lots of jobs, activities, access to natural areas, affordable |
| 23-1-2018 20:40:52 | What does quality of life mean to you | Safety. Non vehicle options. Self contained neighborhoods and non vehicle means to move between them |
| 23-1-2018 21:13:48 | What does quality of life mean to you | Lots of activities that are easy to get to. Walkable neighborhoods. Greenery. Low noise. Low air pollution. |
| 23-1-2018 21:26:34 | What does quality of life mean to you | I have lived in Portland most of my life. In comparison to other parts of the country that I |
| 23-1-2018 21:26:34 | What does quality of life mean to you | It is a great city to live in. I have used mass transit and find it a great way to get places. The roads have become so congested recently that I see commuters that use neighborhood streets to commu |
| 23-1-2018 21:26:42 | What does quality of life mean to you | Quality of life is an opaque term that can't possibly mean the same thing for everyone in a diverse group. Not interested in discussing it. |
| 23-1-2018 22:33:24 | What does quality of life mean to you | The ability to move around efficiently. To feel safe walking in the area. To have clean common areas such as parks and streets. Our homeless problems, transportation issues and lack of maintenance |
| 23-1-2018 20:46:54 | What does quality of life mean to you | Ability to do what I want affordably and without undue hardship, like excessive traffic and petty crime. |
| 23-1-2018 22:38:17 | What does quality of life mean to you | My quality of life is good, but I know that it's not spread equally around the region. |
| 23-1-2018 22:52:30 | What does quality of life mean to you | I marked good. But I want to say good but hard. Costing is living is sucking the joy out of living in this area. We do alot of talking but nothing even seems to get done. Fix the infrastucture |
| 23-1-2018 22:56:51 | What does quality of life mean to you | Quality of life is a measure of how easily people can responsibly use their income to enjoy the services and products available to them. Affordability, earning potential, & accessibility are factors. |
| 23-1-2018 23:40:10 | What does quality of life mean to you | Freedom to spend my free time maximizing my health and enjoyment. |
| 23-1-2018 23:01:04 | What does quality of life mean to you | Good social services, safety, access to nature, friendly neighbors, good communities. |
| 24-1-2018 00:08:03 | What does quality of life mean to you | Safe streets for walking and biking, good transit, green spaces, streets that feel like neighborhoods and places to be, as opposed to highways; not being stuck in traffic, affordability. |
| 24-1-2018 00:39:48 | What does quality of life mean to you | having clean air and water, access to healthy food, and ways to stay healthy |
| 24-1-2018 00:11:36 | What does quality of life mean to you | I feel safe in my neighborhood and can walk to most of the places I need to go on a regular basis while breathing clean air. |
| 24-1-2018 01:07:47 | What does quality of life mean to you | Fair access to outdoor areas and public spaces, great and healthy food. |
| 24-1-2018 01:19:11 | What does quality of life mean to you | Safety; equitable access to culturally appropriate and ecologically sound food; schools places of positive growth and centers of community; |
| 24-1-2018 01:19:11 | What does quality of life mean to you | I don't think this question can have a universal answer... Safety; equitable access to culturally appropriate and ecologically sound food; schools places of positive growth and centers of community; |
| 24-1-2018 02:30:36 | What does quality of life mean to you | Safety; ease of travel; enough infrastructure to meet needs, even if this is more lanes/roads. |
| 24-1-2018 03:30:24 | What does quality of life mean to you | Easy, affordable access to everywhere in the city |

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| 24-1-2018 03:31:38 | What does quality of life mean to you | High cost of housing and gentrification is a problem that will only become worse. |
| 24-1-2018 05:09:38 | What does quality of life mean to you | Access to good schools and parks, shops and grocery stores, multiple non-auto commute options, decently affordable housing, |
| 24-1-2018 05:06:45 | What does quality of life mean to you | People centric design for cities. Portland is going downhill in this regard. Cars are taking over the city and destroying livability. |
| 24-1-2018 07:21:26 | What does quality of life mean to you | Access to affordable housing, food, clean water, jobs, nature. |
| 24-1-2018 07:52:20 | What does quality of life mean to you | Access to things worth accessing. |
| 24-1-2018 08:58:37 | What does quality of life mean to you | having a job that gives you dignity, and enough free time and spare money to pursue hobbies and leisure activities |
| 24-1-2018 14:07:31 | What does quality of life mean to you | How accessible features beyond our basic needs are to the majority of the public - great food, entertainment, outdoor activities, healthy lifestyles, variety of transit options. Having choices! |
| 24-1-2018 15:58:26 | What does quality of life mean to you | Freedom to do what I want, when I want and not be impacted by negative elements of society. |
| 24-1-2018 16:07:50 | What does quality of life mean to you | Affordable mobility that is dependable and reliable so One can plan a life around. |
| 24-1-2018 16:09:53 | What does quality of life mean to you | Safety and comfort for all and relative ready access to needs and amenities |
| 24-1-2018 16:16:24 | What does quality of life mean to you | Ability to live well |
| 24-1-2018 16:23:50 | What does quality of life mean to you | It's a large population center and inherently it is then more uncomfortable. |
| 24-1-2018 16:35:19 | What does quality of life mean to you | Being able to live, work and play in a clean safe city. |
| 24-1-2018 16:35:19 | What does quality of life mean to you | Being able to live, work and play in a clean safe city. Portland is not clean or safe |
| 24-1-2018 16:36:36 | What does quality of life mean to you | Affordability, safety (esp. from bigots), natural and built beauty, not too hectic or crowded (able to get from place to place). |
| 24-1-2018 16:37:08 | What does quality of life mean to you | happy and healthy |
| 24-1-2018 16:44:15 | What does quality of life mean to you | affordable meaning jobs pay enough relative to cost. Safe neighborhoods, good schools (K-12 thru college), quality healthcare |
| 24-1-2018 16:58:40 | What does quality of life mean to you | Enjoy my neighbors, neighborhood, local attractions, ability to get out of town and enjoy doing what I like to do. |
| 24-1-2018 17:27:33 | What does quality of life mean to you | Walkability, public transportation, organized neighborhood associations, inclusion, parks/green space for outlying neighborhoods |
| 24-1-2018 17:12:14 | What does quality of life mean to you | Environmental stability, safety from crime and affordability. |
| 24-1-2018 18:34:03 | What does quality of life mean to you | safety, air quality, sense of "community," |
| 24-1-2018 18:34:33 | What does quality of life mean to you | I feel that there is a nice variety of dining, entertainment, etc. While parking and traffic can sometimes suck, I think that there are other options available for people to take advantage of. |
| 24-1-2018 18:44:35 | What does quality of life mean to you | Good economics, low crime, good access to health care, parks, events |

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| 24-1-2018 18:50:00 | What does quality of life mean to you | Being able to do the things I want, being safe, having a good job, affordable healthcare and other resources. Being able to enjoy where I live (outdoor activities), weather |
| 24-1-2018 19:07:53 | What does quality of life mean to you | High quality of life-ability 2 B able 2 access relaxing and pleasurable activities in the natural environment, w/o having 2 breath polluted air, drink polluted water or deal w/ obnoxious people. |
| 24-1-2018 19:06:10 | What does quality of life mean to you | Clean air, safe timely transport, community without people living on the streets |
| 24-1-2018 19:06:10 | What does quality of life mean to you | Clean air, safe timely transport, community without people living on the streets. |
| 24-1-2018 19:08:37 | What does quality of life mean to you | clean and safe environment to raise kids with plenty of employment opportunity for everyone. |
| 24-1-2018 19:49:15 | What does quality of life mean to you | Less stress, relaxing at home, feeling safe and able to walk at any hour or visit a store at any hour. |
| 24-1-2018 20:12:06 | What does quality of life mean to you | Having access to parks. Reasonable commute to work which includes mass transit and/or well maintained roads. |
| 24-1-2018 21:23:04 | What does quality of life mean to you | The city is quite walkable and has a good mix of residential housing alongside commercial grocery stores and such. However, the city desperately needs more separated bike lanes and increased density. |
| 24-1-2018 20:15:46 | What does quality of life mean to you | To me, it means that I am able to live my life without stresses from the failure of social structures affecting me. Portland is on the cusp of failing to provide & support those structures. |
| 24-1-2018 21:40:33 | What does quality of life mean to you | For transit, it means being able to travel throughout the city without being stuck in congestion. Ten years ago I would have said quality of life is very good, but traffic continues to get worse. |
| 24-1-2018 21:44:49 | What does quality of life mean to you | clean air and water, access to parks and recreation, good education opportunities, various transportation options, being able to live close to where I work |
| 24-1-2018 22:02:21 | What does quality of life mean to you | Good educational, cultural and recreational opportunities; love and respect among people; healthy environment; quality jobs and safe, efficient transport that emphasizes transit and active modes. |
| 24-1-2018 22:14:31 | What does quality of life mean to you | Access to recreational activities, aesthetic qualities of the city, cost of living, transportation options. |
| 24-1-2018 22:08:42 | What does quality of life mean to you | Access to a variety of types of health care. Access to public transportation. Cost of living. Employment opportunities. |
| 24-1-2018 22:48:46 | What does quality of life mean to you | employment options, housing, low cost of living, choice of leisure activities |
| 24-1-2018 23:05:33 | What does quality of life mean to you | The ability to get to work/school/play safely and with little stress. The ability to walk and ride to those places. |
| 24-1-2018 23:12:51 | What does quality of life mean to you | Ability to do more things than just the bare minimum to get by. |
| 24-1-2018 23:33:22 | What does quality of life mean to you | Equal quality. For ex. SE PDX doesn't get the attention other parts of the metro get. |
| 25-1-2018 00:04:52 | What does quality of life mean to you | That is a very broad question to ask while allowing so few characters to illustrate context. |
| 24-1-2018 23:39:53 | What does quality of life mean to you | Easy access to public transportation along with safety in traveling to and from home to that public transportation. |
| 25-1-2018 00:20:39 | What does quality of life mean to you | Safe, affordability, accessibility, and healthy |
| 25-1-2018 00:28:22 | What does quality of life mean to you | Being able to afford to live and work in an area. Feel safe and being able to walk around the area. |
| 25-1-2018 00:29:31 | What does quality of life mean to you | Healthy environment, lifestyle options, access to quality and affordable housing, food, employment, the outdoors... |

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| 25-1-2018 00:45:14 | What does quality of life mean to you | Suburbs and rural area need more connection of public transportation and bike lanes. Urban growth will continue and alternative transportation is important. |
| 25-1-2018 00:47:10 | What does quality of life mean to you | I don't like, e the fact that the significant law "enforcement" is complaint driven as opposed to being police/etc. initiated. |
| 25-1-2018 01:03:45 | What does quality of life mean to you | Safe ,clean, financial stability |
| 25-1-2018 01:12:14 | What does quality of life mean to you | I avoid public transit and downtown out of fear of personal safety, I avoid certain main streets due to lack of maintenance, I avoid doing things because who can afford it, |
| 25-1-2018 01:13:19 | What does quality of life mean to you | How I feel living here. Do I want to move away? Do I want to stay? Am I happy with my life here? So far I am happy here, but traffic is starting to get bad. |
| 25-1-2018 01:19:46 | What does quality of life mean to you | The city lies and ignores that commute time using public transportation doesn't matter. It does. My bus commute is 2.5 hours. This is evil, and city leaders should be jailed for intentionally ignoring |
| 25-1-2018 01:19:46 | What does quality of life mean to you | My bus commute is 2.5 hours. This is evil, and city leaders should be jailed for intentionally ignoring and framing livability to ignore commute time when using public transportation!! |
| 25-1-2018 01:28:46 | What does quality of life mean to you | Not spending so much time in traffic and not paying so much taxes to where I can't afford to live here any longer. Save the land and stop building making it a cement city |
| 25-1-2018 01:39:26 | What does quality of life mean to you | As it relates to transportation, quality of life means safe access to modes of transportation, with a transit system that is good enough to encourage people to not drive. There is room for improvement |
| 25-1-2018 01:48:34 | What does quality of life mean to you | Not having to be told to ride my bike to work. Or having to see people actively shitting, peeing, and shooting up on my way to work, having my voice heard, and a city council that doesn't fold. |
| 25-1-2018 01:48:51 | What does quality of life mean to you | It means walkability and not having to be in a car all the time. It means housing access equality and equal access to a transit system that is world class. |
| 25-1-2018 01:59:36 | What does quality of life mean to you | Ability to get from one place to another without being in stop & go traffic for 2 hours. |
| 25-1-2018 02:15:38 | What does quality of life mean to you | ability to live a fulfilling life within my neighborhood as well as ability to get around to further destinations. |
| 25-1-2018 02:16:35 | What does quality of life mean to you | affordable housing, convenient access to transit, less gentrification |
| 25-1-2018 02:20:01 | What does quality of life mean to you | Feeling of personal safety, quality access to nature, access to cultural and educational resources. |
| 25-1-2018 03:04:02 | What does quality of life mean to you | overall satisfaction |
| 25-1-2018 03:47:14 | What does quality of life mean to you | The quality of life would be better if the high crime rate could be improved. |
| 25-1-2018 03:49:41 | What does quality of life mean to you | Quality of life means that I am allowed to live as I please without the government infringing on my freedom. It means being free from high taxation and unfair, nanny-state regulations. |
| 25-1-2018 04:49:15 | What does quality of life mean to you | It means access to delicious, healthy food, access to safe, reliable public transportation, access to quality education and job opportunities. But I recognize it is a privilege to have that access. |
| 25-1-2018 05:33:32 | What does quality of life mean to you | Quality of life means to have money to put away for emergencies, affordable housing and affordable food. All of these are slipping away with gentrification. |
| 25-1-2018 06:45:36 | What does quality of life mean to you | Quality of life is being healthy, and having a great work & home life. Transportation impacts all three areas. If the Sellwood Bridge falls as I pass it I lose all three. |
| 25-1-2018 07:42:51 | What does quality of life mean to you | Feeling safe to drive into downtown Portland without hitting a pedestrian or bicyclist. Being able to drive through Portland on my way across the Metro area without a traffic jam. Fewer people. |
| 25-1-2018 09:01:21 | What does quality of life mean to you | Clean, safe, plenty of options for making and then spending money. |

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| 25-1-2018 09:32:10 | What does quality of life mean to you | Affordability. Neighborhoods keeping character. Architecture which does not resemble prison blocs. Living wages. |
| 25-1-2018 13:26:29 | What does quality of life mean to you | Black people are pushed out of their neighborhoods. The homeless are treated like a plague and allowed to freeze to death. Housing price just go up, and wages aren't going up to match.... |
| 25-1-2018 13:31:12 | What does quality of life mean to you | Safe, low cost and ability to get around and also appreciating existing architecture and culture. Tear downs and density is not always the answer. |
| 25-1-2018 13:31:12 | What does quality of life mean to you | Safety, low cost and high culture. Appreciating existing architecture and culture instead of steamrolling it for development to meet the needs of elite clientele. Density is not always the answer. |
| 25-1-2018 15:21:34 | What does quality of life mean to you | Walkable, safe, continuous improvement |
| 25-1-2018 15:41:06 | What does quality of life mean to you | Quality of life would be very good if road traffic would be significantly improved. |
| 25-1-2018 15:50:11 | What does quality of life mean to you | safety, cleanliness, ease of living. Crime is up, the place is filthy, and getting places is nearly impossible. Gridlock eats our citizens daily lives. Public health is in the toilet! |
| 25-1-2018 16:23:35 | What does quality of life mean to you | Healthy air and water. Ease of transportation, including in cars. Access to arts and culture, education. Low crime. Affordability. Actually, I think Portland is slipping into the poor category quickly |
| 25-1-2018 16:24:21 | What does quality of life mean to you | Clean air (few pollutants and less roadway dirt/dust and trash). Quiet (for a city), meaning less honking, fewer semis on city streets, electric buses. Easy access to food, shelter, RX, etc. |
| 25-1-2018 16:57:16 | What does quality of life mean to you | The amount of traffic congestion has greatly affected the quality of life. |
| 25-1-2018 17:07:03 | What does quality of life mean to you | Good jobs, access to amenities, clean public spaces. |
| 25-1-2018 17:01:35 | What does quality of life mean to you | It means diversity, safety and acceptance of others, with minimal government interference. |
| 25-1-2018 17:14:19 | What does quality of life mean to you | Healthy enjoyment of "a day in the life" |
| 25-1-2018 17:16:16 | What does quality of life mean to you | Ability to live in a safe community with reasonable levels of government and minimal invasion in my personal life. |
| 25-1-2018 18:16:43 | What does quality of life mean to you | Clean air, water, and transportation access; Social, cultural and entertainment availability; free public access to 'unfettered' information on the WWW. |
| 25-1-2018 18:16:55 | What does quality of life mean to you | Quality of life means feeling safe in my community, being able to get around without too much frustration, and being involved in the community to make it a better place, |
| 25-1-2018 18:45:55 | What does quality of life mean to you | Affordability & Access |
| 25-1-2018 18:58:41 | What does quality of life mean to you | More time spent with friends/family, easy access to activities, and less time spent getting to work, sitting in traffic. |
| 25-1-2018 19:14:34 | What does quality of life mean to you | Ability to work and play near home; safe surroundings |
| 25-1-2018 19:30:03 | What does quality of life mean to you | Vibrant, safe, walkable, affordable neighborhoods; equitable access to jobs and basic services like grocery stores within close walking distance or short transit ride; clean, healthy environment. |
| 25-1-2018 19:44:50 | What does quality of life mean to you | Equitable access to the goods and services necessary for life, especially quality food, exercise and other health options. It means safe, walk-able neighborhoods. |
| 25-1-2018 20:01:39 | What does quality of life mean to you | A safe, friendly city with adequate funds to make sure infrastructure and schools are solid. |
| 25-1-2018 21:11:15 | What does quality of life mean to you | In NW now I cannot go to the areas that I used to shop in because there is no parking. You keep building buildings with no parking. I am not able to walk 8-12 blocks to shop. |

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| 25-1-2018 21:45:14 | What does quality of life mean to you | Outdoor and cultural amenities accessible by a variety of transportation options. |
| 25-1-2018 22:12:38 | What does quality of life mean to you | day-to-day logistics of living are not too difficult, access to leisure |
| 25-1-2018 21:22:22 | What does quality of life mean to you | Accessibility to what we need - food, jobs, and the connection to where we live |
| 25-1-2018 22:48:25 | What does quality of life mean to you | Safe neighborhoods for my kids to walk and play in, fun restaurants and music, parks nearby, ability to get to nature at the ocean or the mountains quickly. |
| 26-1-2018 00:47:30 | What does quality of life mean to you | Portland is an interesting, active and pleasant town. The streets are safe for drivers, walkers, and bicycle riders. The air quality is good. The environment is lovely and clean and healthy. |
| 26-1-2018 00:53:26 | What does quality of life mean to you | Safe, affordable, walkable neighborhoods close to jobs, transit, & basic services like grocery stores; clean, healthy environment, good standard of living for all, not just for the wealthy. |
| 26-1-2018 01:01:00 | What does quality of life mean to you | Being able to afford to live as I do and access the things I like easily (such as outdoor hobbies and restaurants) |
| 26-1-2018 01:05:45 | What does quality of life mean to you | Open space, family-oriented communities |
| 26-1-2018 02:09:30 | What does quality of life mean to you | Meeting the necessities of life, food, clothing, affordable homes, clean environment, work which provide a living wage, the right of health care. |
| 26-1-2018 01:42:20 | What does quality of life mean to you | Homeless is out of control and max trains and busses need to be newer! |
| 26-1-2018 02:49:40 | What does quality of life mean to you | Safe mobility, minimal traffic delays (except in bad weather), safe water, reasonably clean air. |
| 26-1-2018 02:56:35 | What does quality of life mean to you | To have less stress |
| 26-1-2018 02:40:27 | What does quality of life mean to you | When this city is referred to as "Tent City USA", the question really isn't about 'quality of life', but rather, how are our elected representatives going to fix the ongoing livability problems here? |
| 26-1-2018 03:18:23 | What does quality of life mean to you | Resources for our houseless community extending to the outer SE, while addressing issues housed neighbors encounter due to large encampments establishing near home & alongside pedestrian/cycle paths. |
| 26-1-2018 03:41:27 | What does quality of life mean to you | good, jobs, good education system, and beautiful clean environment. |
| 26-1-2018 04:00:41 | What does quality of life mean to you | Opportunities to experience all aspects of life to the fullest. Efficient public services, parks and recreation alternatives, cultural and educational experiences. Quality education. Low crime. |
| 26-1-2018 04:12:05 | What does quality of life mean to you | Safe. Good air and water quality. Lots of ways to get around by bicycle, on foot, and by transit. I don't have to drive everywhere. Lots of parks. Good libraries. |
| 26-1-2018 04:01:36 | What does quality of life mean to you | Financial, moral, family oriented. |
| 26-1-2018 04:54:13 | What does quality of life mean to you | generally agreeable social climate, relatively clean air, relatively low crime |
| 26-1-2018 05:10:49 | What does quality of life mean to you | Less time commuting and spent with family. Easily accomplishing the tasks I need to, whether shopping, or visiting events/family. |
| 26-1-2018 05:28:44 | What does quality of life mean to you | Safety (low crime rates where I am), good air quality and drinking water, a neighborhood I like where I can walk to things, access to outdoor recreation, options for my commute |
| 26-1-2018 05:37:11 | What does quality of life mean to you | The ability to live a safe, healthy, happy life. Job availability and security. Time to focus on what's important to you. |
| 26-1-2018 06:16:56 | What does quality of life mean to you | Easy access to public transit and walkable neighborhood |

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| 26-1-2018 06:22:54 | What does quality of life mean to you | Economic prosperity, short and long term health for myself, children, city and nature |
| 26-1-2018 06:31:52 | What does quality of life mean to you | Clean environment, |
| 26-1-2018 06:31:52 | What does quality of life mean to you | Clean environment, access to greenspace, able to find an affordable place to live, able to find a living wage job, able to find friends, opportunities. |
| 26-1-2018 10:04:52 | What does quality of life mean to you | Ability to safely bicycle with my family for everyday trips anywhere in the region. |
| 26-1-2018 11:20:22 | What does quality of life mean to you | It should mean I spend more time thinking about how I like life in the city instead of bitching about change, traffic, problems. |
| 26-1-2018 06:51:28 | What does quality of life mean to you | Overall safe, healthy and happiness of life. |
| 26-1-2018 12:18:28 | What does quality of life mean to you | Feeling safe in my community |
| 26-1-2018 13:37:30 | What does quality of life mean to you | having basic needs met |
| 26-1-2018 12:41:29 | What does quality of life mean to you | Access to infrastructure, access to the wilderness, access to responsibly raised food. A well-educated society |
| 26-1-2018 13:52:48 | What does quality of life mean to you | Able to walk, bike, or use transit to access the places I want to go (shopping, entertainment, recreation, education, healthcare). |
| 26-1-2018 14:41:52 | What does quality of life mean to you | Safe access to streets, safety downtown and low crime/theft |
| 26-1-2018 14:54:19 | What does quality of life mean to you | Affordable housing that is safe, comfortable, close to parks, schools, transit, grocery, library and work. Decent paying job. Cultural opportunities like art, music, film and social events. |
| 26-1-2018 15:08:51 | What does quality of life mean to you | Affordable housing within walking distance to parks, grocers, restaurants, etc.; ability to get to work and school in a reasonable time; affordability of basic necessities; |
| 26-1-2018 15:08:51 | What does quality of life mean to you | A high QOL means: Affordable housing within walking distance to parks, grocers, restaurants, etc.; ability to get to work, school in a reasonable time; affordability of basic necessities; green spaces |
| 26-1-2018 15:18:31 | What does quality of life mean to you | Affordable housing, equitable access to education, social services, overall feeling of safety. |
| 26-1-2018 15:13:51 | What does quality of life mean to you | If you aren't able to afford to live close on, transportation takes way too long to get into the city center to make it a viable daily option for a lot of people. |
| 26-1-2018 15:36:05 | What does quality of life mean to you | Able to meet and exceed my basic needs conveniently and affordable. |
| 26-1-2018 15:52:18 | What does quality of life mean to you | Balance be work and play. Family time, activities, and the mentality of the space I'm in. |
| 26-1-2018 15:55:34 | What does quality of life mean to you | An attractive environment, easy access to services, easy access to a variety of businesses, walkable/bikeable neighborhoods, a completely functional and reliable public transit system. |
| 26-1-2018 15:58:43 | What does quality of life mean to you | How I spend my time outside of work, how I spend my leisure time |
| 26-1-2018 15:42:00 | What does quality of life mean to you | Quality of life is walkable neighborhoods, clean air and open spaces such as parks. Automobiles need to be kept in check for those metrics to grow. |
| 26-1-2018 16:18:20 | What does quality of life mean to you | Na |
| 26-1-2018 16:38:25 | What does quality of life mean to you | Having service choices in a 2 mile radius, low noise, feeling safe from crime, the ability to drive my car without transportation clogs like MAX trains or bus stops that don't allow me to pass. |

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| 26-1-2018 16:40:41 | What does quality of life mean to you | Depends on who you ask? My quality of life is good, others with lower income, probably not so good. Then you have those with lots of money who are just going to complain and don't help to solve probs |
| 26-1-2018 16:41:32 | What does quality of life mean to you | Access!! I think incentives to work where you live and creating piazza type neighborhoods where all services are accessible in each neighborhood, good walking score! |
| 26-1-2018 16:41:32 | What does quality of life mean to you | Access!! I think incentives to work where you live and creating piazza type neighborhoods where services are accessible and equitable in each neighborhood, good walking score! |
| 26-1-2018 16:24:22 | What does quality of life mean to you | Overall, I enjoy living in East Portland. It is unfortunate how much crime is being committed. Other than that, it is peaceful, beautiful, and changing. More people are moving into the area. |
| 26-1-2018 16:44:31 | What does quality of life mean to you | There needs to be an "OK" option. Portland is great in some ways, but falls off in others. I think quality of life means work-life balance, options, access and efficiency in services |
| 26-1-2018 16:48:44 | What does quality of life mean to you | Quality of life means how safe I feel and how much access I have to the things I need/want. My quality of life is mostly good, but is affected by some of Portland's common issues. |
| 26-1-2018 16:55:30 | What does quality of life mean to you | Ability to do what you desire with limited obstacles. |
| 26-1-2018 17:24:17 | What does quality of life mean to you | Means much less traffic for a city of this size. Tualatin is known for its traffic congestion. |
| 26-1-2018 17:26:17 | What does quality of life mean to you | No sidewalks, unpaved roads. Time to expand beyond the central city. |
| 26-1-2018 17:10:56 | What does quality of life mean to you | Safe city, easy to get around, good jobs. |
| 26-1-2018 17:33:32 | What does quality of life mean to you | Easy to get around, still relatively affordable. |
| 26-1-2018 18:19:20 | What does quality of life mean to you | Equitable quality of life for everyone in Portland. Having a transportation system that values human life and the health of the environment. This means taking Vision Zero seriously. |
| 26-1-2018 18:19:33 | What does quality of life mean to you | QOL means SAFETY, my earnings go a long way, and affordability. All of these have gone out the window in the last 5 years. |
| 26-1-2018 18:21:31 | What does quality of life mean to you | Good options for public transit, good restaurants, a variety of theater and performance options, progressive and socially responsible citizenry. |
| 26-1-2018 18:25:06 | What does quality of life mean to you | Access to trees, birds, nature. Clean air. Good transportation options. (Less traffic). |
| 26-1-2018 18:27:21 | What does quality of life mean to you | Living in a c |
| 26-1-2018 18:27:21 | What does quality of life mean to you | Living in a community that values providing affordable housing and affordable transportation options so that people can live in diverse communities and earn a fair living. |
| 26-1-2018 18:33:47 | What does quality of life mean to you | I feel like my surrounding environment does not add to any stress in my life. |
| 26-1-2018 18:40:39 | What does quality of life mean to you | being able to get to stores when i need to, reliable power and water, not having to fall off the grid. |
| 26-1-2018 18:46:57 | What does quality of life mean to you | Safe, clean, confident in ability to get around. Access to services easily. |
| 26-1-2018 18:50:19 | What does quality of life mean to you | Clean air, walkable neighborhoods, and affordability. |
| 26-1-2018 18:52:02 | What does quality of life mean to you | Ability to live a life of my own choices, health, quiet, good jobs, and city that supports my choices instead of fights them every step of the way. I marked "good" but I feel like it's leaning "poor." |
| 26-1-2018 19:31:44 | What does quality of life mean to you | I live in Clackamas county & whenever I drive into Portland it's like entering another world. Roads are bad, lots of pot holes & rough roads, lot's of homeless & lot's of garbage & destruction |

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| 26-1-2018 19:31:44 | What does quality of life mean to you | I live in Clackamas county & whenever I drive into Portland it's like entering another world. Roads are bad, lots of pot holes & rough roads, lot's of homeless & their garbage & destruction. |
| 26-1-2018 19:02:17 | What does quality of life mean to you | clean good tasting water, refreshing air, diverse entertainment options, the great outdoors & recreation. rent and housing is too high. |
| 26-1-2018 20:05:09 | What does quality of life mean to you | Ability for most people to prosper with adequate shelter, food and work/life balance. The long commutes in Portland are negatively affecting almost everyone whether you go by car or public transit |
| 26-1-2018 20:18:04 | What does quality of life mean to you | Access to clean water, healthy food, outdoor recreation, cultural and educational centers (like museums, sport/convention/theater centers, Zoo, Libraries), international transportation options, etc. |
| 26-1-2018 20:23:32 | What does quality of life mean to you | Quality of life means how happy, independent, and healthy the surrounding environment allows metro-area residents to be. I think it is still |
| 26-1-2018 20:23:32 | What does quality of life mean to you | Quality of life means how happy, independent, and healthy the surrounding environment allows Metro residents to be. In the US, I'd rate us relatively "good" but if you include Europe, "poor" for sure. |
| 26-1-2018 20:16:27 | What does quality of life mean to you | Safety, accessibility, comfort and convenient means of travel to and from my desired locations (not excessive commute, safe on bus and MAX, safe at stops and TCs) |
| 26-1-2018 20:24:15 | What does quality of life mean to you | Portland has alot going for it but affordability and equity are a big problem and transit needs to respond to that by expanding transit options further from the inner core. |
| 26-1-2018 20:28:02 | What does quality of life mean to you | living in a safe neighborhood, clean environment, healthy economy, |
| 26-1-2018 20:30:04 | What does quality of life mean to you | Having autonomy & choice over daily life decisions such as amt of work, where to live, play, & travel; & having freedom to live unrestricted & not harassed. Having abundant food & activity choices |
| 26-1-2018 20:28:08 | What does quality of life mean to you | Quality of life means being able to walk down the street and not get harassed by homeless and tweaked. My car has been stolen twice in the last year Portland is not like it was 25 years ago |
| 26-1-2018 21:14:15 | What does quality of life mean to you | Ability to go places without being harassed, either when I arrive or on the way. Safety, equality, people treating each other well and taking care of their city. All failures at the moment. |
| 26-1-2018 21:18:44 | What does quality of life mean to you | Taxes going to the through roof, poluce under staffed and not controlled and infrastructure is crumbling |
| 26-1-2018 21:20:20 | What does quality of life mean to you | Good for myself and my family, but housing, infrastructure, and limited social services are a problem for the city as a whole. |
| 26-1-2018 21:37:33 | What does quality of life mean to you | Stability, security, access to resources, activities, and, enjoyment. |
| 26-1-2018 21:48:15 | What does quality of life mean to you | I'm lucky I have shelter, access to reliable transportation, a support network, flexible workplace in relationship to PTO + childcare issues. I'd like all Portlanders see more of this kind of quality. |
| 26-1-2018 21:52:29 | What does quality of life mean to you | Ability to meet basic needs as well as to enjoy community activities, cultural events, hobbies, etc. Spending less time stuck in traffic would improve my quality of life by freeing up time to do this |
| 26-1-2018 21:56:55 | What does quality of life mean to you | Good access to culture and nature, safe places to be indoors and outdoors, affordable lifestyle options, |
| 26-1-2018 21:55:02 | What does quality of life mean to you | Personal safety, affordable housing, |
| 26-1-2018 21:55:02 | What does quality of life mean to you | Being able to afford housing on full time minimum wage. Not finding needles at the end of my driveway. Having shopping close to home. |
| 26-1-2018 22:15:25 | What does quality of life mean to you | Quality of life is affordability and sense of community among diversity. |
| 26-1-2018 22:31:18 | What does quality of life mean to you | An affordable home, a well-paying job, and accessible transportation options other than a car. I'm fortunate enough to say I have those, but many, many people in the Portland region do not. |
| 26-1-2018 22:39:11 | What does quality of life mean to you | Accessibility, free & low cost activity options. |

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| 26-1-2018 22:33:40 | What does quality of life mean to you | I feel safe at night. I don't want to have to choose whether to risk assault by taking an unlit bike path, or take the road=get hit by a car who can't see me due to cars parked too close to stop signs |
| 26-1-2018 23:10:02 | What does quality of life mean to you | High quality, reliable infrastructure that complements and supports economic and social activity. Enforcement of laws to maintain public order and safety. |
| 26-1-2018 23:10:02 | What does quality of life mean to you | City is pleasant to live in, provides access to economic and social opportunities. Infrastructure is well maintained and scaled to residents' needs. Laws are enforced to maintain public safety. |
| 26-1-2018 23:16:02 | What does quality of life mean to you | Ability to have needs met and to enjoy day-to-day life |
| 26-1-2018 23:16:02 | What does quality of life mean to you | Ability to have needs met and to enjoy day-to-day life. See Also: Maslow's Hierarchy of Needs |
| 26-1-2018 23:16:37 | What does quality of life mean to you | The ability to do the things that I need and want to do with a minimum of cost and effort |
| 26-1-2018 23:17:05 | What does quality of life mean to you | General feeling of safety for my body and my property. Pleasant or neutral interactions with strangers in public. A sense of beauty in the natural areas and purpose in the built areas. |
| 26-1-2018 23:26:39 | What does quality of life mean to you | Able to work and play (within a one hour commute) close to where I live |
| 26-1-2018 23:55:55 | What does quality of life mean to you | Clean environment, safe, not wasting your life sitting on freeways |
| 27-1-2018 00:12:45 | What does quality of life mean to you | The ability to go about your day in Portland in a way that promotes your health, safety, and well-being. |
| 27-1-2018 00:13:35 | What does quality of life mean to you | Easy access to necessities, cultural activities, & recreational opportunities. Crime & personal safety concerns can sometimes detract from the "very good" rating I gave above. |
| 27-1-2018 00:17:49 | What does quality of life mean to you | air quality, availability of resources, low traffic issues |
| 27-1-2018 00:42:53 | What does quality of life mean to you | Easy and quality access to needs such as housing, clean environment, work, education, etc. |
| 27-1-2018 00:47:54 | What does quality of life mean to you | Access to services, clean streets, good air quality, limited traffic problems |
| 27-1-2018 01:32:42 | What does quality of life mean to you | Health, safety, and overall satisfaction from living in a livable city that can be enjoyed without the use of a car, especially by foot or bicycle. |
| 27-1-2018 01:48:26 | What does quality of life mean to you | 5 yrs ago I would have answered 'very good', but continued population growth without quality transit and bikeway expansion resulted in more drivers on the road and less comfortable streets to walk/bike |
| 27-1-2018 02:01:55 | What does quality of life mean to you | Access to opportunities, minimization of hassles. |
| 27-1-2018 00:10:24 | What does quality of life mean to you | Safety. |
| 27-1-2018 02:51:18 | What does quality of life mean to you | Access to amenities with limited stress from such things as congestion |
| 27-1-2018 02:51:18 | What does quality of life mean to you | Access to amenities, such as shopping, dining, and transportation; access to culture and the outdoors; lack of stress from such things as increasing traffic, crime, cost of living, poor air quality. |
| 27-1-2018 02:29:12 | What does quality of life mean to you | Safety: low crime; Traffic: preventing worsening traffic congestion; Affordable housing that someone making minimum wage can afford. |
| 27-1-2018 02:58:26 | What does quality of life mean to you | Having great ACCESS to a huge variety of places and activities. Our TRANSIT is AWFUL; all the City cares about is private auto use, which is bad for ALL people, including car drivers!! |
| 27-1-2018 03:31:07 | What does quality of life mean to you | Social connections. Ability to savor things rather than fret and/or rush. Ability to have new experiences. Prioritization of community over commercialization, especially of the luxury variety. |

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| 27-1-2018 04:23:45 | What does quality of life mean to you | Quality of life means, fresh air, old trees, many birds to see and hear, fresh water and non-acidic rain, green space in balance with the urban foot print, charming architecture, friendly people, art. |
| 27-1-2018 04:47:21 | What does quality of life mean to you | Proximity to both services and nature. Compact city that allows for biking, walking and public transport. Housing and transportation options for all income levels. |
| 27-1-2018 04:48:12 | What does quality of life mean to you | The ability for ALL residents |
| 27-1-2018 04:48:12 | What does quality of life mean to you | The ability for ALL residents to make choices that are good for the environment, their families and the future of the city. |
| 27-1-2018 05:16:31 | What does quality of life mean to you | Not having to walk my kids in downtown Portland without tripping over drunks. Need to feel safe in home town. Tents everywhere and littered needles. Portland is attracting and creating more homeless |
| 27-1-2018 05:50:18 | What does quality of life mean to you | Affordable housing/safe & reliable transportation options/mobility options for elders & disabled/ easy & safe access to public transportation |
| 27-1-2018 06:12:12 | What does quality of life mean to you | Ability to thrive, to get around, to acquire affordable/healthy food nearby, to feel safe, to be by good schools, to have clean-air/water, to have a low commute time, to feel connected in community. |
| 27-1-2018 06:20:18 | What does quality of life mean to you | Equity, health, affordability |
| 27-1-2018 07:15:32 | What does quality of life mean to you | Being able to comfortably live off my income. |
| 27-1-2018 06:11:10 | What does quality of life mean to you | Being able to raise my kids in a safe area |
| 27-1-2018 07:58:49 | What does quality of life mean to you | Things I want/need are fairly close by and accessible |
| 27-1-2018 09:30:04 | What does quality of life mean to you | equitable opportunities and ample access to the fundamentals: food, water, shelter |
| 27-1-2018 14:57:26 | What does quality of life mean to you | Balancing work with life (costs of living with satisfaction). Now that Portland is more expensive, and I work harder to afford my community, let's make some improvements to justify all that extra work |
| 27-1-2018 16:03:51 | What does quality of life mean to you | Options for things to do, affordability, ability to easily travel |
| 27-1-2018 16:11:57 | What does quality of life mean to you | Safe, clean, low crime, |
| 27-1-2018 16:08:09 | What does quality of life mean to you | Having transportation opportunities to have a short commute to work, and having groceries, restaurants, and museums close to home and accessible by transit. |
| 27-1-2018 17:39:44 | What does quality of life mean to you | An easy life that it's not stressful, systems can connect you to make getting around easy – going to Timbers Game isn't traumatic , catching the bus to the movies in Hollywood is easy, hopping on a |
| 27-1-2018 17:46:55 | What does quality of life mean to you | abundant trees and walkability, low crime. |
| 27-1-2018 18:01:01 | What does quality of life mean to you | My answer relative to other places in the country and the world. But if you were to ask where we are in terms of our resources and possibilities as a state and country, I'd say Poor. |
| 27-1-2018 18:07:05 | What does quality of life mean to you | We still have work to do. I'm mpre priveledged than some and see that our public transport system is inefficient. So glad I don't have to rely on it to get to work. |
| 27-1-2018 18:07:05 | What does quality of life mean to you | We still have work to do. I'm mpre priveledged than some and see that our public transport system is inefficient. So glad I don't have to rely on it to get to work. |
| 27-1-2018 18:10:57 | What does quality of life mean to you | if by "greater Portland" you mean no sidewalks, poor transit service, infrequent pedestrian crossings on highways, bicycles sharing roadways with cars--very poor. Inner Portland--good. |
| 27-1-2018 18:10:57 | What does quality of life mean to you | if by "greater Portland" you mean no sidewalks, poor transit service, infrequent pedestrian crossings on highways, bicycles sharing roadways with cars--very poor. Inner east-side Portland--good. |

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| 27-1-2018 18:11:03 | What does quality of life mean to you | Needs are met, able to strive for happiness, free of constant negative inputs |
| 27-1-2018 18:11:03 | What does quality of life mean to you | Needs are met, able to strive for happiness, free of constant negative inputs. The insane number of homeless people and camps are negatively effecting the quality of life here |
| 27-1-2018 18:19:10 | What does quality of life mean to you | Good paying job, affordable housing, access to Variety of activities and independent businesses, great parks and well maintained public spaces. |
| 27-1-2018 18:46:45 | What does quality of life mean to you | More time spent doing the things I like in the places I like and less time spent transporting around. Walkable neighborhoods, easily transit or bikeable trips, and housing/commercial mixed use areas.. |
| 27-1-2018 19:03:50 | What does quality of life mean to you | Economic safety. |
| 27-1-2018 19:37:19 | What does quality of life mean to you | Is the typical citizen able to pursue career, recreational and family interests without concerns for health, access and affordability interfering with or harming them? |
| 27-1-2018 20:01:51 | What does quality of life mean to you | QOL varies greatly depending on economic status and where you live. In East Portland, QOL is much different than in Belmont. QOL means ability to enjoy life rather than slog through it. |
| 27-1-2018 20:09:10 | What does quality of life mean to you | Equal access, affordability. People here are being displaced by higher paid tech workers. Jobs don't pay enough to afford living costs |
| 27-1-2018 20:39:28 | What does quality of life mean to you | Affordability, safe and clean commuting options, clean and safe streets. |
| 27-1-2018 21:34:12 | What does quality of life mean to you | Ability to have the time to spend on the things I want to do. To feel safe and included in the community. To have options for leisure, access to the outdoors, and to engage with local and like-minded |
| 27-1-2018 23:21:02 | What does quality of life mean to you | Quality of life first comes from essentials ... food, shelter, |
| 27-1-2018 23:21:02 | What does quality of life mean to you | Quality of life first comes from essentials ... food, shelter, clothing, |
| 27-1-2018 23:21:02 | What does quality of life mean to you | For me, quality of life only happens in the safe environment ... safe air to breathe, safe food to eat, safe water to drink, safe neighborhood to walk around ... Portland started losing that. |
| 27-1-2018 22:48:29 | What does quality of life mean to you | easy access by bus, to work and live via a single bus trip (I do), able to get downtown via bus and not worry about ending my night early because the bus service ends. 24 hour service please |
| 27-1-2018 23:20:36 | What does quality of life mean to you | Open spaces, clean, quiet, accessible, not stuck in traffic and congestion. Time not wasted going to and from. |
| 27-1-2018 23:24:36 | What does quality of life mean to you | Access to good food, healthcare, education, easy to get around |
| 28-1-2018 00:15:17 | What does quality of life mean to you | Being able to get around town in a timely manner. Sitting in traffic and breathing the carbon emissions from cars sitting in traffic doesn't equate to a good quality of life. Widen highways |
| 28-1-2018 00:26:09 | What does quality of life mean to you | Having access to nature. All types of people having opportunities to prosper and create. A sense of community and shared responsibility. |
| 28-1-2018 01:04:25 | What does quality of life mean to you | As a disabled person, quality of life here is made better by transportation options like Lyft and delivery services such as Instacart. The nearest bus stop, six blocks uphill, is all but useless. |
| 28-1-2018 00:32:58 | What does quality of life mean to you | safe to go anywhere with any transportation method. clean environment. density and accessibility. |
| 28-1-2018 02:29:12 | What does quality of life mean to you | I've only lived in Portland for a year. In the city is great. Can't speak for the suburbs. |
| 28-1-2018 06:54:02 | What does quality of life mean to you | I'm lucky I live "close in" so I appreciate the bike commuting abilities. |
| 28-1-2018 15:30:13 | What does quality of life mean to you | The most relevant indicator with regards to this survey is the ability to live without a car, which I do. That means: good public transportation and ample bike connections. |

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| 28-1-2018 16:00:24 | What does quality of life mean to you | Property crime (2 break-ins in 7 months)and a long (transit) commute are bringing down my QOL. |
| 28-1-2018 16:06:21 | What does quality of life mean to you | Access to things that enhance my life ie; being close to nature and parks, access to paddling, access to great art and music, great restaurants, short commutes to work, good public transit, walk to f |
| 28-1-2018 16:15:32 | What does quality of life mean to you | clean air and water, educational and social opportunities, transportation options, housing expense. |
| 28-1-2018 16:14:14 | What does quality of life mean to you | Low crime, affordability. |
| 28-1-2018 16:17:01 | What does quality of life mean to you | Happiness and affordability for all |
| 28-1-2018 16:36:49 | What does quality of life mean to you | Ease and health of activities of daily living, including getting around. |
| 28-1-2018 16:56:30 | What does quality of life mean to you | I'm a white woman, it works alright. Not so much for my Muslim, People of Color, and impoverished neighbors. Portland pushes out the very people that make it great. Rental crisis.Affordability. |
| 28-1-2018 17:38:41 | What does quality of life mean to you | Ease of transit, safe, close to downtown housing, affordability. |
| 28-1-2018 17:03:34 | What does quality of life mean to you | Being able to walk to my job without almost being killed |
| 28-1-2018 18:03:22 | What does quality of life mean to you | Living in a walkable neighborhood - especially within easy distance of a grocery store. |
| 28-1-2018 18:34:44 | What does quality of life mean to you | Good food, easy access to outdoors, parks, bike lanes, strong sense of community. |
| 28-1-2018 20:10:55 | What does quality of life mean to you | Equitable access to safe transit (walking, biking, public transit), affordable housing, fresh food, culturally relevant food, education, jobs. Multnomah county has vast disparities in all of these |
| 28-1-2018 19:08:36 | What does quality of life mean to you | Affordable cost of living, safe streets, walkability in neighborhoods, access to critical services |
| 28-1-2018 21:18:00 | What does quality of life mean to you | Affordability, quality and availability of services and culture and education, not spending the whole day in traffic jams (ease of transport) |
| 28-1-2018 21:18:26 | What does quality of life mean to you | Quality of life in this metric is specific to me. I think there are a lot of people in Portland who are underserved and ignored. They would likely answer this question differently. |
| 28-1-2018 23:18:28 | What does quality of life mean to you | No crime, no trash and graffiti. Adequate lane capacity. Good jobs |
| 29-1-2018 00:02:30 | What does quality of life mean to you | That I can afford to support my family, get us to and from work and school, have access to the outdoors and friends, and time to spend together. |
| 29-1-2018 01:32:03 | What does quality of life mean to you | Quality of life to me means that we can get where we want to go in a timely manner, using multiple transportation modes, and that we feel safe in all these modes doing so. |
| 29-1-2018 01:46:44 | What does quality of life mean to you | Ability to reside in a city without having to own a vehicles. Availability of convenient public transit. Walkable neighborhoods. |
| 29-1-2018 00:30:24 | What does quality of life mean to you | not too rushed; friendly; safe; beautiful |
| 29-1-2018 02:39:02 | What does quality of life mean to you | Air and water quality. Social equity and 'community'.Local access to the necessities of life. Access to parks, amenities and recreation and entertainment. Minimal time lost in travel. |
| 29-1-2018 04:11:33 | What does quality of life mean to you | This question is too broad to have meaning. Quality of life is socio economic, race, gender, sexuality and gender identity dependent. In Portland, so many are suffering. This survey won't reach them. |
| 29-1-2018 04:42:00 | What does quality of life mean to you | Safe streets that are focused on people, not cars. |

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| 29-1-2018 04:46:32 | What does quality of life mean to you | I'm lucky to live in a nice apartment in a decent neighborhood, however unaffordable housing is having a huge impact on friends and colleagues who work full-time and can't afford housing. |
| 29-1-2018 05:59:04 | What does quality of life mean to you | The ability to move in and around the community, to accomplish tasks of daily living as well as personal enjoyment. |
| 29-1-2018 06:25:38 | What does quality of life mean to you | Accessibility to nature and in town green spaces. Infrastructure that allow for non car transportation. |
| 29-1-2018 07:18:00 | What does quality of life mean to you | I'm reasonably safe, and I'm able to get from home to work and to my child's school. I would like better cross-city routes, since it's 90 minutes from Kenton to Hillsdale, where my ex lives, by bus. |
| 29-1-2018 07:29:55 | What does quality of life mean to you | Safety, easy accessibilit viz car, clean, no panhandlers, small communities that make up a bigger community |
| 29-1-2018 10:33:34 | What does quality of life mean to you | Access to things, ability to come up. I say good because the rest of the country is worse, or can be. it's hard to get leg up in pdx, it's very hard to find a place to live even as a native. |
| 29-1-2018 13:14:40 | What does quality of life mean to you | Safety, affordability , long term economic strength. |
| 29-1-2018 14:07:36 | What does quality of life mean to you | Ability to get from point A to point B. Taxes are out of control and it seems as if the city government is making it harder for the working class, not easier. |
| 29-1-2018 08:22:35 | What does quality of life mean to you | General feeling of safety and ability to sustain oneself economically. |
| 29-1-2018 14:44:03 | What does quality of life mean to you | Relatively inexpensive relative to other large metros on the Pacific coast. Minimized need for a car. |
| 29-1-2018 15:09:03 | What does quality of life mean to you | How much I enjoy living here |
| 29-1-2018 15:44:45 | What does quality of life mean to you | Less traffic, more green space (parks, natural areas, etc), less "Californication". Seems like the desires of developers are more important than anything else like quality of life, traffic, safety. |
| 29-1-2018 16:03:42 | What does quality of life mean to you | Amenities offered, connectivity by transit, feeling safe |
| 29-1-2018 16:09:19 | What does quality of life mean to you | Affordability, access to places I want to go, things I need. Access to outdoor recreation, diversity and pride in the city I live. |
| 29-1-2018 16:24:17 | What does quality of life mean to you | The feeling/outlook I have toward the prosperity of our community, based on the choices our elected representatives and government agencies prioritize. |
| 29-1-2018 16:16:47 | What does quality of life mean to you | better and more roads, safety, low crime, affordability |
| 29-1-2018 16:34:46 | What does quality of life mean to you | a combination of cost of living, amenities, environmental quality, infrastructure, and overall livelihood of a place's citizens |
| 29-1-2018 16:43:10 | What does quality of life mean to you | I enjoy the life I live and most of the access to things I need. (However, it is increasingly expensive.) |
| 29-1-2018 16:54:32 | What does quality of life mean to you | Less stress, but Portland is very stressful. |
| 29-1-2018 17:43:23 | What does quality of life mean to you | I have access to transit, parks, grocery stores. That being said I have the privilege of living in an area that gives me these luxuries. I think there are many in Portland metro that don't have access |
| 29-1-2018 17:51:40 | What does quality of life mean to you | Caring, connected communities. Access to experiences (theatre, music), outdoors (trails, bike paths). Usually possible to live without a car. Elderly parents can live here, too. |
| 29-1-2018 18:00:29 | What does quality of life mean to you | Access to jobs, affordable housing, clean environment, recreation activities. |
| 29-1-2018 17:07:04 | What does quality of life mean to you | Easy access to school, work, shopping and nature and future opportunities for my family |

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| 29-1-2018 18:11:58 | What does quality of life mean to you | A place that fosters connection between people. Easy access to transportation is one way to enable that. A place that highly values health, equity and social justice. |
| 29-1-2018 18:27:14 | What does quality of life mean to you | Safe, healthy, with lots of options. Just wish it didn't have to include being so overwhelmed by cars and trucks! |
| 29-1-2018 18:42:37 | What does quality of life mean to you | Ability to live the life I want. |
| 29-1-2018 19:00:26 | What does quality of life mean to you | I am lucky enough to live affordably with family, next to a number of excellent transit lines and bike paths, in a walkable neighborhood with healthy food options. Everyone should have access to these |
| 29-1-2018 19:26:33 | What does quality of life mean to you | Having options and access to natural areas. |
| 29-1-2018 19:28:33 | What does quality of life mean to you | Large back yard. 2-3 car garage where I park my car inside, rather than on a street. Short commute through freeways generated to Move cars at a fast pace. Safety. No homeless people on my property. |
| 29-1-2018 20:19:02 | What does quality of life mean to you | It means access to clean air and water, affordable housing and living expenses, access to fresh food, a great sense of community, and an atmosphere that approaches conversations about inequity. |
| 29-1-2018 21:21:56 | What does quality of life mean to you | Quality of life in Portland is drastically decreasing as traffic congestion increases. |
| 29-1-2018 22:09:55 | What does quality of life mean to you | bang for the buck in taxes, ability to go about life with little impact from crime/vandalism/homeless/drugs |
| 29-1-2018 23:25:14 | What does quality of life mean to you | Access to job training and employment opportunities for all skill levels. Access to natural and recreational experiences for all. Affordable housing, child care, and healthy food for all. |
| 29-1-2018 23:25:31 | What does quality of life mean to you | Access to nature, reasonable commuting time, good cultural opportunities, affordability, public transit, clean air and water |
| 29-1-2018 23:39:11 | What does quality of life mean to you | Work options, cultural opportunities, benefits from public transit and programing. opportunity to prosper |
| 29-1-2018 23:40:23 | What does quality of life mean to you | Quality of a typical day in Portland; traveling from-to home, work, school; activities and errands. |
| 29-1-2018 23:55:38 | What does quality of life mean to you | freedom to do things I enjoy. |
| 29-1-2018 23:56:38 | What does quality of life mean to you | access to good education, safety, affordability and access to services and recreation |
| 30-1-2018 00:23:58 | What does quality of life mean to you | Average quality of day to day everyday life. |
| 30-1-2018 00:28:54 | What does quality of life mean to you | Ready and affordable access to services, education, shopping, entertainment and nature. |
| 30-1-2018 00:18:59 | What does quality of life mean to you | Short commute so I lose less time each day traveling, but living far enough from the city to have a yard and space from my neighbors. I could not function if always surrounded by this much concrete |
| 30-1-2018 02:36:08 | What does quality of life mean to you | Rising standards of living, safety, shared prosperity, and optimism that the future generation will be better off |
| 30-1-2018 02:59:29 | What does quality of life mean to you | Affordability |
| 30-1-2018 03:11:41 | What does quality of life mean to you | Easy access to work, necessities, entertainment and recreation |
| 30-1-2018 03:51:38 | What does quality of life mean to you | Clean air, beautiful trees, |
| 30-1-2018 03:51:38 | What does quality of life mean to you | Being happy with the area I'm living in, feeling safe in my neighborhood and like I can get around town easily. |

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| 30-1-2018 05:26:46 | What does quality of life mean to you | I can breathe clean air, I can travel to and from work in a reasonable amount of time, I can recreate in clean, open spaces, I have friends who stimulate my thinking, access to education. |
| 30-1-2018 06:46:55 | What does quality of life mean to you | Lots of outdoor activities and tons happening downtown, clean environment, good jobs, all kinds of shopping, not too expensive |
| 30-1-2018 07:48:27 | What does quality of life mean to you | Government stays out of people's privacy rights. Independence and freedom. |
| 30-1-2018 09:09:20 | What does quality of life mean to you | A balance between what I want to do verses what I need to do. |
| 30-1-2018 09:58:05 | What does quality of life mean to you | Clean air, clean water, access to nature, decent infrastructure, safe neighborhoods, feeling of belonging and connectedness to neighbors, good jobs, access to healthy food, walkable, bikable, fun. |
| 30-1-2018 14:50:40 | What does quality of life mean to you | Clean air and water, good transportation options with Common Sense planning. Keeping in mind that Metro covers a lot of places besides just the City of Portland. |
| 30-1-2018 15:05:08 | What does quality of life mean to you | SHort commute time. Time for activities. Good access to activities. Low crime. My quality of life has diminished due to fears of the homeless population. The homeless camps make our city look bad |
| 30-1-2018 16:18:10 | What does quality of life mean to you | How happy and accepted I feel in Portland. |
| 30-1-2018 16:44:40 | What does quality of life mean to you | We have no representation in Brentwood Darlington, few transit options, no sidewalks, and our section of 82nd is full of potholes, derelict and unkempt business and commercial land that could be used |
| 30-1-2018 17:15:12 | What does quality of life mean to you | Home in a safe neighborhood, have a job that pays adequately. |
| 30-1-2018 17:57:43 | What does quality of life mean to you | The things I value about living here and growing up here are disapearing. We've lost ease of living due to traffic, extreme poverty, cost of living, parking issues, and ugly development. |
| 30-1-2018 17:57:43 | What does quality of life mean to you | The things I value about living here and growing up here are disappearing. We've lost ease of living due to traffic, extreme poverty, cost of living, parking issues, and ugly development. |
| 30-1-2018 18:17:25 | What does quality of life mean to you | Ability to successfully meet the needs and wishes of my family. |
| 30-1-2018 17:43:51 | What does quality of life mean to you | Accessiblity |
| 30-1-2018 19:36:35 | What does quality of life mean to you | Ability to provide for my family with job, housing, good schools and a clean environment |
| 30-1-2018 19:13:20 | What does quality of life mean to you | safe, clean and ample opportunities to succeed |
| 30-1-2018 19:43:13 | What does quality of life mean to you | High housing costs, homeless, overcrowding, streets not finished, greenway streets (SE Mill St between 82nd & 89th) no sidewalks, poor lighting, & poor drainage lead to unsafe conditions. |
| 30-1-2018 20:56:17 | What does quality of life mean to you | Affordable housing, easy access to affordable public transit, access to quality health care with lots of alternative options, programs like Arts for All for low income individuals and a good job. |
| 30-1-2018 21:29:29 | What does quality of life mean to you | affordable housing, adequate amount of housing, competitive wages, competent mass transit |
| 30-1-2018 22:07:11 | What does quality of life mean to you | Accessibility of services, culture, transportation options. |
| 30-1-2018 23:47:13 | What does quality of life mean to you | Affordability for myself and those around me. It isn't quality unless a single mother can afford it on a minimum wage salary. |
| 30-1-2018 23:55:31 | What does quality of life mean to you | Ease of getting around, different types of neighborhoods and environments, clean and healthy places, egalitarian public spaces |
| 31-1-2018 00:02:21 | What does quality of life mean to you | Ability to work, play, and contribute to the community. |

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| 31-1-2018 00:27:30 | What does quality of life mean to you | Being able to do this things that I want to do without much interference. |
| 31-1-2018 02:46:09 | What does quality of life mean to you | safe, friendly, clean, affordable, access to nature. |
| 31-1-2018 04:02:31 | What does quality of life mean to you | Not overcrowded, nor taking an hour to get 5 miles. Friendly and nice neighbors and business owners. Safe community for children, pets and all people. |
| 31-1-2018 04:50:39 | What does quality of life mean to you | Health and happiness, ability to get out with others or family, be it walking or driving to enjoy our community and beyond...to have a job that affords that without inordinate commute times |
| 31-1-2018 05:06:07 | What does quality of life mean to you | Freedom to move about the area and breath clean ai |
| 31-1-2018 06:09:12 | What does quality of life mean to you | existence of and access to places that make life enjoyable and balanced: home, jobs, nature, the arts. Not having to spend hours in my car! |
| 31-1-2018 07:33:17 | What does quality of life mean to you | For the most part, I love living here. |
| 31-1-2018 07:33:17 | What does quality of life mean to you | For the most part, I love living here. Quality of life means being able to take walks almost any time, because the air is clean, the pathways are safe, and the pace of life is conducive to walks. |
| 31-1-2018 14:45:05 | What does quality of life mean to you | Lots of time outdoors, seeing other people, short commutes, passing good food and activities along the way. Attractive, walkable neighborhoods. |
| 31-1-2018 15:54:15 | What does quality of life mean to you | So glad you asked. I'm not sure what "the quality of life" means. Is it my personal quality of life in my comfortable bubble or is it meant to be my opinion about life in the region in general? |
| 31-1-2018 16:09:56 | What does quality of life mean to you | The ability to work a job, or create one's own job, and have access to high quality food. |
| 31-1-2018 16:17:37 | What does quality of life mean to you | Access to parks, shopping and commerce opportunities within a walkable area. Not spending time in my car. People being nice to each other. |
| 31-1-2018 16:30:54 | What does quality of life mean to you | clean air/water, affordability, ease of getting around town/transit options |
| 31-1-2018 18:18:46 | What does quality of life mean to you | The ability to get a job, buy a house, have good schools, and utilize the infrastructure (roads, buses) in a timely fashion. |
| 31-1-2018 18:34:58 | What does quality of life mean to you | Access to work, services, and recreation by foot, bike, or transit. |
| 31-1-2018 18:52:26 | What does quality of life mean to you | Clean air to breathe, access to healthy food and water, free from danger, access to recreation and healthcare. |
| 31-1-2018 19:01:20 | What does quality of life mean to you | Transportation wise it means being able to reach appointments in a reasonable time, having a reasonable traffic flow rate in front of my house and not costing an unsustainable tax or per trip cost. |
| 31-1-2018 19:20:15 | What does quality of life mean to you | I can live my life in a manner of my choosing without being socially engineered by the brilliant know-it-alls from Portland. Respect my needs, and I'll respect yours. Allow me to be mobile my way. |
| 31-1-2018 19:08:17 | What does quality of life mean to you | Areas safe to walk - ease of transportation- safe free or low cost things to do for the youth |
| 31-1-2018 20:01:56 | What does quality of life mean to you | Safe, healthy, diverse, cultural and educational opportunities, travel options, housing options |
| 31-1-2018 20:01:56 | What does quality of life mean to you | Safe, healthy, diverse, cultural and educational opportunities, travel options, housing options, health care |
| 31-1-2018 20:45:40 | What does quality of life mean to you | A city that opens before you in freedom - the ability to enjoy the many wonderful parts of it predictably and without struggle |
| 31-1-2018 20:40:36 | What does quality of life mean to you | Ease of finding work, ease of navigating the city via various modes of transportation, availability of green spaces and parks and opportunities for active recreation |

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| 31-1-2018 22:48:45 | What does quality of life mean to you | I am able to ride to work, school, or other places that I need to be with little fear for my own safety |
| 1-2-2018 00:29:02 | What does quality of life mean to you | That everybody has access to the basic necessities of life. This is less a reflection on Portland than on the USA in general, since the necessity of healthcare is still inaccessible to many. |
| 1-2-2018 02:06:24 | What does quality of life mean to you | Affording your needs. Living without someone parking themselves in front of your house and living out of their truck with no place to go to the bathroom |
| 1-2-2018 03:55:15 | What does quality of life mean to you | All aspects of what makes you happy and how you live. |
| 1-2-2018 04:31:44 | What does quality of life mean to you | Low stress affordable living in clean environment, where I can accomplish the things I want to. |
| 1-2-2018 01:53:03 | What does quality of life mean to you | Homeless and street people, open drug use has made parts of the city uninhabitable except by those whose lifestyles match the described problems. |
| 1-2-2018 04:52:42 | What does quality of life mean to you | I live in an area that has very little walkability. We cannot even take our children out in a stroller without having to walk in the street. |
| 1-2-2018 05:32:09 | What does quality of life mean to you | Easy access to healthcare, food, recreation, and social life. Safe environment, strong economy with lots of employment, and healthy natural environment. |
| 1-2-2018 05:39:25 | What does quality of life mean to you | Work/life balance, access to nature, sense of community. |
| 1-2-2018 12:39:08 | What does quality of life mean to you | Safe, affordable |
| 1-2-2018 12:39:08 | What does quality of life mean to you | Safe, affordable, sustainable living options. |
| 1-2-2018 13:36:43 | What does quality of life mean to you | Less crime. People obeying the laws. Nice neighborhoods that people take care of and know each other. The businesses I need near my house. |
| 1-2-2018 15:05:26 | What does quality of life mean to you | Employment for an adequate wage. Excellent schools K-16+. Access to urban amenities, including parks, restaurants, entertainment. A sense of personal safety everywhere. Competent public officials. |
| 1-2-2018 15:29:40 | What does quality of life mean to you | Being able to accomplish the things that I enjoy with the people I care about. |
| 1-2-2018 15:37:03 | What does quality of life mean to you | Walkability, access to nature, feeling like part of a community |
| 1-2-2018 15:41:22 | What does quality of life mean to you | Balance of work and play. Opportunities for recreation, and education. Good schools safe streets. Short commute times, that allow for life after work in the evenings |
| 1-2-2018 15:55:04 | What does quality of life mean to you | What is considered greater Portland? |
| 1-2-2018 16:11:41 | What does quality of life mean to you | My quality of life was better before Polygon NW was allowed to move into my semi-rural neighborhood. You are allowing too much higher density building near the growth boundary. |
| 1-2-2018 16:26:22 | What does quality of life mean to you | Being able to travel around the area with ease to enjoy the things this area has to offer. The traffic is so bad here that you don't want to leave your house unless you have to. |
| 1-2-2018 16:29:42 | What does quality of life mean to you | Feel like my taxes are being used effectively. My family is safe. We can easily and conveniently reduce our dependence on fossil fuel. There are parks nearby. Water/air are clean. |
| 1-2-2018 16:14:58 | What does quality of life mean to you | Clean air, green space, decent transit, plenty of amenities. The quality of life has deteriorated in the last 5 years due to traffic and homeless problem. |
| 1-2-2018 16:14:58 | What does quality of life mean to you | Clean air, green space, decent transit, plenty of amenities, healthy living. The quality of life has deteriorated in the last 5 years due to traffic and homeless problem. Trash everywhere. . |
| 1-2-2018 16:36:12 | What does quality of life mean to you | The ability to live a healthy life in the manner I choose. |

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| 1-2-2018 16:37:25 | What does quality of life mean to you | housing, safety and good schools for our children. In my opinion Portland ranks pretty low on places I would ever want to be. People coming up with the "IDEAS" for the area are pushing more of us away |
| 1-2-2018 16:38:50 | What does quality of life mean to you | A city that has affordable housing, things to do, restaurants to eat at, and a welcoming atmosphere. |
| 1-2-2018 16:37:23 | What does quality of life mean to you | quiet, peaceful, affordable housing, good paying jobs, diversity and open spaces. |
| 1-2-2018 16:56:37 | What does quality of life mean to you | access to desired destinations and amenities, safety, good jobs and great schools, shared sense of community purpose |
| 1-2-2018 17:33:22 | What does quality of life mean to you | Overall happiness and well being of the marjority of the population. |
| 1-2-2018 17:33:22 | What does quality of life mean to you | Overall happiness, health and well being of the marjority of the population. |
| 1-2-2018 17:37:40 | What does quality of life mean to you | Bikability, walkability, DIY music venues, food, diversity, affordability, progressive politics, close to mountains, the outdoors, the coast |
| 1-2-2018 17:38:36 | What does quality of life mean to you | affordable housing, low cost of living, comfortable commute & readily available shopping options |
| 1-2-2018 18:17:58 | What does quality of life mean to you | Ability to access work and amenities important to me, and ability to do so without blocking others from access to their preferred work/amenities. |
| 1-2-2018 19:18:03 | What does quality of life mean to you | ability to afford housing, regular transit, vibrant cultural offerings |
| 1-2-2018 19:29:27 | What does quality of life mean to you | Ability to live, go, and do as I please. |
| 1-2-2018 20:17:32 | What does quality of life mean to you | Planning of transportation and the flow of traffic is falling way behind, the region need another access to I-5 (west side bypass). |
| 1-2-2018 20:17:55 | What does quality of life mean to you | An affordably healthy life w/ little need for a car w/ the city's amenities at arm's reach. Those who made PDX so vibrant & attractive are being displaced by housing cost surge, so quality is down. |
| 1-2-2018 21:06:57 | What does quality of life mean to you | Affordability, good transportation options, life enrichment options and assessibility |
| 1-2-2018 21:18:21 | What does quality of life mean to you | Being able to do what I want and need to do to be healthy, happy, and successful. |
| 1-2-2018 20:51:09 | What does quality of life mean to you | An urban ecosystem that makes life easier, not harder, for me and as many of its inhabitants as possible. |
| 1-2-2018 22:02:17 | What does quality of life mean to you | It isn't easy to get around anymore, traffic is at a standstill most of the time, the cost of living is increasing too rapidly and wages aren't on the rise in commensurate. |
| 1-2-2018 22:55:13 | What does quality of life mean to you | Sucks compared to ten years ago. Twice as many cars on the road, and drivers are half as careful. |
| 1-2-2018 22:55:13 | What does quality of life mean to you | In absolutes, QoL in PDX is fine. Relative to the ideal, it sucks. It sucks compared to ten years ago. Twice as many cars on the road, and drivers are half as careful. Literally incentives me to driv |
| 1-2-2018 22:55:13 | What does quality of life mean to you | In absolutes, QoL in PDX is fine. Relative to the ideal, it sucks. It sucks compared to ten years ago. Twice as many cars on the road, and drivers are half as careful. Literally incentives me to drive |
| 2-2-2018 00:03:24 | What does quality of life mean to you | The standard of health and happiness. |
| 2-2-2018 00:10:00 | What does quality of life mean to you | A happy and productive society |
| 2-2-2018 00:10:00 | What does quality of life mean to you | A happy and productive and comfortable society. It's more difficult to get around lately, neighborhoods are not as safe. Where are our public safety officers? They don't exist. It's anarchy out there. |

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| 2-2-2018 00:35:39 | What does quality of life mean to you | The city is being taken over by homeless people who trash the place. I've worked in social services for 10+ years. People come from all over the country |
| 2-2-2018 00:50:27 | What does quality of life mean to you | Portland still has less traffic, more affordable housing, and nicer parks and nature than any other west coast city. but the ability to live a life where you don't need as much money is changing fast. |
| 2-2-2018 01:12:09 | What does quality of life mean to you | access to nature and clean water |
| 2-2-2018 01:28:13 | What does quality of life mean to you | Ease of daily life and having needed amenities nearby. Feeling safe walking, shopping, in a park. |
| 2-2-2018 01:52:05 | What does quality of life mean to you | It's gone way down recently. I've had to move far outside of where I work because it is no longer affordable for me. I've gone from a 20 minute bike ride or 10 bus ride to a 1 hour bus ride |
| 2-2-2018 01:52:05 | What does quality of life mean to you | It's gone way down recently. I've had to move far outside of where I work because it is no longer affordable for me. I've gone from a 20 minute bike ride or 10 bus ride to a 1 hour bus ride, Riding my |
| 2-2-2018 02:06:54 | What does quality of life mean to you | Affordable, good healthcare, low crime, lots of stuff to do and lots of choices to eat |
| 2-2-2018 02:22:09 | What does quality of life mean to you | A variety of opportunities for work, recreation, entertainment, education, and community service in a place with scenic beauty, safe communities, quality housing, affordability, and lack of pollution. |
| 2-2-2018 02:58:25 | What does quality of life mean to you | The ability to live in a place I am proud of surrounding need by people with mutual respect for one another. |
| 2-2-2018 03:15:58 | What does quality of life mean to you | Access to outdoor recreation, proximity to shopping and other services, reasonably affordable housing. |
| 2-2-2018 03:54:31 | What does quality of life mean to you | Ease of accessibility to social, economic, and community infrastructure |
| 2-2-2018 03:31:43 | What does quality of life mean to you | I can afford my bills, have a job, central location, and quiet neighborhood. |
| 2-2-2018 03:59:30 | What does quality of life mean to you | Access to community, nature, healthy food, good schools, adequate housing, adequate income. |
| 2-2-2018 04:00:41 | What does quality of life mean to you | neighbors who help in everyday life or emergency, the many street trees, the good paper street trails, fanno creek trail, Parr Lumber, safe walking and bike routes and jobs near the West Hills. |
| 2-2-2018 04:10:26 | What does quality of life mean to you | How well a person can live in a place and what they have access to- transportation, parks, grocery stores, and how affordable it all is. |
| 2-2-2018 05:17:04 | What does quality of life mean to you | Hassle-free living requires infrastructure. Expand highways now! We have the UGB to prevent sprawl, but we need to move within the UGB rapidly and efficiently. |
| 2-2-2018 05:21:23 | What does quality of life mean to you | frequency of urban hassles;; personal safety; affordability; |
| 2-2-2018 04:55:07 | What does quality of life mean to you | Liking where you live |
| 2-2-2018 05:27:01 | What does quality of life mean to you | Access to quality food, green space, and neighborhood culture |
| 2-2-2018 06:32:08 | What does quality of life mean to you | Ability to walk to many places, and drive to more, as well as ride the bus. A connected street grid, with high density living (although it could be much higher to make the quality of life better). |
| 2-2-2018 06:00:12 | What does quality of life mean to you | Being able to access the goods and services easily. Not having to commute in a car. Being able to afford things (although this is changing). Living in a community that feels safe. |
| 2-2-2018 06:38:25 | What does quality of life mean to you | Low crime, safe walking and biking, safe commute without crazy drivers |
| 2-2-2018 07:07:46 | What does quality of life mean to you | It is too crowded, so it has become unpleasant. We MUST have rent control. |

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| 2-2-2018 07:28:35 | What does quality of life mean to you | Feeling safe, thinking the future can only get better, a city that promotes arts, education, beauty rather than marijuana and homeless camps. |
| 2-2-2018 10:14:26 | What does quality of life mean to you | Well my qual |
| 2-2-2018 10:14:26 | What does quality of life mean to you | It means having access to resources, safety, |
| 2-2-2018 10:14:26 | What does quality of life mean to you | It means having access to resources, safety, having options, and more that I can't think of. Living here is amazing but I don't think I can afford here much longer.. :(|
| 2-2-2018 10:14:26 | What does quality of life mean to you | It means having access to resources, safety, having options, and more that I can't think of. Living in the heart of Portland is amazing but I don't think I can afford here much longer.. :(|
| 2-2-2018 10:04:07 | What does quality of life mean to you | Homelessness, safety |
| 2-2-2018 15:15:29 | What does quality of life mean to you | I have everything I need--housing, food , medical care, etc. There are lots of fun things to do, like places to go hiking and restaurants. I like that I can get around without a car. |
| 2-2-2018 15:51:12 | What does quality of life mean to you | Feeling safe. Access to groceries and restaurants. Good bike infrastructure / "bikeability". |
| 2-2-2018 15:59:27 | What does quality of life mean to you | Maintaining good air quality, safety for bike crossings at busy intersections, slowing through-traffic in neighborhoods, connect NE PDX to the street car system, fostering a culture of alt transport |
| 2-2-2018 16:18:14 | What does quality of life mean to you | Homeless have grown way out of control. There must be a responsibility for clean up, garbage, etc. adding job responsibility to earn the right to live homeless here. If not, they can't live here |
| 2-2-2018 16:41:20 | What does quality of life mean to you | basic amenities (employment opportunities, health care choices, thriving commerce), clean environment, recreational options, public safety,affordability |
| 2-2-2018 17:26:58 | What does quality of life mean to you | Affordability |
| 2-2-2018 17:50:09 | What does quality of life mean to you | It's not bad. A descent place to raise a family. It could definitely be better. Not anywhere near its full potential. |
| 2-2-2018 17:56:21 | What does quality of life mean to you | Being able to afford to live here, and be able to drive to places I need to go. |
| 2-2-2018 18:45:55 | What does quality of life mean to you | Ability to make meaningful choices about how to spend my time. |
| 2-2-2018 18:45:55 | What does quality of life mean to you | Ability to make meaningful choices about how to spend my time. E.g., if it takes me 3 hours round trip to get to the zoo, and I only have the energy to spend 1 hour walking, I'll never go to the zoo. |
| 2-2-2018 18:47:05 | What does quality of life mean to you | Affordable, clean, liveable, navigable neighborhoods for everyone of varying means and incomes |
| 2-2-2018 18:47:05 | What does quality of life mean to you | Affordable, clean, liveable, navigable neighborhoods for everyone of varying means and incomes. |
| 2-2-2018 18:47:06 | What does quality of life mean to you | Good jobs, affordable housing, mild climate, good infrastructure, good culture/arts/restaurants |
| 2-2-2018 18:53:06 | What does quality of life mean to you | Living near parks, easy access to public transit, a diverse and thriving community. |
| 2-2-2018 18:53:21 | What does quality of life mean to you | Safe and healthy communities. Affordable housing close to jobs. Quality of life for people of all means and incomes, not just the well-off. |
| 2-2-2018 18:55:59 | What does quality of life mean to you | Affordablability, mobility, safety |
| 2-2-2018 18:53:38 | What does quality of life mean to you | Safe we'll lit areas for pedestrians bikes and vehicles. Easily accessible, clean public transport |

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| 2-2-2018 18:56:12 | What does quality of life mean to you | Happiness and well-being |
| 2-2-2018 18:56:25 | What does quality of life mean to you | Living around happy people - not stressed out by interaction with a stressed-out public, or by out remarkably impolite Portland Police. Also people who know and believe Portland is a wonderful city. |
| 2-2-2018 18:56:41 | What does quality of life mean to you | Access to services, and the ability to spend time doing something other than work. |
| 2-2-2018 19:07:24 | What does quality of life mean to you | Income level, job opportunities, smooth transportation, health/air quality |
| 2-2-2018 19:12:18 | What does quality of life mean to you | I break it down like this- LA is probably the best city to be rich in, but quality of life to me is how rich is your life when you're just middle class, can you get around, can you afford things, etc. |
| 2-2-2018 19:10:44 | What does quality of life mean to you | Clean and safe public spaces with walking or public transit access to services |
| 2-2-2018 19:26:09 | What does quality of life mean to you | Decent access to jobs, greenspace, education, and reliable public/alternative forms of transportation. |
| 2-2-2018 19:47:43 | What does quality of life mean to you | Being able to afford rent and basic needs, having quick access to nature, work, and health food stores. Not being stuck in traffic for an hour. |
| 2-2-2018 19:50:55 | What does quality of life mean to you | Clean water & air; access to natural resources, grocery stores/farmers markets; bike/ped paths; low crime; curbside recycling and composting; transit network |
| 2-2-2018 19:55:39 | What does quality of life mean to you | It means for me how well I live how comfortable I am how safe I feel and how well do I get to move around and how do I have good connections to jobs |
| 2-2-2018 20:15:07 | What does quality of life mean to you | People can live where they want to with all services available |
| 2-2-2018 21:12:27 | What does quality of life mean to you | Equitable housing, reliable transportation, clean air and a well maintained city. |
| 2-2-2018 21:32:40 | What does quality of life mean to you | Easy access to services and attractions without a car |
| 2-2-2018 21:39:13 | What does quality of life mean to you | Live with nature, community, diversity. |
| 2-2-2018 21:54:55 | What does quality of life mean to you | Taxpayers continually pay more and get much less. |
| 2-2-2018 22:04:54 | What does quality of life mean to you | Happy where you live, access to everyday locations like stores, air quality, ease of use. |
| 2-2-2018 22:18:37 | What does quality of life mean to you | Quality of life is the ability to prosper. |
| 2-2-2018 22:30:08 | What does quality of life mean to you | A decent community that is safe, clean, maintained, equitably governed and none are above the law. The ability to live close to work with safe travel options. |
| 2-2-2018 22:32:41 | What does quality of life mean to you | Ability to live a comfortable, stable, sustainable life |
| 2-2-2018 23:19:46 | What does quality of life mean to you | Activités, resources, nature, opportunities |
| 2-2-2018 22:33:50 | What does quality of life mean to you | How happy one can be given the environment one lives in. |
| 3-2-2018 00:45:36 | What does quality of life mean to you | It's is the convergence of safety, health, and vitality. |
| 3-2-2018 08:33:48 | What does quality of life mean to you | Ability to pay rent, enjoy work and live uninhibited by much malign. |

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| 3-2-2018 05:51:14 | What does quality of life mean to you | Ease and enjoyability of travel |
| 3-2-2018 11:23:09 | What does quality of life mean to you | I can g9 about my daily business without fear of personal risk |
| 3-2-2018 15:52:41 | What does quality of life mean to you | Ability to access and afford what I need without undue logistical difficulty |
| 3-2-2018 15:56:25 | What does quality of life mean to you | It's more than just transportation. I moved out of Portland as my daughter could not make a simple 2 block walk to the convenience store without johns looking for a hooker. This needs its own survey |
| 3-2-2018 16:11:23 | What does quality of life mean to you | I used to say that Portland is a great place to be poor and not feel poor. The amazing public services, including transit options, made it so. Keep up that good work, focus on improving marginal area |
| 3-2-2018 16:13:29 | What does quality of life mean to you | (W/in Transportation context) Being able to get across town whenever I want without having to guess how long it's going to take. Being able to invite friends over for dinner and knowing there will be |
| 3-2-2018 16:45:00 | What does quality of life mean to you | Ease of getting around - easy access to grocery and other necessary resources. Easy to get to work. |
| 3-2-2018 17:05:23 | What does quality of life mean to you | Access to entrainment, arts, and good food. Able to get outside and interact with neighbors. |
| 3-2-2018 20:34:34 | What does quality of life mean to you | Clean environment, access to good running public transportation, shopping and culture, and affordability. Sadly, the quality of life in Portland has eroded considerably over the last decade. |
| 3-2-2018 20:59:27 | What does quality of life mean to you | It's hard to define - very multifaceted. In regards to transportation and housing, there is room for improvement. A network where people can get around safely and efficiently no matter the mode is key |
| 3-2-2018 22:09:00 | What does quality of life mean to you | Living in a safe environment with plenty of options for transportation. |
| 4-2-2018 06:06:48 | What does quality of life mean to you | My feeling of contentment/peace/being at home in Portland |
| 4-2-2018 04:17:22 | What does quality of life mean to you | Easy access to food, and cultural activities that create the Portland vibe. Safe and maintained public spaces. |
| 4-2-2018 09:28:28 | What does quality of life mean to you | Ability to do what you want, easy commutes |
| 4-2-2018 12:07:00 | What does quality of life mean to you | time with face to face contact, be it family, work or friends. less alienation. |
| 4-2-2018 15:31:19 | What does quality of life mean to you | Safe streets, clean air, easy to get around |
| 4-2-2018 15:36:40 | What does quality of life mean to you | Melting pot of factors like basic costs (bus fare), potential for distress (missing your connection), actual rate of distressful incidents, rate of pleasant occurrences, beauty of city... |
| 4-2-2018 15:49:52 | What does quality of life mean to you | Means: having more of a means of Life that isnt Day By Day, especially to How Portland is on stolen native American lands and gentrification is happening. |
| 4-2-2018 15:53:44 | What does quality of life mean to you | Means you are having a good life, you are safe and mostly happy. Not seeing a lot of homeless. People having decent jobs so they don't feel the need to hurt or intimidate others. |
| 4-2-2018 16:28:05 | What does quality of life mean to you | Having a peaceful commute, being able to walk without feeling scared to be assaulted, to have parks close to my home, to breathe clean air. |
| 4-2-2018 16:52:00 | What does quality of life mean to you | Good jobs, good public transportation, and friendly people. |
| 4-2-2018 16:23:19 | What does quality of life mean to you | Accessible necessities and lack of obstacles |
| 4-2-2018 16:52:39 | What does quality of life mean to you | My ability to lead a safe, healthy and fulfilling life |

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| 4-2-2018 17:08:04 | What does quality of life mean to you | ease of getting around. safe. lots of retail options and employment opportunities. |
| 4-2-2018 17:09:22 | What does quality of life mean to you | Safety from pollution, enforcement of laws, no hypodermic needles on the ground, being able to live in a quiet, safe neighborhood, being able to find alone space where people aren't crowding in on you. |
| 4-2-2018 17:38:21 | What does quality of life mean to you | Safe, healthy, close to work, living in a neighborhood I like to spend time in. |
| 4-2-2018 17:46:10 | What does quality of life mean to you | In regards to a whole city and commute: having less stressful commute, feeling welcome, feeling listened to, |
| 4-2-2018 17:46:10 | What does quality of life mean to you | In regards to a whole city and commute: having less stressful commute, feeling welcome, feeling listened to |
| 4-2-2018 18:21:13 | What does quality of life mean to you | The luxuries we enjoy and take for granted. |
| 4-2-2018 18:41:17 | What does quality of life mean to you | Quality of life means that my family can live in a "20-minute neighborhood." Most of what we need is in close proximity; we have good options for getting around -- walking, biking, transit, or driving |
| 4-2-2018 18:18:30 | What does quality of life mean to you | The ability to access all of my needs (groceries, healthcare, etc.) conveniently and affordably. I can still afford to live close to work and entertainment. |
| 4-2-2018 18:44:40 | What does quality of life mean to you | It means having affordable housing, steady income and access to transportation. |
| 4-2-2018 18:50:51 | What does quality of life mean to you | Affordable housing, access to grocery stores, and a comprehensive transportation system that does not require a car. |
| 4-2-2018 19:27:39 | What does quality of life mean to you | Freedom to choose where to work and live affordably, and access to many transportation options for different kinds of trips. |
| 4-2-2018 18:58:45 | What does quality of life mean to you | It means having a diverse population (age, class, race, ability, et al) and not just younger adults in the prime of the careers that can afford to access a wide variety of services. |
| 4-2-2018 19:42:14 | What does quality of life mean to you | Work, affordability, walk ability, community feeling, services available, aesthetics of neighborhoods and beauty of region. |
| 4-2-2018 19:55:27 | What does quality of life mean to you | Good health, ability to pay all bills and have a little disposable income left over to enjoy life in this region, ease of getting around without dealing with traffic, and weather that isn't extreme. |
| 4-2-2018 20:10:12 | What does quality of life mean to you | Safety, beauty, accessibility |
| 4-2-2018 20:24:06 | What does quality of life mean to you | Except I really do hate commuting. |
| 4-2-2018 20:24:06 | What does quality of life mean to you | Except I really do hate commuting. It's a lot harder to get around today. It's the worst part of my day. Other than that I like where I live. |
| 4-2-2018 20:46:25 | What does quality of life mean to you | Quality of life means being able to take transit to any place in the greater Metro area and be safe doing it. It means having bus service closer to where people live and work. |
| 4-2-2018 21:17:55 | What does quality of life mean to you | Affordable housing with equitable access to basic infrastructure and amenities. Portland is a playground of the rich where "those people" literally die on our streets. |
| 4-2-2018 21:57:49 | What does quality of life mean to you | The ability to enjoy life and meet basic needs without excessive anxiety and worry. Quality of life is only good because so many people in Portland are struggling to pay for housing and other basics. |
| 4-2-2018 19:44:15 | What does quality of life mean to you | Housing is affordable. I have disposable income. I make way more than 15 dollars an hour. I dont have kids. See also disposable income. Socioeconomic class drives this. If I was poor, then Very Poor |
| 4-2-2018 22:14:00 | What does quality of life mean to you | Sense of community, low stress getting around, not overcrowded. Rich cultural options. Good school and work opportunities. Reasonable cost of living. Portland is losing ground in most of these. |

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| 4-2-2018 22:47:59 | What does quality of life mean to you | Good public amenities like parks, buildings, transportation, art and culture, design and weather |
| 5-2-2018 00:31:42 | What does quality of life mean to you | Affordable housing |
| 5-2-2018 03:59:43 | What does quality of life mean to you | Everything |
| 5-2-2018 05:04:09 | What does quality of life mean to you | Having access to education/learning, affordability, interesting things to do/see/participate in, being able to get around the city with ease |
| 5-2-2018 05:26:44 | What does quality of life mean to you | Safety! Availability of healthy food and kind people. Opportunity to get where I need to for work quickly and meet with friends. |
| 5-2-2018 06:55:47 | What does quality of life mean to you | MY quality of life is great, but that's due to economic prosperity in my family. We're two DINKs with managerial jobs. The quality of life for the less fortunate is poor-good |
| 5-2-2018 08:59:19 | What does quality of life mean to you | Options for walk-ability in my neighborhood. Diverse communities that meet needs (schools, parks, transport, jobs). |
| 5-2-2018 14:35:32 | What does quality of life mean to you | Affordability, ease of transportation, quality of schools. |
| 5-2-2018 15:13:50 | What does quality of life mean to you | Job opportunities, safe for everyone, access to healthcare, respect for each other. We're average rather than good. |
| 5-2-2018 16:29:35 | What does quality of life mean to you | Access to healthy, local food. Ease of and multiple options for transportation. |
| 5-2-2018 16:29:35 | What does quality of life mean to you | Access to healthy, local food. Ease of and multiple options for transportation. Closeby and easily accessible natural areas. Progressive community. |
| 5-2-2018 16:34:33 | What does quality of life mean to you | Access to essential and life enrichment resources, and a social structure that supports citizens in managing and fostering free time to focus on their lives and family. |
| 5-2-2018 16:48:51 | What does quality of life mean to you | Health and environment, time and resources available for recreation and children; families. |
| 5-2-2018 18:01:52 | What does quality of life mean to you | my quality of life as a single income no kids full time employed person is good. I can drive, bike or bus to work conveniently. Traffic is bad at peak hours where I drive. |
| 5-2-2018 18:25:33 | What does quality of life mean to you | Safe affordable and culturally rich |
| 5-2-2018 18:30:18 | What does quality of life mean to you | Everybody has equitable access to housing, work, and community. |
| 5-2-2018 17:26:31 | What does quality of life mean to you | Home health and happiness |
| 5-2-2018 18:59:00 | What does quality of life mean to you | Able to go place to place indepededly. |
| 5-2-2018 19:34:08 | What does quality of life mean to you | Good decent paying jobs and the opportunity to provide for your family. If you choose not to work then your quality of life will suffer. |
| 5-2-2018 20:22:14 | What does quality of life mean to you | Safer, enjoyability, access |
| 5-2-2018 20:41:31 | What does quality of life mean to you | A mix of opportunities for good jobs, education, health, recreation, , worship, and other key needs in life, unimpeded by dramatically high costs, by poor infrastructure/design, dirty air, etc. |
| 5-2-2018 20:43:28 | What does quality of life mean to you | That wages can pay for decent housing, food and health insurance. That you won't see homeless people everywhere you go. I grew up in Portland and it was very different, more to look forward to |
| 5-2-2018 20:44:08 | What does quality of life mean to you | I actually live in the recently expanded Urban Growth Boundary are of Hillsboro. I love where I live, but there is no work for me in the area. |

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| 5-2-2018 20:50:48 | What does quality of life mean to you | It's a nice place to live but the damage to roads by studded tired and uneducated drives makes it less safe than other regions of the country. |
| 5-2-2018 20:58:09 | What does quality of life mean to you | It is how good the "background" for my normal day is. The foreground includes problems at home or work, and issues I'm directly focused on. So QoL includes airtraffice, commute, bad drivers, etc. |
| 5-2-2018 21:12:57 | What does quality of life mean to you | Income equality, clean air, safe streets, access to entertainment and services. |
| 5-2-2018 21:14:25 | What does quality of life mean to you | Easy access to transportation, jobs, |
| 5-2-2018 21:14:25 | What does quality of life mean to you | Easy access to transportation, jobs, grocery stores and restaurants, entertainment options, parks & recreation. |
| 5-2-2018 21:18:14 | What does quality of life mean to you | Affordability, access to affordable housing |
| 5-2-2018 21:18:14 | What does quality of life mean to you | Access to affordable housing |
| 5-2-2018 21:18:18 | What does quality of life mean to you | Live comfortably (without being greedy) and peacefully |
| 5-2-2018 21:18:18 | What does quality of life mean to you | Live comfortably and peacefully |
| 5-2-2018 21:37:30 | What does quality of life mean to you | Traffic congestion and grid lock gets worse daily. No parking |
| 5-2-2018 21:43:25 | What does quality of life mean to you | After over 20 years, I am getting very tired of Portland, thinking of moving away. |
| 5-2-2018 21:52:05 | What does quality of life mean to you | the ability to care for yourself in a successful way. Access to the resources that allow you to do so, and a reasonable level of income/affordability to make that feasible. |
| 5-2-2018 22:02:54 | What does quality of life mean to you | Get the bums off the street. Open a new Damasch Hospital get them these people in it & cleaned up, off drugs and on the meds that help so they can be productive citizens and no drag down the community |
| 5-2-2018 21:45:06 | What does quality of life mean to you | access to the services you need and feeling safe |
| 5-2-2018 22:24:10 | What does quality of life mean to you | Less street riots, homeless, druggies and illegal aliens breaking the law |
| 5-2-2018 22:28:49 | What does quality of life mean to you | Low crime rate, clean environment, access to good food, entertainment, medical. International airport, close to family. |
| 5-2-2018 22:59:34 | What does quality of life mean to you | Being healthy...everything else is gravy. |
| 5-2-2018 23:03:00 | What does quality of life mean to you | Having clean air, a safe place to live, ease of getting around the areas of the city and area, access to green places, easy access to shopping (e.g., groceries). |
| 5-2-2018 23:03:25 | What does quality of life mean to you | Good job and healthy family |
| 5-2-2018 23:10:58 | What does quality of life mean to you | The quality of life dives further and further down the more people we have moving here from out of state. |
| 5-2-2018 23:30:00 | What does quality of life mean to you | Sorry, I think the homeless are a major problem |
| 5-2-2018 23:30:00 | What does quality of life mean to you | Sorry, I think the homeless are a major problem. The MAX tracks are a joke. they need to be cleaned up. The MAX and bus drivers are slow in responding to violence on their vehicles. Yes I was a victim. |
| 5-2-2018 23:30:00 | What does quality of life mean to you | Sorry, I think the homeless are a major problem. The MAX tracks are a joke. they need to be cleaned up. The MAX and bus drivers are slow in responding to violence on their vehicles. Yes I was a victim. |

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| 5-2-2018 23:35:46 | What does quality of life mean to you | Working a good paying job, paying for housing, feeding my kids, sending children to good schools, good medical care, being able to save for retirement and college for kids. |
| 5-2-2018 23:38:39 | What does quality of life mean to you | Self-explanatory |
| 5-2-2018 23:25:46 | What does quality of life mean to you | Recreational events and activities, clean air and water, low commute times. |
| 5-2-2018 23:40:30 | What does quality of life mean to you | Ease of getting around, feeling safe to walk around, systems to aid less fortunate. |
| 5-2-2018 23:41:33 | What does quality of life mean to you | It means feeling safe in your neighborhood, like you could walk to the store or restaurants on completed sidewalk networks, or bike to work easily by a direct route. |
| 5-2-2018 23:43:21 | What does quality of life mean to you | Relatively safe. Natural beauty, good jobs. |
| 5-2-2018 23:45:21 | What does quality of life mean to you | Living in a city that is accessible, welcoming, with few barriers to people and places. |
| 5-2-2018 23:46:06 | What does quality of life mean to you | The ability of citizens to live in healthy conditions, eat healthy food, have affordable health care + good education and cultural enrichment -- all accessible via public transit. |
| 5-2-2018 23:46:31 | What does quality of life mean to you | Affordable and clean food, water and air. Access to a wide variety of |
| 5-2-2018 23:46:31 | What does quality of life mean to you | Affordable and clean food, water and air. Access to a wide variety of public and private services, entertainment. Portland is a fun place to live! |
| 5-2-2018 23:47:22 | What does quality of life mean to you | Ability to exercise high quality choices in everyday life, including how I travel, eat, work, and play in a safe and meaningful way. |
| 5-2-2018 23:46:38 | What does quality of life mean to you | easy access to services for all ages. Follow WHO "Age Friendly" criteria |
| 5-2-2018 23:54:17 | What does quality of life mean to you | parks, biking and walk ways, easy access to restaurants and shopping, close to hiking trails |
| 5-2-2018 23:57:01 | What does quality of life mean to you | Accessibility to services, transportation options, perception of safety, social opportunities |
| 5-2-2018 23:57:17 | What does quality of life mean to you | petty crime and vandalism has lowered the quality to "good". |
| 6-2-2018 00:00:20 | What does quality of life mean to you | Clean, safe, high-quality parks system, great schools, access to great food, great entertainment options, excellent retail options |
| 6-2-2018 00:04:50 | What does quality of life mean to you | Affordability, better policy making at city hall, better means of commuting, both by bus or car. less patronizing of the homeless as a whole. Fewer buildings with no on site parking. |
| 6-2-2018 00:12:37 | What does quality of life mean to you | Do what I want to enjoy when I want to |
| 6-2-2018 00:13:01 | What does quality of life mean to you | Able to get around in a car expeditiously. Safe from crime so I can walk and expect to find my car not damaged or stolen. |
| 6-2-2018 00:15:35 | What does quality of life mean to you | It is getting worse due to growth. A conversation is needed about population growth and smaller families. |
| 6-2-2018 00:18:43 | What does quality of life mean to you | attractive & enviornmental friendly : good design of structures, trees, plants, sidewalks, bikeways. Easy to get around and access the services and ammenities we use. Easy to get out of city. |
| 6-2-2018 00:20:58 | What does quality of life mean to you | Public transit, kindness of community, a progressive government, affordable healthy food options, healthy people, less cars (exhaust, etc), and environmental responsibility. We need to help homeless. |
| 6-2-2018 00:24:20 | What does quality of life mean to you | A safe city, with good balanced transportation system, not favoring bike and mass transit over autos etc |

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| 6-2-2018 00:21:45 | What does quality of life mean to you | If METRO wants to expand the UGB, METRO needs to plan for highways and streets that can handle the increased population density. I'm all for additional mass transit but we need more and better roads. |
| 6-2-2018 00:27:50 | What does quality of life mean to you | Access to basic needs; very good quality of life includes access to non needs and many choices. |
| 6-2-2018 00:33:17 | What does quality of life mean to you | I, and ALL of the other residents, feel safe in our homes, on our streets, in our parks, shopping malls, and any other place in our City. We live in a healthy, well maintained environment find it e |
| 6-2-2018 00:33:17 | What does quality of life mean to you | I, and ALL of the other residents, feel safe in our homes, on our streets, in our parks, shopping malls, and any other place in our City. We live in a healthy, well maintained environment and find |
| 6-2-2018 00:34:01 | What does quality of life mean to you | I have access to transit. As someone that is dependent, Portland allows me to be independent. But if I were to move from my high transit neighborhood, I'm not sure this would be the case. |
| 6-2-2018 00:35:42 | What does quality of life mean to you | ability to work, play and participate from day to day enjoyably, without too much congestion, pollution, stress! |
| 6-2-2018 00:38:08 | What does quality of life mean to you | Clean air, affordable housing for all income levels, jobs for all, no gentrification, no racist cops, help for people in crisis, great cheap mass transit, no food deserts |
| 6-2-2018 00:37:00 | What does quality of life mean to you | In this context I'm thinking primarily of transportation/travel time in the Portland Metro area. |
| 6-2-2018 00:42:33 | What does quality of life mean to you | Clean air, fresh water, and the ability to travel freely. |
| 6-2-2018 00:50:42 | What does quality of life mean to you | A clean environment, efficient energy production, honest public servants |
| 6-2-2018 00:52:44 | What does quality of life mean to you | Quality of life to me means clean air and water, access to green space, and safe streets and neighborhoods. |
| 6-2-2018 00:54:09 | What does quality of life mean to you | Get rid of the aggressive homeless on all our streets. I and my friends and family will never go downtown or Lower NW Broadway to the river. We'll never bike along the river from downtown to Oaks Park |
| 6-2-2018 00:59:38 | What does quality of life mean to you | And can get outside for fresh air and space-like Mt Tabor and other natural, protected spaces. I can afford my rent and still live. |
| 6-2-2018 01:10:29 | What does quality of life mean to you | Being as far from Portland as possible. |
| 6-2-2018 01:22:06 | What does quality of life mean to you | Ability to find work, affordable housing and a decent social life. |
| 6-2-2018 01:25:34 | What does quality of life mean to you | Safe and reliable transportation especially to medical facilities - Fix NW 23rd so we can get our ambulances to Good Samaritan Hospital |
| 6-2-2018 01:31:40 | What does quality of life mean to you | Going about the city streets without fear, not being damaged personally or mentally by strangers with aggressive behavior and by having a clean city you can be proud of. |
| 6-2-2018 01:36:57 | What does quality of life mean to you | low crime, clean air |
| 6-2-2018 01:48:12 | What does quality of life mean to you | Portland native of 64 years and quality of life has declined due to inadequate infrastructure, intrusive city government in property rights and excessive regulation, nanny-state mentality, poor school |
| 6-2-2018 01:54:48 | What does quality of life mean to you | clean air and crime free |
| 6-2-2018 02:05:46 | What does quality of life mean to you | City features, functions, availability of services, getting around |
| 6-2-2018 02:08:16 | What does quality of life mean to you | Affordable housing, living close to work, my kids attend decent schools in the neighborhood. We also have good access to parks, trails |
| 6-2-2018 01:55:08 | What does quality of life mean to you | A combination of good economics, affordable housing, employment, environmental friendliness, and a good sense of future needs |

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| 6-2-2018 02:11:07 | What does quality of life mean to you | Good environment for family's to feel safe in. |
| 6-2-2018 02:15:39 | What does quality of life mean to you | my commute has doubled since I moved here. BTW I have lived in the same spot for well over a decade and it is what is being done to "improve" things that has made it so bad |
| 6-2-2018 02:20:07 | What does quality of life mean to you | walkability, safety, public transit, safe streets for crossing |
| 6-2-2018 02:33:25 | What does quality of life mean to you | Nice housing options, interesting things to do, transit options, safety |
| 6-2-2018 02:52:02 | What does quality of life mean to you | The TriMet board needs to be elected, not appointed. There needs to be paper monthly passes and tickets, not required HOP. Revive Fareless Square. Revive Owl busses. |
| 6-2-2018 02:52:48 | What does quality of life mean to you | Access to healthy, organically grown food, clean (non polluted) water, friendly neighbors, walkable neighborhoods, clean semi-efficient transit, community events, culture, access to nature, exercise |
| 6-2-2018 02:54:45 | What does quality of life mean to you | Environmental quality, abundant opportunities for employment and recreation, diverse and interesting cityscape. |
| 6-2-2018 03:00:46 | What does quality of life mean to you | Clean air and access to the "Outdoors". |
| 6-2-2018 03:14:44 | What does quality of life mean to you | Safety and freedom to move around easily. |
| 6-2-2018 03:32:03 | What does quality of life mean to you | Safety, services at reasonable distance. |
| 6-2-2018 03:33:13 | What does quality of life mean to you | Clean safe city (ruined by the freeloading drug addicted bums). Low taxes and fees. Low density neighborhoods with single family homes, not giant apt bldgs w/o parking. More road/hwy capacity not toll |
| 6-2-2018 03:49:28 | What does quality of life mean to you | Income, cost of living, safety, homeless population, commute time. |
| 6-2-2018 03:56:18 | What does quality of life mean to you | Ability to live where I want to live in the City. |
| 6-2-2018 03:41:57 | What does quality of life mean to you | Safety number one, safety on transit, to walk in neighborhoods, and on our streets. None of these measure up at this time. ☹️ |
| 6-2-2018 04:05:57 | What does quality of life mean to you | Being able to go about my day without having to drive everywhere. Being able to walk or ride my bike without fearing for my life. |
| 6-2-2018 04:07:14 | What does quality of life mean to you | Bigger home lots and less crowded freeways and highways. |
| 6-2-2018 04:10:38 | What does quality of life mean to you | Clean air, clean water, fun things in walking distance and safe biking |
| 6-2-2018 04:22:19 | What does quality of life mean to you | Clean air, quiet neighborhood, socially connected neighborhood, mountains and trees, outdoor recreation, quality restaurants and entertainment, education system, shelter for houseless. |
| 6-2-2018 04:42:19 | What does quality of life mean to you | Good streets, safe streets, educational opportunities, job availability, clean air & clean neighborhoods |
| 6-2-2018 04:42:53 | What does quality of life mean to you | Freedom, choices, options, opportunity, leisure, work |
| 6-2-2018 04:55:19 | What does quality of life mean to you | Clean, safe, attractive with nearby parks and local businesses. Good public school system (not yet!) and colleges and jobs for young people. Enough affordable housing to keep people off the streets. |
| 6-2-2018 05:11:42 | What does quality of life mean to you | Not too crowded, not too hectic, varied climate, varied biota, variety of food, variety of cultural choices, and good tolerance for others. |

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| 6-2-2018 05:17:08 | What does quality of life mean to you | You jumped from good to poor, what about mediocre? |
| 6-2-2018 05:17:08 | What does quality of life mean to you | You jumped from good to poor, what about mediocre? Housing, expensive, road quality is poor, education quality is poor, but expensive, taxes are high for mediocre services. We great outdoor resource |
| 6-2-2018 05:20:10 | What does quality of life mean to you | Best of times, worst of times. Great if you can afford to live here. |
| 6-2-2018 05:24:08 | What does quality of life mean to you | Choices of places to eat. Things to do. |
| 6-2-2018 05:28:03 | What does quality of life mean to you | Access to bicycle transit routes that integrate green-ways. Good bicycle infrastructure, high density to reduce travel distances, affordable housing, bicycle and transit access to natural areas. |
| 6-2-2018 05:52:41 | What does quality of life mean to you | Walkability, viability, more grocery options, less freeway |
| 6-2-2018 05:55:42 | What does quality of life mean to you | Feeling safe where ever I go,minimal road congestion, protected natural areas, low taxes |
| 6-2-2018 05:59:02 | What does quality of life mean to you | Freedom, safety, comfort. |
| 6-2-2018 06:06:14 | What does quality of life mean to you | Feeling safe on the streets. Good mobility. Lots of cultural opportunities. Availability of outdoor recreation. |
| 6-2-2018 07:22:48 | What does quality of life mean to you | Not being overrun with too many people. Population should be controlled. As Tom McCall said "come visit, but don't stay" |
| 6-2-2018 08:29:19 | What does quality of life mean to you | Quality of Life means to me what day-to-day life is like for the average citizen |
| 6-2-2018 08:30:26 | What does quality of life mean to you | Access to essential items (eg food, clothing. work, shelter) is easy, personal security is high, cultural options and nature are easy to get to and enjoy |
| 6-2-2018 11:58:44 | What does quality of life mean to you | An individuals ability to live a fulfilling life in the community of their choice. |
| 6-2-2018 12:40:40 | What does quality of life mean to you | Able to live within your means and not have to worry about where your next meal is coming from. |
| 6-2-2018 14:17:37 | What does quality of life mean to you | Mobility to achieve economic freedom I work hard for. |
| 6-2-2018 14:18:00 | What does quality of life mean to you | Opportunity to make a living and be close to natural areas |
| 6-2-2018 14:19:15 | What does quality of life mean to you | Safety, tolerance, affordability |
| 6-2-2018 14:52:20 | What does quality of life mean to you | Commute times in Portland are terrible using public transportation. It's still much more time effective to drive if you do not live in the core. |
| 6-2-2018 15:14:38 | What does quality of life mean to you | Easy Access to all of my needs |
| 6-2-2018 15:19:06 | What does quality of life mean to you | Affordable, safe, respectful, resilient |
| 6-2-2018 15:30:12 | What does quality of life mean to you | Being able to do what I need and want with convenience and safety. |
| 6-2-2018 15:47:48 | What does quality of life mean to you | I have access to what I need, I am safe and happy |
| 6-2-2018 15:40:40 | What does quality of life mean to you | Ability to provide for one's own needs |

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| 6-2-2018 16:07:34 | What does quality of life mean to you | Culture, Economy, Personal & Economic Freedom, and yes,..good roads for cars and trucks. For those that can't afford a car, an adequate bus system. Buses outperform electric trains. |
| 6-2-2018 16:18:19 | What does quality of life mean to you | Affordability of housing and reasonable commutes |
| 6-2-2018 16:21:48 | What does quality of life mean to you | Cost of living expenses doesnt match with most people's income working 3 plus jobs and struggling to pay the bills |
| 6-2-2018 16:24:16 | What does quality of life mean to you | Low crime, easy travel, good public transportation. |
| 6-2-2018 16:39:41 | What does quality of life mean to you | Access to green space, affordable and easy to use public transportation. |
| 6-2-2018 16:44:05 | What does quality of life mean to you | A clean safe city core with lots of travel options. |
| 6-2-2018 16:42:27 | What does quality of life mean to you | Transportation, weather, jobs, housing, parks/outdoor activities, events and culture/arts in one package |
| 6-2-2018 16:51:31 | What does quality of life mean to you | Ability to get to where I'm going on transit, walking, or biking in a reasonable amount of time and without being killed by a car. Not seeing disabled/children/elderly killed/harrassed by cars. |
| 6-2-2018 17:12:52 | What does quality of life mean to you | The ability to enjoy one's self in day to day activities. |
| 6-2-2018 17:37:34 | What does quality of life mean to you | Quality of life to me means the amount of stress & time it takes to get from home to work & back as well as being able to have a life outside of work. |
| 6-2-2018 17:44:49 | What does quality of life mean to you | personal safety, job opportunities for our citizens, freedom |
| 6-2-2018 18:08:45 | What does quality of life mean to you | What about outside Portland? |
| 6-2-2018 18:08:45 | What does quality of life mean to you | What about outside Portland? This isn't Petro, but Meteo |
| 6-2-2018 18:27:05 | What does quality of life mean to you | A detached home, in a good school district, with quiet streets, surrounded by other detached homes. Kids having space to play on their lawns. Streets not littered with cars. |
| 6-2-2018 17:33:22 | What does quality of life mean to you | Affordable, easy to get around and safe and clean. |
| 6-2-2018 18:27:50 | What does quality of life mean to you | My family enjoys the nearness of many things we enjoy - churches, shopping, restaurants, hiking, the beach, etc. |
| 6-2-2018 18:52:03 | What does quality of life mean to you | I live about one mile from work, a choice I made 20 years ago, and left Multnomah County, where streets, water and especially schools deteriorated to fail the "quality of life" test. Public services! |
| 6-2-2018 18:54:20 | What does quality of life mean to you | Access to nature, good quality food, free or cheap social events, easy to get around without a car, and a clean and safe environment. |
| 6-2-2018 19:17:00 | What does quality of life mean to you | Options for leisure time |
| 6-2-2018 19:27:17 | What does quality of life mean to you | Being safe and having the freedom to |
| 6-2-2018 19:27:17 | What does quality of life mean to you | Being safe and having the freedom to choose where and how I'll live. |
| 6-2-2018 19:40:16 | What does quality of life mean to you | affordability, clean air and water, safety, save existing neighborhoods, elected officials that better represent the people |
| 6-2-2018 19:55:39 | What does quality of life mean to you | The ability to move around the metro area in a safe and expeditious manner. |

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| 6-2-2018 19:59:09 | What does quality of life mean to you | Walkable, bikeable life that is affordable and increases community and social interactions. |
| 6-2-2018 20:01:29 | What does quality of life mean to you | Fewer disappointments and interruptions. |
| 6-2-2018 19:54:11 | What does quality of life mean to you | Clean air and water, safety, accessibility of amenities, parks |
| 6-2-2018 20:10:29 | What does quality of life mean to you | How easy it is to live with the things you need. |
| 6-2-2018 20:23:23 | What does quality of life mean to you | Clean air, water, access to green spaces and bike routes. |
| 6-2-2018 21:01:23 | What does quality of life mean to you | Having employment, housing, and transportation options; economic and natural prosperity; good culture and climate |
| 6-2-2018 21:05:31 | What does quality of life mean to you | Good air. Good water. Smart electeds. Congestion not too bad. Manageable traffic. No NFL team. |
| 6-2-2018 21:12:22 | What does quality of life mean to you | Access to basics (groceries), parks, clean air, clean water and affordable housing. |
| 6-2-2018 21:19:33 | What does quality of life mean to you | work close to home |
| 6-2-2018 21:30:26 | What does quality of life mean to you | I think quality of life is only as good as your wealth. People like me who can barely afford to live here don't enjoy what wealthy people enjoy. |
| 6-2-2018 21:44:08 | What does quality of life mean to you | Having a job I enjoy, able to afford a house, not too far from hiking/paddling, good restaurants & movies |
| 6-2-2018 21:54:04 | What does quality of life mean to you | 1. How do you define greater Portland? Quality of life varies significantly depending on what part of town you live and work in. I would rate my quality of life as Fair (not an option). |
| 6-2-2018 22:13:44 | What does quality of life mean to you | I currently enjoy a fantastic quality of life. But I purchased my home 15 years ago. Trying to find affordable housing or rent today could be problematic |
| 6-2-2018 21:50:21 | What does quality of life mean to you | No lines less people less cars |
| 6-2-2018 22:44:45 | What does quality of life mean to you | Moderately populated region, with the respect to the environment, privacy and homeownership, safe transportation, |
| 6-2-2018 22:44:45 | What does quality of life mean to you | Moderately populated region, respected environment, privacy and home ownership, safe transportation, reliable/ well maintained infrastructure and friendly communities. All has recently deteriorated |
| 6-2-2018 22:51:58 | What does quality of life mean to you | Opportunity and natural beauty |
| 6-2-2018 23:37:32 | What does quality of life mean to you | Safe, friendly, convenient |
| 6-2-2018 23:37:45 | What does quality of life mean to you | Recreation options, access to nature, quality food systems |
| 6-2-2018 23:49:57 | What does quality of life mean to you | The ability to have access to various resources (grocery, dining, shopping, errands, school, work, all within close proximity. It also means living in a safe and clean environment. |
| 6-2-2018 22:48:24 | What does quality of life mean to you | Not having to work my ass off, so that I can drink some beer camps with my kids and go to timbers games |
| 6-2-2018 23:55:37 | What does quality of life mean to you | walkable neighborhoods with sidewalks and bikeways; access to parks, easy and efficient roads/highways for efficient commuter travel, more high speed transit for travels between suburbs and into portl |
| 7-2-2018 00:12:30 | What does quality of life mean to you | Safe, clean streets and sidewalks. I live downtown and the quality of life has decreased over the past few years. More homeless, shops closing, increased traffic, and very little police enforcement. |

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| 7-2-2018 00:08:43 | What does quality of life mean to you | It means healthy environment and air, and interesting choices of where to live safely and enjoy a variety of activities such as parks, arts, walks, cinema, many local libraries, and places to shop. |
| 7-2-2018 00:42:57 | What does quality of life mean to you | Safe, reasonably priced housing and cultural and entertainment options. |
| 7-2-2018 00:59:47 | What does quality of life mean to you | cost of living, low traffic, easy access to nature |
| 7-2-2018 02:59:33 | What does quality of life mean to you | air livability and ease of getting around |
| 7-2-2018 03:15:55 | What does quality of life mean to you | Safe, clean, and maintained for better quality of life. |
| 7-2-2018 03:21:20 | What does quality of life mean to you | My ability to find housing, employment, and other essential needs in ways that are not difficult or with barriers. This is heavily impacted by my level of privilege. |
| 7-2-2018 03:24:12 | What does quality of life mean to you | Access to basic necessities- living, shopping, close to work. Not having a long commute. Being close to fun things is a bonus. |
| 7-2-2018 03:36:33 | What does quality of life mean to you | Easy access to food, frequent service and safe public transportation that is accessible (within a half mile) of my house. Good air and water quality. |
| 7-2-2018 03:57:45 | What does quality of life mean to you | includes good government, adequate roads, safe neighborhoods, good parks, money well spent on projects, reasonable regulations, low taxes |
| 7-2-2018 03:54:01 | What does quality of life mean to you | Safer for pedestrians and bikes and less car traffic. |
| 7-2-2018 04:06:40 | What does quality of life mean to you | enjoyable place to live, work and play. |
| 7-2-2018 04:21:54 | What does quality of life mean to you | Clean, safe, convenient, economic prosperity, business friendly |
| 7-2-2018 04:27:56 | What does quality of life mean to you | enjoyment of the environment one lives in |
| 7-2-2018 04:33:40 | What does quality of life mean to you | as a minority to enjoy the same opportunities across the city as others, not being forced to 1 area |
| 7-2-2018 04:41:45 | What does quality of life mean to you | Traffic is a huge problem. Intersections that need additional stop signs or traffic lights. Freeways are congested all the time. Unless you live in a poorer area very little bus service. |
| 7-2-2018 04:41:26 | What does quality of life mean to you | A good quality of life would be having the means and making the decisions to do things that better your life and the community around you. |
| 7-2-2018 04:46:46 | What does quality of life mean to you | Overall enjoyment of living here. Value for tax dollars. Safety and security. City leadership looking out for the resident's interests. |
| 7-2-2018 04:51:22 | What does quality of life mean to you | Road repair and redesign for today's traffic in region is way behind - speed up. Keep walkways and current bike ways maintained properly. Make upkeep priority over new stuff.+ |
| 7-2-2018 05:31:51 | What does quality of life mean to you | Community. Equity. Healthy. Access. Equality. Safe. Walkability. |
| 7-2-2018 05:32:35 | What does quality of life mean to you | Affordable housing and transportation, safe neighborhoods, |
| 7-2-2018 05:32:35 | What does quality of life mean to you | Having affordable housing and transportation, safe neighborhoods and strong economics. |
| 7-2-2018 05:36:07 | What does quality of life mean to you | Affordable, safe, and easy to get around. I know the transportation department only controls the third - so extend the MAX to travel more directions and in more direct routes. |
| 7-2-2018 05:52:35 | What does quality of life mean to you | Beautiful city, comfortable home, enjoyable social life. |

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| 7-2-2018 08:13:52 | What does quality of life mean to you | strong, safe community with a sense of identity and safe access to services |
| 7-2-2018 14:43:27 | What does quality of life mean to you | Being able to engage in work and leisure activities in safety and at a reasonable cost in dollars, time and stress |
| 7-2-2018 16:07:03 | What does quality of life mean to you | Quality of life means the wellbeing of me and those around me. People are not going hungry, have access to health care and jobs, and safe shelters to go home to every night. |
| 7-2-2018 16:09:16 | What does quality of life mean to you | Variety of urban and rural amenities, decent weather, good jobs, housing options. |
| 7-2-2018 16:12:53 | What does quality of life mean to you | It would be nice if there was rent control. we have these people from other city's buying up apartments then raising the rent through roof. 1500 a month is not affordable housing. |
| 7-2-2018 16:24:23 | What does quality of life mean to you | Safety in neighborhoods and streets which provide sidewalks, lighting and crosswalks. o |
| 7-2-2018 16:25:32 | What does quality of life mean to you | Culture, social structures, access to arts, food, activities and outdoor activities, confluence of social factors that make this an exciting and vibrant city. |
| 7-2-2018 16:32:50 | What does quality of life mean to you | With Gentrification East Portland has become a haven for crime. Landlords rent to anybody and those of us who own houses there are plagued with crime. Police so busy they do nothing about it. |
| 7-2-2018 16:47:12 | What does quality of life mean to you | GREATER PORTLAND IS A JOKE. WHO WANTS TO GO TO PORTLAND? NO ONE I KNOW AND SURE NOT TO STAY VERY LONG. PORTLAND NEEDS TO CLEAN UP THE CITY OR ITS GOING TO BECOME CHICAGO |
| 7-2-2018 17:12:20 | What does quality of life mean to you | Clean streets, ease of mobility, readily accessible amenities, little traffic, plenty of green spaces. |
| 7-2-2018 17:22:40 | What does quality of life mean to you | Ability to do the things I want and need to do at a reasonable cost while still enjoying the area we live in. |
| 7-2-2018 18:02:28 | What does quality of life mean to you | Clean air and water, easy access to natural spaces, incorporation of natural beauty into urban design, ease of human-powered transit |
| 7-2-2018 18:34:09 | What does quality of life mean to you | Good air, no constant construction, accessibility |
| 7-2-2018 18:34:47 | What does quality of life mean to you | healthy and happy |
| 7-2-2018 18:35:03 | What does quality of life mean to you | The ability for individuals to function in their day to day life. Allowing and encouraging each one to live a good life according to their view of a good life |
| 7-2-2018 18:35:05 | What does quality of life mean to you | If you have food and water, affordable housing, clean area, safe living |
| 7-2-2018 18:35:13 | What does quality of life mean to you | Access to natural areas, affordable bus passes, clean streets. It's also means interacting with nice people. |
| 7-2-2018 18:35:14 | What does quality of life mean to you | Quality of life means I am fed, have housing, close to transit, and close to health stores that provide me with good food. |
| 7-2-2018 18:35:22 | What does quality of life mean to you | Portland has many transportation options, varied jobs, decent schools, and pleasant communities. |
| 7-2-2018 18:35:15 | What does quality of life mean to you | The sense of safety and community in Portland. |
| 7-2-2018 18:35:51 | What does quality of life mean to you | To me it means overall how I feel about all the things surrounding me in my life |
| 7-2-2018 18:36:00 | What does quality of life mean to you | Is an individual life is comfortable |
| 7-2-2018 18:36:17 | What does quality of life mean to you | Healthy and clean environment |

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| 7-2-2018 18:42:47 | What does quality of life mean to you | Affordable |
| 7-2-2018 18:51:48 | What does quality of life mean to you | access to daily services, having a diverse community (race, age, income) throughout the region |
| 7-2-2018 18:54:50 | What does quality of life mean to you | Flora + fauna, fresh air, fresh water, basic needs are meetable & daily life doesn't include sitting in traffic; PDX has lots of services for ppl w/ low income like me |
| 7-2-2018 20:33:08 | What does quality of life mean to you | Working; Being able to get to work; Options for food and shopping near by; No busy roads; Low crime |
| 7-2-2018 20:57:53 | What does quality of life mean to you | Walkable neighborhood, access to stores, health care, schools, settled neighborhood, safe lighting at night |
| 7-2-2018 21:46:22 | What does quality of life mean to you | Having the time and money to enjoy the things I like to do |
| 7-2-2018 21:57:39 | What does quality of life mean to you | Having a good |
| 7-2-2018 21:57:39 | What does quality of life mean to you | Having a good quality of life means that your needs (physical, social, spiritual, psychological) are able to be met. |
| 7-2-2018 23:36:22 | What does quality of life mean to you | I can do everything I enjoy from work to play in a relatively short distance from my home and have options of getting to everything else with ease and different types of travel |
| 7-2-2018 23:44:05 | What does quality of life mean to you | Pace of things (relaxed), quality of public services, availability of goods/services/activities, type of people/sense of community, variety of lifestyles available (city or country) |
| 7-2-2018 23:46:20 | What does quality of life mean to you | Livable space (not too crowded), roads that can handle traffic, good open space/parks |
| 7-2-2018 23:49:27 | What does quality of life mean to you | able to walk or bike places. Nice vitality in town, good restaurants, wish we had better options to reduce the homeless population |
| 7-2-2018 23:53:37 | What does quality of life mean to you | Fair Quality. Too much traffic. High cost of living. Difficult to raise a family. |
| 7-2-2018 23:57:43 | What does quality of life mean to you | feeling safe when you are out walking around. But downtown portland is not a safe place, beaverton generally is, hillsboro and forest grove is. Too many bums making people feel uncomfortable |
| 8-2-2018 00:14:29 | What does quality of life mean to you | What the area looks like when I am there. How safe/comfortable do I feel? Is it easy to get around? |
| 8-2-2018 00:42:54 | What does quality of life mean to you | Enjoy living here-- would be very reluctant to consider moving |
| 8-2-2018 00:44:51 | What does quality of life mean to you | Being able to get through your day with little difficulty so one can enjoy life more. |
| 8-2-2018 00:55:24 | What does quality of life mean to you | We live in a city that is just now experiencing the troubles and growing pains of larger cities. we must plan ahead so we don't face the same issues. No one solution will solve these issues. |
| 8-2-2018 01:33:27 | What does quality of life mean to you | I am able to pay my bills without freaking out every month. I don't overdraft my bank account all the time. |
| 8-2-2018 02:46:35 | What does quality of life mean to you | Been able to walk, bike in my neighborhood with shops and parks near by |
| 8-2-2018 03:12:21 | What does quality of life mean to you | able to get to doctors and pharmacy without delay. |
| 8-2-2018 03:34:06 | What does quality of life mean to you | High housing costs, the priority is mass housing with little to no parking and no consideration for road congestion. Improve road before development. Sync lights for the main thru streets. |
| 8-2-2018 03:39:45 | What does quality of life mean to you | Means I can still feel safe in my home and community. I can find a decent wage job. I can get outdoors and enjoy the beauty of Oregon. I can worship free of government interference. |

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| 8-2-2018 03:47:19 | What does quality of life mean to you | Some high visibility areas are not very welcoming or don't look safe. |
| 8-2-2018 04:15:39 | What does quality of life mean to you | Clean Streets and area. feel safe in City & Neighborhood.Safe driving on Streets with other cars being insured and maintained.Your property safe of Homeless trespassing. |
| 8-2-2018 00:47:45 | What does quality of life mean to you | I live in the country by choice I don't want trails on the edges of my property causing government to take my land or force me to sell it. This would be taking away one of my freedoms |
| 8-2-2018 04:59:10 | What does quality of life mean to you | Safe, green, sustainable, clean |
| 8-2-2018 05:05:11 | What does quality of life mean to you | Good schools close to homes. More buses for student safety. More lanes for car traffic. Work with large employers to provide more flexible hours for employees. Slow demand for rapid growth of cit |
| 8-2-2018 05:12:17 | What does quality of life mean to you | Clean air, open spaces, good people, strong economy. |
| 8-2-2018 05:55:27 | What does quality of life mean to you | everything is pleasant, safe, comfortable for everyone |
| 8-2-2018 08:55:16 | What does quality of life mean to you | Able to have freedom to live the way we, as individuals live. For me, I like to hike, and I hate being stuck in traffic. |
| 8-2-2018 14:26:34 | What does quality of life mean to you | I have a job near home so I don't waste my life in traffic. |
| 8-2-2018 15:12:49 | What does quality of life mean to you | Healthy, pleasant, walkable, green |
| 8-2-2018 15:26:07 | What does quality of life mean to you | No traffic |
| 8-2-2018 15:31:46 | What does quality of life mean to you | work life balance, easy to get around, clean, affordable, diverse, fun |
| 8-2-2018 16:31:12 | What does quality of life mean to you | Living your best life without living in fear. |
| 8-2-2018 16:38:42 | What does quality of life mean to you | It's good, not great.The housing is too expensive.With most companies in the greater Portland area still paying what they paid 10 years ago, many people cant afford to live here. |
| 8-2-2018 14:41:06 | What does quality of life mean to you | Safety, affordable (per federal standard of housing costs relative to income) |
| 8-2-2018 17:27:13 | What does quality of life mean to you | Used to be better, recent increase in traffic diminishes quality of life |
| 8-2-2018 17:28:28 | What does quality of life mean to you | Ease of movement, jobs, affordability, equity, environmental quality. It seems to me that over the past ten years this has been degrading |
| 8-2-2018 17:40:47 | What does quality of life mean to you | Clean air and water. Low crime (I live in Beaverton) Farmer's markets. I can walk to most of my merchants. |
| 8-2-2018 17:50:14 | What does quality of life mean to you | Safe place with good schools, parks, and jobs. Access to nature. |
| 8-2-2018 18:40:36 | What does quality of life mean to you | Safe, walkable neighborhoods. Access to healthy food & water. Healthy environment. Creative, diverse community. Social equity. Housing options that match all income levels. Sustainable industries. |
| 8-2-2018 19:07:37 | What does quality of life mean to you | Easy access to clean air, water, and food sources. |
| 8-2-2018 19:30:34 | What does quality of life mean to you | Safety, cleanliness, reliable and broad public transit network, access to arts, good public library sytem, good schools, varied industries to create jobs for all ed and interest levels. |
| 8-2-2018 20:09:20 | What does quality of life mean to you | Ample and protected bike lanes -an all-out war on transportation-related fatalities |

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| 8-2-2018 20:09:20 | What does quality of life mean to you | -Ample and protected bike lanes -Safe streets and zero traffic fatalities -Clean air and public spaces -Public recreational options -Affordable and stable |
| 8-2-2018 20:13:35 | What does quality of life mean to you | Being able to afford to live, and have at least enough to leave the house on the bus and go somewhere. Can I borrow 5 bucks? |
| 8-2-2018 20:30:51 | What does quality of life mean to you | Living in a safe, clean, and quiet neighborhood. |
| 8-2-2018 20:31:37 | What does quality of life mean to you | Sense of connectedness, healthy & safe daily living, autonomy and responsibility |
| 8-2-2018 20:31:42 | What does quality of life mean to you | There are opportunities for work-life balance and a diversity of things to do -- this is harder if you have to live far away from where you work and your commute is very long |
| 8-2-2018 20:53:27 | What does quality of life mean to you | The ability to exist safely, efficiently and healthy. |
| 8-2-2018 20:47:24 | What does quality of life mean to you | satisfaction with daily living conditions |
| 8-2-2018 21:02:28 | What does quality of life mean to you | Access to outdoors, good transit options, affordable living costs, a sense of community |
| 8-2-2018 21:04:52 | What does quality of life mean to you | walkability, ease of using transportation options other than cars |
| 8-2-2018 21:14:51 | What does quality of life mean to you | Safety, affordability, access to entertainment and services, transit options, a city that looks beautiful |
| 8-2-2018 21:03:35 | What does quality of life mean to you | accessibility, affordability, civil society |
| 8-2-2018 22:22:39 | What does quality of life mean to you | Not having single, over educated white 20 somethings dictate lifestyle choices to people with different demographic profiles. |
| 8-2-2018 22:31:44 | What does quality of life mean to you | Living wage, access to affordable housing, safety, |
| 8-2-2018 22:41:03 | What does quality of life mean to you | Quality of life means a clean, safe, affordable place to live. 10 years ago, I would have said greater Portland was very good. I think the cleanliness, safety, and affordability have started declining |
| 9-2-2018 00:36:25 | What does quality of life mean to you | Enjoy living in the region. Things to do for entertainment and good jobs |
| 9-2-2018 01:18:35 | What does quality of life mean to you | Access to work, housing, healthcare, and basic services, and to the benefits of living in a large city - such as museums and parks. Access means affordability. WHY are our museums not publicly owned?? |
| 9-2-2018 01:44:25 | What does quality of life mean to you | Being able to recreate, safe environment. |
| 9-2-2018 02:44:59 | What does quality of life mean to you | Access to needed services, entertainment options, equitable opportunities for employment |
| 9-2-2018 04:09:51 | What does quality of life mean to you | Health and affordability |
| 9-2-2018 05:39:04 | What does quality of life mean to you | I have access to many amenities and green spaces that I can walk to, and I can ride my bike to work and other places with only a little bit of fear and sketchy parts. |
| 9-2-2018 05:53:33 | What does quality of life mean to you | Feeling safe to explore the city at anytime and being able to commute without having take side streets everywhere. |
| 9-2-2018 17:03:13 | What does quality of life mean to you | Clean air. Citizen participation. |

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| 9-2-2018 17:17:48 | What does quality of life mean to you | Not seeing homeless people everywhere. Not seeing bike lanes put in places where they are infrequently used but increase auto congestion. Have a downtown that is filled with businesses and people. |
| 9-2-2018 16:57:48 | What does quality of life mean to you | Safety, accessibility to services, affordability, freedom to pursue happiness |
| 9-2-2018 17:21:33 | What does quality of life mean to you | Ease in doing daily activities and many options to have fun and enjoy the city |
| 9-2-2018 18:34:13 | What does quality of life mean to you | having the ability to enjoy the things you find enjoyable. This includes affordability and accessibility |
| 9-2-2018 18:45:18 | What does quality of life mean to you | Having a safe place for my family to live and work |
| 9-2-2018 18:52:53 | What does quality of life mean to you | Not to be held back in my life's goals due to factors such as pollution, unsafe or lack of bike routes, crime, poor economy, unaffordable education, etc. |
| 9-2-2018 18:52:53 | What does quality of life mean to you | Atmosphere that we live in |
| 9-2-2018 19:08:20 | What does quality of life mean to you | Safety, access to activities and work. |
| 9-2-2018 19:42:25 | What does quality of life mean to you | Living in a safe and clean environment. Being able to access various services with ease. Limiting the high cost of living in an urban area. |
| 9-2-2018 19:46:18 | What does quality of life mean to you | affordable, clean and friendly, has gone down in the last 5-10 years mainly due to overcrowding. |
| 9-2-2018 20:17:09 | What does quality of life mean to you | Access to opportunities of all kinds, in a beautiful place that encourages people to be kind to one another. |
| 9-2-2018 20:17:58 | What does quality of life mean to you | Affordable, safe, clean, opportunities for more money |
| 9-2-2018 20:18:25 | What does quality of life mean to you | We need better infrastructure and not having people of lower income pushed out of portland where they have to commute in which causes more traffic and accidents. |
| 9-2-2018 20:18:25 | What does quality of life mean to you | We need better infrastructure and not having people of lower income pushed out of Portland where they have to commute in which causes more traffic and accidents. The workforce needs to stay local! |
| 9-2-2018 20:17:35 | What does quality of life mean to you | The ability to afford not only housing, but food, and the availability of transportation modes that work for as many people as possible. |
| 9-2-2018 20:20:49 | What does quality of life mean to you | Affordability, convenience, safety, access. |
| 9-2-2018 20:45:43 | What does quality of life mean to you | Crime levels (petty, especially), robust and reliable transit system, easy access to outdoor recreation and trails without worry about needles/muggings, reasonable cost of living. |
| 9-2-2018 20:22:53 | What does quality of life mean to you | Being able to walk or bike places without feeling I'm in danger. Proximity of goods and services to my home. Less studded tires. |
| 9-2-2018 20:49:08 | What does quality of life mean to you | Ability to follow my direction in life without oppressive regulation. |
| 9-2-2018 20:58:33 | What does quality of life mean to you | safe, clean and economically sound environment. |
| 9-2-2018 20:51:46 | What does quality of life mean to you | ability to work & live while being able to pursue other interests as wel |
| 9-2-2018 21:04:03 | What does quality of life mean to you | Clean air, water; accessible stores, transportation; affordable housing; good jobs |
| 9-2-2018 21:16:28 | What does quality of life mean to you | Having access to resources, feeling safe, feeling connected to my community. |

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| 9-2-2018 21:21:05 | What does quality of life mean to you | Ability to work, live, raise a family. |
| 9-2-2018 21:22:40 | What does quality of life mean to you | It's better after moving out of PDX to WashCo. Quality of life is having a little money, a little energy, a little time & a little laughter left after the work & transportation of the day is done. |
| 9-2-2018 21:22:40 | What does quality of life mean to you | It's better after moving out of PDX to WashCo. Quality of life's having a little money, a little energy, a little time & a little laughter left over after the work & transportation of the day is done. |
| 9-2-2018 21:18:38 | What does quality of life mean to you | Having a roof over your head, food to eat, and a good paying job. |
| 9-2-2018 21:31:26 | What does quality of life mean to you | Affordable housing and safe streets for biking. |
| 9-2-2018 21:31:47 | What does quality of life mean to you | Community of shared goals. Having the ability to enjoy life. |
| 9-2-2018 21:37:08 | What does quality of life mean to you | The ability to affordable live in safe places with job opportunities and good education for children. |
| 9-2-2018 21:37:12 | What does quality of life mean to you | My community officials are transparent about what |
| 9-2-2018 21:37:12 | What does quality of life mean to you | My community officials speak regularly about what we have, what they are doing, and what I can expect in the future. |
| 9-2-2018 21:46:21 | What does quality of life mean to you | Ease of getting around, proximity of essential services and resources (grocery), multiple options when it comes to transportation. |
| 9-2-2018 21:51:20 | What does quality of life mean to you | Quality services (food, groceries, cafe, park, etc) accessible within short distances (~1 mile) of work and home. Safe neighborhoods and comfortable walking/biking routes. |
| 9-2-2018 22:10:26 | What does quality of life mean to you | I have the ability and access all of my basic needs within a neighborhood that is walkable, bikeable and if needed by vehicle or transit. |
| 9-2-2018 22:12:31 | What does quality of life mean to you | Easy access to work and fun activities. Parks, being able to ride my bike most places. Having clean air to breath and water to drink. Freedom to be self employed. |
| 9-2-2018 22:19:31 | What does quality of life mean to you | Availability of theater, arts and other entertainment. Cohesive neighborhoods. Availability of fresh food and great restaurants. Climate. Progressive attitudes. |
| 9-2-2018 22:19:31 | What does quality of life mean to you | Availability of theater, arts and other entertainment. Cohesive neighborhoods. Availability of fresh food and great restaurants. Climate. Progressive attitudes and liberal bent. |
| 9-2-2018 22:29:17 | What does quality of life mean to you | How a person spends their time doing the things they wish to do. Having a shorter commute to be with kids more and pay less for daycare. |
| 9-2-2018 22:41:34 | What does quality of life mean to you | Quality of life means being able enjoy a safe, comfortable environment with my family; having access to natural places, parks, and plazas; and living in a healthy, sustainable way. |
| 9-2-2018 22:45:00 | What does quality of life mean to you | High regulation and trying to force a populace to conform to modes of traffic is not helping. Taxing does not cause prosperity. The tax burdens are too high. Every single person should pay taxes. |
| 9-2-2018 22:50:34 | What does quality of life mean to you | Quality of life concerns the conditions we live with & the barriers that keep us from being our best selves. |
| 9-2-2018 22:50:34 | What does quality of life mean to you | Quality of life concerns the conditions we live with & the standards we set as a society to . |
| 9-2-2018 22:50:34 | What does quality of life mean to you | Quality of life concerns the conditions we live with & the standards we set as a society to maintain a . |
| 9-2-2018 22:50:34 | What does quality of life mean to you | Quality of life concerns the conditions we live with & the standards we set as a society to maintain a minimum of satisfaction in our . |
| 9-2-2018 22:50:34 | What does quality of life mean to you | Quality of life concerns the conditions we live with & the standards & practices we set as a society to maintain a minimum of satisfaction in our personal circumstances. |

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| 9-2-2018 22:11:40 | What does quality of life mean to you | Living in Portland makes me happy. I feel at home, I feel like I belong. I feel surrounded by a caring community. I feel pretty safe biking to work every day and that is very important to me. |
| 9-2-2018 22:55:38 | What does quality of life mean to you | Social equity for all individuals, not just those with the most money. Seeing those that struggle and others that are suffering create an unstainable environment. |
| 9-2-2018 23:08:29 | What does quality of life mean to you | Good jobs. Good schools. Good entertainment. Safe |
| 9-2-2018 23:09:38 | What does quality of life mean to you | Able to afford reasonable housing in a desired area. Multiple types of services such as public transportation are readily available |
| 9-2-2018 23:10:30 | What does quality of life mean to you | This is a great place to live if you are white, well educated, and/or connected. It is too damn expensive for people who are not one of the above. |
| 9-2-2018 23:13:09 | What does quality of life mean to you | The quality of life has declined significan |
| 9-2-2018 23:13:09 | What does quality of life mean to you | The quality of life has declined significantly |
| 9-2-2018 23:13:09 | What does quality of life mean to you | The quality of life has declined significantly in the last several years. Too much traffic. Homeless crisis is horrendous. I don't feel safe when walking alone anymore in many locations. Tax\$ misspent |
| 9-2-2018 23:20:36 | What does quality of life mean to you | Good economy, vibrant live music scene, access to outdoor recreation, limited reliance on automobiles, temperate weather |
| 9-2-2018 23:26:57 | What does quality of life mean to you | It |
| 9-2-2018 23:26:57 | What does quality of life mean to you | It depends. If we are talking about some of the suburbs who actually allow crimes to be endorsed, don't tolerate & enable the who are turning this once beautiful city into a garbage dump |
| 9-2-2018 23:26:57 | What does quality of life mean to you | If we are talking about some of the suburbs who actually allow crimes to be endorsed, don't tolerate & enable the sabotaging of the region, then the quality is okay. |
| 9-2-2018 23:27:21 | What does quality of life mean to you | Ability to enjoy the things I care about and endure the things I don't care about. |
| 9-2-2018 23:36:37 | What does quality of life mean to you | Reasonable access to services, community, and parks, etc. Also ease of movement and parity between class level. |
| 9-2-2018 23:37:09 | What does quality of life mean to you | Poor in Portland much better in the suburbs Quality of Life enjoying where you live |
| 9-2-2018 23:37:09 | What does quality of life mean to you | Poor in Portland much better in the suburbs Quality of Life enjoying where you live You ignore the 4th largest City in the State by focusing only on Portland?? I live in Gresham |
| 9-2-2018 23:37:15 | What does quality of life mean to you | A reasonable commute, services and housing I can afford, parks and libraries I can use. Venues I can go to see art and hear music. Programs to protect our homeless and at risk |
| 9-2-2018 23:39:32 | What does quality of life mean to you | The ability to live and work in an affordable community that is safe and provides an opportunity for economic advancement. |
| 9-2-2018 23:53:13 | What does quality of life mean to you | **Needs option for "fair" Can get around easily, safely; neighborhoods are safe and pleasant, crime is low, schools are good, decent jobs are available; good attractions like parks exist |
| 10-2-2018 00:04:40 | What does quality of life mean to you | Safe, clean, parks, good fire/police protection. |

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| 10-2-2018 00:06:16 | What does quality of life mean to you | Ability to walk and bike to what I need (groceries, entertainment). Good choices of entertainment on any given night. A good cultural "feel" (similar demographics (young, single people), similar value |
| 10-2-2018 00:31:21 | What does quality of life mean to you | Having myriad beautiful options in what spare time I can find. |
| 10-2-2018 00:32:28 | What does quality of life mean to you | Walkability, mass transit, natural beauty and great people. |
| 10-2-2018 00:32:41 | What does quality of life mean to you | A good clean city with a strong police presence, free of pan handlers and people sleeping on the streets. |
| 10-2-2018 00:15:12 | What does quality of life mean to you | Ability to walk around the city easily and safely |
| 10-2-2018 00:25:22 | What does quality of life mean to you | Feeling safe, whether that's walking the streets at night or biking to work. |
| 10-2-2018 00:49:21 | What does quality of life mean to you | Access to education, jobs, safe communities, good transportation options |
| 10-2-2018 01:00:33 | What does quality of life mean to you | Happiness and fulfillment with both professional and personal life. |
| 10-2-2018 01:03:01 | What does quality of life mean to you | As a native of 42 yrs it is very frustrating that I can not find parking anywhere, and that the city thinks that I should pay more to drive. STOP with the extra bike lanes that are not used |
| 10-2-2018 01:09:45 | What does quality of life mean to you | Access/able to afford to medical/dental/health providers, reliable transportation, clean air, access/afford healthy food, safe pedestrian walk/bikeways |
| 10-2-2018 01:25:20 | What does quality of life mean to you | How much money you make, if you can support yourself, having good work places but also good places to have fun |
| 10-2-2018 02:54:09 | What does quality of life mean to you | Good neighborhoods with sense of community with more. A clean green environment |
| 10-2-2018 02:54:09 | What does quality of life mean to you | Good neighborhoods with sense of community, equity and diversity. A clean, green environment. |
| 10-2-2018 02:58:06 | What does quality of life mean to you | Living in a diverse, walkable, and affordable neighborhood. Having access to public spaces (parks, rivers, outdoor spaces.) Being able to get around without having to drive. |
| 10-2-2018 03:02:21 | What does quality of life mean to you | there are homeless issues that need to be dealt with |
| 10-2-2018 03:06:50 | What does quality of life mean to you | I see a lot of people not being able to keep their head above water. Being able to survive along each other is what I consider to be quality. |
| 10-2-2018 03:08:57 | What does quality of life mean to you | Safe environment free of violent crimes, protected bike lanes, places for family outings, clean environment, |
| 10-2-2018 03:21:35 | What does quality of life mean to you | High quality affordable services that support a diverse and growing population, including low income and disadvantaged populations |
| 10-2-2018 03:42:34 | What does quality of life mean to you | Having multiple options for transit and feeling safe regardless of transit method. Having clean, safe, and affordable ways and areas to get around. Get downtown safe again. |
| 10-2-2018 04:10:39 | What does quality of life mean to you | Short commute times, easy access to essential services, close community, healthy lifestyle |
| 10-2-2018 04:13:21 | What does quality of life mean to you | Not having to drive; enjoying art, culture, and education. |
| 10-2-2018 04:34:26 | What does quality of life mean to you | It's very good for those who have resources. It is not good for those who don't. We have a serious homelessness problem that needs to be addressed. Traffic is also becoming a real issue. |
| 10-2-2018 04:44:04 | What does quality of life mean to you | 20-minute neighborhoods; being able to live well car-free; cultural resources; progressive political climate(good infrastructure; access to nature; safe streets (needs work) |

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| 10-2-2018 05:20:25 | What does quality of life mean to you | Being able to afford a basic standard of living and also enjoy nature, time with friends and family, community, and |
| 10-2-2018 05:20:25 | What does quality of life mean to you | Being able to afford a basic standard of living and also enjoy nature, time with friends and family, community, and city life. |
| 10-2-2018 04:59:21 | What does quality of life mean to you | Feeling safe in a diverse community that celebrates cultural achievement, while maintaining affordability. |
| 10-2-2018 06:11:50 | What does quality of life mean to you | I can do most of the things I need to do in life within my neighborhood. I don't need to drive to do daily things. |
| 10-2-2018 06:11:50 | What does quality of life mean to you | I can do most of the things I need to do in life within my neighborhood. I don't need to drive to do daily things. Unfortunately, that is not available in all neighborhoods. |
| 10-2-2018 06:20:43 | What does quality of life mean to you | An ability to enjoy urban amenities (restaurants, cultural, etc) yet have access to tranquil and beautiful spaces as well...and to feel safe |
| 10-2-2018 06:33:30 | What does quality of life mean to you | Being able to make a living and having convenient access to amenities. I'm not liking the way Portland looks now, with the trash thrown around by homeless persons. The more we help, the worse it gets. |
| 10-2-2018 07:29:24 | What does quality of life mean to you | Ability to facilitate my needs in a comfortable and affordable fashion. A culturally advanced and sophisticated society. One that is fair and just. |
| 10-2-2018 07:48:30 | What does quality of life mean to you | Maximization of daily happiness. |
| 10-2-2018 08:28:28 | What does quality of life mean to you | Fulfillment with my daily life. |
| 10-2-2018 08:28:28 | What does quality of life mean to you | Fulfillment within my daily life. |
| 10-2-2018 13:26:15 | What does quality of life mean to you | Living & working here has been good for 25 years. Leisure & entertainment activities still accessible. I'm able to afford to still live in Portland, but it's tough with rising housing costs. |
| 10-2-2018 13:48:07 | What does quality of life mean to you | My lifestyle is supported in a positive way where I live. |
| 10-2-2018 09:13:39 | What does quality of life mean to you | Access to arts, culture and the outdoors. Safety & security in an urban environment. Affordability. |
| 10-2-2018 15:38:29 | What does quality of life mean to you | Safe, easy access to c |
| 10-2-2018 15:38:29 | What does quality of life mean to you | Quality housing options, healthy/sustainable environment, safe/convenient transportation options, easy access to parks/outdoor recreation, thriving businesses and job opportunities, engaged public in |
| 10-2-2018 15:38:29 | What does quality of life mean to you | Quality housing options, healthy/sustainable environment, safe/convenient transportation options, easy access to parks/outdoor recreation, thriving economy and job opportunities. |
| 10-2-2018 15:27:42 | What does quality of life mean to you | Creature comforts, lack of crime, lack of unsightly scenes, access to nature and ability to escape from all of the people in this town |
| 10-2-2018 16:08:08 | What does quality of life mean to you | It is easy to live car free, outdoor recreation is accessible |
| 10-2-2018 15:23:28 | What does quality of life mean to you | a healthy environment, easy access to services, acceptance of all people, access to the arts |
| 10-2-2018 16:10:23 | What does quality of life mean to you | Ability to bike to work and walk around town safely. |
| 10-2-2018 16:24:48 | What does quality of life mean to you | The available programs for community enhancement; library classes for free or reduced costs, lectures through HPD, safe streets and common areas. |
| 10-2-2018 16:28:22 | What does quality of life mean to you | Freedom |

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| 10-2-2018 16:30:42 | What does quality of life mean to you | Access to good jobs, housing, schools for kids, good area indoor and outdoor amenities. |
| 10-2-2018 17:39:24 | What does quality of life mean to you | Freedom and ease of movement. Ease of getting where you want to go on your own time. |
| 10-2-2018 17:44:56 | What does quality of life mean to you | ease of access to services and recreation |
| 10-2-2018 17:52:02 | What does quality of life mean to you | Reasonable prices for rent and food, good bike and transit infrastructure, access to culture and entertainment, good parks and natural spaces |
| 10-2-2018 18:03:56 | What does quality of life mean to you | One's ability to live the life they want to live as healthily and sustainably as possible. |
| 10-2-2018 18:25:05 | What does quality of life mean to you | The ability to thrive. This is a generic garbage question. |
| 10-2-2018 18:56:42 | What does quality of life mean to you | Being part of an accepting, supportive community, with equal access to the amenities available in the city regardless of economic or social status, having a fulfilling job that supports my family |
| 10-2-2018 20:58:08 | What does quality of life mean to you | Living to my fullest. Being able to to do the things I enjoy. Being as independent as possible. |
| 10-2-2018 21:42:04 | What does quality of life mean to you | Happiness. Freedom. Don't have to work too much. Low crime, |
| 10-2-2018 21:22:59 | What does quality of life mean to you | It means having affordable housing, easy access to services and goods, having lots of good jobs, an educated community, safe communities, and an effective, efficient, and modern transportation system. |
| 10-2-2018 23:05:13 | What does quality of life mean to you | safe from interpersonal & state violence/harassment, basic needs met (food/housing/healthcare/transportation), clean air/water, meaningful social connection, respect |
| 10-2-2018 23:15:14 | What does quality of life mean to you | Ability to interact with community positively |
| 10-2-2018 23:48:46 | What does quality of life mean to you | Access to the natural outdoors, parks & events; arts, music, festivals, etc.; safety & security. |
| 11-2-2018 01:06:58 | What does quality of life mean to you | Access to quality and affordable housing, safe walking paths, affordable childcare and living wage jobs. It does not mean using trickle down economic policies in transportation planning. |
| 11-2-2018 02:11:14 | What does quality of life mean to you | Active and pleasant urban environment Family friendly Access to entertainment and culture |
| 11-2-2018 02:20:11 | What does quality of life mean to you | Safety, employment and clean environment |
| 11-2-2018 02:35:32 | What does quality of life mean to you | Happiness, diversity, things to do and ease of use of public transportation to get around without a car |
| 11-2-2018 04:23:56 | What does quality of life mean to you | detached home on large lot in safe neighborhood with tight knit local community |
| 11-2-2018 04:39:47 | What does quality of life mean to you | Good transportation and personal safety. |
| 11-2-2018 05:21:52 | What does quality of life mean to you | Living within a walkable or bukable distance of al my wants and needs, with frequent reliable transit for the 4 months when the weather sucks |
| 11-2-2018 05:21:52 | What does quality of life mean to you | Living within a walkable or bikable distance of all my wants and needs, with frequent reliable transit for the 4 months when the weather sucks |
| 11-2-2018 04:42:53 | What does quality of life mean to you | Ease of living, climate, culture, community. |
| 11-2-2018 05:41:08 | What does quality of life mean to you | Nice people, good air quality, lots of things to do, OK job opportunities, great transit, safety ability to walk to things, bike paths. |

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| 11-2-2018 06:44:32 | What does quality of life mean to you | Income after rent and taxes (almost \$0) and ability to get around quickly |
| 11-2-2018 07:24:18 | What does quality of life mean to you | Food, shelter, sense of safety and security |
| 11-2-2018 14:40:45 | What does quality of life mean to you | I have access to the things I want to do. |
| 11-2-2018 15:03:07 | What does quality of life mean to you | Happy, healthy, needs met |
| 11-2-2018 15:37:29 | What does quality of life mean to you | Being able to exist in a city in a peaceful manner while having access to life's basic needs. |
| 11-2-2018 17:18:55 | What does quality of life mean to you | Multi generational options. I'm a father, so access to quality public spaces is very important, as well as main streets that can be a day of shopping, eating, haircuts, hardware store, etc. |
| 11-2-2018 18:18:57 | What does quality of life mean to you | Equitable access to meet daily needs |
| 11-2-2018 18:18:57 | What does quality of life mean to you | Equitable access to meet daily needs - equitable not equal e.g. daycare workers' households suffer more stress-related access to transportation than affluent households, their children suffer |
| 11-2-2018 17:51:35 | What does quality of life mean to you | Not being stuck in traffic with vehicles who are just passing thru Portland to other destinations. |
| 11-2-2018 19:21:37 | What does quality of life mean to you | Affordable and safe |
| 11-2-2018 19:48:29 | What does quality of life mean to you | quality of life means I can walk in my neighborhood. I feel safe and I have access to local businesses in my neighborhood. I also have access to parks and natural resources. |
| 11-2-2018 19:06:21 | What does quality of life mean to you | Access to jobs and goods. Leisure activities in abundance. |
| 11-2-2018 20:16:15 | What does quality of life mean to you | I no longer feel a part of my city. As a native, I am tired of poorly run infrastructure and greed. It is overrun by unsafe behavior and the max train is filled with crime. |
| 11-2-2018 20:19:09 | What does quality of life mean to you | positive live/work balance, |
| 11-2-2018 20:57:13 | What does quality of life mean to you | Ability to balance work/life |
| 11-2-2018 21:38:04 | What does quality of life mean to you | Health, safety, and cleanliness. Easy access to services and transportation options. Communities connected to nature and natural areas with a focus on inclusion to the ecosystem, not superiority to it |
| 11-2-2018 21:56:54 | What does quality of life mean to you | A safe, satisfying, affordable and abundant life. |
| 11-2-2018 22:13:53 | What does quality of life mean to you | Access to services, safety in our community. |
| 12-2-2018 00:22:53 | What does quality of life mean to you | Feeling safe. Being able to get around town easily and cheaply. Feeling part of a culturally & socially vibrant & diverse community, where people look after each other. |
| 12-2-2018 01:17:23 | What does quality of life mean to you | Being able to enjoy all the city offers while feeling safe. |
| 12-2-2018 01:16:48 | What does quality of life mean to you | My feeling of happiness to be living where I live. Pride in my city. Proud to tell people I'm from Portland and have lived here my whole life. |
| 12-2-2018 01:43:45 | What does quality of life mean to you | To feel safe everywhere I go and to not see blight such as graffiti and homeless camps |
| 12-2-2018 02:31:37 | What does quality of life mean to you | Weather, compassion for others, adequate services |

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| 12-2-2018 04:02:51 | What does quality of life mean to you | Health |
| 12-2-2018 04:02:51 | What does quality of life mean to you | Health and wellness of individuals and communities. In the transportation context, Feeling safe and mentally healthy to commute to work, school and to run errands. |
| 12-2-2018 04:59:56 | What does quality of life mean to you | Access to affordable options for housing, transportation, and activities with diversity and less racism |
| 12-2-2018 05:28:17 | What does quality of life mean to you | Safe, clean, fun city living with opportunities for all. |
| 12-2-2018 05:35:10 | What does quality of life mean to you | Time to enjoy life |
| 12-2-2018 06:01:51 | What does quality of life mean to you | Environment, congestion, cost of housing and food, employment opportunities. |
| 12-2-2018 06:31:42 | What does quality of life mean to you | How happy can you be at your own expense while maintaining a lifestyle healthy to yourself and those around you. |
| 12-2-2018 07:16:33 | What does quality of life mean to you | Access to services, jobs, and nature in a way that lifts the soul and makes you feel grateful to live here. I feel grateful everyday that I was born here and have lived here for almost 50 years. |
| 12-2-2018 08:41:19 | What does quality of life mean to you | Access to necessary and expanded services - things that are needed for survival and things that are fun. |
| 12-2-2018 15:48:30 | What does quality of life mean to you | Quality of life means a person has their basic needs taken care of: shelter, food, clothing, support, work, and a means of supporting themselves. |
| 12-2-2018 15:57:25 | What does quality of life mean to you | Access to great public education for our children; safety for our neighborhoods, streets, and schools; choices for health care that do not make it mandatory to pay in to a broken system. |
| 12-2-2018 16:54:06 | What does quality of life mean to you | Access to urban services, time spent in traffic, taxes (wow they are high), access to wildlands. |
| 12-2-2018 16:42:44 | What does quality of life mean to you | Balance between work and life, including having reasonable commute times. Access to businesses and services that make life easier and more enjoyable, such as good grocery stores, the museums and arts. |
| 12-2-2018 17:41:24 | What does quality of life mean to you | Ability to access needed goods and services within walk or bike ride, access to city center events and greater community through transit services. |
| 12-2-2018 18:46:07 | What does quality of life mean to you | Comfortable, safe, accommodating |
| 12-2-2018 19:18:08 | What does quality of life mean to you | affordability, social equity, entertainment, quality jobs, healthcare, non-car mobility |
| 12-2-2018 19:25:05 | What does quality of life mean to you | Basically everything :) Ease of commute, shopping, access to parks, libraries, etc. |
| 12-2-2018 19:25:39 | What does quality of life mean to you | The ability to pursue one's dreams without intrusive and unnecessary government taxation and regulation. Portland is over-regulated and the dysfunctional transportation system is an example. |
| 12-2-2018 19:59:21 | What does quality of life mean to you | Quality of life means I can earn a decent living, provide for my family, and have some recreation available to enjoy life. I do not like the direction our political system is going. Wrong focus. |
| 12-2-2018 20:10:34 | What does quality of life mean to you | Easy access to parks, services. A safe environment. Good schools, walkable neighborhoods. |
| 12-2-2018 20:13:40 | What does quality of life mean to you | Good schools, good wages, living where I want to live |
| 12-2-2018 19:02:09 | What does quality of life mean to you | Natural beauty, walkable town center, decent wage, comfortable home. You can't beat living between the ocean and the mountains. |
| 12-2-2018 20:45:58 | What does quality of life mean to you | Economic and social opportunities. |

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| 12-2-2018 20:46:29 | What does quality of life mean to you | "Quality of life" is such a broad phrase that I would need more than 200 characters in which to describe its components. |
| 12-2-2018 20:54:29 | What does quality of life mean to you | being able to get around in traffic with out all the tangled mess |
| 12-2-2018 21:07:44 | What does quality of life mean to you | Quality of Life means |
| 12-2-2018 21:07:44 | What does quality of life mean to you | Quality of Life means my level of happiness with relation to my living situation. I live in a neighborhood with a high crime rate and no grocery stores nearby because I don't live "close in". i can't |
| 12-2-2018 21:08:17 | What does quality of life mean to you | The ability to live an active life, filled with memorable activities, while staying affordable. |
| 12-2-2018 21:11:16 | What does quality of life mean to you | Day-to-day well being while enjoying the nuances of life. |
| 12-2-2018 21:24:57 | What does quality of life mean to you | Living in a place where the city helps its citizens get around by providing accessible, equitable, affordable transportation and de-incentivizing car use and single occupant vehicle trips. |
| 12-2-2018 21:48:44 | What does quality of life mean to you | Residents are not targeted or made to feel unsafe in their communities, healthy and affordable housing, affordable and accessible healthcare, stop gentrification |
| 12-2-2018 22:00:56 | What does quality of life mean to you | safe communities, able to access community resources and services, clean environment |
| 12-2-2018 22:02:31 | What does quality of life mean to you | available resources for healthy living |
| 12-2-2018 22:06:04 | What does quality of life mean to you | options for biking, pedestrian safety, restaurants/places of interest close to transit, |
| 12-2-2018 22:17:40 | What does quality of life mean to you | Quality of life means being able to bike and skateboard safely. |
| 12-2-2018 22:21:59 | What does quality of life mean to you | Affordable housing, access to healthy food, clean air, clean streets, ability to afford medical and food. |
| 12-2-2018 22:21:45 | What does quality of life mean to you | good jobs, beautiful nature |
| 12-2-2018 22:35:10 | What does quality of life mean to you | The ability to survive well and be happy. |
| 12-2-2018 22:41:42 | What does quality of life mean to you | I am in a good economic position. I do work too much though. |
| 12-2-2018 22:50:56 | What does quality of life mean to you | A good QoL includes high access to natural areas and easy, affordable transportation options. |
| 12-2-2018 22:53:43 | What does quality of life mean to you | No homeless and their garbage everywhere!!!!!! |
| 12-2-2018 22:55:03 | What does quality of life mean to you | for this survey, I mean understand it to mean the services that are in place and already established by our local governments. |
| 12-2-2018 23:04:07 | What does quality of life mean to you | the options for life beyond your residence. |
| 12-2-2018 23:11:50 | What does quality of life mean to you | Liveability |
| 12-2-2018 23:14:14 | What does quality of life mean to you | Safety, |
| 12-2-2018 23:14:14 | What does quality of life mean to you | Safety, equity, a lack of poverty and homelessness, clean air and other health focus, low amounts of traffic and high walkability, less police presence, political will in communities, access to parks |

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| 12-2-2018 23:11:46 | What does quality of life mean to you | convenient, healthy, satisfying, economically stable |
| 12-2-2018 23:28:31 | What does quality of life mean to you | Ability to meet my basic needs (economic, health, education, etc.) AND enjoy culture and nature -- all affordably and relatively easily. |
| 13-2-2018 00:05:06 | What does quality of life mean to you | The lack of adequate planning off site housing for the homeless all throughout our metro areas is deplorable. A planned community should have been in place before creating a crisis which exists now. |
| 12-2-2018 23:51:17 | What does quality of life mean to you | Overall work/life/environment balance |
| 13-2-2018 00:14:36 | What does quality of life mean to you | I can eat. The kids and dog can play. |
| 13-2-2018 00:38:08 | What does quality of life mean to you | To be able to afford to live safely, have access to necessities(health care providers, groceries/shopping, parks, walking trails), keeping costs under control. |
| 13-2-2018 00:40:14 | What does quality of life mean to you | Being able to participate in all of what Portland has to offer without traffic barriers. I only do a fraction of what I would because of the terrible traffic. |
| 13-2-2018 00:49:49 | What does quality of life mean to you | Access to culture, local small businesses (restaurants and bars), options for transit/biking, decent running trails, access to nature/open space. |
| 13-2-2018 01:31:08 | What does quality of life mean to you | HAppiness, fulfillment |
| 13-2-2018 01:42:04 | What does quality of life mean to you | Ability to enjoy the city easily. |
| 13-2-2018 01:39:25 | What does quality of life mean to you | Accessibility to transportation, goods, and services. Also, a variety of recreation. Clean air, green space. Safety - being able to be out at night, run through parks, etc as a female. |
| 13-2-2018 01:50:52 | What does quality of life mean to you | Clean environment Ease of travel Active communities |
| 13-2-2018 02:32:39 | What does quality of life mean to you | The ability to live my life as I please, safely, and to have the fewest negative impacts upon me. |
| 13-2-2018 04:51:44 | What does quality of life mean to you | Greater Portland defined as??????? Hillsboro? That seems more Portland Metro than Greater Portland. Quality in downtown/eastside Portland is not what I want to see in Hillsboro. It's a mess! |
| 13-2-2018 04:13:30 | What does quality of life mean to you | Too congestive, traffic is horrible, too many apartments & loosing the old neighborhoods & too many tall skinny homes being built. |
| 13-2-2018 04:13:30 | What does quality of life mean to you | lese time spent in traffic more time with family exercising by walking, biking & being outdoors. Walking paths & nature parks |
| 13-2-2018 06:26:12 | What does quality of life mean to you | Livability of all aspects in the region. |
| 13-2-2018 15:36:46 | What does quality of life mean to you | Having more than just basic needs met. |
| 13-2-2018 16:56:05 | What does quality of life mean to you | Feeling good about where you live, feeling connected to the community and wider region, feeling secure in your health (mental, social, economic). |
| 13-2-2018 15:27:23 | What does quality of life mean to you | I hate driving through Portland on my commute from Hillsboro to Vancouver. The amount of trash and abandoned homeless camps is depressing to look at every day. |
| 13-2-2018 17:18:10 | What does quality of life mean to you | The ability to live and enjoy the community in a safe and reasonable manner. |
| 13-2-2018 17:42:49 | What does quality of life mean to you | Ease of accessing, affording and relying on mass transit to get to work and to go shopping. I've been here for almost 15 years and have found trimet access becoming more and more limited. |

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| 13-2-2018 18:07:18 | What does quality of life mean to you | Outdoor activities, walkable communities, easy of movement throughout the community |
| 13-2-2018 18:09:19 | What does quality of life mean to you | Easy access to basic needs like office space, grocery stores, etc. Lots of green space and no smog, traffic noise limited. |
| 13-2-2018 18:12:58 | What does quality of life mean to you | Access to higher quality, reasonable priced food for all, feeling safe near home/transit, ability to get to/from work on various shifts, shorter commute time, pleasant community space for all families |
| 13-2-2018 18:17:53 | What does quality of life mean to you | I have a job and can provide for my family, and I also have the freedom to do things that I enjoy. |
| 13-2-2018 18:52:37 | What does quality of life mean to you | Excellent when compared with US cities, merely good when compared with European cities. In terms of transport/infrastructure, when compared with Japan, poor. |
| 13-2-2018 19:13:14 | What does quality of life mean to you | The ability to live in a safe, healthy, and prosperous community... in all of Portland. You have left East Portland behind and made it your garbage scow. |
| 13-2-2018 19:13:05 | What does quality of life mean to you | Good schools; healthy and accessible nature/parks; strong civic institutions; well maintained infrastructure and institutions; strong, growing economy |
| 13-2-2018 19:32:43 | What does quality of life mean to you | Ability to pursue happiness in a clean and safe environment. |
| 13-2-2018 19:43:14 | What does quality of life mean to you | Accessibility to nature, culture, education, health and entertainment near-by. |
| 13-2-2018 20:19:59 | What does quality of life mean to you | Can pay my bills and still have \$ for recreation. Easy access to daily needs (groceries, health care, school, etc.) and employment. Good employment opportunities. Community gathering areas. |
| 13-2-2018 20:49:23 | What does quality of life mean to you | The ability to get around easily, to have a good group of friends and to be near family |
| 13-2-2018 20:49:23 | What does quality of life mean to you | The ability to get around easily, to have a good group of friends & to be near family. I would use public transit more if it didn't involve two buses & a train taking 1 hr compared to driving 15 min |
| 13-2-2018 21:19:25 | What does quality of life mean to you | Feeling safe. Being able to get from point A to point B on safe well maintained roads that are adequate for motorist commuting. Meaning not having the Country's 12th worst traffic. |
| 13-2-2018 21:20:33 | What does quality of life mean to you | Availability of affordable and decent quality of services for consumption, recreation and culture. |
| 13-2-2018 21:27:37 | What does quality of life mean to you | Walkable, public transit, fresh food, trees, friendly people |
| 13-2-2018 21:50:49 | What does quality of life mean to you | Quality of life is having the means necessary to meet my basic needs such as housing, employment, access to nature and not spending an insane amount of time trying to get from point A to point B. |
| 13-2-2018 22:05:47 | What does quality of life mean to you | Healthy, safe, fair and accessible community. |
| 13-2-2018 22:12:18 | What does quality of life mean to you | Clean water, fresh air, good food and safe spaces to travel without the need for a car. |
| 13-2-2018 23:02:50 | What does quality of life mean to you | Housing isn't affordable, and city government is awful towards the homeless. Few parks have sidewalks, making it difficult to get outside in a wheelchair. |
| 13-2-2018 23:58:48 | What does quality of life mean to you | fresh air, limited city noise, government responsive to citizen needs. Taxes that are fair. |
| 13-2-2018 22:52:21 | What does quality of life mean to you | Good employment opportunities and access to services. Housing costs are out of control. |
| 14-2-2018 00:26:42 | What does quality of life mean to you | This obvious, this question insults the intelligence of its readers. |
| 14-2-2018 00:53:51 | What does quality of life mean to you | Great till you actually arrive in the city of portland. The transport PDOT has been dismantling driving lanes putting in bike lanes on roads paid for by those whom use them . Causing delays,congestion |

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| 14-2-2018 00:55:58 | What does quality of life mean to you | A consistent and comfortable place to live, a good job, good schools for my kids, a safe and vibrant community, and the ability to get where I need or want to go conveniently, quickly, and safely. |
| 14-2-2018 02:08:20 | What does quality of life mean to you | Ability to live |
| 14-2-2018 02:08:20 | What does quality of life mean to you | Ability to live above the standard of health, comfort, and happiness experienced by an average individual or group |
| 14-2-2018 02:21:20 | What does quality of life mean to you | I live in a nice quiet area with decent access to major freeways and arterials. But in the last 5 years I have seen these systems get overwhelmed. QOL used to be higher, traffic is eroding our QOL. |
| 14-2-2018 01:33:00 | What does quality of life mean to you | Living in an economically vibrant community, with plenty of options for recreation, shopping and working. Clean air, water and food. A place where everyone can be different, but not alone. |
| 14-2-2018 05:41:19 | What does quality of life mean to you | Safety, cleanliness, amenities, green space accessibility. |
| 14-2-2018 10:15:30 | What does quality of life mean to you | affordability, easy transportation, job opportunities, ability to afford more than just basic survival and be happy |
| 14-2-2018 15:44:23 | What does quality of life mean to you | I have opportunities to engage in activities that make me happy. |
| 14-2-2018 17:26:13 | What does quality of life mean to you | moderate climate, green (I like the rain and green vegetation compared to the east side of the mountains), good places to eat, diverse entertainment, reasonable housing. |
| 14-2-2018 17:55:35 | What does quality of life mean to you | Quality of life to me means safe, convenient, and affordable access to housing, work, education, health care, food, recreation and entertainment |
| 14-2-2018 17:57:24 | What does quality of life mean to you | Safe streets, good schools, lots of outdoor spaces. |
| 14-2-2018 18:09:35 | What does quality of life mean to you | Decent jobs / Low crime / Moderate cost of living / Low traffic congestion and pollution / Cultural attractions |
| 14-2-2018 18:22:48 | What does quality of life mean to you | The state of OR taxes WA state residents as if they lived in OR. WA state residents receive no representation for the tax burden. |
| 14-2-2018 18:28:29 | What does quality of life mean to you | So much activity going on that i don't want to leave on weekends. |
| 14-2-2018 18:53:27 | What does quality of life mean to you | Low crime rate, access to recreation, thriving arts community. |
| 14-2-2018 18:55:12 | What does quality of life mean to you | Air quality, traffic, other stress |
| 14-2-2018 18:55:12 | What does quality of life mean to you | Air quality, traffic, access to wilderness, other stress |
| 14-2-2018 18:55:24 | What does quality of life mean to you | How well supported I am in various aspects of life: social, cultural, economic, etc. |
| 14-2-2018 19:22:14 | What does quality of life mean to you | IN this instance, my opinions are relegated to the overall satisfaction of life that is affected by the subjects of you Query |
| 14-2-2018 19:29:19 | What does quality of life mean to you | services and safety of where I go. |
| 14-2-2018 22:15:59 | What does quality of life mean to you | QOL in Portland is very good in terms of access to rec. activities, culture and employment. QOL in Portland is poor in terms of how Portland has become a playground for the wealthy. Overpopulated. |
| 14-2-2018 22:49:13 | What does quality of life mean to you | It's good. But I fear it's maybe gonna go to shit with all the people moving here. A million Californians and Texans can't move here and not change the way of life, right? |
| 14-2-2018 23:08:16 | What does quality of life mean to you | Being close to services I need, having a good job, ability to easily get to job and services. Good clean environment and recreation. |

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| 14-2-2018 22:56:09 | What does quality of life mean to you | Being able to work, play, and take care of myself and my family without experiencing institutional barriers |
| 14-2-2018 23:53:02 | What does quality of life mean to you | The ability to live comfortably (pay all bills with a little left over), travel through town without too many delays or excess time. Everyone has access. People with economic challenges are included. |
| 15-2-2018 00:31:06 | What does quality of life mean to you | freedom from having to step over human waste, tents and homeless. Police that respond to neighborhood issues in less than 6 hours. Spending less than 1 hour to go 4 miles because of "road diets" |
| 15-2-2018 00:56:59 | What does quality of life mean to you | housing is too expensive. |
| 15-2-2018 02:52:09 | What does quality of life mean to you | For work & home life to be harmonious. |
| 15-2-2018 03:00:32 | What does quality of life mean to you | The time, money, and space to do what I enjoy. Quick, easy access to work, shopping, mountains, and beaches. |
| 15-2-2018 03:58:03 | What does quality of life mean to you | Freedom of travel: the ability to not always have to drive and to travel shorter distances however I travel because greater Portland is relatively compact. Also, feeling safe from violent crime. |
| 15-2-2018 04:54:32 | What does quality of life mean to you | Access to parks, green spaces, recreation and entertainment safely. |
| 15-2-2018 05:04:05 | What does quality of life mean to you | A beautiful city with all the amenities to love a healthy life |
| 15-2-2018 16:25:41 | What does quality of life mean to you | What it is like to |
| 15-2-2018 16:25:41 | What does quality of life mean to you | How pleasurable/convenient it is to live in a place. |
| 15-2-2018 16:17:01 | What does quality of life mean to you | Walkability, amenities, access to food, pockets of commerce and neighborhood hubs |
| 15-2-2018 16:45:02 | What does quality of life mean to you | I don't have to spend a ton of time in traffic. To be fair I drive from East County to East Vancouver, so I avoid a lot of the nonsense and rarely to West of 205 |
| 15-2-2018 17:34:16 | What does quality of life mean to you | Neighborhood accesability for services. Not having to plan at least an hour to go accross town for either business or pleasure. Not wanting to go "downtown" because of sleeping/begging homeless peop |
| 15-2-2018 18:01:34 | What does quality of life mean to you | Quality of life means being able to live how one chooses without being overly burdened by financial troubles (high COL) and being able to move freely around (less traffic and more non-car options). |
| 15-2-2018 18:02:40 | What does quality of life mean to you | Safe, efficient, fun. |
| 15-2-2018 18:03:12 | What does quality of life mean to you | Availability of good jobs, cultural experiences, and accessibility to many things. |
| 15-2-2018 18:05:02 | What does quality of life mean to you | Family |
| 15-2-2018 18:06:28 | What does quality of life mean to you | trees, open space, services close to residential areas to minimize distance travel, consideration for low income transit users, help for seniors and disabled, cost containment for fixed income residen |
| 15-2-2018 18:06:48 | What does quality of life mean to you | Cleanliness, safety, cost. Paying a premium for filthy streets and sidewalks soaked in urine. |
| 15-2-2018 18:07:32 | What does quality of life mean to you | The ability to get around. To enjoy work and play. To afford where I live and live near work. |
| 15-2-2018 18:07:40 | What does quality of life mean to you | Housing affordability, neighborhood and green space access, availability of goods and services, ease of transportation |
| 15-2-2018 18:09:57 | What does quality of life mean to you | Happiness, success, and sustainability |

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| 15-2-2018 18:10:52 | What does quality of life mean to you | Too much stress dealing with traffic. |
| 15-2-2018 18:11:30 | What does quality of life mean to you | Security, recreation and opportunity in a safe and affordable community. |
| 15-2-2018 18:12:15 | What does quality of life mean to you | need to deal with the transient population forcing business to close in down town |
| 15-2-2018 18:17:55 | What does quality of life mean to you | Life for me in Portland is great, but I have many social privileges. I see that it could be very difficult for others. Let's use our transportation system to help lift marginalized communities. |
| 15-2-2018 18:23:49 | What does quality of life mean to you | very oppressive tax system and anti development mentality |
| 15-2-2018 18:26:54 | What does quality of life mean to you | It means access to cultural events, safety while out in the community and access to well-paying jobs. I feel quality of life is good but trending towards poor due to crowding. |
| 15-2-2018 18:31:14 | What does quality of life mean to you | A balance between earning a livelihood I feel good about and having the time and space to enjoy my friends and family in a clean environment. |
| 15-2-2018 18:32:38 | What does quality of life mean to you | Living in a safe community where everyone is welcome and valued with lots of opportunities for housing, jobs and education. |
| 15-2-2018 18:34:15 | What does quality of life mean to you | Affordable places to live, nature to visit, stuff to go see on weekends, etc. |
| 15-2-2018 18:34:18 | What does quality of life mean to you | My children are receiving a good education. I have a good job. |
| 15-2-2018 18:45:45 | What does quality of life mean to you | Affordable, access to parks and easy recreation, access to affordable, healthy food. |
| 15-2-2018 18:45:45 | What does quality of life mean to you | Affordable, access to parks and easy recreation, access to healthy food, clean air. Portland is not affordable, which is why I gave it a poor rating. |
| 15-2-2018 18:50:00 | What does quality of life mean to you | T |
| 15-2-2018 18:50:00 | What does quality of life mean to you | Downtown has turned into a dump. Dealing with the vagrants and homeless problem needs to be a priority. The current solutions are driving people away from the DT area. It's not safe and disgusting. |
| 15-2-2018 18:42:46 | What does quality of life mean to you | healthy and happy |
| 15-2-2018 19:13:47 | What does quality of life mean to you | Options for people to travel for work and pleasure. An attitude of cooperation and coordination. An effort by governing organizations to listen to people and promote equity. |
| 15-2-2018 19:24:32 | What does quality of life mean to you | Good air quality (not in Portland) Good schools (not in Portland) Robust police force (not in Portland) Good medical parks and nature areas |
| 15-2-2018 19:36:03 | What does quality of life mean to you | Low crime, Good and affordable access to places. Healthy living. Clean air and water. Good schools. Citizens and government involved in finding solutions. Reduced inequality. |
| 15-2-2018 19:57:40 | What does quality of life mean to you | Reasonably affordable, lots of opportunity and choice, weather is pretty good, and it's beautiful here. |
| 15-2-2018 20:23:05 | What does quality of life mean to you | Means clean, healthy environment, good services and nice/interesting small communities throughout the city |
| 15-2-2018 20:25:21 | What does quality of life mean to you | Nice and friendly city |
| 15-2-2018 20:25:21 | What does quality of life mean to you | Nice and friendly city. Large enough to get all services but no huge city |

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| 15-2-2018 20:47:47 | What does quality of life mean to you | Good-balance between work & home-life, enabled by a safe & environmentally-conscious transportation options. |
| 15-2-2018 20:47:59 | What does quality of life mean to you | safe living, things to do, bike and transit options, and nice environment. |
| 15-2-2018 20:52:56 | What does quality of life mean to you | Safety, cost of living, access to parks and recreation. |
| 15-2-2018 20:54:08 | What does quality of life mean to you | Ability to pursue happiness! |
| 15-2-2018 21:00:06 | What does quality of life mean to you | My personal ability to enjoy my freedoms. |
| 15-2-2018 21:41:19 | What does quality of life mean to you | it is difficult to get around because of all the cars. e |
| 15-2-2018 22:07:50 | What does quality of life mean to you | Acess to things that make me happy and the ability to avoid unreasonable/unavaoidable hardship |
| 15-2-2018 22:07:50 | What does quality of life mean to you | Acess to things that make me happy and the ability to avoid unreasonable/impossible to overcome hardships |
| 15-2-2018 22:10:46 | What does quality of life mean to you | Having an active lifestyle at home and work |
| 15-2-2018 22:25:36 | What does quality of life mean to you | places to work and play, access to good health care and great outdoor activities |
| 15-2-2018 22:37:41 | What does quality of life mean to you | Fun and access for everyone |
| 15-2-2018 23:18:52 | What does quality of life mean to you | Fairly safe, affordable, and lots of green space, farms, fields, trees, etc. Access to parks, cultural events, demographic diversity (in age, nationality, interests, etc.) |
| 16-2-2018 00:35:26 | What does quality of life mean to you | The weather is always great, there are sidewalks throughout the city. However, there are many food deserts, and the income inequity is notable. |
| 16-2-2018 00:45:29 | What does quality of life mean to you | Access the jobs, housing affordability, green space and parks |
| 16-2-2018 01:19:48 | What does quality of life mean to you | Overall access to opportunity, recreation. Beauty and cleanliness of the city. Transit opportunities/options. |
| 16-2-2018 01:58:33 | What does quality of life mean to you | Quality drops outside the city center- fewer sidewalks, terrible pedestrian safety, inconvenient public transit frequency, long travel times to run errands |
| 16-2-2018 02:34:00 | What does quality of life mean to you | Relative safety, adequate natural space amongst the city, |
| 16-2-2018 02:34:00 | What does quality of life mean to you | Relative safety, adequate natural space amongst the city, ability to afford to live near jobs. |
| 16-2-2018 04:22:28 | What does quality of life mean to you | good air and good drinking water; ease of getting around the city; cleanliness on the streets. |
| 16-2-2018 06:56:57 | What does quality of life mean to you | Easy access to services, neighbors who care about each other and lots of green spaces. |
| 16-2-2018 05:13:20 | What does quality of life mean to you | being able to enjoy your neighborhood, have a home where you can invite people to, have space to live without being crowded. It was great about 10 years ago, and it is getting crowded and annoying. |
| 16-2-2018 07:44:46 | What does quality of life mean to you | Safe, clean neighborhoods. Reasonable quiet, and feeling able to contribute to my community. |
| 16-2-2018 08:25:40 | What does quality of life mean to you | having one's needs met in a community |

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| 16-2-2018 14:28:54 | What does quality of life mean to you | Safety and options to enjoy the what Portland has to offer |
| 16-2-2018 15:49:27 | What does quality of life mean to you | Clean air and water. |
| 16-2-2018 16:14:45 | What does quality of life mean to you | Efficient road systems, clean air & water, law enforcement (especially traffic laws) |
| 16-2-2018 16:40:28 | What does quality of life mean to you | Ability to go places without car (either walking or biking). |
| 16-2-2018 17:17:11 | What does quality of life mean to you | Clean air, ability to get places not in a car |
| 16-2-2018 19:29:01 | What does quality of life mean to you | How everything balances and how easy it is for me to get where I want to go - working, shopping, running, walking, exploring. |
| 16-2-2018 19:37:45 | What does quality of life mean to you | It means that I can live |
| 16-2-2018 19:37:45 | What does quality of life mean to you | It means that I can afford to live and work in this community and have access to the activities that I want to take part in regularly. |
| 16-2-2018 19:54:21 | What does quality of life mean to you | idk |
| 16-2-2018 19:55:52 | What does quality of life mean to you | being able to afford a home. not being afraid each month of my rent increasing. knowing next year, i will be able to afford my home, health care, education, etc. |
| 16-2-2018 19:41:27 | What does quality of life mean to you | Curb growth, improve traffic flow. You will have a huge problem on hand if we don't add some more bridge lanes or bridges and another highway system, de incentivize auto driving, limit freight at Rush |
| 16-2-2018 20:02:00 | What does quality of life mean to you | Having what I need near by, short commutes for daily life necessities. Quality of life in PDX is deteriorating quickly as people move here from regions with poor quality of life. |
| 16-2-2018 20:13:10 | What does quality of life mean to you | Feeling of safety, diverse options for cultural engagement, tolerance of population, healthy lifestyle if easily obtainable, actions towards equity |
| 16-2-2018 20:18:13 | What does quality of life mean to you | Affordable housing, reasonable wages, being safe. |
| 16-2-2018 20:53:29 | What does quality of life mean to you | I am able to afford (for now) where I want to be in an neighborhood that doesn't require a car. I feel safe and well provided for. |
| 16-2-2018 21:09:13 | What does quality of life mean to you | Since 1998 while drug dealing and prostitution has gone down, abandoned autos, littering, lack of street cleaning, homelessness in public spaces (including ODOT property) has reduced livability a lot. |
| 16-2-2018 21:59:23 | What does quality of life mean to you | Being able to travel quickly in the area on roads or rail, and having affordable housing. |
| 16-2-2018 20:31:49 | What does quality of life mean to you | Variety of activity, options for going places and lots of places to go. |
| 16-2-2018 22:09:43 | What does quality of life mean to you | Access to market and restaurant are a plus when living within the metro |
| 16-2-2018 22:43:59 | What does quality of life mean to you | I cannot overstate this: Having the ability to travel to destinations via off-street bike/ped paths (like the Springwater) is the single best, most livable thing about Portland. |
| 16-2-2018 22:51:59 | What does quality of life mean to you | Access to opportunities, resources, health, education, recreation and entertainment. |
| 17-2-2018 00:35:05 | What does quality of life mean to you | good jobs, opportunities for outdoor enjoyment, people who are respectful yet engaged. |
| 17-2-2018 00:54:29 | What does quality of life mean to you | Easy access to parks, restaurants. Better air/water quality. An actual plan for homelessness. Less interaction with Needles and strung out hostile people. |

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| 17-2-2018 02:10:17 | What does quality of life mean to you | Affordable Housing options needed NOW |
| 17-2-2018 02:42:52 | What does quality of life mean to you | Not suffering for basic needs |
| 17-2-2018 02:51:04 | What does quality of life mean to you | Community liivability |
| 17-2-2018 05:34:19 | What does quality of life mean to you | Accessible, frequent and quick public transit options. A city that equally invests in transportations for cars, public bike and pedestrians in that order. |
| 17-2-2018 05:36:52 | What does quality of life mean to you | Too many gangs to many violence too many shootings in the Portland metro area all needs to come down to an end.And more people arrested cracking down on the illegal drug kind of people. |
| 17-2-2018 05:41:47 | What does quality of life mean to you | Relative to amount of natural world available on a daily basis |
| 17-2-2018 05:59:15 | What does quality of life mean to you | Livability. It is declining but isn't to "poor" yet. |
| 17-2-2018 06:11:36 | What does quality of life mean to you | Living in an environment surrounded by trees and clean air and water |
| 17-2-2018 09:20:21 | What does quality of life mean to you | The ability to reside, relatively free of worry about danger, in a place that is pleasant to be in without needing to buy anything. |
| 17-2-2018 09:20:21 | What does quality of life mean to you | The ability to reside, with basic needs easily met, relatively free of worry about danger, in a place that is pleasant to be in because of its inherent qualities, like clean air and pro-social values. |
| 17-2-2018 08:03:46 | What does quality of life mean to you | Safe, fast commutes. Easy access to essentials - work, food, social gatherings (e.g. church). |
| 17-2-2018 17:18:02 | What does quality of life mean to you | Having the access and ability to do the things I love (shop/dine/hike/work) without negative side effects (traffic). |
| 17-2-2018 17:45:33 | What does quality of life mean to you | contentment |
| 17-2-2018 17:46:43 | What does quality of life mean to you | It means equitable access to the necessities of everyday living that doesn't require inordinate effort to reach. |
| 17-2-2018 18:17:13 | What does quality of life mean to you | Access to my work and play |
| 17-2-2018 18:36:18 | What does quality of life mean to you | Community and being connected to it. Having great food |
| 17-2-2018 18:36:18 | What does quality of life mean to you | Community and being connected to it. Having healthy affordable options for food and housing. Have a strong public school option regardless of neighborhood. Portland is almost unaffordable for my family |
| 17-2-2018 18:44:29 | What does quality of life mean to you | It means balancing transportation and parking with the needs of neighborhoods. Right now feels like a free for all and developers are winning. Tax foreign investment firms the way Vancouver BC does |
| 17-2-2018 20:56:14 | What does quality of life mean to you | The quality of life is declining because of increased traffic. |
| 17-2-2018 21:33:08 | What does quality of life mean to you | I have access to food, housing, employment opportunities, community, health care services and low-cost transporation (but not great because getting access causes stress and related health problems) |
| 17-2-2018 18:56:23 | What does quality of life mean to you | It means how well my family is living. Bills are paid, we both work, our son is doing well in school, we all have great friends etc. |
| 17-2-2018 22:21:59 | What does quality of life mean to you | Safety, security, opportunity, reduction of vulnerability/good diversification. (for example, we are not dependent on just one industry for jobs). Housing, access to food, good schools |
| 17-2-2018 22:22:33 | What does quality of life mean to you | Clean, safe |

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| 18-2-2018 00:09:34 | What does quality of life mean to you | Clean air, clean water, good jobs, healthy family, good schools, access to parks |
| 18-2-2018 03:30:02 | What does quality of life mean to you | Relatively affordable (after moving from DC) and walkable. Good employment and housing options. |
| 18-2-2018 01:07:55 | What does quality of life mean to you | Diverse community, affordable housing, top notch transit & bike network, thriving arts and culture. |
| 18-2-2018 03:33:17 | What does quality of life mean to you | Mobility is a major barrier to economic progress, social equity and quality of life- especially air quality, health, jobs and housing. |
| 18-2-2018 04:29:20 | What does quality of life mean to you | For being such a "tolerant" city, it's extremely intolerant of any viewpoint it doesn't deem progressive. |
| 18-2-2018 06:22:33 | What does quality of life mean to you | Physical, mental and social well-being. |
| 18-2-2018 05:13:22 | What does quality of life mean to you | Affordability, amenities, air & water quality, accessible natural resources |
| 18-2-2018 06:33:14 | What does quality of life mean to you | Air quality, mobility options, affordability, cultural assets, safety, health |
| 18-2-2018 07:09:47 | What does quality of life mean to you | A good balance between work and life outside of work; a salary that allows me to have housing and healthy food I can afford, along with occasional entertainment. Not spending so much time commuting. |
| 18-2-2018 19:23:01 | What does quality of life mean to you | Livability crime prevention, a fully funded police department and a fully funded district attorney office. Things have done down hill. I am planning on leaving Portland |
| 18-2-2018 20:51:34 | What does quality of life mean to you | It means not growing as quickly as it is. The fast growth rate is overwhelming existing transportation and is negatively impacting quality of life (& air quality). |
| 18-2-2018 21:02:53 | What does quality of life mean to you | A place that has access to nature close at hand, local sources of food both for groceries and restaurants, local stores, lots of cultural options, public art, access to good schools for kids & adults. |
| 18-2-2018 21:02:53 | What does quality of life mean to you | Nature close at hand, local food for groceries and restaurants, local stores, lots of cultural options, public art, good schools for kids & adults, little traffic, clean environment, engaging gov. |
| 18-2-2018 22:01:23 | What does quality of life mean to you | Health, enjoyment, quality work options |
| 19-2-2018 03:22:25 | What does quality of life mean to you | Air quality, safety, economic prosperity, equity, social cohesion, lack of crime, proximity to parks and recreation and nature. |
| 19-2-2018 16:50:07 | What does quality of life mean to you | Safe and clean access to the services I need |
| 19-2-2018 17:59:31 | What does quality of life mean to you | Living in an area with affordable housing, clean air, mass transit and being able to walk downtown without homeless people on every corner. |
| 19-2-2018 18:12:50 | What does quality of life mean to you | traffic congestion and parking issues are making it worse in portland. the city should require apartment/condo buildings to provide at least one parking space for each resident |
| 20-2-2018 00:32:55 | What does quality of life mean to you | friendly people, great shopping, good & inexpensive mass transit system |
| 20-2-2018 00:52:54 | What does quality of life mean to you | Comparitively |
| 20-2-2018 00:52:54 | What does quality of life mean to you | Comparatively affordable access to work, housing & transporation. |
| 20-2-2018 00:52:54 | What does quality of life mean to you | Affordable and reliable access to work, housing & transportation. Abundance of green spaces & accesible public spaces. |
| 20-2-2018 00:52:54 | What does quality of life mean to you | Affordable and reliable access to work, housing & transportation. An abundance of green & public space. Intersting destinations |

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| 20-2-2018 00:52:54 | What does quality of life mean to you | Affordable and reliable access to work, housing & transportation. An abundance of green & public space. Interesting destinations that are easy to get to. Saft e interac from traffic, police, or others. |
| 20-2-2018 00:52:54 | What does quality of life mean to you | Affordable and reliable access to work, housing & transportation. An abundance of green & public space. Interesting destinations that are easy to get to. Safe interacti w/ traffic, police, or others |
| 20-2-2018 00:52:54 | Why did you choose to live in the greater Portlan | Progresive |
| 20-2-2018 00:52:54 | Why did you choose to live in the greater Portlan | Progressive policies, excellent public transit, affordable housing, commitment to sustainability. |
| 20-2-2018 00:32:55 | Why did you choose to live in the greater Portlan | I was born here |
| 19-2-2018 21:21:32 | Why did you choose to live in the greater Portlan | Working at Nike |
| 19-2-2018 23:07:40 | Why did you choose to live in the greater Portlan | Spouse's Job, Cheaper options than portland city |
| 20-2-2018 00:02:50 | Why did you choose to live in the greater Portlan | Work |
| 19-2-2018 18:12:50 | Why did you choose to live in the greater Portlan | little/no congestion or traffic. good public transportation. love the funky portland vibe which is going away because there is no planned development to maintain what was cool about portland |
| 19-2-2018 17:59:31 | Why did you choose to live in the greater Portlan | Quality of life, educational opportunities and close proximity to the sea and mountains |
| 19-2-2018 18:54:03 | Why did you choose to live in the greater Portlan | Teach at Portland State |
| 19-2-2018 16:50:07 | Why did you choose to live in the greater Portlan | work |
| 19-2-2018 03:49:36 | Why did you choose to live in the greater Portlan | Close to family |
| 19-2-2018 03:22:25 | Why did you choose to live in the greater Portlan | Low housing prices, parks, neighborhoods. |
| 18-2-2018 22:01:23 | Why did you choose to live in the greater Portlan | Born and raised |
| 19-2-2018 00:54:28 | Why did you choose to live in the greater Portlan | it was small and people friendly |
| 20-2-2018 01:31:33 | Why did you choose to live in the greater Portlan | Closer to work and friends, wanted to spend less time in my car, walking distance to tons of great places, overall higher quality of life. |
| 18-2-2018 21:02:53 | Why did you choose to live in the greater Portlan | Quality of life, metropolitan atmosphere, liberal society. |
| 18-2-2018 20:51:34 | Why did you choose to live in the greater Portlan | Where I work |
| 18-2-2018 19:23:01 | Why did you choose to live in the greater Portlan | It was a safe clean city. With good transparent options. That was not to expensive. The job market has already been off. |
| 18-2-2018 07:09:47 | Why did you choose to live in the greater Portlan | I love the Pacific Northwest and Portland, besides being beautiful, is more affordable than Seattle and major cities in California. There's a lot to do in Portland. |
| 18-2-2018 06:33:14 | Why did you choose to live in the greater Portlan | Housing |
| 17-2-2018 14:38:08 | Why did you choose to live in the greater Portlan | Family |

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| 18-2-2018 07:09:47 | Why did you choose to live in the greater Portlan | I love the Pacific Northwest and want to stay on the West Coast in a city I could afford. |
| 18-2-2018 05:13:22 | Why did you choose to live in the greater Portlan | I don't have to be reliant on a car. It's a city that cares. |
| 18-2-2018 06:22:33 | Why did you choose to live in the greater Portlan | I choose to live in Portland primarily because of it is bikeable. |
| 18-2-2018 06:22:33 | Why did you choose to live in the greater Portlan | I choose to live in Portland primarily because of its bike friendliness. |
| 18-2-2018 04:29:20 | Why did you choose to live in the greater Portlan | Was marginally better choice than other option at time, Seattle/Tacoma. |
| 18-2-2018 03:33:17 | Why did you choose to live in the greater Portlan | Partner's job, cheaper housing than Seattle, and proximity to Columbia Gorge (hiking). |
| 18-2-2018 04:19:52 | Why did you choose to live in the greater Portlan | Husband's career brought us here. The PNW is also a beautiful place to live. |
| 18-2-2018 01:07:55 | Why did you choose to live in the greater Portlan | Smaller community, could afford a house near schools |
| 18-2-2018 03:30:02 | Why did you choose to live in the greater Portlan | I grew up in Portland, moved to the East Coast for 12 years, and moved back to Portland to be near family, for the outdoors options, and for the lifestyle. |
| 18-2-2018 00:09:34 | Why did you choose to live in the greater Portlan | Family is here and I love it |
| 17-2-2018 22:22:33 | Why did you choose to live in the greater Portlan | The weather, city used to be clean and pretty |
| 17-2-2018 22:21:59 | Why did you choose to live in the greater Portlan | Quality of life, the people, the opportunity, the beauty. We actually chose to live here. We researched best places to live and landed in the PNW and chose Hillsboro. We are very happy here. |
| 17-2-2018 18:56:23 | Why did you choose to live in the greater Portlan | It's where my husband is from. We met and married where I was from and where he was stationed in the military. We came to Portland when he left active duty. |
| 17-2-2018 22:13:49 | Why did you choose to live in the greater Portlan | Born here, family lived here. Can't afford to move elsewhere. |
| 17-2-2018 21:33:08 | Why did you choose to live in the greater Portlan | was born here |
| 17-2-2018 20:56:14 | Why did you choose to live in the greater Portlan | Access to amenities without driving. Parks & outdoor activities. |
| 17-2-2018 18:44:29 | Why did you choose to live in the greater Portlan | Because it was cheap in the early 1990s and it offered alternatives ways of living in terms of housing, food, and innovation. |
| 17-2-2018 18:36:18 | Why did you choose to live in the greater Portlan | Parents moved here. |
| 17-2-2018 18:17:13 | Why did you choose to live in the greater Portlan | Moved here for graduate school; to network in the environmental nonprofit field |
| 17-2-2018 17:46:43 | Why did you choose to live in the greater Portlan | I was lucky to be born here, but I choose to stay because of: the dedication to environmental protection, natural beauty, its generally small-scale walkability and easy access to daily necessities. |
| 17-2-2018 17:45:33 | Why did you choose to live in the greater Portlan | amenable in major factors |
| 17-2-2018 17:29:58 | Why did you choose to live in the greater Portlan | My home |
| 17-2-2018 17:18:02 | Why did you choose to live in the greater Portlan | My family moved here when I was in high school. I chose to move back after college because I liked the greenery. I stay because we have incredible access to many things so close (less than 90 min) |

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| 17-2-2018 08:03:46 | Why did you choose to live in the greater Portlan | Walkable/bike-able. Pretty good transit (for the US). I wanted to go car-less and Portland is one of the few places in the US that you can pull that off. Wife and 2 smalls kids and we pulled it off. |
| 17-2-2018 08:20:00 | Why did you choose to live in the greater Portlan | Nature. Culture. Natural beauty. |
| 17-2-2018 09:20:21 | Why did you choose to live in the greater Portlan | I met people who invited me to move in with them; I felt like I found a political and social atmosphere I had been looking for for a long time. |
| 17-2-2018 07:10:17 | Why did you choose to live in the greater Portlan | Livability, green city, easy to get around. |
| 17-2-2018 02:08:49 | Why did you choose to live in the greater Portlan | JOB |
| 17-2-2018 07:25:33 | Why did you choose to live in the greater Portlan | work |
| 17-2-2018 06:11:36 | Why did you choose to live in the greater Portlan | Born here |
| 17-2-2018 05:59:15 | Why did you choose to live in the greater Portlan | Quality of life. It is declining rapidly. |
| 17-2-2018 05:41:47 | Why did you choose to live in the greater Portlan | neighborhoods are accessible I like fresh air |
| 17-2-2018 05:52:10 | Why did you choose to live in the greater Portlan | Family |
| 17-2-2018 05:36:52 | Why did you choose to live in the greater Portlan | To be close with family. I think Portland can do some major improvements on its community four people doing illegal drugs and gun stores should go out of business just to make our kids feel safe |
| 17-2-2018 05:34:19 | Why did you choose to live in the greater Portlan | Born and raised here. |
| 17-2-2018 02:51:04 | Why did you choose to live in the greater Portlan | Community |
| 17-2-2018 02:42:52 | Why did you choose to live in the greater Portlan | I was born here and never left. |
| 17-2-2018 02:10:17 | Why did you choose to live in the greater Portlan | Born here |
| 17-2-2018 00:54:29 | Why did you choose to live in the greater Portlan | Accessibility |
| 17-2-2018 00:35:05 | Why did you choose to live in the greater Portlan | employment opportunity |
| 16-2-2018 22:51:59 | Why did you choose to live in the greater Portlan | Portland has something for everyone, or at least it used to. The promise of green infrastructure and innovation is here. |
| 16-2-2018 22:43:59 | Why did you choose to live in the greater Portlan | Moved here for grad school at Portland State University, stayed for a job. |
| 16-2-2018 22:09:43 | Why did you choose to live in the greater Portlan | The quality of life before the increase in density building. |
| 16-2-2018 20:31:49 | Why did you choose to live in the greater Portlan | Graduate school |
| 16-2-2018 21:59:23 | Why did you choose to live in the greater Portlan | I grew up here and like the area. |
| 16-2-2018 21:09:13 | Why did you choose to live in the greater Portlan | I didn't want to live in Seattle because it was too big. Now Portland is turning into that big city and hasn't kept up on the basic maintenance, cleanliness and law enforcement that is needed. |

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| 16-2-2018 20:53:29 | Why did you choose to live in the greater Portlan | I wanted out of Texas. I thought it was beautiful here. I love the transit and the planning priorities they have here. |
| 16-2-2018 20:18:13 | Why did you choose to live in the greater Portlan | Originally came here because of a job transfer. Stayed because I used to love Portland, now I stay simply because my friends live here. |
| 16-2-2018 16:10:54 | Why did you choose to live in the greater Portlan | This is where the jobs are, where the culture is, and all the weird stuff happens! |
| 16-2-2018 20:13:10 | Why did you choose to live in the greater Portlan | I was born in Clackamas County and chose to live in Portland because it offers more of what I want: frequent/diverse transit options, walkable communities, night life, cultural engagement events |
| 16-2-2018 20:02:00 | Why did you choose to live in the greater Portlan | It fit my life then. Now the quality of life has deteriorated since outsiders have brought in their bad habits from other cities. Driving in PDX was a polite experience now it is not. |
| 16-2-2018 19:41:27 | Why did you choose to live in the greater Portlan | Beautiful scenery, interesting people, location to ocean and mountains |
| 16-2-2018 20:02:00 | Why did you choose to live in the greater Portlan | It fit my life. Now the quality of life has deteriorated since outsiders have brought in their bad habits from other cities. Driving in PDX was a polite experience now it is not. |
| 16-2-2018 19:55:52 | Why did you choose to live in the greater Portlan | liberal govt |
| 16-2-2018 19:54:21 | Why did you choose to live in the greater Portlan | Postgraduate education in a place my friends induced me to apply. |
| 16-2-2018 19:37:45 | Why did you choose to live in the greater Portlan | I grew up in Eugene, but lived in several smaller and bigger cities before landing in Portland. I was drawn here because of the "quality of life." In recent years though, this has declined. |
| 16-2-2018 19:29:01 | Why did you choose to live in the greater Portlan | Raised here and love the area! Fun, clean, friendly people with options to get anywhere! Portland has options to be big city and small neighborhood feel all at once |
| 16-2-2018 18:48:51 | Why did you choose to live in the greater Portlan | Used to be the ability to live without a car comfortably and the reputation for great biking and transit options. I feel we've slipped in these areas - other cities are doing better. |
| 16-2-2018 17:17:11 | Why did you choose to live in the greater Portlan | My kids can walk or ride to school. I don't have to have a car to get places. There trees and mountains |
| 16-2-2018 16:55:27 | Why did you choose to live in the greater Portlan | native oregonian. Best city with quick access to mountains, beach, and high desert |
| 16-2-2018 17:08:32 | Why did you choose to live in the greater Portlan | Liveability. |
| 16-2-2018 16:40:28 | Why did you choose to live in the greater Portlan | Work for Nike. |
| 16-2-2018 15:19:41 | Why did you choose to live in the greater Portlan | Work brought me here |
| 16-2-2018 16:14:45 | Why did you choose to live in the greater Portlan | Access to outdoors, big city amenities |
| 16-2-2018 15:49:27 | Why did you choose to live in the greater Portlan | Transit because I don't have a car. The bus system is very important to me. |
| 16-2-2018 14:28:54 | Why did you choose to live in the greater Portlan | Grew up here and find with all my travels it is the best place to live. |
| 16-2-2018 14:17:47 | Why did you choose to live in the greater Portlan | Work |
| 16-2-2018 08:25:40 | Why did you choose to live in the greater Portlan | spouse job |
| 16-2-2018 08:48:50 | Why did you choose to live in the greater Portlan | Jobs, climate, culture |

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| 16-2-2018 11:01:54 | Why did you choose to live in the greater Portlan | Born here, but Vancouver is looking really good lately. |
| 16-2-2018 08:00:48 | Why did you choose to live in the greater Portlan | Came here for a job opportunity from an area with limited job opportunities. |
| 16-2-2018 07:44:46 | Why did you choose to live in the greater Portlan | I enjoy the diversity of urban living yet with nature easily accessible |
| 16-2-2018 05:13:20 | Why did you choose to live in the greater Portlan | Came from out of state for college and stayed because the cost of living was significantly more affordable. |
| 16-2-2018 06:56:57 | Why did you choose to live in the greater Portlan | Public transit system and friendly, straight-forward people. |
| 16-2-2018 04:22:28 | Why did you choose to live in the greater Portlan | supposed good quality of life for reasons i listed. |
| 16-2-2018 01:53:29 | Why did you choose to live in the greater Portlan | Affordable, both big city and small town. Loved the neighborhoods |
| 16-2-2018 04:02:16 | Why did you choose to live in the greater Portlan | Bicycle culture and employment |
| 16-2-2018 02:34:00 | Why did you choose to live in the greater Portlan | Climate, access to outdoor recreation, great beer and weed. |
| 16-2-2018 01:58:33 | Why did you choose to live in the greater Portlan | My husband and I want to live somewhere walkable with great public transit. though we are both employed and paid well over minimum wage wage we are finding it harder to afford neighborhoods |
| 16-2-2018 01:58:33 | Why did you choose to live in the greater Portlan | My husband and I want to live somewhere walkable with great public transit. though we are both employed and paid well over minimum wage wage we are finding it harder to afford neighborhoods like this |
| 16-2-2018 01:19:48 | Why did you choose to live in the greater Portlan | Great career opportunity, beauty of the surrounding area, progressive city. |
| 16-2-2018 01:23:25 | Why did you choose to live in the greater Portlan | My work has always been in the greater Portland area. And I've never had a car, I've always relied on Trimet to get around |
| 16-2-2018 00:47:08 | Why did you choose to live in the greater Portlan | excitement |
| 16-2-2018 00:35:26 | Why did you choose to live in the greater Portlan | I prefer the lifestyle and that I can walk or take the bus to where I want to go. |
| 15-2-2018 18:01:27 | Why did you choose to live in the greater Portlan | My parents moved here for a job opportunity |
| 16-2-2018 00:28:46 | Why did you choose to live in the greater Portlan | Climate, culture, and options for education. |
| 16-2-2018 00:39:04 | Why did you choose to live in the greater Portlan | Family |
| 15-2-2018 23:18:52 | Why did you choose to live in the greater Portlan | A good job, family, and a very high quality of life including seasons and natural beauty. |
| 15-2-2018 23:30:41 | Why did you choose to live in the greater Portlan | The mild climate, liberal mindset, and medium sized population for a city/metro area |
| 15-2-2018 23:34:57 | Why did you choose to live in the greater Portlan | A beautiful area with strong sustainability focus. |
| 15-2-2018 22:37:41 | Why did you choose to live in the greater Portlan | School |
| 15-2-2018 22:49:00 | Why did you choose to live in the greater Portlan | I was born here and this is where I grew up. |

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| 15-2-2018 22:25:36 | Why did you choose to live in the greater Portlan | I cam here to work and stayed for the quality of life...Atlanta sucks |
| 15-2-2018 22:10:46 | Why did you choose to live in the greater Portlan | Portland is a great size - smaller than many cities, but big enough to support urban jobs |
| 15-2-2018 22:07:50 | Why did you choose to live in the greater Portlan | Parents moved here for work |
| 15-2-2018 21:41:19 | Why did you choose to live in the greater Portlan | So, I could live in a City that rains a lot and commute by bike. |
| 15-2-2018 21:00:06 | Why did you choose to live in the greater Portlan | Western Washington county is where I live and the reason I stay is because of the easy access out of town to the west, and the reliable work found in this area. |
| 15-2-2018 21:22:02 | Why did you choose to live in the greater Portlan | Grew up here. Moved back after going away to school. |
| 15-2-2018 21:23:08 | Why did you choose to live in the greater Portlan | On a whim. |
| 15-2-2018 21:33:27 | Why did you choose to live in the greater Portlan | Close to where I grew up; PNW is the best place in the country |
| 15-2-2018 20:54:08 | Why did you choose to live in the greater Portlan | Ease of achieving a joyful life compared to other vibrant cities |
| 15-2-2018 20:52:56 | Why did you choose to live in the greater Portlan | I moved for work |
| 15-2-2018 20:47:59 | Why did you choose to live in the greater Portlan | biking, politics, lovely area, |
| 15-2-2018 20:47:47 | Why did you choose to live in the greater Portlan | Good job offer from Nike, which included future prospects. |
| 15-2-2018 20:25:21 | Why did you choose to live in the greater Portlan | Job opportunities, family, Portland itself, good food, progressive mind, green. |
| 15-2-2018 20:23:05 | Why did you choose to live in the greater Portlan | great quality of life, safe, good size of city |
| 15-2-2018 20:25:04 | Why did you choose to live in the greater Portlan | I was enticed by a great job. |
| 15-2-2018 19:56:20 | Why did you choose to live in the greater Portlan | I wanted to live in the surrounding rural area but my spouse wouldn't let me. I like the amenities but it is starting to feel like an anthill, and I resent how long it takes to get around. |
| 15-2-2018 20:18:37 | Why did you choose to live in the greater Portlan | I was born in Clackamas County and chose to live and work in this area |
| 15-2-2018 19:57:40 | Why did you choose to live in the greater Portlan | Opportunity, weather, nice place to retire. |
| 15-2-2018 19:36:03 | Why did you choose to live in the greater Portlan | At the time, 1999, is was an amazing place. Now..well, it has its issues..especially with housing and traffic. And I own my house and walk to work... |
| 15-2-2018 19:24:32 | Why did you choose to live in the greater Portlan | easy to get to work |
| 15-2-2018 19:13:47 | Why did you choose to live in the greater Portlan | I enjoy the urban opportunities but also hiking in the mountains and playing at the beach. |
| 15-2-2018 18:42:46 | Why did you choose to live in the greater Portlan | parents moved here |
| 15-2-2018 18:56:56 | Why did you choose to live in the greater Portlan | Livability, family, climate, attitude of citizens, beauty, beaches, mountains, forests |

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| 15-2-2018 19:00:11 | Why did you choose to live in the greater Portlan | Family and centrally located to activities I enjoy. |
| 15-2-2018 18:50:00 | Why did you choose to live in the greater Portlan | Family. |
| 15-2-2018 18:45:45 | Why did you choose to live in the greater Portlan | I love the Pacific Northwest and have family who live in Portland. |
| 15-2-2018 18:34:08 | Why did you choose to live in the greater Portlan | My job/career is here and I enjoy much of what Portland has to offer for arts/entertainment. I would live somewhere with less traffic if I could. |
| 15-2-2018 18:40:27 | Why did you choose to live in the greater Portlan | Affordablilty and community |
| 15-2-2018 18:34:18 | Why did you choose to live in the greater Portlan | A good place to raise children. More affordable than CA. |
| 15-2-2018 18:34:15 | Why did you choose to live in the greater Portlan | I really liked Portlandia when I was in university. |
| 15-2-2018 18:32:38 | Why did you choose to live in the greater Portlan | I have lived here since I was born and love it here. It has changed significantly over the years, but I still wouldn't want to move elsewhere. |
| 15-2-2018 18:31:14 | Why did you choose to live in the greater Portlan | Progressive politics, surrounded by much natural beauty. It feels like "progress" doesn't have to come at the cost of sustainable living. |
| 15-2-2018 18:26:54 | Why did you choose to live in the greater Portlan | 30 years ago Portland was brimming with accessible cultural events, had inexpensive living costs and housing, and filled with people who had a connection to the surrounding natural areas. |
| 15-2-2018 18:23:49 | Why did you choose to live in the greater Portlan | work |
| 15-2-2018 18:11:43 | Why did you choose to live in the greater Portlan | Livable mid-sized city, access to green spaces, beautiful region |
| 15-2-2018 18:18:36 | Why did you choose to live in the greater Portlan | work |
| 15-2-2018 18:17:55 | Why did you choose to live in the greater Portlan | The community feel that Portland used to have is what kept me here. It's not as easy to live here anymore with housing prices skyrocketing and seeing people struggling so much to get by. |
| 15-2-2018 18:11:30 | Why did you choose to live in the greater Portlan | I thought it was a great city when I moved here. Affordable, easy to get around without driving, beautiful, clean and friendly. |
| 15-2-2018 18:10:52 | Why did you choose to live in the greater Portlan | Job opportunities and lower cost of living |
| 15-2-2018 18:09:57 | Why did you choose to live in the greater Portlan | Born and raised |
| 15-2-2018 18:07:40 | Why did you choose to live in the greater Portlan | Grew up here, choose to stay because of the lifestyle, access to outdoors. |
| 15-2-2018 18:07:32 | Why did you choose to live in the greater Portlan | For work and the diversity of things to do |
| 15-2-2018 18:06:46 | Why did you choose to live in the greater Portlan | I was born here. |
| 15-2-2018 18:06:48 | Why did you choose to live in the greater Portlan | Cleanliness, Safety, cost of living, Transit. All of which has disappeared in the past 5 years. |
| 15-2-2018 18:06:28 | Why did you choose to live in the greater Portlan | manageable size city, vibrant arts + culture, close to mountains and ocean; good airport + surface transit. Civic climate is progressive - mostly. |
| 15-2-2018 18:05:02 | Why did you choose to live in the greater Portlan | Work and family |

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| 15-2-2018 18:03:12 | Why did you choose to live in the greater Portlan | I liked the culture of Portland and the cost of living. |
| 15-2-2018 18:01:46 | Why did you choose to live in the greater Portlan | Born and raised here. |
| 15-2-2018 18:01:52 | Why did you choose to live in the greater Portlan | LA is no place to raise kids, weather |
| 15-2-2018 18:03:03 | Why did you choose to live in the greater Portlan | Closer to work. |
| 15-2-2018 18:03:10 | Why did you choose to live in the greater Portlan | jobs |
| 15-2-2018 18:02:40 | Why did you choose to live in the greater Portlan | No choice, that's where the majority of jobs are. |
| 15-2-2018 18:01:34 | Why did you choose to live in the greater Portlan | I grew up here. |
| 15-2-2018 17:34:16 | Why did you choose to live in the greater Portlan | Familiar, established contacts, family, overall climate, near both beach and mountains. |
| 15-2-2018 16:45:02 | Why did you choose to live in the greater Portlan | Proximity to employment opportunities. |
| 15-2-2018 16:17:01 | Why did you choose to live in the greater Portlan | Moved from Buckman to Vancouver for affordability and space. |
| 15-2-2018 16:31:20 | Why did you choose to live in the greater Portlan | Work opportunities |
| 15-2-2018 16:25:41 | Why did you choose to live in the greater Portlan | Born here, stayed for job opportunities and pleasant environs. |
| 15-2-2018 05:04:05 | Why did you choose to live in the greater Portlan | Was born here and can't imagine leaving |
| 15-2-2018 04:50:42 | Why did you choose to live in the greater Portlan | Quality of life and affordability |
| 15-2-2018 06:18:53 | Why did you choose to live in the greater Portlan | Beautiful weather, grow my business, live in the wonderful Pacific Northwest |
| 15-2-2018 03:38:26 | Why did you choose to live in the greater Portlan | employment was here |
| 15-2-2018 06:22:21 | Why did you choose to live in the greater Portlan | Born here. There are also still opportunities worth staying for |
| 15-2-2018 04:54:32 | Why did you choose to live in the greater Portlan | My wife and I moved to Vancouver for work. It was a halfway for both of us. She works in Bonneville and I work in Happy Valley. |
| 15-2-2018 03:58:03 | Why did you choose to live in the greater Portlan | It remains an excellent area to practice in my career field, I was single and footloose, I liked the leftist politics having grown tired of living in the South, and the winter climate is temperate. |
| 15-2-2018 03:00:32 | Why did you choose to live in the greater Portlan | My husband grew up here, and when he retired when wanted to come back to the area. |
| 15-2-2018 02:52:09 | Why did you choose to live in the greater Portlan | It is close to work. |
| 14-2-2018 23:25:18 | Why did you choose to live in the greater Portlan | Employment |
| 15-2-2018 01:42:04 | Why did you choose to live in the greater Portlan | forced. dad got a job at tektronix. relocated with family cos i was young |

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| 15-2-2018 00:56:59 | Why did you choose to live in the greater Portlan | job |
| 15-2-2018 00:31:06 | Why did you choose to live in the greater Portlan | reasonably priced housing, family wage jobs, 24 hour public transportation |
| 15-2-2018 00:31:06 | Why did you choose to live in the greater Portlan | reasonably priced housing, family wage jobs, 24 hour public transportation. Now the streets are filthy and crime has no consequence. personal responsibility is no longer stressed or even expected |
| 14-2-2018 23:53:02 | Why did you choose to live in the greater Portlan | I live in Vancouver, WA. I moved there because I used to work there, home prices are more affordable (so I bought a home) and I'm able to get around pretty easily. Crossing river @ rushhour, a problem |
| 14-2-2018 22:56:09 | Why did you choose to live in the greater Portlan | Access to the outdoors, small progressive city |
| 14-2-2018 23:21:58 | Why did you choose to live in the greater Portlan | Education followed by career endeavors. |
| 14-2-2018 23:08:16 | Why did you choose to live in the greater Portlan | My husband's job |
| 14-2-2018 22:49:13 | Why did you choose to live in the greater Portlan | Because I grew up in the area. Lots of other places suck and are full of Californians or Minnesotans or Pennsylvanians. Who wants to be around people like that? All those hideous accents! |
| 14-2-2018 22:15:59 | Why did you choose to live in the greater Portlan | Portland had the feel of a town when I moved here in 1996 - not a city. It is beautiful and dynamic here, but moving about the region is a complete headache and time suck anytime a.m./p.m. |
| 14-2-2018 21:42:09 | Why did you choose to live in the greater Portlan | Job opportunities |
| 14-2-2018 21:42:09 | Why did you choose to live in the greater Portlan | Job opportunity |
| 14-2-2018 21:42:09 | Why did you choose to live in the greater Portlan | Job opportunity, proximity to culture and nature |
| 14-2-2018 00:55:58 | Why did you choose to live in the greater Portlan | Arrived age 4; stayed because of my job, my family, my friends, and the quality of life. Now think of leaving the city I love because of traffic and the best places nearby being loved to death. |
| 14-2-2018 22:48:19 | Why did you choose to live in the greater Portlan | Green and progressive |
| 14-2-2018 19:29:19 | Why did you choose to live in the greater Portlan | Grew up in the area and continue to live her to be close to family |
| 14-2-2018 18:56:45 | Why did you choose to live in the greater Portlan | Born here |
| 14-2-2018 19:22:14 | Why did you choose to live in the greater Portlan | My parents chose the Portland area after being wiped out in the Vanport flood. I grew up in SE Portland and love the climate, the neighborhoods and most but not all of the rain. |
| 14-2-2018 18:55:24 | Why did you choose to live in the greater Portlan | To be close to family; to be near a thriving but compact city; and for access to the natural wonders of the Pacific Northwest. |
| 14-2-2018 18:53:27 | Why did you choose to live in the greater Portlan | Politics, art and culture plus I love the rain. |
| 14-2-2018 18:28:29 | Why did you choose to live in the greater Portlan | a girl... |
| 14-2-2018 18:40:13 | Why did you choose to live in the greater Portlan | Closer to work = less commute time and proximity to public transit. |
| 14-2-2018 18:22:48 | Why did you choose to live in the greater Portlan | The weather. |
| 14-2-2018 18:09:35 | Why did you choose to live in the greater Portlan | Religious persecution elsewhere |

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| 14-2-2018 17:57:24 | Why did you choose to live in the greater Portlan | Born here. |
| 14-2-2018 17:55:35 | Why did you choose to live in the greater Portlan | My wife and I choose to live in this area primarily because of quality of life, a culture of progressive values, and access to diverse natural environments |
| 14-2-2018 17:26:13 | Why did you choose to live in the greater Portlan | jobs + quality of life. |
| 14-2-2018 17:20:36 | Why did you choose to live in the greater Portlan | Work |
| 14-2-2018 17:04:00 | Why did you choose to live in the greater Portlan | My family lives here and its a medium size interesting city near mountains, oceans and forests. |
| 14-2-2018 17:04:00 | Why did you choose to live in the greater Portlan | My family lives here and its a medium size interesting city near the mountains, ocean and forests. |
| 14-2-2018 15:44:23 | Why did you choose to live in the greater Portlan | I was born here. Chose to stay because I like the area, the easy access to natural areas. It is becoming more expensive to stay here, however. |
| 14-2-2018 15:50:33 | Why did you choose to live in the greater Portlan | Came for college. Married local. |
| 14-2-2018 16:51:43 | Why did you choose to live in the greater Portlan | It was a good cultural fit, and (at the time) affordable. |
| 14-2-2018 10:15:30 | Why did you choose to live in the greater Portlan | Moved here when I was a kid, lived elsewhere for several years as an adult and returned to be close to family, enjoy the beauty and peacefulness of the state. |
| 14-2-2018 06:01:37 | Why did you choose to live in the greater Portlan | Not many other places I visited I've rather and can afford to live in. If I lived in Portland proper I would leave given the homeless issues and the poor maintenance and cleanliness in the city. |
| 14-2-2018 01:33:00 | Why did you choose to live in the greater Portlan | School at first, then enjoyed the city and the options it provides. |
| 14-2-2018 02:21:20 | Why did you choose to live in the greater Portlan | Born and raised. Family is all still here. Have a good job, but it requires the ease of transport of goods. With the ways are currently going that could easily change. |
| 14-2-2018 02:55:27 | Why did you choose to live in the greater Portlan | Commute, culture opportunities, density, parks |
| 14-2-2018 03:24:28 | Why did you choose to live in the greater Portlan | close to things |
| 14-2-2018 02:08:20 | Why did you choose to live in the greater Portlan | I was born and raised here never left |
| 14-2-2018 00:55:58 | Why did you choose to live in the greater Portlan | Arrived when very young but have stayed because of my job, my family, my friends, and the quality life |
| 14-2-2018 00:53:51 | Why did you choose to live in the greater Portlan | Columbia county. Work in Portland. PDOT seems clueless when it comes to car/bike safety. STOP making bike lanes and taking away traffic lanes. This is driving people out of the core. |
| 14-2-2018 00:26:42 | Why did you choose to live in the greater Portlan | Employment and family. |
| 13-2-2018 22:52:21 | Why did you choose to live in the greater Portlan | Big city amenities with a small town feel. |
| 14-2-2018 00:08:04 | Why did you choose to live in the greater Portlan | Jobs, environment, culture |
| 13-2-2018 23:58:48 | Why did you choose to live in the greater Portlan | Ferns, moss, rain, proximity to why 84 to get to the mountains |
| 13-2-2018 23:02:50 | Why did you choose to live in the greater Portlan | I was becoming homeless and had a friend who let me stay with them. |

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| 13-2-2018 22:31:31 | Why did you choose to live in the greater Portlan | Economic opportunities |
| 13-2-2018 22:33:41 | Why did you choose to live in the greater Portlan | Career opportunities, culture, arts. |
| 13-2-2018 22:12:18 | Why did you choose to live in the greater Portlan | A mild climate that allows for year-round bicycle riding with access to mountains and beach. |
| 13-2-2018 22:05:47 | Why did you choose to live in the greater Portlan | I could live without a car; I like living near mountains; politics are my politics; my preferred graduate school was here and then I got married. |
| 13-2-2018 21:50:49 | Why did you choose to live in the greater Portlan | This is Home but it is rapidly changing and does not feel the same small town in a big city. |
| 13-2-2018 21:27:37 | Why did you choose to live in the greater Portlan | Quality of life |
| 13-2-2018 21:40:25 | Why did you choose to live in the greater Portlan | Born here |
| 13-2-2018 21:20:33 | Why did you choose to live in the greater Portlan | Recreation, quality of life, respectful people, mild weather, beauty. |
| 13-2-2018 21:19:25 | Why did you choose to live in the greater Portlan | I have always liked here. We used to have wonderful, well kept roads when maintained by Multnomah County. Traffic was not bad. That has all changed. I am considering moving out of Portland. |
| 13-2-2018 21:05:54 | Why did you choose to live in the greater Portlan | Great place to have a family, my family and friends are here, it's easy to get around and is (was) affordable |
| 13-2-2018 21:05:54 | Why did you choose to live in the greater Portlan | Great place to have a family, my family and friends are here, it's easy to get around and is (was) affordable |
| 13-2-2018 20:49:23 | Why did you choose to live in the greater Portlan | my family is here |
| 13-2-2018 20:36:11 | Why did you choose to live in the greater Portlan | Job/amenity availability |
| 13-2-2018 20:19:59 | Why did you choose to live in the greater Portlan | Employment and a good deal on a house. Also have family in the area. |
| 13-2-2018 19:43:14 | Why did you choose to live in the greater Portlan | Affordable housing,natural beauty, progressive culture. |
| 13-2-2018 19:13:05 | Why did you choose to live in the greater Portlan | Family & job |
| 13-2-2018 19:16:01 | Why did you choose to live in the greater Portlan | Lack of chain stores and condos. It was cozy. |
| 13-2-2018 19:13:14 | Why did you choose to live in the greater Portlan | It used to be a clean and lovely city, extremely safe and full of economic opportunity. I also liked the relaxed attitude of citizens. Loved Vera Katz; would love to see this city run efficiently. |
| 13-2-2018 18:21:42 | Why did you choose to live in the greater Portlan | Access to many locals, city, beach , mountains |
| 13-2-2018 18:37:25 | Why did you choose to live in the greater Portlan | Less crime. More homey. Better schools. Nicer areas. Affordability. |
| 13-2-2018 19:12:36 | Why did you choose to live in the greater Portlan | Born here |
| 13-2-2018 18:52:37 | Why did you choose to live in the greater Portlan | Weather, access to natural areas, good government |
| 13-2-2018 18:17:53 | Why did you choose to live in the greater Portlan | I am a native Oregonian and my family has been here since the Oregon Trail days. I went to PSU and got a job in Portland... that is why I'm here. |

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| 13-2-2018 18:12:58 | Why did you choose to live in the greater Portlan | I moved from the Olympic Peninsula hoping for better job opportunities and access to good transit. |
| 13-2-2018 18:09:19 | Why did you choose to live in the greater Portlan | Sustainability, healthy economy, access to nature. |
| 13-2-2018 18:02:24 | Why did you choose to live in the greater Portlan | Living cost, quality of life, and sense of environmental stewardship. I was obviously a victim of bait and switch. |
| 13-2-2018 18:07:18 | Why did you choose to live in the greater Portlan | I came here for college, got married and stayed. |
| 13-2-2018 17:42:49 | Why did you choose to live in the greater Portlan | Affordability and good access to transit options, both in rapid decline. |
| 13-2-2018 17:18:10 | Why did you choose to live in the greater Portlan | I was born and raised here and love what the outdoors have to offer. |
| 13-2-2018 15:27:23 | Why did you choose to live in the greater Portlan | It is where I grew up and where my family and job are. |
| 13-2-2018 17:38:27 | Why did you choose to live in the greater Portlan | Job opportunities, things to do, food, more access to anything |
| 13-2-2018 17:40:12 | Why did you choose to live in the greater Portlan | It's very comfortable and safe and fits my lifestyle |
| 13-2-2018 16:56:05 | Why did you choose to live in the greater Portlan | Grew up here, and moved back for family and jobs. |
| 13-2-2018 15:36:46 | Why did you choose to live in the greater Portlan | Born there. |
| 13-2-2018 16:23:33 | Why did you choose to live in the greater Portlan | Could NOT handle the travel in SoCal... but it followed us here:({ |
| 13-2-2018 06:26:12 | Why did you choose to live in the greater Portlan | Lived here all my life. |
| 13-2-2018 04:13:30 | Why did you choose to live in the greater Portlan | Job, family, grew up here. Love forest park, close to beach & mountains & Columbia gorge to go hiking. Weather is usually calm & great. |
| 13-2-2018 00:48:23 | Why did you choose to live in the greater Portlan | Have lived here all my life. I love Portland and can't imagine living someplace else! |
| 13-2-2018 04:59:23 | Why did you choose to live in the greater Portlan | I was born and raised here |
| 13-2-2018 04:51:44 | Why did you choose to live in the greater Portlan | Not Greater Portland, Washington County. I do NOT associate the two as equal. |
| 13-2-2018 02:32:39 | Why did you choose to live in the greater Portlan | Born here. |
| 13-2-2018 01:39:25 | Why did you choose to live in the greater Portlan | Cost of living + high quality of life = best bang for the buck of any major city in the world. |
| 13-2-2018 01:47:49 | Why did you choose to live in the greater Portlan | Job |
| 13-2-2018 01:42:04 | Why did you choose to live in the greater Portlan | Went to school up here and stayed. Wife is from here. |
| 13-2-2018 01:31:08 | Why did you choose to live in the greater Portlan | Work |
| 13-2-2018 01:15:56 | Why did you choose to live in the greater Portlan | Born here. |

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| 13-2-2018 00:49:49 | Why did you choose to live in the greater Portlan | Cost of living, quality of life, the ability to live here without having to own a car, the "coolness" factor, Los Angeles was getting too hot and dry (global warming). |
| 13-2-2018 00:40:14 | Why did you choose to live in the greater Portlan | Work and pay. |
| 13-2-2018 00:40:27 | Why did you choose to live in the greater Portlan | for a job initially. Then because it is a very gay friendly part of the state, is more liberal, and has a better selection of cultures and foods/restaurants. |
| 13-2-2018 00:38:08 | Why did you choose to live in the greater Portlan | climate, family, opportunities. |
| 13-2-2018 00:14:36 | Why did you choose to live in the greater Portlan | It's the only regionally viable economic destination. (I'm from up river). |
| 12-2-2018 23:51:17 | Why did you choose to live in the greater Portlan | Moved here for a new job/career change in 2000. |
| 12-2-2018 23:28:31 | Why did you choose to live in the greater Portlan | I wanted to start a career in urban sustainability, and Portland was the only place in the country where this seemed possible in 1998. |
| 12-2-2018 23:24:41 | Why did you choose to live in the greater Portlan | My job at Intel brought me here. |
| 12-2-2018 22:24:59 | Why did you choose to live in the greater Portlan | Graduate school and then I never left. |
| 12-2-2018 23:46:01 | Why did you choose to live in the greater Portlan | Livable city, transit, culture. |
| 12-2-2018 23:11:46 | Why did you choose to live in the greater Portlan | cost of living, good jobs, good schools, pretty, nearby great natural attractions |
| 12-2-2018 23:14:53 | Why did you choose to live in the greater Portlan | Returning native |
| 12-2-2018 23:16:20 | Why did you choose to live in the greater Portlan | Affordability, friends, family. |
| 12-2-2018 23:14:14 | Why did you choose to live in the greater Portlan | Moved here for college, liked it enough to stay |
| 12-2-2018 23:11:50 | Why did you choose to live in the greater Portlan | Family |
| 12-2-2018 23:04:07 | Why did you choose to live in the greater Portlan | jobs. |
| 12-2-2018 22:55:03 | Why did you choose to live in the greater Portlan | Green, not a concrete jungle. Relatively clean. Life of a smaller city with room to grow is a great pace. |
| 12-2-2018 22:53:43 | Why did you choose to live in the greater Portlan | I was born here not much of a choice. I chose to live here because I like the area outside of Portland because the city has turned into a dump. |
| 12-2-2018 22:50:56 | Why did you choose to live in the greater Portlan | City livability and opportunities for work. |
| 12-2-2018 22:41:42 | Why did you choose to live in the greater Portlan | I was born here. I do not want to move away. It is getting very crowded on the roads though. |
| 12-2-2018 22:35:10 | Why did you choose to live in the greater Portlan | Job security, family and friends, comfortable with the area. |
| 12-2-2018 22:21:45 | Why did you choose to live in the greater Portlan | natural beauty |
| 12-2-2018 22:21:59 | Why did you choose to live in the greater Portlan | Grew up here |

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| 12-2-2018 22:06:04 | Why did you choose to live in the greater Portlan | weather, friends, lots to do and the beauty of the region |
| 12-2-2018 22:02:31 | Why did you choose to live in the greater Portlan | Born and raised |
| 12-2-2018 22:00:56 | Why did you choose to live in the greater Portlan | family, environment |
| 12-2-2018 21:48:44 | Why did you choose to live in the greater Portlan | Beauty, vegan food and culture, cultures attuned to young adult lifestyles, work |
| 12-2-2018 21:24:57 | Why did you choose to live in the greater Portlan | Accessible, sustainable transportation and proximity to nature |
| 12-2-2018 20:52:06 | Why did you choose to live in the greater Portlan | The weather and laidback atmosphere |
| 12-2-2018 20:06:44 | Why did you choose to live in the greater Portlan | Beautiful, great community, good job. |
| 12-2-2018 21:21:03 | Why did you choose to live in the greater Portlan | From here. |
| 12-2-2018 21:11:16 | Why did you choose to live in the greater Portlan | Walkability/Bikeability |
| 12-2-2018 21:08:17 | Why did you choose to live in the greater Portlan | Restaurants, outdoor activities, kind people and a civic minded population. |
| 12-2-2018 21:07:44 | Why did you choose to live in the greater Portlan | It's close to family while still being a big city. |
| 12-2-2018 20:54:29 | Why did you choose to live in the greater Portlan | born in Portland but I no longer like living in Multnomah County due to traffic congestion |
| 12-2-2018 20:46:29 | Why did you choose to live in the greater Portlan | I was born here. |
| 12-2-2018 20:45:58 | Why did you choose to live in the greater Portlan | Quality of life, jobs, housing, family |
| 12-2-2018 19:02:09 | Why did you choose to live in the greater Portlan | Tried many other U.S. locations, and like Portland the best. Even though it's a million and a-half strong, Portland still has a small-town kind of feel--I like that. Also good beer. |
| 12-2-2018 20:43:11 | Why did you choose to live in the greater Portlan | Moving away the second I retire |
| 12-2-2018 20:13:40 | Why did you choose to live in the greater Portlan | Family, close to natural resources |
| 12-2-2018 20:10:34 | Why did you choose to live in the greater Portlan | Dumb luck. |
| 12-2-2018 19:59:21 | Why did you choose to live in the greater Portlan | I came here where the jobs are. I would not move here now seeing the direction we are heading. Politics are bad, overly taxed, wrong focus on everything but the basics. Homelessness mess, etc. |
| 12-2-2018 19:25:39 | Why did you choose to live in the greater Portlan | Job offer, 1980. |
| 12-2-2018 19:25:05 | Why did you choose to live in the greater Portlan | I found a job here and it was more affordable than other cities on the west coast and has a great quality of life. |
| 12-2-2018 19:18:08 | Why did you choose to live in the greater Portlan | college, then stayed. |
| 12-2-2018 18:46:07 | Why did you choose to live in the greater Portlan | Grew up here |

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| 12-2-2018 17:41:24 | Why did you choose to live in the greater Portlan | The band Quasi. Seriously. |
| 12-2-2018 17:41:24 | Why did you choose to live in the greater Portlan | The band Quasi. |
| 12-2-2018 17:46:09 | Why did you choose to live in the greater Portlan | I wanted to live in a big city where I could walk, bike, and take transit to well planned neighborhoods. |
| 12-2-2018 17:48:17 | Why did you choose to live in the greater Portlan | Portland State University |
| 12-2-2018 16:42:44 | Why did you choose to live in the greater Portlan | Employment. My husband is an engineer and we're stuck living in a city. Portland had the best balance of vicinity to outdoor activities, affordability, and city perks such as the Opera. |
| 12-2-2018 17:06:19 | Why did you choose to live in the greater Portlan | Job opportunities |
| 12-2-2018 17:21:08 | Why did you choose to live in the greater Portlan | Relocated due to new job. |
| 12-2-2018 16:54:06 | Why did you choose to live in the greater Portlan | Access to wilderness areas |
| 12-2-2018 15:57:25 | Why did you choose to live in the greater Portlan | Jobs were plentiful in the engineering industry in 2005 and family were in the area. |
| 12-2-2018 15:48:30 | Why did you choose to live in the greater Portlan | I have always lived south of the greater Portland area mainly because I refuse to live in the actual city of Portland. I feel that Clackamas County offers everything I value without the city feeling. |
| 12-2-2018 08:41:19 | Why did you choose to live in the greater Portlan | Job |
| 12-2-2018 07:16:33 | Why did you choose to live in the greater Portlan | Born in Portland, grew up in Milwaukie, live in Gresham now. Would prefer to live in inner SE Area, but can not afford it working my 3 jobs, 50+ hours a week. All 3 are over min wage, but not by much. |
| 12-2-2018 06:31:42 | Why did you choose to live in the greater Portlan | Lived here since I was a baby. Gone to school in and around Portland all of my childhood years and currently a PPS HS sophomore. |
| 12-2-2018 06:19:27 | Why did you choose to live in the greater Portlan | Good taxi job market, and extended family in the area. Also like the weather and the fact that Portland is big enough to have a good job market, but smaller than Seattle or other larger cities. |
| 12-2-2018 06:01:51 | Why did you choose to live in the greater Portlan | Close to employment. |
| 12-2-2018 05:35:10 | Why did you choose to live in the greater Portlan | Job |
| 12-2-2018 05:28:17 | Why did you choose to live in the greater Portlan | Access to parks, restaurants, services, schools, hospitals, entertainment, transportation infrastructure and positive politics. |
| 12-2-2018 04:59:56 | Why did you choose to live in the greater Portlan | Spousal job opportunity |
| 12-2-2018 04:59:56 | Why did you choose to live in the greater Portlan | Spousal job opportunity @nike |
| 12-2-2018 04:02:51 | Why did you choose to live in the greater Portlan | I'm a native. |
| 12-2-2018 02:31:37 | Why did you choose to live in the greater Portlan | availability of food, entertainment, things to do, moderate weather |
| 12-2-2018 01:43:45 | Why did you choose to live in the greater Portlan | Family here - otherwise I'd leave as soon as possible |
| 12-2-2018 01:16:48 | Why did you choose to live in the greater Portlan | It's convenient to live downtown and I love being close to everything. |

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| 12-2-2018 01:17:23 | Why did you choose to live in the greater Portlan | My previous location was full of angry drivers and cement. Portland was more relaxed and had many trees. |
| 12-2-2018 00:22:53 | Why did you choose to live in the greater Portlan | I loved Portland from the moment I set eyes on it. And my wife is a native. Never wanted to live anywhere else. |
| 11-2-2018 22:13:53 | Why did you choose to live in the greater Portlan | Back then, a slower pace of life! |
| 11-2-2018 21:49:33 | Why did you choose to live in the greater Portlan | Job opportunity, reputation of the area |
| 11-2-2018 21:56:54 | Why did you choose to live in the greater Portlan | Quality of life is much higher here than into there places. |
| 11-2-2018 21:40:14 | Why did you choose to live in the greater Portlan | I'm from here |
| 11-2-2018 21:38:04 | Why did you choose to live in the greater Portlan | Nature in the city, music, availability of healthy food, ease of riding bicycles or mass transit. |
| 11-2-2018 20:57:13 | Why did you choose to live in the greater Portlan | Work/family |
| 11-2-2018 20:33:16 | Why did you choose to live in the greater Portlan | Bikable city, the weather, the food. |
| 11-2-2018 20:19:09 | Why did you choose to live in the greater Portlan | live/work balance |
| 11-2-2018 20:16:15 | Why did you choose to live in the greater Portlan | I was born here. I am a native here. This is MY hometown! |
| 11-2-2018 19:06:21 | Why did you choose to live in the greater Portlan | The city of Portland and the closeness to natural areas etc. |
| 11-2-2018 19:48:29 | Why did you choose to live in the greater Portlan | portland felt like a small neighborhood in a big city. also progressive thinking. |
| 11-2-2018 19:21:37 | Why did you choose to live in the greater Portlan | Reputation as a liberal city and strong multimodal transportation opportunities, bicycle infrastructure in particular. |
| 11-2-2018 17:51:35 | Why did you choose to live in the greater Portlan | at the time, there were good roads, light traffic. |
| 11-2-2018 18:32:11 | Why did you choose to live in the greater Portlan | Vibrant culture and proximity to nature. |
| 11-2-2018 18:18:57 | Why did you choose to live in the greater Portlan | Sought a pedestrian/biking home life surrounded by local small merchants to meet my daily needs |
| 11-2-2018 17:18:55 | Why did you choose to live in the greater Portlan | Raised here, family here. Access to parks, great neighborhoods, or on a whim, the beach or mountains. |
| 11-2-2018 15:37:29 | Why did you choose to live in the greater Portlan | The moss & ferns & the weirdo artists that used to fill the city. |
| 11-2-2018 14:14:24 | Why did you choose to live in the greater Portlan | Housing costs |
| 11-2-2018 03:44:48 | Why did you choose to live in the greater Portlan | College |
| 11-2-2018 15:03:07 | Why did you choose to live in the greater Portlan | I love our comunity |
| 11-2-2018 15:03:07 | Why did you choose to live in the greater Portlan | I love our community |

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| 11-2-2018 14:40:45 | Why did you choose to live in the greater Portlan | Because I was born here. |
| 11-2-2018 07:24:18 | Why did you choose to live in the greater Portlan | Jobs and school |
| 11-2-2018 06:44:32 | Why did you choose to live in the greater Portlan | Affordability and culture... damn it |
| 11-2-2018 09:43:51 | Why did you choose to live in the greater Portlan | Work Transfer |
| 11-2-2018 05:41:08 | Why did you choose to live in the greater Portlan | My job is downtown. No good transit options unless you live in the city of Portland. People are nice, lots of stuff to do, safe, clean, bike lanes, parks, community events, beautiful old houses |
| 11-2-2018 04:42:53 | Why did you choose to live in the greater Portlan | It's beautiful and I love the food. |
| 11-2-2018 05:21:52 | Why did you choose to live in the greater Portlan | It was cheaper than Seattle |
| 11-2-2018 04:39:47 | Why did you choose to live in the greater Portlan | Transportation, entertainment and biking. |
| 11-2-2018 04:23:56 | Why did you choose to live in the greater Portlan | Balance of good job opportunities with feasibility of commuting to acreage property |
| 11-2-2018 02:35:32 | Why did you choose to live in the greater Portlan | Job |
| 11-2-2018 02:43:54 | Why did you choose to live in the greater Portlan | I liked what I saw in the region. |
| 11-2-2018 03:17:50 | Why did you choose to live in the greater Portlan | beautiful surroundings, culture |
| 11-2-2018 02:20:11 | Why did you choose to live in the greater Portlan | Family oriented, safe and clean plus natural beauty |
| 11-2-2018 02:11:14 | Why did you choose to live in the greater Portlan | I was born here |
| 10-2-2018 23:48:46 | Why did you choose to live in the greater Portlan | Quality of life, generally slower pace, natural beauty, access to the natural world, diversity of people, less conservative than other areas. |
| 11-2-2018 02:01:33 | Why did you choose to live in the greater Portlan | Quality of life, accessibility to natural areas, transportation options |
| 10-2-2018 23:15:14 | Why did you choose to live in the greater Portlan | Family, work |
| 10-2-2018 20:49:01 | Why did you choose to live in the greater Portlan | Seemed like a great place to raise kids |
| 10-2-2018 22:58:28 | Why did you choose to live in the greater Portlan | Job |
| 10-2-2018 23:05:13 | Why did you choose to live in the greater Portlan | To be closer to family and friends |
| 10-2-2018 21:22:59 | Why did you choose to live in the greater Portlan | I think it's a beautiful area with a great climate, it's relatively safe, somewhat affordable, and has a growing economy. |
| 10-2-2018 22:13:10 | Why did you choose to live in the greater Portlan | Access to nature, ability to commute without a car. |
| 10-2-2018 21:42:04 | Why did you choose to live in the greater Portlan | Born here |

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| 10-2-2018 21:04:15 | Why did you choose to live in the greater Portlan | To be close to family. |
| 10-2-2018 17:39:56 | Why did you choose to live in the greater Portlan | Work opportunity |
| 10-2-2018 18:28:07 | Why did you choose to live in the greater Portlan | Born here |
| 10-2-2018 18:56:42 | Why did you choose to live in the greater Portlan | Proximity to mountains and coast for outdoor recreation, liberal community, interesting people and activities |
| 10-2-2018 18:25:05 | Why did you choose to live in the greater Portlan | Job was here. |
| 10-2-2018 18:03:56 | Why did you choose to live in the greater Portlan | It's where I grew up and where I plan on living post-grad. |
| 10-2-2018 18:08:34 | Why did you choose to live in the greater Portlan | Job |
| 10-2-2018 17:52:02 | Why did you choose to live in the greater Portlan | Great weather and access to nature, good food and culture |
| 10-2-2018 17:44:56 | Why did you choose to live in the greater Portlan | family lived here when i moved |
| 10-2-2018 17:39:24 | Why did you choose to live in the greater Portlan | Born here |
| 10-2-2018 16:30:42 | Why did you choose to live in the greater Portlan | Family |
| 10-2-2018 16:25:35 | Why did you choose to live in the greater Portlan | There was very little planning involved. |
| 10-2-2018 16:28:22 | Why did you choose to live in the greater Portlan | Affordable |
| 10-2-2018 16:24:48 | Why did you choose to live in the greater Portlan | Family and love Hillsboro downtown. |
| 10-2-2018 16:10:23 | Why did you choose to live in the greater Portlan | Quality of life |
| 10-2-2018 15:23:28 | Why did you choose to live in the greater Portlan | My mother grew up here, I grew up here, my children grew up here. There is everything I want here - the mountains, the ocean, the gorge, universities, book stores, museums, unique neighborhoods, food |
| 10-2-2018 16:08:08 | Why did you choose to live in the greater Portlan | Born here, did not care for the Midwest while I was there so I came back |
| 10-2-2018 15:27:42 | Why did you choose to live in the greater Portlan | It is close to where I work and I wanted to be close to all of the action |
| 10-2-2018 15:38:29 | Why did you choose to live in the greater Portlan | Quality housing, easy access to outdoor recreation, engaged public in civic affairs, unique culture, focus on creative |
| 10-2-2018 15:38:29 | Why did you choose to live in the greater Portlan | Job opportunities, quality housing, easy access to outdoor recreation, engaged public in civic affairs, unique/creative culture, more options for walking/biking, focus on urban planning and design. |
| 10-2-2018 15:38:29 | Why did you choose to live in the greater Portlan | Job opportunities, quality housing, easy access to outdoor recreation, engaged public in civic affairs, unique/creative culture, more options for walking/biking, focus on urban planning and design. |
| 10-2-2018 09:13:39 | Why did you choose to live in the greater Portlan | I wanted to live in an urban environment with easy access to nature. |
| 10-2-2018 08:32:10 | Why did you choose to live in the greater Portlan | It's my home. Born and raised. |

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| 10-2-2018 13:48:39 | Why did you choose to live in the greater Portlan | Job relocation |
| 10-2-2018 13:48:07 | Why did you choose to live in the greater Portlan | I loathe driving. By living in the city I'm able to walk, bike or take transit to almost everywhere I go, though there is a need for some improvement needed to make all of those options remain viable. |
| 10-2-2018 13:26:15 | Why did you choose to live in the greater Portlan | Moved to Portland to attend college in the mid- to late-80s and never moved back to Newberg. One mile commute to work. Easy to get around, but it's getting tougher. |
| 10-2-2018 08:28:28 | Why did you choose to live in the greater Portlan | Eclectic, mindful, nature within this big little city's limits. |
| 10-2-2018 07:48:30 | Why did you choose to live in the greater Portlan | Quality of life and job opportunities. |
| 10-2-2018 08:12:17 | Why did you choose to live in the greater Portlan | Weather, bikeability, social conciousness, strong community, urban growth boundaries, neighborhoods that felt like neighborhoods, instead of bedroom communities for a downtown. |
| 10-2-2018 07:29:24 | Why did you choose to live in the greater Portlan | Progressive city that is gay friendly and affordable. It has things to do and is a naturally beautiful place. Liberal. |
| 10-2-2018 06:33:30 | Why did you choose to live in the greater Portlan | way back when - because of its access to the mountains. |
| 10-2-2018 06:20:43 | Why did you choose to live in the greater Portlan | Returned after retirement to my hometown of Portland to enjoy its natural beauty and (at the time) human-scale blocks and buildings |
| 10-2-2018 06:11:50 | Why did you choose to live in the greater Portlan | Proximity to nature and camping. Friendly culture. Lots of outdoor activities to do in the city with my Family. Movies in the parks. Ability to easily bike or walk to work and the store |
| 10-2-2018 04:59:21 | Why did you choose to live in the greater Portlan | Bicycling, arts scene, proximity of outdoor recreation |
| 10-2-2018 03:17:30 | Why did you choose to live in the greater Portlan | Job |
| 10-2-2018 05:22:53 | Why did you choose to live in the greater Portlan | Quality of life; caring community feeling |
| 10-2-2018 05:20:25 | Why did you choose to live in the greater Portlan | I wanted to live somewhere I could ride my bike and be close to nature in a liberal city that wasn't too big. |
| 10-2-2018 04:44:04 | Why did you choose to live in the greater Portlan | Bicycle and pedestrian-friendly city; maker community |
| 10-2-2018 04:34:26 | Why did you choose to live in the greater Portlan | Because you the beauty surrounding us and the options provided for entertainment in a big city. |
| 10-2-2018 04:13:21 | Why did you choose to live in the greater Portlan | My family came here in 1844. I moved to Asia and Europe but came back because it is an American city on the West coast that I don't have to drive to live. |
| 10-2-2018 04:10:39 | Why did you choose to live in the greater Portlan | Good quality of life. |
| 10-2-2018 03:42:34 | Why did you choose to live in the greater Portlan | It's proximity to the mountains and the coast. The overall cultural and social opinions match my own. |
| 10-2-2018 03:41:28 | Why did you choose to live in the greater Portlan | This is where I was born. |
| 10-2-2018 03:21:35 | Why did you choose to live in the greater Portlan | Job opportunity |
| 10-2-2018 03:06:50 | Why did you choose to live in the greater Portlan | Cycling |
| 10-2-2018 03:02:21 | Why did you choose to live in the greater Portlan | I used to like the liveability of Portland and surrounding areas but the homeless problem and violence/crime has increased making safety a big concern |

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| 10-2-2018 02:58:06 | Why did you choose to live in the greater Portlan | Wanted to live somewhere I could bike to most everything I would need. At the time, it was much more affordable than where I was previously living. The progressive thinking & involvement of citizens. |
| 10-2-2018 02:48:33 | Why did you choose to live in the greater Portlan | Transit, biking, weather. |
| 10-2-2018 02:54:09 | Why did you choose to live in the greater Portlan | Southeast Hawthorne area |
| 10-2-2018 02:30:36 | Why did you choose to live in the greater Portlan | Born here |
| 10-2-2018 02:34:46 | Why did you choose to live in the greater Portlan | The accessibility of biking and the liberal social climate, as well as the job opportunities. |
| 10-2-2018 01:25:20 | Why did you choose to live in the greater Portlan | I was born here, I haven't moved yet. |
| 10-2-2018 01:09:45 | Why did you choose to live in the greater Portlan | I'm a native Portlander |
| 10-2-2018 01:53:22 | Why did you choose to live in the greater Portlan | Parents |
| 10-2-2018 01:03:01 | Why did you choose to live in the greater Portlan | I was born here |
| 10-2-2018 01:00:33 | Why did you choose to live in the greater Portlan | My husband grew up here and loves it. So we moved back. I love it now too. |
| 9-2-2018 23:47:07 | Why did you choose to live in the greater Portlan | Born here. |
| 10-2-2018 00:52:14 | Why did you choose to live in the greater Portlan | Livability, location |
| 10-2-2018 00:49:21 | Why did you choose to live in the greater Portlan | I was born here and I like the liberal atmosphere and opportunities here |
| 10-2-2018 00:25:22 | Why did you choose to live in the greater Portlan | It fits my personality: book lover, environmentalist, bicyclist and beer drinker. |
| 10-2-2018 00:32:41 | Why did you choose to live in the greater Portlan | I WANTED TO BE FAIRLY CLOSE TO WHERE I WORK. |
| 10-2-2018 00:32:28 | Why did you choose to live in the greater Portlan | The same answer as in "Quality of life:" walkability, mass transit, natural beauty and great people. Oh, and great food, beer and wine as well. |
| 10-2-2018 00:31:21 | Why did you choose to live in the greater Portlan | My fiancee lived here |
| 10-2-2018 00:06:16 | Why did you choose to live in the greater Portlan | More interested in city living than in suburbs |
| 10-2-2018 00:04:40 | Why did you choose to live in the greater Portlan | Away from congestion of downtown Portland. Suburbs are more my taste. |
| 9-2-2018 23:53:13 | Why did you choose to live in the greater Portlan | Family lives in Salem, found Salem boring with much more things to do up here; like transportation options |
| 9-2-2018 23:39:32 | Why did you choose to live in the greater Portlan | Wanted to live in Oregon and went to where there was a market for my skill set. |
| 9-2-2018 23:37:15 | Why did you choose to live in the greater Portlan | My friends live here. There are amazing options to bike. The people are incredibly friendly and I can meet most of my needs with public transit and biking. Also commuting from outside is far too long |
| 9-2-2018 23:37:09 | Why did you choose to live in the greater Portlan | Job/College PS -- Gresham is NOT Portland thank goodness! |

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| 9-2-2018 23:37:09 | Why did you choose to live in the greater Portlan | Job/College |
| 9-2-2018 23:36:37 | Why did you choose to live in the greater Portlan | The neighborhoods, trees, progressive values, and soccer. |
| 9-2-2018 23:27:21 | Why did you choose to live in the greater Portlan | I was born here and I love it here. Every time I leave town I wish I were home. |
| 9-2-2018 23:26:57 | Why did you choose to live in the greater Portlan | Initially, because is was a beautiful place, with good schools and people cared. |
| 9-2-2018 23:20:36 | Why did you choose to live in the greater Portlan | Moved here in late 90s for the outdoor recreation opportunities |
| 9-2-2018 23:11:33 | Why did you choose to live in the greater Portlan | Relocated for job |
| 9-2-2018 23:24:27 | Why did you choose to live in the greater Portlan | Housing is less expensive. Less hectic life style. Beautiful area. |
| 9-2-2018 23:15:10 | Why did you choose to live in the greater Portlan | Better option than Texas |
| 9-2-2018 23:10:30 | Why did you choose to live in the greater Portlan | Thought there would be good jobs here. |
| 9-2-2018 22:55:25 | Why did you choose to live in the greater Portlan | The quality of life in Portland has gotten much worse since we moved here in the mid 1970s. I think population growth has contributed to the main problems with too many people going to the same place |
| 9-2-2018 22:55:38 | Why did you choose to live in the greater Portlan | Originally, ease of access to work and goods, infrastructure, and |
| 9-2-2018 22:55:38 | Why did you choose to live in the greater Portlan | Originally, ease of access to work and goods, infrastructure, and its central location between the coast and mountains. Though, those first two reasons are strained. |
| 9-2-2018 22:11:40 | Why did you choose to live in the greater Portlan | I've lived all over the world and all over the US. Portland attracted me because of the mentality of people who live here and the European feel of the city. And of course, the bikeways! |
| 9-2-2018 22:47:33 | Why did you choose to live in the greater Portlan | For graduate school and because I could live here without a car. |
| 9-2-2018 22:48:52 | Why did you choose to live in the greater Portlan | Was born here and never had a reason to move |
| 9-2-2018 22:51:47 | Why did you choose to live in the greater Portlan | Location, options for outdoor activities |
| 9-2-2018 22:50:34 | Why did you choose to live in the greater Portlan | Lower cost of living than the bay area (where I moved from) and comparably vibrant art culture. |
| 9-2-2018 22:45:00 | Why did you choose to live in the greater Portlan | Family |
| 9-2-2018 22:41:34 | Why did you choose to live in the greater Portlan | I was born here. I stay here because of the beauty and access to outstanding natural resources as well as the values of our region, including growth management and sustainable practices. |
| 9-2-2018 22:19:31 | Why did you choose to live in the greater Portlan | I grew up here and have spent the last 75 year of my life here except for ten years in my 20's and 30's. My family and friends are here. Love the lifestyle. |
| 9-2-2018 22:12:31 | Why did you choose to live in the greater Portlan | Proximity. I wanted an easy bike ride to work (5-6 miles). I also wanted to be near restaurants, grocery stores, bars and other fun places. |
| 9-2-2018 22:10:26 | Why did you choose to live in the greater Portlan | I was born here and chose to come back after graduate school due to the high quality of life and knowledge that I did not need vehicle for my day-to-day errands and lifestyle. |
| 9-2-2018 21:51:20 | Why did you choose to live in the greater Portlan | The combination of the environment, culture, and people. |

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| 9-2-2018 21:52:21 | Why did you choose to live in the greater Portlan | Access to culture, |
| 9-2-2018 21:52:21 | Why did you choose to live in the greater Portlan | Easy access to culture and nature |
| 9-2-2018 22:00:00 | Why did you choose to live in the greater Portlan | Grew up in the area. Weather preference. |
| 9-2-2018 21:46:21 | Why did you choose to live in the greater Portlan | Progressive attitudes; great, mild weather; like-minded people; growth of region and possibilities |
| 9-2-2018 21:48:40 | Why did you choose to live in the greater Portlan | Close to cultural events, plays, music, good restaurants, great health care, great university and good schools. |
| 9-2-2018 21:37:12 | Why did you choose to live in the greater Portlan | The cultural respect for balance with the environment, and the progressive political approach. |
| 9-2-2018 21:37:08 | Why did you choose to live in the greater Portlan | I came in 1990 for my education at Lewis and Clark College. I stayed because it was a nice city with many opportunities. Now I stay for my children's educations. Not that BSD is fantastic. |
| 9-2-2018 21:35:46 | Why did you choose to live in the greater Portlan | Healthier travel options |
| 9-2-2018 21:31:47 | Why did you choose to live in the greater Portlan | Culture. City that plans. |
| 9-2-2018 21:31:26 | Why did you choose to live in the greater Portlan | Nature and biking |
| 9-2-2018 21:18:38 | Why did you choose to live in the greater Portlan | Excellent weather in spring/summer/fall. Proximity to coast and mountains. Food culture and bike friendly |
| 9-2-2018 21:22:40 | Why did you choose to live in the greater Portlan | Job. Liked it here, and stayed. |
| 9-2-2018 21:21:05 | Why did you choose to live in the greater Portlan | Work originally (after college). Then family, husband, house purchase, etc. |
| 9-2-2018 21:16:28 | Why did you choose to live in the greater Portlan | Initially, it was about affordability. |
| 9-2-2018 21:04:03 | Why did you choose to live in the greater Portlan | originally to t go to school, but then to be near friends; |
| 9-2-2018 20:51:46 | Why did you choose to live in the greater Portlan | work brought me here. lifestyle and outdoors access kept me here. |
| 9-2-2018 20:58:33 | Why did you choose to live in the greater Portlan | I can own my house and ride my bike to work in an urban environment. |
| 9-2-2018 20:53:02 | Why did you choose to live in the greater Portlan | Culture, political activity, city life, arts, parks |
| 9-2-2018 20:56:06 | Why did you choose to live in the greater Portlan | Fun city, close to outdoor activities |
| 9-2-2018 20:49:08 | Why did you choose to live in the greater Portlan | climate, proximity to outdoors |
| 9-2-2018 20:22:53 | Why did you choose to live in the greater Portlan | Climate, beer scene, and tech scene. |
| 9-2-2018 20:45:43 | Why did you choose to live in the greater Portlan | Low cost of living. Clean, quiet, and easy to get around, for a big city. Reliable, cheap transit. Bike and walkability. |
| 9-2-2018 20:20:49 | Why did you choose to live in the greater Portlan | Managed to find a job here 11 years ago. |

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| 9-2-2018 05:21:26 | Why did you choose to live in the greater Portlan | Great neighborhoods and options to not drive everywhere. |
| 9-2-2018 20:21:31 | Why did you choose to live in the greater Portlan | I was born here, and I liked it, so I stuck around. |
| 9-2-2018 20:28:02 | Why did you choose to live in the greater Portlan | Work |
| 9-2-2018 20:28:02 | Why did you choose to live in the greater Portlan | Work brought me here, but the ability to exist car free has kept me here |
| 9-2-2018 20:32:31 | Why did you choose to live in the greater Portlan | Born and raised. Left for work and came back because I love it here. |
| 9-2-2018 20:17:35 | Why did you choose to live in the greater Portlan | Originally moved here for work, but soon fell in love with the size/scale of Portland and how laid back it is about most things. |
| 9-2-2018 20:20:25 | Why did you choose to live in the greater Portlan | Jobs. |
| 9-2-2018 20:18:25 | Why did you choose to live in the greater Portlan | The access to bike greenways and mass transit. MORE PROTECTED BIKE LANES PLEASE |
| 9-2-2018 20:17:58 | Why did you choose to live in the greater Portlan | Work |
| 9-2-2018 20:17:09 | Why did you choose to live in the greater Portlan | Raised here, I've gone away and come back twice. Family reasons primarily. |
| 9-2-2018 19:46:18 | Why did you choose to live in the greater Portlan | it was affordable then and had a relaxed social atmosphere. |
| 9-2-2018 19:42:25 | Why did you choose to live in the greater Portlan | It was a clean, vibrant, and affordable city 15 years ago. Now it is plagued with big urban city issues without addressing them or any good policies to ease those issues. |
| 9-2-2018 19:08:20 | Why did you choose to live in the greater Portlan | Close to family, especially grandchildren. Climate. Cultural climate. |
| 9-2-2018 18:52:53 | Why did you choose to live in the greater Portlan | Did not choose and as soon as I am retired we are moving to a better state |
| 9-2-2018 18:52:53 | Why did you choose to live in the greater Portlan | Bicycle friendliness, booming tech, healthy environment |
| 9-2-2018 18:45:18 | Why did you choose to live in the greater Portlan | Affordable housing with good schools for my children |
| 9-2-2018 18:34:13 | Why did you choose to live in the greater Portlan | I moved here for work and just stayed |
| 9-2-2018 17:21:33 | Why did you choose to live in the greater Portlan | Easy access to lots of options and the urban landscape with lots of green space. |
| 9-2-2018 16:57:48 | Why did you choose to live in the greater Portlan | Work |
| 9-2-2018 17:17:48 | Why did you choose to live in the greater Portlan | I initially moved here because it was a nice sized and very livable city. That has significantly changed and is no longer true. |
| 9-2-2018 17:03:13 | Why did you choose to live in the greater Portlan | Weather, politics. |
| 9-2-2018 17:10:50 | Why did you choose to live in the greater Portlan | can't answer in 200 characters, but had nothing to do with |
| 9-2-2018 17:10:50 | Why did you choose to live in the greater Portlan | can't answer in 200 characters, but had nothing to do with Portland or |

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|-------------------|---|---|
| 9-2-2018 17:10:50 | Why did you choose to live in the greater Portlan | can't answer in 200 characters, but had nothing to do with Portland or Portland area |
| 9-2-2018 05:53:33 | Why did you choose to live in the greater Portlan | I like the west side as they put money back in to infrastructure. I used to love this city but the lawlessness and lack of respect to taxpayers have made me think about a move out of the state. |
| 9-2-2018 05:39:04 | Why did you choose to live in the greater Portlan | I'm a cyclist and I loved Portland's plentiful Bike accommodations. |
| 9-2-2018 04:09:51 | Why did you choose to live in the greater Portlan | I love the Pacific Northwest and all it has to offer. |
| 9-2-2018 02:44:59 | Why did you choose to live in the greater Portlan | Inherited a family home |
| 9-2-2018 01:44:25 | Why did you choose to live in the greater Portlan | Job and lifestyle. |
| 9-2-2018 01:18:35 | Why did you choose to live in the greater Portlan | I was born here. I've lived at the coast & on Mt. Hood, but Portland is where everything happens. |
| 9-2-2018 00:36:25 | Why did you choose to live in the greater Portlan | Company moved here |
| 8-2-2018 23:16:36 | Why did you choose to live in the greater Portlan | I didn't - I was born here. |
| 9-2-2018 01:15:03 | Why did you choose to live in the greater Portlan | Job |
| 8-2-2018 22:41:03 | Why did you choose to live in the greater Portlan | It's where I grew up - my family, friends, and job are all here. |
| 8-2-2018 22:31:44 | Why did you choose to live in the greater Portlan | Wife got a job in the area |
| 8-2-2018 22:31:44 | Why did you choose to live in the greater Portlan | Wife got a job in the area. |
| 8-2-2018 22:22:39 | Why did you choose to live in the greater Portlan | It was and still is a great place to work, despite Metro's best efforts to ruin it. |
| 8-2-2018 22:17:13 | Why did you choose to live in the greater Portlan | Jobs, variety of things to do, new people, everything is centered around Portland in the State of Oregon. |
| 8-2-2018 21:03:35 | Why did you choose to live in the greater Portlan | weather, outdoor activities, culture, restaurants and bars, climate |
| 8-2-2018 22:14:46 | Why did you choose to live in the greater Portlan | Got a job here |
| 8-2-2018 21:14:51 | Why did you choose to live in the greater Portlan | Moved here from Oklahoma. |
| 8-2-2018 21:04:52 | Why did you choose to live in the greater Portlan | Best Bicycling Town in the US according to Bicycling Magazine 1995 |
| 8-2-2018 21:02:28 | Why did you choose to live in the greater Portlan | Friends, quality of life in the city, amenities, access to the outdoors. |
| 8-2-2018 20:47:24 | Why did you choose to live in the greater Portlan | Born here. Stayed because I liked the scale of the area (relatable medium-sized downtown), the outdoor opportunities, the temperate climate, the people. |
| 8-2-2018 21:01:35 | Why did you choose to live in the greater Portlan | Family and employment |
| 8-2-2018 20:53:27 | Why did you choose to live in the greater Portlan | I didn't want to live in a suburb. I wanted to be walk/bike/transit dependent. |

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| 8-2-2018 20:31:42 | Why did you choose to live in the greater Portlan | I've lived all over the country, in several large cities - I moved here for the economy and climate. The fact that there was transit helped, but I've been a little disappointed in it, honestly |
| 8-2-2018 20:31:37 | Why did you choose to live in the greater Portlan | He fantasy of the old yellow bikes, the river, and the rhododendrons |
| 8-2-2018 20:30:51 | Why did you choose to live in the greater Portlan | Surrounding countryside is beautiful. |
| 8-2-2018 20:13:35 | Why did you choose to live in the greater Portlan | The weather. |
| 8-2-2018 19:30:34 | Why did you choose to live in the greater Portlan | Job opportunity opened up for wife in her field. |
| 8-2-2018 19:07:37 | Why did you choose to live in the greater Portlan | I was born and raised in Portland. I love living in the Portland area due to its close proximity to outdoor recreation. You are never more than three hours from the beach, mountains or desert. |
| 8-2-2018 18:40:36 | Why did you choose to live in the greater Portlan | Because of its location (PNW environment), its creative community, its attitudes regarding sustainability, urban planning, neighborhood design, etc. |
| 8-2-2018 17:50:14 | Why did you choose to live in the greater Portlan | Just ended up here. I don't know why you are asking about how long people have lived here. Newcomers and oldtimers should be given the same weight in decision making. |
| 8-2-2018 17:40:47 | Why did you choose to live in the greater Portlan | I am an RN and I got a travel assignment at St. Vincents in 1999. I grew up in Corvallis, and was looking to move back to Oregon. I love Beaverton. Love the MAX and the Beaverton Farmer's market! |
| 8-2-2018 17:28:28 | Why did you choose to live in the greater Portlan | Quality of life, occupation, proximity to outdoor recreation |
| 8-2-2018 17:27:13 | Why did you choose to live in the greater Portlan | Quality of life, affordability ... both have changed to the worse |
| 8-2-2018 14:41:06 | Why did you choose to live in the greater Portlan | employment |
| 8-2-2018 04:27:38 | Why did you choose to live in the greater Portlan | I like living here because of the people and the beautiful place, our care for both. |
| 8-2-2018 16:38:42 | Why did you choose to live in the greater Portlan | When i moved it was affordable, had good schools, and clean air. Now it's too expensive, over crowded classrooms, and the air quality is going down. |
| 8-2-2018 16:31:12 | Why did you choose to live in the greater Portlan | I cant afford my own home yet. I'm living with my parent. It was their choice to live here. |
| 8-2-2018 15:31:46 | Why did you choose to live in the greater Portlan | Fun, affordable City at the time (2006) -- luckily bought a house in 2009 before things got crazy with house prices. I would live in Hillsboro now if I could afford to buy and sell my house. |
| 8-2-2018 15:26:07 | Why did you choose to live in the greater Portlan | Near intel |
| 8-2-2018 15:12:49 | Why did you choose to live in the greater Portlan | Accessible to sports, parks, restaurants, entertainment |
| 8-2-2018 14:26:34 | Why did you choose to live in the greater Portlan | Job. |
| 8-2-2018 08:55:16 | Why did you choose to live in the greater Portlan | I was born here, and I love all the Pacific Northwest has to offer for hiking and photography |
| 8-2-2018 05:55:27 | Why did you choose to live in the greater Portlan | employment, we are able to use transit, walk, bicycle to most activities... but we live close to the center of Portland |
| 8-2-2018 05:48:34 | Why did you choose to live in the greater Portlan | Affordability |
| 8-2-2018 05:48:52 | Why did you choose to live in the greater Portlan | Grew up here, not crowded like Portland but close enough to enjoy do activities in Portland. |

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| 8-2-2018 05:28:33 | Why did you choose to live in the greater Portlan | availability of stores, services |
| 8-2-2018 05:05:11 | Why did you choose to live in the greater Portlan | Moved here in 1978. Considering move to eastern Oregon to escape traffic. |
| 8-2-2018 05:05:11 | Why did you choose to live in the greater Portlan | Moved here in 1978. Considering move to eastern Oregon to escape traffic. Like quality of medical care here. Dislike current income distribution -- especially for minorities and single parents. |
| 8-2-2018 04:59:10 | Why did you choose to live in the greater Portlan | Love the nature in the city and the sustainability |
| 8-2-2018 00:47:45 | Why did you choose to live in the greater Portlan | I was born here. 3rd generation |
| 8-2-2018 04:15:39 | Why did you choose to live in the greater Portlan | Grew up here,moved and came back because of getting married. Hope to move out of Portland Its such an ugly dirty City now. Every Politician needs to be fired serving Portland. |
| 8-2-2018 03:47:19 | Why did you choose to live in the greater Portlan | West side close to work and west of 217. Family in Beaverton. |
| 8-2-2018 03:39:45 | Why did you choose to live in the greater Portlan | Born here, think it is the most beautiful place on earth. |
| 8-2-2018 03:34:06 | Why did you choose to live in the greater Portlan | I was born here, but traffic is get the worse I have seen More traffic means poorer air quality Used to enjoy houses with big yards, less traffic and less fear on riding mass transit. Loss of trees |
| 8-2-2018 03:12:21 | Why did you choose to live in the greater Portlan | Income, but it is now worth my while to get of this place. |
| 8-2-2018 02:46:35 | Why did you choose to live in the greater Portlan | We choses Orenco because of the filling of a small village where things in walking and biking distance |
| 8-2-2018 00:55:24 | Why did you choose to live in the greater Portlan | I am a lifelong resident of the metro area, I love the small town feel that Portland has had, but I'm concerned about his area becoming like Seattle, the Bay area or Los Angeles. |
| 8-2-2018 00:44:51 | Why did you choose to live in the greater Portlan | I was born here. |
| 8-2-2018 00:31:03 | Why did you choose to live in the greater Portlan | The amazing culture |
| 8-2-2018 00:42:54 | Why did you choose to live in the greater Portlan | Loved it ever since I was in college |
| 8-2-2018 00:14:29 | Why did you choose to live in the greater Portlan | Love being near beach, mountain and city |
| 8-2-2018 00:07:05 | Why did you choose to live in the greater Portlan | I choose the area to finish my education, still here because I got married, however, the lack of development of road and the ready to support heavy traffic, go visit Boise! |
| 7-2-2018 23:57:43 | Why did you choose to live in the greater Portlan | Oregon is my native state and this is where the jobs are. |
| 7-2-2018 23:53:37 | Why did you choose to live in the greater Portlan | Family is here. |
| 7-2-2018 23:39:33 | Why did you choose to live in the greater Portlan | Job Moved to Portland otherwis I would much rather live elsware |
| 7-2-2018 23:39:33 | Why did you choose to live in the greater Portlan | Job Moved to Portland otherwise I would much rather live elsewhere |
| 7-2-2018 23:56:13 | Why did you choose to live in the greater Portlan | I grew up here and the community used to be a great place to live. Homelessness, trash on Portland streets, safety on Portland streets and Max are decreasing our quality of life |
| 7-2-2018 23:49:27 | Why did you choose to live in the greater Portlan | Job and wanted to be in Oregon |

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| 7-2-2018 23:52:42 | Why did you choose to live in the greater Portlan | Job Transfer |
| 7-2-2018 23:46:20 | Why did you choose to live in the greater Portlan | Love Oregon, jobs in Portland area |
| 7-2-2018 23:44:05 | Why did you choose to live in the greater Portlan | I grew up here, left for 5 years, and returned and bought a house. Washington Co. offers a little bit of everything including jobs that pay a comfortable wage |
| 7-2-2018 23:36:22 | Why did you choose to live in the greater Portlan | I was born and raised here with all my family. I love the weather and |
| 7-2-2018 23:36:22 | Why did you choose to live in the greater Portlan | I was born and raised here with all my family. I love the weather and all the activities Oregon has to offer |
| 7-2-2018 22:04:45 | Why did you choose to live in the greater Portlan | I came for college and stuck around after graduating. |
| 7-2-2018 22:06:17 | Why did you choose to live in the greater Portlan | Born and raised. |
| 7-2-2018 23:36:14 | Why did you choose to live in the greater Portlan | I've lived here my whole life (I'm 60). I hope to never move. But the more I see what's happening in PDX with the homeless and priority being given to bikes, the more I want to leave the area. |
| 7-2-2018 21:57:39 | Why did you choose to live in the greater Portlan | My husband got a job in the area. |
| 7-2-2018 21:46:22 | Why did you choose to live in the greater Portlan | Spouse got a job here |
| 7-2-2018 18:35:35 | Why did you choose to live in the greater Portlan | It's a lot safer than my hometown in Louisiana |
| 7-2-2018 21:51:55 | Why did you choose to live in the greater Portlan | Thats where I work |
| 7-2-2018 20:57:53 | Why did you choose to live in the greater Portlan | Job was there |
| 7-2-2018 21:22:39 | Why did you choose to live in the greater Portlan | I love the trees and the smell of the air. There are lots of opportunities for my family here. |
| 7-2-2018 20:33:08 | Why did you choose to live in the greater Portlan | Close to work |
| 7-2-2018 18:54:50 | Why did you choose to live in the greater Portlan | Re-starting our careers @ 40 yo. w/ no assets; wanted to live in urban PNW; Seattle traffic & rent not livable. Moved here from the economic *nightmare* of the Bay Area. Part of SF diaspora ;) |
| 7-2-2018 19:36:53 | Why did you choose to live in the greater Portlan | Access to resources and cultural events |
| 7-2-2018 19:52:05 | Why did you choose to live in the greater Portlan | Intel |
| 7-2-2018 19:52:05 | Why did you choose to live in the greater Portlan | Job |
| 7-2-2018 18:51:48 | Why did you choose to live in the greater Portlan | My family lives here, though I have stayed because of the climate, transit access, affordable housing (not so affordable recently) |
| 7-2-2018 18:42:47 | Why did you choose to live in the greater Portlan | Job |
| 7-2-2018 18:36:17 | Why did you choose to live in the greater Portlan | School |
| 7-2-2018 18:36:00 | Why did you choose to live in the greater Portlan | It was close to work |

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| 7-2-2018 18:35:51 | Why did you choose to live in the greater Portlan | Portland is a modern city |
| 7-2-2018 18:35:15 | Why did you choose to live in the greater Portlan | The connection between city and nature. Also art |
| 7-2-2018 18:35:22 | Why did you choose to live in the greater Portlan | Born here |
| 7-2-2018 18:35:14 | Why did you choose to live in the greater Portlan | I chose to come to Portland for University. |
| 7-2-2018 18:34:26 | Why did you choose to live in the greater Portlan | School |
| 7-2-2018 18:35:14 | Why did you choose to live in the greater Portlan | I was born and raised here. I will probably continue to live here when I'm older. |
| 7-2-2018 18:35:13 | Why did you choose to live in the greater Portlan | I grew up here |
| 7-2-2018 18:35:13 | Why did you choose to live in the greater Portlan | I grew up here and it has always been a beautiful place to live. The only thing that I would improve is having more transit option out in the troutdale area. Besides that Portland is a great. |
| 7-2-2018 18:35:05 | Why did you choose to live in the greater Portlan | I don't |
| 7-2-2018 18:35:03 | Why did you choose to live in the greater Portlan | The opportunity open here |
| 7-2-2018 18:34:47 | Why did you choose to live in the greater Portlan | Parents |
| 7-2-2018 17:45:24 | Why did you choose to live in the greater Portlan | cost of living and no taxes, but since 2010...rents have continued to climb without RENT CONTROL which needs to be in place and displace people to acquire higher rents by greedy landlords. |
| 7-2-2018 18:34:09 | Why did you choose to live in the greater Portlan | I actually don't live in Portland |
| 7-2-2018 18:02:28 | Why did you choose to live in the greater Portlan | Moved here for school and stayed because of the nearby forest and mountains, natural beauty of the city, and its emphasis on bike commuting |
| 7-2-2018 17:22:40 | Why did you choose to live in the greater Portlan | Stayed for the great summer weather and the opportunity to do the work that I wanted to be doing. Not so sure I want to stay much longer. |
| 7-2-2018 17:12:20 | Why did you choose to live in the greater Portlan | Career growth. |
| 7-2-2018 16:34:34 | Why did you choose to live in the greater Portlan | I was brought here as a one year old. |
| 7-2-2018 16:47:12 | Why did you choose to live in the greater Portlan | GREW UP HERE |
| 7-2-2018 16:32:50 | Why did you choose to live in the greater Portlan | The quiet neighborhood where neighbors knew each other and watched out for each other. Now renters and those displaced by gentrification have made the neighborhood just the opposite. Afraid to go out. |
| 7-2-2018 16:25:32 | Why did you choose to live in the greater Portlan | I love the vibrant communities, the access to spectacular outdoor resources, and the generally gentle nature of people here - this latter is changing as traffic and economic conflicts increase, alas. |
| 7-2-2018 16:12:53 | Why did you choose to live in the greater Portlan | I was born and raised here, now I will probably have to move because the cost of living is out of control. Stop Portland from growing. send them to eugene |
| 7-2-2018 16:09:16 | Why did you choose to live in the greater Portlan | The city had a reputation for livability. I thought that the MAX would help me live a more sustainable lifestyle. However, most services I need are not along the MAX line. |
| 7-2-2018 16:07:03 | Why did you choose to live in the greater Portlan | Work |

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|-------------------|---|---|
| 7-2-2018 15:51:00 | Why did you choose to live in the greater Portlan | vibrant city with good bike infrastructure...jobs in the environmental field |
| 7-2-2018 14:43:27 | Why did you choose to live in the greater Portlan | husband's job |
| 7-2-2018 14:23:11 | Why did you choose to live in the greater Portlan | Intel |
| 7-2-2018 14:23:11 | Why did you choose to live in the greater Portlan | Job offer here |
| 7-2-2018 08:13:52 | Why did you choose to live in the greater Portlan | Quality of life |
| 7-2-2018 05:52:35 | Why did you choose to live in the greater Portlan | Near to family |
| 7-2-2018 06:21:17 | Why did you choose to live in the greater Portlan | Family moved here when I was a baby |
| 7-2-2018 06:26:07 | Why did you choose to live in the greater Portlan | work, urban amenities |
| 7-2-2018 05:36:07 | Why did you choose to live in the greater Portlan | I attend Lewis and Clark. Which commuting to via public transport takes 2.5 hours. Each way. Which is absurd. |
| 7-2-2018 05:36:46 | Why did you choose to live in the greater Portlan | Friends, economic opportunity, outdoor activities close. |
| 6-2-2018 21:52:36 | Why did you choose to live in the greater Portlan | to be near grandchildren |
| 7-2-2018 05:49:42 | Why did you choose to live in the greater Portlan | Was born here |
| 7-2-2018 05:32:35 | Why did you choose to live in the greater Portlan | I moved here as a child and up until recently never considered moving. But it's getting way to expensive to live in the city and safety is a big issue as well. |
| 7-2-2018 05:31:51 | Why did you choose to live in the greater Portlan | It's my home |
| 7-2-2018 04:54:27 | Why did you choose to live in the greater Portlan | My husband got a job at a tech start up here! |
| 7-2-2018 05:18:04 | Why did you choose to live in the greater Portlan | Born here in 56 |
| 7-2-2018 05:18:04 | Why did you choose to live in the greater Portlan | Born here in 56 |
| 7-2-2018 04:46:46 | Why did you choose to live in the greater Portlan | Family. Work. Living conditions before 2010. |
| 7-2-2018 04:41:26 | Why did you choose to live in the greater Portlan | The nature and sense of community |
| 7-2-2018 04:41:45 | Why did you choose to live in the greater Portlan | Moved for my ex to find a job. |
| 7-2-2018 04:33:40 | Why did you choose to live in the greater Portlan | born and raised. my family came here in the 70's |
| 7-2-2018 04:27:56 | Why did you choose to live in the greater Portlan | ability to afford a house, mild winters, intellectual and social features, liberal viewpoint |
| 7-2-2018 04:21:54 | Why did you choose to live in the greater Portlan | I was born here. It used to be clean, safe, and a good place to raise kids. Now it's is not. |

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| 7-2-2018 04:06:40 | Why did you choose to live in the greater Portlan | beauty of the region, quality of life |
| 7-2-2018 03:54:01 | Why did you choose to live in the greater Portlan | Retiring and walking but walking is not safe on our park Waterfront. Bikes race and rule Downtown. |
| 7-2-2018 03:57:45 | Why did you choose to live in the greater Portlan | for a job it was a much better place to live 30 years ago |
| 7-2-2018 03:36:33 | Why did you choose to live in the greater Portlan | I first moved here over 10 years ago and loved it. Left for family and returned a few years ago. I appreciated the open-mindedness and quarkiness of the people and good public transport. |
| 7-2-2018 03:39:57 | Why did you choose to live in the greater Portlan | Born here. |
| 7-2-2018 03:21:20 | Why did you choose to live in the greater Portlan | Greater diversity from where I came from (race, nationality, gender identity, and sexual orientation) and more cultural options. |
| 7-2-2018 03:15:55 | Why did you choose to live in the greater Portlan | For two reasons; Job and better quality of life for children |
| 7-2-2018 02:59:33 | Why did you choose to live in the greater Portlan | The family lived here |
| 7-2-2018 00:59:47 | Why did you choose to live in the greater Portlan | Outdoors, beauty, and cost of living |
| 7-2-2018 02:06:57 | Why did you choose to live in the greater Portlan | Overall kindness-not so much anymore. |
| 7-2-2018 00:42:57 | Why did you choose to live in the greater Portlan | Grew up here. Moved to several other cities, but ended my first career here. |
| 7-2-2018 00:08:43 | Why did you choose to live in the greater Portlan | I was born in Portland, raised in Tigard. After I married and moved to other states, I could not wait to get back to Oregon. I love Washington County, OR, and being near Portland. |
| 7-2-2018 00:27:45 | Why did you choose to live in the greater Portlan | Grew up here, about ready to move the taxes are getting to high |
| 7-2-2018 00:12:30 | Why did you choose to live in the greater Portlan | I chose to live downtown for the amenities, because I can walk everywhere or easily take public transportation, and shopping is easy. |
| 6-2-2018 23:55:37 | Why did you choose to live in the greater Portlan | character, neighborhoods, employment, access to nature, affordable housing, low crime, |
| 6-2-2018 22:48:24 | Why did you choose to live in the greater Portlan | Girl friend moved here. But why I stay is access to nature and the ability to bike to work and culture walk ability ect. |
| 6-2-2018 23:49:57 | Why did you choose to live in the greater Portlan | The city politics and infrastructure match my value system. |
| 6-2-2018 23:37:45 | Why did you choose to live in the greater Portlan | Like minded, outdoor oriented, progressive, natural beauty, and I am a native! |
| 6-2-2018 23:37:32 | Why did you choose to live in the greater Portlan | Job |
| 6-2-2018 22:51:58 | Why did you choose to live in the greater Portlan | Career |
| 6-2-2018 22:44:45 | Why did you choose to live in the greater Portlan | It used to be a peaceful and friendly place with beautiful homes and neighborhoods. Also a very good public transportation system |
| 6-2-2018 21:50:21 | Why did you choose to live in the greater Portlan | Job |
| 6-2-2018 22:40:16 | Why did you choose to live in the greater Portlan | Size of community, friendliness, accessibility to nature, livability. |

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| 6-2-2018 22:13:44 | Why did you choose to live in the greater Portlan | Quality of life, easy access to outdoor recreation and fun city life. Best of both worlds. Bike friendly, vegan friendly, caring neighbors. |
| 6-2-2018 21:54:04 | Why did you choose to live in the greater Portlan | Smaller city than other large west coast cities. Temperate climate. Access to nature. Liberal and progressive values of the people. |
| 6-2-2018 21:44:08 | Why did you choose to live in the greater Portlan | Spouse & I both able to find jobs upon graduation, housing we could afford, so we stayed. |
| 6-2-2018 21:30:26 | Why did you choose to live in the greater Portlan | I am not sure I can afford to move to another city. I certainly cannot afford to sell my home and find an apartment as reasonable as my mortgage. |
| 6-2-2018 21:21:41 | Why did you choose to live in the greater Portlan | job relocation |
| 6-2-2018 18:52:03 | Why did you choose to live in the greater Portlan | It was not too dense, and it was easy to get around, because surface streets (I biked, rode bus and drove cars) used to be adequate for the local density. No longer, though. |
| 6-2-2018 21:12:59 | Why did you choose to live in the greater Portlan | Family, work, love the land |
| 6-2-2018 21:12:22 | Why did you choose to live in the greater Portlan | It was inexpensive at the time, and creative, quirky people could afford to live here while still making art. I also like the weather, and how beautiful the region is. |
| 6-2-2018 21:05:31 | Why did you choose to live in the greater Portlan | Job. Family. |
| 6-2-2018 21:01:23 | Why did you choose to live in the greater Portlan | Married a native Portlander and followed him here! |
| 6-2-2018 20:23:23 | Why did you choose to live in the greater Portlan | Clean air, water, environmental ethos, bike-friendly |
| 6-2-2018 20:41:40 | Why did you choose to live in the greater Portlan | access to outdoor activities short distance from |
| 6-2-2018 20:41:40 | Why did you choose to live in the greater Portlan | access to outdoor activities short distance from the city |
| 6-2-2018 20:10:29 | Why did you choose to live in the greater Portlan | Graduate school and employment. Cost of living was lower than where I grew up as well. |
| 6-2-2018 19:54:11 | Why did you choose to live in the greater Portlan | job |
| 6-2-2018 20:04:28 | Why did you choose to live in the greater Portlan | Wanted to be close to work. |
| 6-2-2018 20:01:29 | Why did you choose to live in the greater Portlan | Liberal bastion of progressive thinkers with few curmudgeons. |
| 6-2-2018 19:59:09 | Why did you choose to live in the greater Portlan | Culture, community and progressive transportation options. |
| 6-2-2018 19:55:39 | Why did you choose to live in the greater Portlan | employment |
| 6-2-2018 19:39:36 | Why did you choose to live in the greater Portlan | community and transportation infrastructure (walkability) |
| 6-2-2018 19:07:34 | Why did you choose to live in the greater Portlan | Originally moved to Portland for school, still live here because it's busy and has many more opportunities than the rest of the state |
| 6-2-2018 19:36:17 | Why did you choose to live in the greater Portlan | Housing Prices |
| 6-2-2018 19:27:17 | Why did you choose to live in the greater Portlan | Employment opportunities. |

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| 6-2-2018 19:17:00 | Why did you choose to live in the greater Portlan | The trees |
| 6-2-2018 19:22:46 | Why did you choose to live in the greater Portlan | progressive culture, beauty of the natural world, integration of sustainable values into architecture and urban planning, quality of life |
| 6-2-2018 18:54:20 | Why did you choose to live in the greater Portlan | I like living in cities and Portland has the environmental ethos that I value. It's the trees, the nature, and the sense of community that gives Portland its unique vibe. |
| 6-2-2018 18:38:56 | Why did you choose to live in the greater Portlan | I was born in this area, |
| 6-2-2018 18:38:56 | Why did you choose to live in the greater Portlan | I was born in this area. |
| 6-2-2018 16:44:54 | Why did you choose to live in the greater Portlan | Born here. |
| 6-2-2018 18:27:50 | Why did you choose to live in the greater Portlan | We enjoy living in the suburbs, not too close to the big city life, but not too far away. |
| 6-2-2018 18:37:48 | Why did you choose to live in the greater Portlan | Because it was medium density, had a lot of cultural activity, had progressive social values, traffic, housing prices, and an overall sense that it was coming into a golden age. |
| 6-2-2018 18:37:48 | Why did you choose to live in the greater Portlan | Because it was medium density, had a lot of cultural activity, progressive social values, light traffic, low housing prices, and an overall sense that it was coming into a golden age. |
| 6-2-2018 17:33:22 | Why did you choose to live in the greater Portlan | Job opportunities and back then affordable housing. |
| 6-2-2018 17:35:30 | Why did you choose to live in the greater Portlan | Moved here as a teen with family for my dads job. |
| 6-2-2018 18:27:42 | Why did you choose to live in the greater Portlan | Born here |
| 6-2-2018 18:27:05 | Why did you choose to live in the greater Portlan | Born and raised. Love the rain, keeps things green. |
| 6-2-2018 18:08:45 | Why did you choose to live in the greater Portlan | Work |
| 6-2-2018 18:09:04 | Why did you choose to live in the greater Portlan | Work and green spaces |
| 6-2-2018 17:44:49 | Why did you choose to live in the greater Portlan | family moved here |
| 6-2-2018 17:37:34 | Why did you choose to live in the greater Portlan | When I got out of the Navy both my Husband & I found jobs in Hillsboro, OR. |
| 6-2-2018 17:12:52 | Why did you choose to live in the greater Portlan | I was born here. |
| 6-2-2018 16:51:31 | Why did you choose to live in the greater Portlan | I love the community |
| 6-2-2018 16:42:27 | Why did you choose to live in the greater Portlan | My perception of a good quality of life in the Portland area. |
| 6-2-2018 16:44:05 | Why did you choose to live in the greater Portlan | My business brought me here. |
| 6-2-2018 16:39:41 | Why did you choose to live in the greater Portlan | Lewis & Clark Law School and the culture of Portland was what brought me here. |
| 6-2-2018 16:36:26 | Why did you choose to live in the greater Portlan | Quality of life and affordability |

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| 6-2-2018 16:24:16 | Why did you choose to live in the greater Portlan | It wasn't overdeveloped like other cities. |
| 6-2-2018 16:31:03 | Why did you choose to live in the greater Portlan | Family needs. |
| 6-2-2018 16:21:48 | Why did you choose to live in the greater Portlan | A positive sense of community |
| 6-2-2018 16:08:34 | Why did you choose to live in the greater Portlan | Job |
| 6-2-2018 16:18:19 | Why did you choose to live in the greater Portlan | Work |
| 6-2-2018 16:07:34 | Why did you choose to live in the greater Portlan | It's my hometown. My ancestors built Oregon. I want to make it better. I advocate for Free People in a Free Society. We are slowly trading freedom and responsibility for a "nanny state". |
| 6-2-2018 15:40:40 | Why did you choose to live in the greater Portlan | School |
| 6-2-2018 14:48:47 | Why did you choose to live in the greater Portlan | Lack of traffic. Outdoor lifestyle. |
| 6-2-2018 16:00:59 | Why did you choose to live in the greater Portlan | To live near grandchildren in Longview WA, but in a place with employment options in tech |
| 6-2-2018 15:47:48 | Why did you choose to live in the greater Portlan | I grew up in Eugene and wanted a larger Metro area |
| 6-2-2018 15:48:10 | Why did you choose to live in the greater Portlan | got a job I liked |
| 6-2-2018 15:30:12 | Why did you choose to live in the greater Portlan | Natural beauty, affordability, close to family |
| 6-2-2018 15:39:02 | Why did you choose to live in the greater Portlan | employment |
| 6-2-2018 15:19:06 | Why did you choose to live in the greater Portlan | Progressive and civic-minded ethos |
| 6-2-2018 15:19:06 | Why did you choose to live in the greater Portlan | The progressive and civic-minded ethos of the region |
| 6-2-2018 15:14:38 | Why did you choose to live in the greater Portlan | Accessibility to my needs and investment potential in housing market |
| 6-2-2018 14:52:20 | Why did you choose to live in the greater Portlan | Moderate weather, beauty of the area, family. |
| 6-2-2018 14:19:15 | Why did you choose to live in the greater Portlan | Safety, tolerance, affordability for retirement |
| 6-2-2018 14:18:00 | Why did you choose to live in the greater Portlan | Job opportunity |
| 6-2-2018 14:17:37 | Why did you choose to live in the greater Portlan | I live in the rural parts of clackamas county. Wanted to raise a family with a country work ethic and still be close to a big town. |
| 6-2-2018 12:40:40 | Why did you choose to live in the greater Portlan | Work |
| 6-2-2018 11:58:44 | Why did you choose to live in the greater Portlan | mild weather, ability to live in an urban environment but still have access to nature, intellectual and entertainment opportunities, proximity to beach and mountains. |
| 6-2-2018 08:30:26 | Why did you choose to live in the greater Portlan | Took a new job here for access to better healthcare services. |

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| 6-2-2018 10:15:07 | Why did you choose to live in the greater Portlan | I moved here to attend college and stayed. |
| 6-2-2018 08:29:19 | Why did you choose to live in the greater Portlan | After having traveled across a variety of cities around the world, I found that Portland seemed to have the nicest balance of things. |
| 6-2-2018 07:22:48 | Why did you choose to live in the greater Portlan | Close to the ocean, close to the mountains, close to the gorge with the opportunities of a city. |
| 6-2-2018 06:50:30 | Why did you choose to live in the greater Portlan | Job change, plus it was an affordable area when we moved here. |
| 6-2-2018 06:06:14 | Why did you choose to live in the greater Portlan | My job took me here. But I loved being close to the mountains, the Gorge and the Coast. |
| 6-2-2018 05:59:02 | Why did you choose to live in the greater Portlan | Max, loved downtown/various neighborhoods, mountains and ocean. |
| 6-2-2018 05:55:42 | Why did you choose to live in the greater Portlan | Young and dumb. Being a third generation native, believed in Tom McCall's vision, visit don't stay. Schooling and opportunities. |
| 6-2-2018 05:52:41 | Why did you choose to live in the greater Portlan | Accessible to mountains and ocean. Culture and arts. Diverse interests |
| 6-2-2018 05:28:03 | Why did you choose to live in the greater Portlan | Stayed after college for the easy access to flat water kayaking, and the great outdoors. |
| 6-2-2018 05:24:08 | Why did you choose to live in the greater Portlan | Job. Born in Oregon. |
| 6-2-2018 05:20:10 | Why did you choose to live in the greater Portlan | Education. Then took a job. |
| 6-2-2018 05:17:08 | Why did you choose to live in the greater Portlan | Job opportunities better than other areas in the state and family ties. |
| 6-2-2018 05:11:42 | Why did you choose to live in the greater Portlan | Closer to relatives, cooler, and more tolerant than where I used to live. |
| 6-2-2018 04:55:19 | Why did you choose to live in the greater Portlan | Went to college here and stayed |
| 6-2-2018 04:48:26 | Why did you choose to live in the greater Portlan | This is where I grew up. I would have liked to have purchased my last house on West Linn, along Hwy 43, for bus route access. However, Oregon City was more affordable |
| 6-2-2018 04:51:49 | Why did you choose to live in the greater Portlan | Fresh air and water. Proximity to Oregon's natural attributes. A place to bear children and raise them in a healthy environment. The NW is precious and worth treasuring for future generations |
| 6-2-2018 04:51:49 | Why did you choose to live in the greater Portlan | Fresh air and water. Proximity to Oregon's natural attributes. A place to bear children and raise them in a healthy environment. The NW's natural environment is precious worth treasuring for the future |
| 6-2-2018 04:42:53 | Why did you choose to live in the greater Portlan | Work and family |
| 6-2-2018 04:42:19 | Why did you choose to live in the greater Portlan | My job was in Portland. I have moved to Salem for the same reason |
| 6-2-2018 04:22:19 | Why did you choose to live in the greater Portlan | in 1988, lower cost of housing as compared to Palo Alto, less pressure on income for single mother |
| 6-2-2018 04:13:33 | Why did you choose to live in the greater Portlan | Nice place to raise a family. |
| 6-2-2018 04:10:38 | Why did you choose to live in the greater Portlan | Found a job here |
| 6-2-2018 04:07:14 | Why did you choose to live in the greater Portlan | Employment and warm weather. |

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| 6-2-2018 04:05:57 | Why did you choose to live in the greater Portlan | I like the walkable neighborhoods and the many independent businesses. |
| 6-2-2018 03:41:57 | Why did you choose to live in the greater Portlan | Work |
| 6-2-2018 03:56:18 | Why did you choose to live in the greater Portlan | Employment location before I retired |
| 6-2-2018 03:49:28 | Why did you choose to live in the greater Portlan | Affordability, access to the outdoors, cool, artsy, hipster vibe, good beer, strip clubs, good transit, temperate climate. |
| 6-2-2018 03:33:13 | Why did you choose to live in the greater Portlan | Liked the neighborhood and could afford the house at the time |
| 6-2-2018 03:35:46 | Why did you choose to live in the greater Portlan | Came here for college (Lewis & Clark) and intend to stay after for quality of life/job prospects |
| 6-2-2018 03:32:03 | Why did you choose to live in the greater Portlan | Initially a job. Stayed due to it being a cleaner less crowded city but it's changing. |
| 6-2-2018 03:14:44 | Why did you choose to live in the greater Portlan | I worked in the area. |
| 6-2-2018 03:00:46 | Why did you choose to live in the greater Portlan | That is where I owned a business. |
| 6-2-2018 02:54:45 | Why did you choose to live in the greater Portlan | Employment opportunity |
| 6-2-2018 02:52:48 | Why did you choose to live in the greater Portlan | Originally because our son needed medical care here. We love Portland. |
| 6-2-2018 02:52:02 | Why did you choose to live in the greater Portlan | Reed College |
| 6-2-2018 02:33:25 | Why did you choose to live in the greater Portlan | Portland is a great city with lots of fun things to do, but still a relatively small city where you don't feel lost in the shuffle of everything. |
| 6-2-2018 02:20:07 | Why did you choose to live in the greater Portlan | Wanted to live in a city when we retired. Had visited Portland and liked the scale of it and the climate. |
| 6-2-2018 02:24:18 | Why did you choose to live in the greater Portlan | I grew up here |
| 6-2-2018 02:15:39 | Why did you choose to live in the greater Portlan | It used to be very easy to get around. As I am sure you know we are top 10 in drive times now. |
| 6-2-2018 02:16:42 | Why did you choose to live in the greater Portlan | Culture, climate. |
| 6-2-2018 02:11:07 | Why did you choose to live in the greater Portlan | Excellent air quality. excellent neighborhoods to live in. No traffic. Farms every were. Fun downtown area to go to. Safe !! We could walk every were. |
| 6-2-2018 01:55:08 | Why did you choose to live in the greater Portlan | I did not choose, the Portland area chose me. |
| 6-2-2018 02:08:16 | Why did you choose to live in the greater Portlan | Mild climate year round, the pioneering bike culture (though lately, disappointing) |
| 6-2-2018 01:54:48 | Why did you choose to live in the greater Portlan | Family |
| 6-2-2018 01:48:12 | Why did you choose to live in the greater Portlan | Born and raised here but very seriously considering a move out of state. |
| 6-2-2018 01:36:57 | Why did you choose to live in the greater Portlan | jobs |

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|-------------------|---|---|
| 6-2-2018 01:31:40 | Why did you choose to live in the greater Portlan | I bought my house when I was still working and wanted a shorter and convenient commute access. |
| 6-2-2018 01:24:41 | Why did you choose to live in the greater Portlan | Proximity to mountains, beach & rivers. Economic vitality. |
| 6-2-2018 01:34:46 | Why did you choose to live in the greater Portlan | Big-ish city with big city opportunities, but doesn't feel too big. |
| 6-2-2018 01:25:34 | Why did you choose to live in the greater Portlan | Close to ocean and mountains - we have choice to live in big city and live in rural. |
| 6-2-2018 01:22:06 | Why did you choose to live in the greater Portlan | Moved for work |
| 6-2-2018 01:17:20 | Why did you choose to live in the greater Portlan | Because my husband was hired and our wedding's best man |
| 6-2-2018 01:17:20 | Why did you choose to live in the greater Portlan | Because my husband was hired. |
| 6-2-2018 01:10:29 | Why did you choose to live in the greater Portlan | I didn't care for Portland and I enjoy living as far outside of Portland as possible. |
| 6-2-2018 00:59:38 | Why did you choose to live in the greater Portlan | I came here to start a job after graduate school in Eugene |
| 6-2-2018 00:54:09 | Why did you choose to live in the greater Portlan | We thought there was quality of life but the homeless and taxes are driving us out. We'll move out of state Fall 2018. This is the City that DOESNT WORK |
| 6-2-2018 00:59:37 | Why did you choose to live in the greater Portlan | Job opportunities; climate |
| 6-2-2018 00:52:44 | Why did you choose to live in the greater Portlan | I chose Portland because of the quality of life, mild weather, access to ocean and mountains, and lots of liberals. |
| 6-2-2018 00:50:42 | Why did you choose to live in the greater Portlan | Oregon is the best state and Portland is a wonderful, progressive city. |
| 6-2-2018 00:39:46 | Why did you choose to live in the greater Portlan | Quality of life, beautiful surroundings, safe place to raise children, ability to get away from urban areas quickly, so many places to go, see, and enjoy |
| 6-2-2018 00:42:33 | Why did you choose to live in the greater Portlan | I've never seen anywhere that would lure me away. |
| 6-2-2018 00:37:00 | Why did you choose to live in the greater Portlan | suburban living close to the conveniences (shopping, entertainment, etc.) of the city. |
| 6-2-2018 00:38:16 | Why did you choose to live in the greater Portlan | Family (I lived in Portland for 25+ years before a 5-year hiatus in NYC). Livability (being able to bike while feeling safe, access to greenspaces). |
| 6-2-2018 00:38:08 | Why did you choose to live in the greater Portlan | Born here, didn't leave |
| 6-2-2018 00:35:42 | Why did you choose to live in the greater Portlan | love proximity to nature, quality of life, access to family. |
| 6-2-2018 00:34:37 | Why did you choose to live in the greater Portlan | Because it reflects my values and quality of life |
| 6-2-2018 00:34:01 | Why did you choose to live in the greater Portlan | Because of the public transit and affordability. At the time I moved here I was driving less and less due to failing eyesight. It is no longer affordable though. |
| 6-2-2018 00:33:55 | Why did you choose to live in the greater Portlan | Proximity to family, access to nature, natural beauty, people-focused layout of city |
| 6-2-2018 00:27:50 | Why did you choose to live in the greater Portlan | Born and raised in Clackamas County, Portland is great - great culture, great non- car transit, cyclist friendly, many activities including sports, art, music |

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| 6-2-2018 00:21:45 | Why did you choose to live in the greater Portlan | Wife choose to do residency on Pill Hill. |
| 6-2-2018 00:13:43 | Why did you choose to live in the greater Portlan | Grandkids |
| 6-2-2018 00:24:47 | Why did you choose to live in the greater Portlan | Born here...family here |
| 6-2-2018 00:24:20 | Why did you choose to live in the greater Portlan | Born and raised here |
| 6-2-2018 00:20:58 | Why did you choose to live in the greater Portlan | Excellent public transit, fewer cars, small city feeling, artsy people, and progressive values. |
| 6-2-2018 00:18:43 | Why did you choose to live in the greater Portlan | It was a progressive city surrounded by amazing enviornment. Best of both worlds. |
| 6-2-2018 00:07:48 | Why did you choose to live in the greater Portlan | Twenty eight years ago it was because of the quality of life and affordability. Both of which have declined since then. |
| 6-2-2018 00:17:03 | Why did you choose to live in the greater Portlan | Jobs, culture |
| 6-2-2018 00:15:35 | Why did you choose to live in the greater Portlan | Born Here - Fourth Generation on one side of the family |
| 6-2-2018 00:13:01 | Why did you choose to live in the greater Portlan | Pleasant housing on large lots with trees. A small town feel with moderate weather. |
| 6-2-2018 00:12:37 | Why did you choose to live in the greater Portlan | Job offer |
| 6-2-2018 00:04:50 | Why did you choose to live in the greater Portlan | Didn't choose, had to have a special school for our son. |
| 6-2-2018 00:03:48 | Why did you choose to live in the greater Portlan | It wasn't crowded and had a great quality of life. That has changed dramatically - we are even considering moving. Too many houses and people packed into too small of an area. |
| 6-2-2018 00:00:20 | Why did you choose to live in the greater Portlan | Relocated for husband's job. |
| 6-2-2018 00:00:05 | Why did you choose to live in the greater Portlan | Came here for college and chose to stay. |
| 5-2-2018 23:57:01 | Why did you choose to live in the greater Portlan | Quality of life, though it is decreasing |
| 5-2-2018 23:54:17 | Why did you choose to live in the greater Portlan | schools for children |
| 5-2-2018 23:46:38 | Why did you choose to live in the greater Portlan | Job brought us here |
| 5-2-2018 23:46:30 | Why did you choose to live in the greater Portlan | Economy |
| 5-2-2018 23:53:28 | Why did you choose to live in the greater Portlan | Job |
| 5-2-2018 23:47:22 | Why did you choose to live in the greater Portlan | Weather, proximity to family/friends, and fantastic outdoor opportunities. |
| 5-2-2018 23:46:31 | Why did you choose to live in the greater Portlan | It's fun, interesting, quirky, has all of the services I need and is close to fantastic outdoor opportunities. |
| 5-2-2018 23:46:06 | Why did you choose to live in the greater Portlan | Because it had good public transit, good libraries, lots of trees, access to healthy food, and close proximity to wild or near-wild lands. |

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| 5-2-2018 23:45:21 | Why did you choose to live in the greater Portlan | access to the things I like to do. |
| 5-2-2018 23:42:02 | Why did you choose to live in the greater Portlan | Moved here as a kid with my parents |
| 5-2-2018 23:42:20 | Why did you choose to live in the greater Portlan | Climate, progressiveness |
| 5-2-2018 23:23:44 | Why did you choose to live in the greater Portlan | To be near family. Job opportunities. |
| 5-2-2018 23:44:31 | Why did you choose to live in the greater Portlan | Lifestyle and access to outdoor activities |
| 5-2-2018 23:43:21 | Why did you choose to live in the greater Portlan | Safe, not much traffic congestion. Affordable and progressive. |
| 5-2-2018 23:41:33 | Why did you choose to live in the greater Portlan | My great-grandparents and grandparents had lived in the area for a long time, so we moved here from DC when I was 3. I don't want to live anywhere else, our state is wonderful. |
| 5-2-2018 23:40:30 | Why did you choose to live in the greater Portlan | My dad got transferred here when I was a kid back in 1969 when Portland was a nice place to live. I only stay here because my children are here. I would love to move elsewhere. |
| 5-2-2018 23:25:46 | Why did you choose to live in the greater Portlan | Diverse recreational activities, fun & interesting city life. |
| 5-2-2018 23:38:39 | Why did you choose to live in the greater Portlan | Moved here from SoCal for better schools. |
| 5-2-2018 23:35:46 | Why did you choose to live in the greater Portlan | Clean, relaxed community, diverse, beautiful region, friendly people. |
| 5-2-2018 01:07:03 | Why did you choose to live in the greater Portlan | city not too big |
| 5-2-2018 23:00:50 | Why did you choose to live in the greater Portlan | Employment opportunities |
| 5-2-2018 23:16:10 | Why did you choose to live in the greater Portlan | green trees |
| 5-2-2018 23:30:00 | Why did you choose to live in the greater Portlan | It was the cheaper rent before, Now , I do not want to move because I live close to MAX. |
| 5-2-2018 23:30:00 | Why did you choose to live in the greater Portlan | It was the cheaper rent before, Now , I do not want to move because I live close to MAX. Most people are nice still |
| 5-2-2018 23:10:58 | Why did you choose to live in the greater Portlan | Born and raised |
| 5-2-2018 23:06:56 | Why did you choose to live in the greater Portlan | job opportunity |
| 5-2-2018 23:03:25 | Why did you choose to live in the greater Portlan | I was born here and love it. |
| 5-2-2018 23:03:00 | Why did you choose to live in the greater Portlan | To get away from New York! Also to be near family and in a progressive, more green and "real" area. |
| 5-2-2018 22:59:34 | Why did you choose to live in the greater Portlan | Parents brought family here in early 80s and we stayed. I've lived on the East coast and prefer the west coast. |
| 5-2-2018 22:28:49 | Why did you choose to live in the greater Portlan | Family, low crime rate, nice environment, Portland was clean at that time. |
| 5-2-2018 22:24:10 | Why did you choose to live in the greater Portlan | Family came west before the civil war, settled here and in Tacoma |

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| 5-2-2018 21:45:06 | Why did you choose to live in the greater Portlan | that's where I grew up |
| 5-2-2018 22:14:32 | Why did you choose to live in the greater Portlan | Employment opportunity. |
| 5-2-2018 22:02:54 | Why did you choose to live in the greater Portlan | This is where I was raised & grew up All my family lives here and my children and their families live and work here This used to be a great state but 40+ years of democrats have run it into the ground |
| 5-2-2018 21:52:05 | Why did you choose to live in the greater Portlan | I like books and rain and a city that is at least somewhat environmentally conscious. |
| 5-2-2018 21:43:25 | Why did you choose to live in the greater Portlan | Spouse is from Portland |
| 5-2-2018 21:37:30 | Why did you choose to live in the greater Portlan | Where our jobs are |
| 5-2-2018 21:00:34 | Why did you choose to live in the greater Portlan | natural areas nearby; relative land prices; proximity to Cascade mountains and the coast |
| 5-2-2018 21:02:55 | Why did you choose to live in the greater Portlan | I was born here, lived here all my life. |
| 5-2-2018 21:18:18 | Why did you choose to live in the greater Portlan | Because my husband is from here and I like it here |
| 5-2-2018 21:18:14 | Why did you choose to live in the greater Portlan | My ex-wife grew up in Portland and wanted to raise our children here |
| 5-2-2018 21:14:25 | Why did you choose to live in the greater Portlan | I went to Lewis & Clark College |
| 5-2-2018 21:14:25 | Why did you choose to live in the greater Portlan | I went to Lewis & Clark College and stuck around, largely because Portland is a city that doesn't feel as overwhelming as other cities. It's broken up by a lot of green and easy to navigate. |
| 5-2-2018 21:12:57 | Why did you choose to live in the greater Portlan | Affordability, proximity to outdoor activities. Societal values. |
| 5-2-2018 20:58:09 | Why did you choose to live in the greater Portlan | It is more family friendly than Silicon Valley. There are also many close outdoor activities to enjoy. |
| 5-2-2018 20:56:18 | Why did you choose to live in the greater Portlan | variety of social, recreational, and creative outings. Neighbor aspects of Portland, assessable to excellent health care, airport etc |
| 5-2-2018 20:58:01 | Why did you choose to live in the greater Portlan | I've always lived in the Portland area. |
| 5-2-2018 20:50:48 | Why did you choose to live in the greater Portlan | I like the City of Portland, the natural environment of Oregon. It's an easy place to live except for having some of the worst roads and worst drivers in the country. |
| 5-2-2018 20:44:08 | Why did you choose to live in the greater Portlan | I live in the semi-country. Larger yards/properties, but relatively close to the city for work and entertainment. |
| 5-2-2018 20:43:28 | Why did you choose to live in the greater Portlan | I lived there as a child because that is where my parents lived. I stayed until 1993 when I moved to Clackamas because our Portland (Mall 205 area) neighborhood deteriorated. |
| 5-2-2018 20:41:31 | Why did you choose to live in the greater Portlan | The job I sought is based here and this is an excellent place to live (except for the fact that the quality of schools is way too variable across our region). |
| 5-2-2018 20:22:14 | Why did you choose to live in the greater Portlan | Family, accessibility, career, nature |
| 5-2-2018 19:34:08 | Why did you choose to live in the greater Portlan | Born and raised here. Love Oregon, getting fed up with Portland and seriously considering moving away from tri-county area. |
| 5-2-2018 18:59:00 | Why did you choose to live in the greater Portlan | Came to school 1994 |

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| 5-2-2018 17:26:31 | Why did you choose to live in the greater Portlan | 3rd generation Portlander! |
| 5-2-2018 18:43:34 | Why did you choose to live in the greater Portlan | Social climate, arts availability, and public transport |
| 5-2-2018 18:30:18 | Why did you choose to live in the greater Portlan | Access to nature. Proximity to family and my roots. I don't love it here like I used to. I'm sad to see us grow from a town to a city. I miss the old Portland and am disheartened by gentrification. |
| 5-2-2018 18:25:33 | Why did you choose to live in the greater Portlan | Affordability and livability |
| 5-2-2018 18:01:52 | Why did you choose to live in the greater Portlan | My family lives here and I've chosen to stay in Portland to be close to them. |
| 5-2-2018 16:48:51 | Why did you choose to live in the greater Portlan | This is where my family continues to reside. It's also a good environment but air quality is increasingly a problem |
| 5-2-2018 16:34:33 | Why did you choose to live in the greater Portlan | It was the closest large city to my small town, and compared to Seattle offered more affordable housing options at the time. For most of my time here I have lived in the city of Portland. |
| 5-2-2018 16:29:35 | Why did you choose to live in the greater Portlan | I moved here for graduate school. |
| 5-2-2018 16:07:53 | Why did you choose to live in the greater Portlan | Work and lifestyle |
| 5-2-2018 15:13:50 | Why did you choose to live in the greater Portlan | Thought it would be more progressive in transportation policy, work policies and treatment of people than other parts of USA |
| 5-2-2018 15:13:50 | Why did you choose to live in the greater Portlan | Thought it would be more progressive in transportation policy, work policies and treatment of people than other parts of USA, with access to beautiful places to enjoy outdoors. |
| 5-2-2018 15:26:11 | Why did you choose to live in the greater Portlan | job |
| 5-2-2018 16:06:11 | Why did you choose to live in the greater Portlan | Size, environmental quality, not SoCal. |
| 5-2-2018 08:59:19 | Why did you choose to live in the greater Portlan | Relocated due to employment. |
| 5-2-2018 06:55:47 | Why did you choose to live in the greater Portlan | Followed my brother's family after I finished grad school. He's been here since 99. |
| 5-2-2018 05:26:44 | Why did you choose to live in the greater Portlan | Less saturated of a city, but still rich with creative communities and some awareness of rising social issues. |
| 5-2-2018 05:04:09 | Why did you choose to live in the greater Portlan | I enjoy the way people think in this city. I appreciate the natural beauty, and I appreciate the city's openness and progressive tendencies. |
| 5-2-2018 04:13:17 | Why did you choose to live in the greater Portlan | Job relocation |
| 5-2-2018 03:59:43 | Why did you choose to live in the greater Portlan | Retirement community |
| 5-2-2018 00:02:33 | Why did you choose to live in the greater Portlan | Not sure anymore. |
| 5-2-2018 00:31:42 | Why did you choose to live in the greater Portlan | Family and job offer |
| 4-2-2018 22:47:59 | Why did you choose to live in the greater Portlan | Weather, cost of living, culture, beer |
| 4-2-2018 23:16:09 | Why did you choose to live in the greater Portlan | Close to family, and great culture of sustainability |

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| 4-2-2018 22:55:28 | Why did you choose to live in the greater Portlan | Born here. |
| 4-2-2018 22:14:00 | Why did you choose to live in the greater Portlan | Work opportunities when smaller town Oregon was suffering so much economically. |
| 4-2-2018 19:44:15 | Why did you choose to live in the greater Portlan | It wasnt California and it was the largest city in Oregon. |
| 4-2-2018 21:57:49 | Why did you choose to live in the greater Portlan | We got lucky and could afford to buy a house here. We also have lots of friends who ended up living here. |
| 4-2-2018 21:17:55 | Why did you choose to live in the greater Portlan | Work. |
| 4-2-2018 20:46:25 | Why did you choose to live in the greater Portlan | I moved here because I have friends in the area and was told that it's a great place to live. |
| 4-2-2018 20:10:12 | Why did you choose to live in the greater Portlan | Great job, location near outdoor recreational opportunities., at that time, affordability |
| 4-2-2018 20:24:06 | Why did you choose to live in the greater Portlan | More affordable |
| 4-2-2018 20:24:06 | Why did you choose to live in the greater Portlan | More affordable than California so I can deal with the rain. Love living on the west coast. |
| 4-2-2018 19:55:27 | Why did you choose to live in the greater Portlan | Quality of life, access to culture, relative affordability comparable to the rest of the West Coast. |
| 4-2-2018 19:42:14 | Why did you choose to live in the greater Portlan | I was born here and have chosen not to leave. |
| 4-2-2018 18:58:45 | Why did you choose to live in the greater Portlan | Biking. Due to personal health issues and environmental concerns related to low impact, sustainable living, I bike everywhere. Portland was a top candidate to enable this lifestyle. |
| 4-2-2018 19:10:30 | Why did you choose to live in the greater Portlan | Was born here, never moved away |
| 4-2-2018 19:31:07 | Why did you choose to live in the greater Portlan | Born here |
| 4-2-2018 19:27:39 | Why did you choose to live in the greater Portlan | Good schools and jobs, compact development, good transportation system. |
| 4-2-2018 18:50:51 | Why did you choose to live in the greater Portlan | The small town in Eastern Oregon I grew up in sucked. |
| 4-2-2018 18:56:27 | Why did you choose to live in the greater Portlan | Urban planning, liberal politics, low religious adherence, the rain, access to recreation, food, music, public transit. |
| 4-2-2018 18:44:40 | Why did you choose to live in the greater Portlan | Wanted to live in an urban space that was affordable. |
| 4-2-2018 18:18:30 | Why did you choose to live in the greater Portlan | Transportation system |
| 4-2-2018 18:41:17 | Why did you choose to live in the greater Portlan | High quality of life. Walking, biking, transit friendly neighborhoods. Old homes. Good food. Trees. Parks. Access to outdoors. |
| 4-2-2018 18:21:13 | Why did you choose to live in the greater Portlan | My parent's. |
| 4-2-2018 17:46:10 | Why did you choose to live in the greater Portlan | I was born and raised here but with the increase of population and the rent skyrocketing I'm thinking of moving. It's not affordable to live here anymore |
| 4-2-2018 17:38:21 | Why did you choose to live in the greater Portlan | Portland native |

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| 4-2-2018 17:14:05 | Why did you choose to live in the greater Portlan | Good atmosphere |
| 4-2-2018 17:09:22 | Why did you choose to live in the greater Portlan | It used to have a reputation for being environmentally friendly and safe |
| 4-2-2018 15:57:41 | Why did you choose to live in the greater Portlan | Born here |
| 4-2-2018 17:01:29 | Why did you choose to live in the greater Portlan | School, progressive agendas |
| 4-2-2018 17:08:04 | Why did you choose to live in the greater Portlan | quality of life, ease of getting around, progressive politics, mild weather |
| 4-2-2018 16:52:39 | Why did you choose to live in the greater Portlan | Moved here for school and stayed for better opportunities (originally from rural Oregon) |
| 4-2-2018 16:23:19 | Why did you choose to live in the greater Portlan | Came with family as a child |
| 4-2-2018 16:52:00 | Why did you choose to live in the greater Portlan | I moved out here in 2014 to be near family. |
| 4-2-2018 15:53:44 | Why did you choose to live in the greater Portlan | I was born in Beaverton, and I wanted to explore my city so I moved around a bit to get more perspective. |
| 4-2-2018 15:36:40 | Why did you choose to live in the greater Portlan | Unlike most people I was born here... |
| 4-2-2018 15:49:52 | Why did you choose to live in the greater Portlan | Agriculture, metro area jobs, small business. |
| 4-2-2018 15:31:19 | Why did you choose to live in the greater Portlan | Progressive, beautiful city that's more like a town in many ways |
| 4-2-2018 12:07:00 | Why did you choose to live in the greater Portlan | small city with great neighborhoods |
| 4-2-2018 09:28:28 | Why did you choose to live in the greater Portlan | Close to family and current job. I also enjoy the proximity to oceans and mountains |
| 4-2-2018 04:17:22 | Why did you choose to live in the greater Portlan | I fell in love with Portland as a teenager because of it's culture and weather |
| 4-2-2018 04:49:21 | Why did you choose to live in the greater Portlan | because of its public transit system and emphasis on liveability |
| 4-2-2018 06:06:48 | Why did you choose to live in the greater Portlan | I moved back here (was raised here & moved during high school) for college and found a job to stay after grad school. I was in a serious relationship (now we are getting married!) and wanted to stay. |
| 3-2-2018 22:09:00 | Why did you choose to live in the greater Portlan | It had a better bike infrastructure and was less hilly than Seattle. |
| 3-2-2018 23:20:16 | Why did you choose to live in the greater Portlan | Work |
| 3-2-2018 20:59:27 | Why did you choose to live in the greater Portlan | I've lived here my entire life (25 years), and wouldn't choose anywhere else as a place to live. Being driving distance from coast and mountain, and seeing Portland grow into a "big city" is the best. |
| 3-2-2018 20:34:34 | Why did you choose to live in the greater Portlan | Small feel but many of the amenities of the larger cities. |
| 3-2-2018 19:08:15 | Why did you choose to live in the greater Portlan | Grew up here, moved away, and then returned both for the superior quality of life and connections to friends and family. |
| 3-2-2018 19:11:05 | Why did you choose to live in the greater Portlan | to work for a firm I've always wanted to work for in a city I've always wanted to live in. |

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| 3-2-2018 17:05:23 | Why did you choose to live in the greater Portlan | Lots of great people, interesting art, foodie scene. |
| 3-2-2018 16:47:56 | Why did you choose to live in the greater Portlan | Outdoor activities |
| 3-2-2018 17:35:50 | Why did you choose to live in the greater Portlan | BORN HERE |
| 3-2-2018 16:45:00 | Why did you choose to live in the greater Portlan | Ease of access to big city living without really living in a big city. |
| 3-2-2018 16:11:23 | Why did you choose to live in the greater Portlan | Thriving arts and culture. Bicycle transportation. Urban farming. Healing Arts. Street/Community Festivals/events. Access to good food,even for low income communities. Affordable health,greenspaces. |
| 3-2-2018 16:13:29 | Why did you choose to live in the greater Portlan | I started a job here in 1989, plus I grew up here and love the Pacific Northwest |
| 3-2-2018 15:56:25 | Why did you choose to live in the greater Portlan | The first time, it was random. The second time it was because I fell in love with the city and the people. I still love the food scene, culture, beauty of the area, and my friends. |
| 3-2-2018 15:52:41 | Why did you choose to live in the greater Portlan | To avoid having to own a car |
| 3-2-2018 11:23:09 | Why did you choose to live in the greater Portlan | Bred, born and raised here |
| 3-2-2018 08:33:48 | Why did you choose to live in the greater Portlan | Because I just did. |
| 3-2-2018 00:45:36 | Why did you choose to live in the greater Portlan | I grew up here and I am comfortable here. |
| 2-2-2018 22:33:50 | Why did you choose to live in the greater Portlan | Environmentally aware population, city accommodations, outdoor recreation opportunities. |
| 3-2-2018 00:36:43 | Why did you choose to live in the greater Portlan | I was born here. |
| 2-2-2018 23:19:46 | Why did you choose to live in the greater Portlan | Friendly people, not too big but still have art, theater, music, restaurants, travel opportunities (airport), public transportation, location near mountain and ocean. |
| 2-2-2018 22:32:41 | Why did you choose to live in the greater Portlan | the vibe of the city paired with the relative closeness to both the mountains and ocean. A city close to the outdoors. |
| 2-2-2018 22:30:08 | Why did you choose to live in the greater Portlan | I love the moderate climate and the comparatively affordable economy. It's also where the work is. Portland is large enough for great amenities and cultural assets, but not a huge city. |
| 2-2-2018 22:18:37 | Why did you choose to live in the greater Portlan | I choose to live in the Portland because of the community leaning policies that this city has favored for so long. |
| 2-2-2018 21:55:13 | Why did you choose to live in the greater Portlan | Work, recreational opportunities. |
| 2-2-2018 22:04:54 | Why did you choose to live in the greater Portlan | I was born here. Grew up in MT. Tabor area. Moved to Hillsboro later on in life. |
| 2-2-2018 21:54:55 | Why did you choose to live in the greater Portlan | My significant other |
| 2-2-2018 21:32:40 | Why did you choose to live in the greater Portlan | Nice weather |
| 2-2-2018 21:21:17 | Why did you choose to live in the greater Portlan | We left the Bay Area because it was too crowded and traffic was terrible. That's what we have in the Portland area now. I avoid travel to Portland whenever possible. |
| 2-2-2018 21:19:40 | Why did you choose to live in the greater Portlan | RETURNED TO HOME STATE TO PROVIDE RESOURCES FOR EXTENDED FAMILY. I DIDN'T KNOW THEN THE COST OF LIVING WAS SO HIGH. I WOULDN'T HAVE CHOSEN PORTLAND IF I'D DONE MY HOMEWORK. |

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| 2-2-2018 21:12:27 | Why did you choose to live in the greater Portlan | Proximity to school |
| 2-2-2018 19:46:23 | Why did you choose to live in the greater Portlan | Born here |
| 2-2-2018 20:47:42 | Why did you choose to live in the greater Portlan | I moved here from Pittsburgh, PA to go back to school at PSU |
| 2-2-2018 20:15:07 | Why did you choose to live in the greater Portlan | Job and opportunities |
| 2-2-2018 20:34:08 | Why did you choose to live in the greater Portlan | Born and raised here; moved away; moved back because of family, lifestyle and outdoors options. |
| 2-2-2018 19:55:39 | Why did you choose to live in the greater Portlan | I immigrated here from Cuba and the government helped us here in Oregon so we came here when I imigrated |
| 2-2-2018 20:02:29 | Why did you choose to live in the greater Portlan | quality of life, attention to environment, access to nature, recycling, liberal thinking |
| 2-2-2018 20:13:24 | Why did you choose to live in the greater Portlan | Grew up here. Moderate climate close to mountains and beaches. Have the option to live in quiet community and go to larger city if needed. Quality of life is good. |
| 2-2-2018 19:50:55 | Why did you choose to live in the greater Portlan | Born here |
| 2-2-2018 19:47:43 | Why did you choose to live in the greater Portlan | I was born here and can't afford to move out. |
| 2-2-2018 19:26:14 | Why did you choose to live in the greater Portlan | To be close to family. |
| 2-2-2018 19:26:09 | Why did you choose to live in the greater Portlan | Decent access to good jobs, greenspace, and public transportation |
| 2-2-2018 19:10:44 | Why did you choose to live in the greater Portlan | Transit, amenities and lifestyle |
| 2-2-2018 19:14:48 | Why did you choose to live in the greater Portlan | Natural climate, cosmopolitan city with access to cultural institutions, good schools public and private, on West Coast, generally liberal and tolerant attitudes |
| 2-2-2018 19:12:18 | Why did you choose to live in the greater Portlan | Because I thought this region cared about combating global warming, equity, and creating a transportation system that wasn't based on car travel, sadly ODOT has other feelings. |
| 2-2-2018 19:07:24 | Why did you choose to live in the greater Portlan | Oregon resident that wanted to stay in Oregon, but live in a city. Portland is a good size of city that isn't too big and has clean air and plenty of hiking. |
| 2-2-2018 18:57:04 | Why did you choose to live in the greater Portlan | I moved here as a toddler, and loved the city growing up, I left for 4 years in college, but that's it. |
| 2-2-2018 18:56:41 | Why did you choose to live in the greater Portlan | My family moved here. |
| 2-2-2018 18:56:25 | Why did you choose to live in the greater Portlan | I was unable to buy a home in San Francisco, plus the racial and class inequality in the City created enormous tension. |
| 2-2-2018 18:56:12 | Why did you choose to live in the greater Portlan | Job |
| 2-2-2018 18:53:38 | Why did you choose to live in the greater Portlan | Affordable and progressive |
| 2-2-2018 18:55:59 | Why did you choose to live in the greater Portlan | Large enough for amenities, small enough to feel like "home", good transit option, not a lot of snow |
| 2-2-2018 18:53:21 | Why did you choose to live in the greater Portlan | Affordability, connection to nature, friendly people, progressive politics |

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| 2-2-2018 18:53:06 | Why did you choose to live in the greater Portlan | Wanted to live in a place that is progressive, affordable (to an extent) and livable. |
| 2-2-2018 18:24:23 | Why did you choose to live in the greater Portlan | Affordability and a compact city |
| 2-2-2018 18:53:02 | Why did you choose to live in the greater Portlan | Work |
| 2-2-2018 18:47:06 | Why did you choose to live in the greater Portlan | Born here |
| 2-2-2018 18:49:00 | Why did you choose to live in the greater Portlan | Moved up here from Salem for university & music |
| 2-2-2018 18:49:00 | Why did you choose to live in the greater Portlan | Moved up here from Salem for university & music. |
| 2-2-2018 18:49:14 | Why did you choose to live in the greater Portlan | A nice small city. I do not believe we should encourage or facilitate more growth in Portland. Changes should be grouped & should not reduce greenspace (cleans air). |
| 2-2-2018 18:47:05 | Why did you choose to live in the greater Portlan | Attended college here from out of state, eventually found employment here. |
| 2-2-2018 18:45:55 | Why did you choose to live in the greater Portlan | I was born here and nowhere else ever tempted me to leave. |
| 2-2-2018 17:56:21 | Why did you choose to live in the greater Portlan | I moved back to Portland 27 years ago, when it was a city more friendly to business, driving, and resident/taxpayers. Now it seems to be "soak the homeowners" in taxes to pay for special projects. |
| 2-2-2018 17:50:09 | Why did you choose to live in the greater Portlan | Maplewood (SW) |
| 2-2-2018 17:26:58 | Why did you choose to live in the greater Portlan | Live in urban neighborhood surrounded by outdoors |
| 2-2-2018 16:41:20 | Why did you choose to live in the greater Portlan | Environment, political attitude, size |
| 2-2-2018 16:37:13 | Why did you choose to live in the greater Portlan | Close to family, affordability |
| 2-2-2018 16:18:14 | Why did you choose to live in the greater Portlan | It is the most beautiful country in the USA. |
| 2-2-2018 15:59:27 | Why did you choose to live in the greater Portlan | I grew up here and moved back. |
| 2-2-2018 15:51:12 | Why did you choose to live in the greater Portlan | My parents chose for me. I came back again for grad school. |
| 2-2-2018 15:15:29 | Why did you choose to live in the greater Portlan | I came for my job, and now I love the area. |
| 2-2-2018 10:04:07 | Why did you choose to live in the greater Portlan | It use to be very nice but now the roads looks like from third world countries. |
| 2-2-2018 10:14:26 | Why did you choose to live in the greater Portlan | I moved here for school but was surprised by the beauty. The beauty of the people, the atmosphere, nature, food, architecture... it's really enchanting and I understand the growing popularity. |
| 2-2-2018 07:28:35 | Why did you choose to live in the greater Portlan | Job |
| 2-2-2018 07:07:46 | Why did you choose to live in the greater Portlan | Access to the beach and mountains and rivers. |
| 2-2-2018 06:38:25 | Why did you choose to live in the greater Portlan | Job transfer |

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| 2-2-2018 06:00:12 | Why did you choose to live in the greater Portlan | job |
| 2-2-2018 06:37:28 | Why did you choose to live in the greater Portlan | Have lived here my whole life. |
| 2-2-2018 06:32:08 | Why did you choose to live in the greater Portlan | The tradition of planning for and encouraging non-auto travel, the walkable central city and inner neighborhoods, complete grid of streets in inner neighborhoods and ecological awareness. |
| 2-2-2018 05:27:01 | Why did you choose to live in the greater Portlan | Access to city scene (food, breweries, music) with quick access to the outdoors (beach, mountains, hiking) |
| 2-2-2018 04:55:07 | Why did you choose to live in the greater Portlan | Born here |
| 2-2-2018 05:21:23 | Why did you choose to live in the greater Portlan | ca |
| 2-2-2018 05:21:23 | Why did you choose to live in the greater Portlan | came for employment; started family and stayed |
| 2-2-2018 04:10:26 | Why did you choose to live in the greater Portlan | Grew up here and family is close. Don't enjoy living here anymore though because of how horrible traffic has become! |
| 2-2-2018 04:00:41 | Why did you choose to live in the greater Portlan | I have a good job with metal roofing, good family and friends, growing number of trails, and the clean air on bike rides in the West Hills on the way to and from work. |
| 2-2-2018 03:59:30 | Why did you choose to live in the greater Portlan | To be near family. |
| 2-2-2018 03:31:43 | Why did you choose to live in the greater Portlan | Mainly job opportunities and affordable. |
| 2-2-2018 03:54:31 | Why did you choose to live in the greater Portlan | I was born here and grew up in Pleasant Valley area and now live near Goose Hollow while I attend PSU. |
| 2-2-2018 03:15:58 | Why did you choose to live in the greater Portlan | Quality of life, |
| 2-2-2018 03:15:58 | Why did you choose to live in the greater Portlan | Quality of life, proximity to beach and mountains. |
| 2-2-2018 02:58:25 | Why did you choose to live in the greater Portlan | My family moved here in 1993 to escape Silicon Valley. My father got a job at the Nike world headquarters in Beaverton |
| 2-2-2018 02:39:32 | Why did you choose to live in the greater Portlan | Ammenities |
| 2-2-2018 02:22:09 | Why did you choose to live in the greater Portlan | More jobs here when we graduated from college in a down economy. |
| 2-2-2018 02:06:54 | Why did you choose to live in the greater Portlan | Moderate temperatures (not too hot), lots of good access to the outdoors |
| 2-2-2018 01:52:05 | Why did you choose to live in the greater Portlan | My ex husband's job. He was looking for somewhere where he could commute by bike |
| 2-2-2018 01:28:13 | Why did you choose to live in the greater Portlan | Nature, food, culture, good public transport. |
| 2-2-2018 01:06:35 | Why did you choose to live in the greater Portlan | Bike commuting, compact city, decent public transport, true neighborhoods. |
| 2-2-2018 01:12:09 | Why did you choose to live in the greater Portlan | Employment and quality of life |
| 2-2-2018 00:50:27 | Why did you choose to live in the greater Portlan | nature, affordability, walkability, safety, community character |

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| 2-2-2018 00:35:39 | Why did you choose to live in the greater Portlan | It used to be a beautiful city. Now it's just full of homeless people who come here & drain the system. I've worked for a social service agency for over a decade. People come here from all over be |
| 2-2-2018 00:09:42 | Why did you choose to live in the greater Portlan | Grew up, educated and worked Clackamas County. |
| 2-2-2018 00:03:24 | Why did you choose to live in the greater Portlan | I was born here. |
| 2-2-2018 00:10:00 | Why did you choose to live in the greater Portlan | I was drawn to the small but active neighborhoods and ease of getting around. Ease of getting around no longer exists. There is too much traffic and drivers have become more aggressive/law-breaking. |
| 1-2-2018 22:55:13 | Why did you choose to live in the greater Portlan | Proximity to family |
| 1-2-2018 23:53:30 | Why did you choose to live in the greater Portlan | I grew up here. |
| 1-2-2018 23:58:58 | Why did you choose to live in the greater Portlan | density of development, transit options, proximity to wilderness areas, and family |
| 1-2-2018 22:02:17 | Why did you choose to live in the greater Portlan | I enjoyed the large town feel and way people thought in the area. |
| 1-2-2018 22:08:09 | Why did you choose to live in the greater Portlan | Cheaper rent |
| 1-2-2018 22:33:59 | Why did you choose to live in the greater Portlan | Born here and have raised my family here. |
| 1-2-2018 22:41:17 | Why did you choose to live in the greater Portlan | This is where I grew up and where my family still lives. |
| 1-2-2018 20:51:09 | Why did you choose to live in the greater Portlan | Size and amenities |
| 1-2-2018 21:47:05 | Why did you choose to live in the greater Portlan | The transportation plan is better than in most other west coast cities and...its Portland! |
| 1-2-2018 21:18:21 | Why did you choose to live in the greater Portlan | I wanted to live somewhere where I could get around without a car, somewhere that values a healthy lifestyle (parks, trails, outdoor events), and somewhere with a mild winter. |
| 1-2-2018 21:06:57 | Why did you choose to live in the greater Portlan | Family lived here, music scene, affordability |
| 1-2-2018 20:19:30 | Why did you choose to live in the greater Portlan | job |
| 1-2-2018 20:25:39 | Why did you choose to live in the greater Portlan | Family, work, weather, political climate |
| 1-2-2018 20:17:55 | Why did you choose to live in the greater Portlan | I wanted a simple urban life. Portland was affordable and allowed me to explore my pursuits beyond the 9-to-5. Now I'm lucky if I can even put a dime into my savings. |
| 1-2-2018 20:17:32 | Why did you choose to live in the greater Portlan | family history, born and raised here |
| 1-2-2018 19:29:27 | Why did you choose to live in the greater Portlan | Born here |
| 1-2-2018 19:03:44 | Why did you choose to live in the greater Portlan | walkability, culture, diversity |
| 1-2-2018 19:40:29 | Why did you choose to live in the greater Portlan | I was born here, and just love Portland. |
| 1-2-2018 19:18:03 | Why did you choose to live in the greater Portlan | to be with friends |

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| 1-2-2018 18:22:24 | Why did you choose to live in the greater Portlan | travel options. affordability. |
| 1-2-2018 18:22:24 | Why did you choose to live in the greater Portlan | family. travel options. affordability. climate. |
| 1-2-2018 18:17:58 | Why did you choose to live in the greater Portlan | Born here and came back- culture, access to the outdoors, amenities brought me back. |
| 1-2-2018 17:38:36 | Why did you choose to live in the greater Portlan | Moved up from LA for a better job and new experience. |
| 1-2-2018 17:37:40 | Why did you choose to live in the greater Portlan | Same reasons as "quality of life" |
| 1-2-2018 17:33:22 | Why did you choose to live in the greater Portlan | Job availability and proximity to services and entertainment. |
| 1-2-2018 16:56:37 | Why did you choose to live in the greater Portlan | I like the region's commitment to sustainability and forward-thinking. The natural areas are beautiful. |
| 1-2-2018 16:37:23 | Why did you choose to live in the greater Portlan | Job offer brought me from the East Coast (NH) to the West Coast. |
| 1-2-2018 16:38:50 | Why did you choose to live in the greater Portlan | Job location |
| 1-2-2018 16:37:25 | Why did you choose to live in the greater Portlan | Grew up here and want to stay close to family. We have mountains and the coast relatively close. |
| 1-2-2018 16:36:12 | Why did you choose to live in the greater Portlan | Moved here as a child. |
| 1-2-2018 16:14:58 | Why did you choose to live in the greater Portlan | Enjoy the |
| 1-2-2018 16:29:42 | Why did you choose to live in the greater Portlan | Nature close-by. Recreation. My job moved me here. |
| 1-2-2018 16:26:22 | Why did you choose to live in the greater Portlan | This is where I grew up |
| 1-2-2018 16:11:41 | Why did you choose to live in the greater Portlan | I like my low density, quiet, mature neighborhood on Hawk Ridge Road, BUT it is being threatened by nearby, higher density development. Traffic has increased dramatically since Polygon arrived. |
| 1-2-2018 15:55:04 | Why did you choose to live in the greater Portlan | Born in Portland, not sure what is considered greater Portland |
| 1-2-2018 15:41:22 | Why did you choose to live in the greater Portlan | Schools for my now adult child, combination of affordability, and quality of life |
| 1-2-2018 15:37:03 | Why did you choose to live in the greater Portlan | Because Portland is awesome. |
| 1-2-2018 04:52:42 | Why did you choose to live in the greater Portlan | Because we cannot seem to leave. |
| 1-2-2018 15:15:52 | Why did you choose to live in the greater Portlan | Schools, proximity to stores, fun |
| 1-2-2018 15:29:40 | Why did you choose to live in the greater Portlan | Culture, things to do, people, food, everything is close by. |
| 1-2-2018 15:05:26 | Why did you choose to live in the greater Portlan | Came here for college. Returned after a 25 year career elsewhere to start a business here. |
| 1-2-2018 13:36:43 | Why did you choose to live in the greater Portlan | Born here and want to continue to live here. |

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| 1-2-2018 12:39:08 | Why did you choose to live in the greater Portlan | For a new job, higher ed opportunities, progressive community, proximity to mountains/coast. |
| 1-2-2018 05:39:25 | Why did you choose to live in the greater Portlan | Job opportunities and access to high-quality natural areas. |
| 1-2-2018 05:32:09 | Why did you choose to live in the greater Portlan | Damn sure better than Salem! |
| 1-2-2018 01:53:03 | Why did you choose to live in the greater Portlan | Grew up here and it provided a living. |
| 1-2-2018 04:31:44 | Why did you choose to live in the greater Portlan | I was born here, and have always loved it's "little city," or "big town" feel. Though it's growing fast. |
| 1-2-2018 03:55:15 | Why did you choose to live in the greater Portlan | It's amazing |
| 1-2-2018 02:06:24 | Why did you choose to live in the greater Portlan | I grew up in this area and enjoyed Portland and surrounding area. It is getting harder to find enjoyment any more |
| 1-2-2018 00:29:02 | Why did you choose to live in the greater Portlan | It's my home, I've lived elsewhere and abroad but I'd never want to permanently reside anywhere but here. Also everyone I know lives here. |
| 31-1-2018 22:48:45 | Why did you choose to live in the greater Portlan | Cycling infrastructure and access to outdoor amenities |
| 31-1-2018 20:45:40 | Why did you choose to live in the greater Portlan | Family, housing affordability, good job |
| 31-1-2018 20:01:56 | Why did you choose to live in the greater Portlan | Quality of life, job opportunity, physical environment (topography, weather, etc.), affordable cost of living |
| 31-1-2018 20:15:07 | Why did you choose to live in the greater Portlan | I'm form Oregon, this is where the jobs are... |
| 31-1-2018 18:23:55 | Why did you choose to live in the greater Portlan | We have traveled the world and have not found a place we would rather live. |
| 31-1-2018 20:40:36 | Why did you choose to live in the greater Portlan | For work, and because this city is easy to navigate and close to beautiful natural areas |
| 31-1-2018 19:08:17 | Why did you choose to live in the greater Portlan | I moved out of the greater Portland area |
| 31-1-2018 19:54:18 | Why did you choose to live in the greater Portlan | Greater income opportunity (moved from Eugene) |
| 31-1-2018 19:20:15 | Why did you choose to live in the greater Portlan | I grew up here before congestion and the influx of people who discovered the natural beauty. Growth has brought a good job, but congestion is ruining quality of life. |
| 31-1-2018 19:01:20 | Why did you choose to live in the greater Portlan | My employment opportunity was here. |
| 31-1-2018 18:52:26 | Why did you choose to live in the greater Portlan | Employment |
| 31-1-2018 18:34:58 | Why did you choose to live in the greater Portlan | The climate and bike-ability. |
| 31-1-2018 18:18:46 | Why did you choose to live in the greater Portlan | I moved here for a job opportunity. |
| 30-1-2018 20:32:54 | Why did you choose to live in the greater Portlan | Job |
| 31-1-2018 15:37:11 | Why did you choose to live in the greater Portlan | Quality of life |

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| 31-1-2018 18:23:55 | Why did you choose to live in the greater Portlan | We have traveled the world and have not found a place we would rather be. |
| 31-1-2018 16:30:54 | Why did you choose to live in the greater Portlan | ultimate frisbee |
| 31-1-2018 16:36:20 | Why did you choose to live in the greater Portlan | it beautiful out here |
| 31-1-2018 17:22:03 | Why did you choose to live in the greater Portlan | . Nature in and near the city. Strong sense of community and civic involvement. People care about creating a better community for themselves and others and in relation to the natural world that susta |
| 31-1-2018 18:05:45 | Why did you choose to live in the greater Portlan | Job opportunities. Good economy. |
| 31-1-2018 16:17:37 | Why did you choose to live in the greater Portlan | Work opportunities and quality of life. |
| 31-1-2018 16:09:56 | Why did you choose to live in the greater Portlan | Because of the access to good food and bikeability. |
| 31-1-2018 15:54:15 | Why did you choose to live in the greater Portlan | Everything except the rain. |
| 31-1-2018 14:45:05 | Why did you choose to live in the greater Portlan | Have a great job, a great house, love the neighborhoods, it feels like a small big city. |
| 31-1-2018 07:33:17 | Why did you choose to live in the greater Portlan | proximity to natural sites (beach, mountains, gorge, rivers) and urban culture without pretense (laid back). |
| 31-1-2018 06:09:12 | Why did you choose to live in the greater Portlan | wanted to be in a compact city and still have access to the outdoors |
| 31-1-2018 06:40:11 | Why did you choose to live in the greater Portlan | I liked the focus on sustainability and the beautiful surrounding area. |
| 31-1-2018 05:06:07 | Why did you choose to live in the greater Portlan | heritage |
| 31-1-2018 04:50:39 | Why did you choose to live in the greater Portlan | A job brought me here from Salem. |
| 31-1-2018 04:02:31 | Why did you choose to live in the greater Portlan | work |
| 31-1-2018 02:46:09 | Why did you choose to live in the greater Portlan | vibrant creative beautiful city nice people good transport and wanting to have a smaller ecological footprint. |
| 31-1-2018 00:27:30 | Why did you choose to live in the greater Portlan | Job |
| 31-1-2018 00:02:21 | Why did you choose to live in the greater Portlan | Matches my values, access to nature/recreation. |
| 30-1-2018 23:55:31 | Why did you choose to live in the greater Portlan | Good job, family connections, access to outdoors, great housing stock, liberal values |
| 30-1-2018 23:47:13 | Why did you choose to live in the greater Portlan | Wife's family is here. It is more affordable than southern california. Commutes are reasonable. |
| 30-1-2018 22:07:11 | Why did you choose to live in the greater Portlan | Fit with my progressive values. |
| 30-1-2018 21:29:29 | Why did you choose to live in the greater Portlan | born and raised here, nearby family, weather |
| 30-1-2018 20:56:17 | Why did you choose to live in the greater Portlan | Life event required a move. |

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| 30-1-2018 19:43:13 | Why did you choose to live in the greater Portlan | Born here. Family. |
| 30-1-2018 19:13:20 | Why did you choose to live in the greater Portlan | originally came for school but now for employment |
| 30-1-2018 19:36:35 | Why did you choose to live in the greater Portlan | Jobs and Climate, outdoors accessibility |
| 30-1-2018 17:43:51 | Why did you choose to live in the greater Portlan | Walkable and transit |
| 30-1-2018 18:17:25 | Why did you choose to live in the greater Portlan | Culture: environmentally friendly, social equity, unique spirit. |
| 30-1-2018 17:57:43 | Why did you choose to live in the greater Portlan | This is where I grew up. To word this question in this way shows this survey has an inherent class bias. I hope you will consider this and hire people with working class/poor backgrounds to analyze it |
| 30-1-2018 17:15:12 | Why did you choose to live in the greater Portlan | Fell into it. Not my first choice. |
| 30-1-2018 17:15:27 | Why did you choose to live in the greater Portlan | Job |
| 30-1-2018 16:44:40 | Why did you choose to live in the greater Portlan | Job relocation |
| 30-1-2018 16:18:10 | Why did you choose to live in the greater Portlan | I wanted a career in conservation and I don't drive so I needed to be in a city with good public transportation. |
| 29-1-2018 17:54:25 | Why did you choose to live in the greater Portlan | location, convenience |
| 30-1-2018 15:40:38 | Why did you choose to live in the greater Portlan | Cheaper to live on the WA side. Also made it so only one person commuting in our household. |
| 30-1-2018 15:05:08 | Why did you choose to live in the greater Portlan | Access to outdoors. I use to go into the city but due to homeless and traffic I rarely go anymore. |
| 30-1-2018 14:50:40 | Why did you choose to live in the greater Portlan | i was born and raised in Portland in 1946. It is a beautiful city, but too many political and social issues made my wife and I to move out of the city proper. |
| 30-1-2018 09:58:05 | Why did you choose to live in the greater Portlan | A social renaissance has been happening in Portland, and I wanted to be a part of it. |
| 30-1-2018 09:09:20 | Why did you choose to live in the greater Portlan | Work brought me here |
| 30-1-2018 07:48:27 | Why did you choose to live in the greater Portlan | Jobs |
| 30-1-2018 06:46:55 | Why did you choose to live in the greater Portlan | It's so vibrant and beautiful and happening |
| 30-1-2018 05:26:46 | Why did you choose to live in the greater Portlan | Central location between both spouses work. |
| 30-1-2018 05:42:36 | Why did you choose to live in the greater Portlan | I feel in love with the city in 1994. |
| 30-1-2018 03:51:38 | Why did you choose to live in the greater Portlan | Cost of living was better than California (where I moved from recently)... also love the climate, culture and terrain. I'm here to stay! |
| 30-1-2018 03:11:41 | Why did you choose to live in the greater Portlan | It was beautiful and affordable with a good quality of life when I moved here |
| 30-1-2018 02:59:29 | Why did you choose to live in the greater Portlan | Family |

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| 30-1-2018 03:05:17 | Why did you choose to live in the greater Portlan | Safety, housing, |
| 30-1-2018 02:36:08 | Why did you choose to live in the greater Portlan | Location, economic opportunity, access to outdoor activities and beautiful natural areas, and progressive vision |
| 30-1-2018 00:28:54 | Why did you choose to live in the greater Portlan | Job opportunity and lower cost of living and better quality of life than where I had been living. |
| 30-1-2018 00:23:58 | Why did you choose to live in the greater Portlan | High quality of life for the associated costs, good affordability, good amenities. |
| 29-1-2018 23:56:38 | Why did you choose to live in the greater Portlan | I stay because it is where family is but I feel the quality of life has gone down considerably and would not choose to leave here is I was starting over. |
| 30-1-2018 00:18:59 | Why did you choose to live in the greater Portlan | Employment |
| 29-1-2018 23:51:41 | Why did you choose to live in the greater Portlan | I grew up here, my family is here, and I love Portland and the Northwest |
| 29-1-2018 23:55:38 | Why did you choose to live in the greater Portlan | Near family, affordability, arts, outdoors, creative people, progressive politics |
| 29-1-2018 23:40:23 | Why did you choose to live in the greater Portlan | Quality of life at that time, which has declined (congestion, affordability, lack of diversity, homelessness). |
| 29-1-2018 23:39:11 | Why did you choose to live in the greater Portlan | Because of the city's reputation as a place of creative people. Outdoor activities are close and cherished. Progressive policies and inclusion. |
| 29-1-2018 21:33:47 | Why did you choose to live in the greater Portlan | Work |
| 29-1-2018 23:25:31 | Why did you choose to live in the greater Portlan | Came here to go to school at 17 years old, stayed here because it fit my values |
| 29-1-2018 23:25:14 | Why did you choose to live in the greater Portlan | Job prospects, relative affordability, and access to restaurants/recreation and natural experiences. |
| 29-1-2018 22:09:55 | Why did you choose to live in the greater Portlan | small time feel and sense of community, NOT ENTITLEMENT. |
| 29-1-2018 21:21:56 | Why did you choose to live in the greater Portlan | Non-car-centric lifestyle options, relatively laid back urban culture with small town feel, accessibility to variety of outdoor activities, City culture of sustainability |
| 29-1-2018 20:19:02 | Why did you choose to live in the greater Portlan | Greater quality of life, higher education opportunities |
| 29-1-2018 19:28:33 | Why did you choose to live in the greater Portlan | Husband's job relocation. |
| 29-1-2018 20:18:59 | Why did you choose to live in the greater Portlan | Education and work |
| 29-1-2018 19:26:33 | Why did you choose to live in the greater Portlan | City size, beauty and family. |
| 29-1-2018 19:00:26 | Why did you choose to live in the greater Portlan | Fourth generation inner NE Portlander, keep leaving for change and coming back for the job and educational opportunities and quality of life |
| 29-1-2018 18:42:37 | Why did you choose to live in the greater Portlan | Proximity to job. |
| 29-1-2018 18:27:14 | Why did you choose to live in the greater Portlan | smaller, less expensive, liked the climate, things to do, progressive |
| 29-1-2018 18:11:58 | Why did you choose to live in the greater Portlan | Job opportunity, liked the city and region. |

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|--------------------|---|---|
| 29-1-2018 17:07:04 | Why did you choose to live in the greater Portlan | Came here for graduate school |
| 29-1-2018 18:00:29 | Why did you choose to live in the greater Portlan | Born and raised here |
| 29-1-2018 17:51:40 | Why did you choose to live in the greater Portlan | Big city with a small town feel. I stay because I'm connected to a community and my kids have the best opportunity to learn and grow. |
| 29-1-2018 17:43:23 | Why did you choose to live in the greater Portlan | Originally because it was affordable, which it isn't anymore. Also appreciate access to nature |
| 29-1-2018 16:54:32 | Why did you choose to live in the greater Portlan | My parents moved here. I like Oregon a lot. It has changed significantly without any thought for a growing population. |
| 29-1-2018 16:43:10 | Why did you choose to live in the greater Portlan | I was born here and my family is here, this is my home. |
| 29-1-2018 16:41:18 | Why did you choose to live in the greater Portlan | Because it is where my family lives. |
| 29-1-2018 16:46:40 | Why did you choose to live in the greater Portlan | Quality of life; vibrancy of the communities |
| 29-1-2018 16:34:46 | Why did you choose to live in the greater Portlan | quality of life |
| 29-1-2018 16:16:47 | Why did you choose to live in the greater Portlan | Moved back here to be near family. Otherwise I would probably move away again. It's gotten too expensive here and traffic is terrible. Plus homelessness is a real problem. |
| 29-1-2018 16:24:17 | Why did you choose to live in the greater Portlan | It is my home. I have access to the coast, Cascades, and a major metro area that historically represented my values and beliefs. |
| 29-1-2018 16:09:19 | Why did you choose to live in the greater Portlan | I grew up in Portland/Clackamas and returned home because I love my hometown. I appreciate city living but want access to nearby outdoor activities. |
| 29-1-2018 16:03:42 | Why did you choose to live in the greater Portlan | I was born and raised here - I continue to live here because I love the area and the people. |
| 29-1-2018 15:44:45 | Why did you choose to live in the greater Portlan | Unique, hip, safe, respectful and nice people, fun, not crowded, respectful drivers, cost of living, environmental awareness, quality of life was awesome. |
| 29-1-2018 15:09:03 | Why did you choose to live in the greater Portlan | Lifestyle and quality of life |
| 29-1-2018 15:22:53 | Why did you choose to live in the greater Portlan | I was born there and returned after college due to access to nature, family and friends, great food, ability to get around without a car, healthy lifestyle/culture. |
| 29-1-2018 14:44:03 | Why did you choose to live in the greater Portlan | Affordable relative to other metros, friends lived here, beer & food. Biking options. |
| 29-1-2018 08:22:35 | Why did you choose to live in the greater Portlan | Have lived here my entire life. Family here. Job here. It is close to the many outdoor adventures we enjoy. |
| 29-1-2018 14:07:36 | Why did you choose to live in the greater Portlan | Well, actually I looking to move. The city is getting out of hand. I have lived here my whole life and can not believe the elite "liberals" have taken over. |
| 29-1-2018 13:14:40 | Why did you choose to live in the greater Portlan | Spouse's job |
| 29-1-2018 10:33:34 | Why did you choose to live in the greater Portlan | No choice. Born and raised. |
| 29-1-2018 07:29:55 | Why did you choose to live in the greater Portlan | Born and raised here |
| 29-1-2018 07:18:00 | Why did you choose to live in the greater Portlan | I live near a train and bus station, two blocks from a grocery store, and other places I wish to go are close, if not walkable. |

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| 29-1-2018 06:25:38 | Why did you choose to live in the greater Portlan | Location |
| 29-1-2018 06:24:18 | Why did you choose to live in the greater Portlan | Moved here as a kid and I still like it |
| 29-1-2018 05:59:04 | Why did you choose to live in the greater Portlan | Close to family |
| 29-1-2018 04:46:32 | Why did you choose to live in the greater Portlan | Spouse got a job in the Portland area |
| 28-1-2018 20:32:34 | Why did you choose to live in the greater Portlan | I'm from Eugene and it makes more sense to live in a bigger city |
| 29-1-2018 04:53:49 | Why did you choose to live in the greater Portlan | Jobs initially |
| 29-1-2018 04:42:00 | Why did you choose to live in the greater Portlan | Walkable neighborhoods and great PNW culture. |
| 29-1-2018 04:11:33 | Why did you choose to live in the greater Portlan | Family needs. Also, I grew up here, in very privileged conditions, so returning also brought with it privilege and opportunity. |
| 29-1-2018 04:36:30 | Why did you choose to live in the greater Portlan | It is one of the best places to live. |
| 29-1-2018 02:39:02 | Why did you choose to live in the greater Portlan | Beautiful, livable, many lifestyle options, access to nature and wonderful sense of community(ies). |
| 29-1-2018 00:30:24 | Why did you choose to live in the greater Portlan | Love and the fact that it is a liberal city. |
| 29-1-2018 02:33:14 | Why did you choose to live in the greater Portlan | Size of city, ease of getting around |
| 29-1-2018 01:46:44 | Why did you choose to live in the greater Portlan | Public transit system and air quality. |
| 29-1-2018 01:32:03 | Why did you choose to live in the greater Portlan | We choose to live in Beaverton, as it was close to one of our jobs, and provides a great place to live. |
| 29-1-2018 00:02:30 | Why did you choose to live in the greater Portlan | To be closer to family. |
| 28-1-2018 21:18:26 | Why did you choose to live in the greater Portlan | Portland is a good sized Metro that feels manageable in size when compared to large Metros. I also sense that there is a strong contingent of people that share my values with respect to social equity. |
| 28-1-2018 23:18:28 | Why did you choose to live in the greater Portlan | Wanted to out of downtown. Less crowed and easier to get around in vancouver Less tax |
| 28-1-2018 21:27:21 | Why did you choose to live in the greater Portlan | Love the PNW, Seattle was too crowded for me, close to outdoor activities (mountains/beach/forests). |
| 28-1-2018 21:18:00 | Why did you choose to live in the greater Portlan | Art and culture, affordability, values, ease of bike commuting |
| 28-1-2018 19:08:36 | Why did you choose to live in the greater Portlan | Trees |
| 28-1-2018 20:24:44 | Why did you choose to live in the greater Portlan | It's home. Beautiful city, nice people, access to the mountains and ocean. |
| 28-1-2018 20:10:55 | Why did you choose to live in the greater Portlan | I wanted to be close to Portland State University for school, and live in an area where I could bike as my primary mode of transit |
| 28-1-2018 18:34:44 | Why did you choose to live in the greater Portlan | Quality of life, more diverse than other Oregon communities, access to outdoors |

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| 28-1-2018 18:03:22 | Why did you choose to live in the greater Portlan | I came for a job and the lifestyle |
| 28-1-2018 18:10:38 | Why did you choose to live in the greater Portlan | I used to love Portland, but now it's crime-filled and city government is doing nothing about it. |
| 28-1-2018 18:21:34 | Why did you choose to live in the greater Portlan | Because this is the greatest city in America. |
| 28-1-2018 18:25:20 | Why did you choose to live in the greater Portlan | I like my community. Access to arts and entertainment |
| 28-1-2018 17:03:34 | Why did you choose to live in the greater Portlan | I was born here. |
| 28-1-2018 17:54:02 | Why did you choose to live in the greater Portlan | Jobs |
| 28-1-2018 17:38:41 | Why did you choose to live in the greater Portlan | Community, political climate. |
| 28-1-2018 16:56:30 | Why did you choose to live in the greater Portlan | Diversity (my neighborhood pocket is more diverse than most), work options for my field, great restaurant and social options, proximity to multiple outdoor recreation options. |
| 28-1-2018 16:36:49 | Why did you choose to live in the greater Portlan | Attitudes of sustainable living reflecting in the city. Bike/rail options. Food quality issues/awareness. Social concern. Don't appreciate catering to short-term housing developers getting rich. |
| 28-1-2018 16:17:01 | Why did you choose to live in the greater Portlan | Transportation, family, range to mountains and ocean, liberal |
| 28-1-2018 16:14:14 | Why did you choose to live in the greater Portlan | Family. But wife and I will be leaving ASAP. |
| 28-1-2018 16:15:32 | Why did you choose to live in the greater Portlan | family and work. |
| 28-1-2018 16:06:21 | Why did you choose to live in the greater Portlan | Work, music and art, access to paddling, beaches, nature, socially and politically liberal. |
| 28-1-2018 16:00:24 | Why did you choose to live in the greater Portlan | Walkability/transit, QOL. Couldn't afford to buy close-in, however. |
| 28-1-2018 15:30:13 | Why did you choose to live in the greater Portlan | I grew up here, left, and came back because it's a big city I can live in without a car. |
| 28-1-2018 06:54:02 | Why did you choose to live in the greater Portlan | I work in the Pearl so living in NE was inexpensive and close when I purchased 10+ years ago. I like the green trees (which unfortunately are being replaced with big ugly houses). |
| 28-1-2018 15:08:16 | Why did you choose to live in the greater Portlan | My mother gave birth here. |
| 28-1-2018 02:51:46 | Why did you choose to live in the greater Portlan | Because I like it here |
| 28-1-2018 03:21:20 | Why did you choose to live in the greater Portlan | Natural beauty, urban growth boundary. I dislike the large buildings which have been going up around town. |
| 28-1-2018 04:42:05 | Why did you choose to live in the greater Portlan | family |
| 28-1-2018 05:09:01 | Why did you choose to live in the greater Portlan | It has both the advantages of a city- entertainment, culture,- and accessibility to natural environments. |
| 28-1-2018 02:42:12 | Why did you choose to live in the greater Portlan | Transit, climate, culture, politics, proximity to outdoor activities. |
| 28-1-2018 00:32:58 | Why did you choose to live in the greater Portlan | density, culture, lifestyle, opportunity |

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| 28-1-2018 02:14:14 | Why did you choose to live in the greater Portlan | Job & School |
| 28-1-2018 01:04:25 | Why did you choose to live in the greater Portlan | At the time, job opportunities. |
| 28-1-2018 00:26:09 | Why did you choose to live in the greater Portlan | access to nature. creative. affordable. |
| 28-1-2018 00:15:17 | Why did you choose to live in the greater Portlan | I'm a native Oregonian |
| 27-1-2018 23:24:36 | Why did you choose to live in the greater Portlan | Sister was here. Liked the vibe of the city and greenness |
| 27-1-2018 23:20:36 | Why did you choose to live in the greater Portlan | Close to everything. |
| 27-1-2018 22:48:29 | Why did you choose to live in the greater Portlan | easy to get around - I haven't had a car for over 60% of my time in PDX. But I also don't do alot of things because busses stop early and won't get me to where I need to go. |
| 27-1-2018 23:21:02 | Why did you choose to live in the greater Portlan | Portland is a small city with urban convenience. I also like the city's slower pace. |
| 27-1-2018 21:34:12 | Why did you choose to live in the greater Portlan | To live as economically as possible with easy access to work, grocery stores, parks, and diverse communities. Though this goal has been much more challenging in recent years. |
| 27-1-2018 20:39:28 | Why did you choose to live in the greater Portlan | Food, culture, access to hiking, biking and waterways |
| 27-1-2018 21:18:26 | Why did you choose to live in the greater Portlan | It is where I go to school and work. |
| 27-1-2018 20:09:10 | Why did you choose to live in the greater Portlan | I am a native Oregonian. It used to be an affordable place to live. I still love the access to nature, art and culture. |
| 27-1-2018 20:01:51 | Why did you choose to live in the greater Portlan | Moved to live with my partner because it was cheaper than him relocating to where I was living at the time. |
| 27-1-2018 19:37:19 | Why did you choose to live in the greater Portlan | I went to College here |
| 27-1-2018 19:03:50 | Why did you choose to live in the greater Portlan | Born and raised and always loved Portland because of the progressive political atmosphere |
| 27-1-2018 16:47:09 | Why did you choose to live in the greater Portlan | Job transfer from Cleveland to Portland |
| 27-1-2018 18:19:53 | Why did you choose to live in the greater Portlan | Density, bike friendly, walkable |
| 27-1-2018 18:46:45 | Why did you choose to live in the greater Portlan | Graduated from college, felt comfortable here, liked the urban and nature mix, loved the progressive culture and focus on smart urban and transit design so I never left. |
| 27-1-2018 18:19:10 | Why did you choose to live in the greater Portlan | Friends, progressive populous |
| 27-1-2018 18:11:03 | Why did you choose to live in the greater Portlan | I love(d) Portland. It's beautiful and the people are generally friendly |
| 27-1-2018 18:10:57 | Why did you choose to live in the greater Portlan | For work. |
| 27-1-2018 18:07:05 | Why did you choose to live in the greater Portlan | Fell in love with Portland and my boyfriend |
| 27-1-2018 18:01:01 | Why did you choose to live in the greater Portlan | Culture, proximity to nature and outdoor recreation, size, climate, cost of living compared to other urban areas |

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| 27-1-2018 17:46:55 | Why did you choose to live in the greater Portlan | family history and college |
| 27-1-2018 17:46:49 | Why did you choose to live in the greater Portlan | Home town - I returned from Eugene where I went to school. Other cities, at that time, which also had work opportunities were not as affordable. |
| 27-1-2018 17:56:48 | Why did you choose to live in the greater Portlan | Transit options other than personally owned automobile. |
| 27-1-2018 17:39:44 | Why did you choose to live in the greater Portlan | You have everything New York does but on a much smaller scale, it takes 10 minutes to get everywhere driving – but it would be nice to not have to drive everywhere |
| 27-1-2018 16:45:34 | Why did you choose to live in the greater Portlan | Distance to workplace |
| 27-1-2018 16:08:09 | Why did you choose to live in the greater Portlan | For career opportunities and to experience a new city with different transit options. |
| 27-1-2018 16:44:02 | Why did you choose to live in the greater Portlan | It was clean, unique, safe. Not anymore. No enforcement of laws, illegal camping, has led to an embarrassment of what we were. You can help people and enforce criminal behavior. Not mutually exclusive |
| 27-1-2018 16:11:57 | Why did you choose to live in the greater Portlan | Outdoors: access to beach, rivers, mountain. Born here, close to family, |
| 27-1-2018 16:03:51 | Why did you choose to live in the greater Portlan | Because of the high quality of life found here |
| 27-1-2018 14:57:26 | Why did you choose to live in the greater Portlan | I am a proud Oregonian. When I moved here this city felt sweet and small, but with all the perks of a larger city. Now I'm just invested up in a community I care about |
| 27-1-2018 14:57:26 | Why did you choose to live in the greater Portlan | I am an Oregonian first. When I moved to the city it was just small enough, but with all the perks of a larger city. Now I'm invested in a community, although a smaller town is more attractive to me. |
| 27-1-2018 09:30:04 | Why did you choose to live in the greater Portlan | I was brought here as a very young child by my parents, when they were looking for work |
| 27-1-2018 07:58:49 | Why did you choose to live in the greater Portlan | Family |
| 27-1-2018 06:11:10 | Why did you choose to live in the greater Portlan | Close to the zoo and omsi. I was a stay at home mom. A house in southeast is what we could affotd |
| 27-1-2018 07:15:32 | Why did you choose to live in the greater Portlan | I love being close to where I work |
| 27-1-2018 06:20:18 | Why did you choose to live in the greater Portlan | Family/friends |
| 27-1-2018 06:12:12 | Why did you choose to live in the greater Portlan | 1. I have family here. 2. I had to go somewhere 3. I grew up in Olympia and lived in Seattle, but wanted something smaller.. |
| 27-1-2018 05:50:18 | Why did you choose to live in the greater Portlan | Higher education options/employment/culture |
| 27-1-2018 05:16:31 | Why did you choose to live in the greater Portlan | Affordable. Friendly. |
| 27-1-2018 04:48:12 | Why did you choose to live in the greater Portlan | The cost of living! |
| 27-1-2018 04:47:21 | Why did you choose to live in the greater Portlan | Job opportunity |
| 27-1-2018 04:23:45 | Why did you choose to live in the greater Portlan | It smelled so fresh, people were friendly and the price was affordable. |
| 27-1-2018 04:40:22 | Why did you choose to live in the greater Portlan | I moved here because I enjoy the weather and it is closer to family then were I was living at the time. |

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| 27-1-2018 03:31:07 | Why did you choose to live in the greater Portlan | West coast. Funky Old Portland culture (which is now often hard to find and/or under seige by hip luxury condo culture). Value of community. Progressive values (despite hypocrisy on race, etc.) Arts. |
| 27-1-2018 03:02:31 | Why did you choose to live in the greater Portlan | Work |
| 27-1-2018 04:02:47 | Why did you choose to live in the greater Portlan | I was born here |
| 27-1-2018 04:23:34 | Why did you choose to live in the greater Portlan | Born here, family |
| 27-1-2018 02:58:26 | Why did you choose to live in the greater Portlan | The scenic and diverse beauty, progressive attitudes, abundant drinking water, the temperate climate, and the VERY important fact that a huge amount of edible produce grows naturally all year long!! |
| 27-1-2018 02:29:12 | Why did you choose to live in the greater Portlan | I came here right out of college for a job. |
| 27-1-2018 02:51:18 | Why did you choose to live in the greater Portlan | Once-thoughtful and sustainable urban planning practices; affordable housing; easy access to culture/night life/the arts; mellow urban environment; access to the outdoors. |
| 27-1-2018 00:10:24 | Why did you choose to live in the greater Portlan | Years ago, it was a nice place to live. Now I'm just stuck here. |
| 26-1-2018 21:41:20 | Why did you choose to live in the greater Portlan | Outdoor activity. Culture, forest |
| 27-1-2018 02:20:27 | Why did you choose to live in the greater Portlan | Relaxed, less traffic, green ways. |
| 27-1-2018 02:01:55 | Why did you choose to live in the greater Portlan | Came for college. Stayed for quality of life. |
| 27-1-2018 01:48:26 | Why did you choose to live in the greater Portlan | Access to the outdoors, and the ability to live a greener lifestyle. |
| 27-1-2018 01:32:42 | Why did you choose to live in the greater Portlan | My partner and I wanted to live in a city that is supportive of, and safe for, commuting by bike. |
| 27-1-2018 00:47:54 | Why did you choose to live in the greater Portlan | Affordability at the time. |
| 27-1-2018 00:42:53 | Why did you choose to live in the greater Portlan | I moved from LA to Pdx for economic opportunity and affordable housing. I live in the city because it is easier to get around in public transportation and more things to do. |
| 27-1-2018 00:17:49 | Why did you choose to live in the greater Portlan | Greener than california |
| 27-1-2018 00:13:35 | Why did you choose to live in the greater Portlan | Lived on Mt Hood for many years before relocating out of state for work. Recently retired & moved back to Oregon to be near family & friends |
| 27-1-2018 00:12:45 | Why did you choose to live in the greater Portlan | Born here |
| 27-1-2018 00:12:45 | Why did you choose to live in the greater Portlan | I was born here and i've never had a reason to leave. The family, friend, and faith communities i'm a part of have helped me prosper and raise a family here. |
| 26-1-2018 23:55:55 | Why did you choose to live in the greater Portlan | Born and raised here |
| 26-1-2018 23:17:05 | Why did you choose to live in the greater Portlan | wanted to live in a community oriented place, close to natural features. |
| 26-1-2018 23:16:37 | Why did you choose to live in the greater Portlan | moved for job |
| 26-1-2018 23:16:02 | Why did you choose to live in the greater Portlan | It's generally friendly, clean, and progressive. When I came for college, I didn't think I would stay for more than a few years -- but here I am. |

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| 26-1-2018 23:10:02 | Why did you choose to live in the greater Portlan | Outstanding urban fabric (e.g. transit system, gridded streets, mixture of land uses), good university system, strong economy, social opportunities. |
| 26-1-2018 23:14:48 | Why did you choose to live in the greater Portlan | life style |
| 26-1-2018 22:33:40 | Why did you choose to live in the greater Portlan | Progressive politics and cycling infrastructure. |
| 26-1-2018 22:53:24 | Why did you choose to live in the greater Portlan | work |
| 26-1-2018 22:39:11 | Why did you choose to live in the greater Portlan | To be close to restaurants, bars, theaters, parks & other city amenities. |
| 26-1-2018 22:31:18 | Why did you choose to live in the greater Portlan | I stumbled upon it somewhat by accident. |
| 26-1-2018 22:15:25 | Why did you choose to live in the greater Portlan | Affordability and access to transportation options. |
| 26-1-2018 22:32:35 | Why did you choose to live in the greater Portlan | It's where I grew up. |
| 26-1-2018 21:55:02 | Why did you choose to live in the greater Portlan | Honestly, my family is why I'm still here. Its getting really expensive to live here. |
| 26-1-2018 22:15:06 | Why did you choose to live in the greater Portlan | Initially for work. Now, quality of life and variety of transportation options not requiring a car. |
| 26-1-2018 21:56:55 | Why did you choose to live in the greater Portlan | Moved from Vancouver BC because it had become unaffordable there. |
| 26-1-2018 21:52:29 | Why did you choose to live in the greater Portlan | Eduacatuin opportunities, career advancement, quality of life/be in a city that embraces a liberal political mindset |
| 26-1-2018 21:48:15 | Why did you choose to live in the greater Portlan | Job opportunities and friends/family in the area. |
| 26-1-2018 21:37:33 | Why did you choose to live in the greater Portlan | Next logical progression from Eugene...? |
| 26-1-2018 21:41:17 | Why did you choose to live in the greater Portlan | Born and raised, then left and returned for quality of outdoor/natural amenities and livability of City and suburbs specifically. |
| 26-1-2018 21:22:01 | Why did you choose to live in the greater Portlan | Great walkable neighborhoods, easy access to nature, great mobility options- generally a wonderfully livable area for a reasonable cost of living. Low (enough) crime and good (enough) schools. |
| 26-1-2018 21:20:20 | Why did you choose to live in the greater Portlan | affordable housing (compared to Seattle), though that is becoming less and less the case. |
| 26-1-2018 20:28:08 | Why did you choose to live in the greater Portlan | years ago, now can't wait to retire and move!!!! |
| 26-1-2018 21:14:15 | Why did you choose to live in the greater Portlan | I'm a native, born and raised in PDX. I've come back every time I've left because it's my home. That said increasing problems here are making leaving look better and better. |
| 26-1-2018 20:30:04 | Why did you choose to live in the greater Portlan | Availability of public transportation and the existence of an urban growth boundary to restrict sprawl and make working and travel in the area relatively easy |
| 26-1-2018 20:28:02 | Why did you choose to live in the greater Portlan | the diversity that the city brings |
| 26-1-2018 20:16:27 | Why did you choose to live in the greater Portlan | Moved from East coast for (ex-) wife to attend school |
| 26-1-2018 20:23:32 | Why did you choose to live in the greater Portlan | I wanted to be able to afford rent for a few months between jobs and not have to own a car, and the sustainability sector called me. If I were making the same choice now, I wouldn't choose Portland. |

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| 26-1-2018 20:18:04 | Why did you choose to live in the greater Portlan | At the time it was affordable & metropolitan, so I could own a home quickly, have a job that paid a living wage, and be near culture/music/outdoor recreation. Also liked the liberal & creative vibe. |
| 26-1-2018 20:05:09 | Why did you choose to live in the greater Portlan | Portland in 1999 was utopia. Clean, green, affordable, easy commutes, community-oriented |
| 26-1-2018 19:02:17 | Why did you choose to live in the greater Portlan | this is where I am from |
| 26-1-2018 04:54:13 | Why did you choose to live in the greater Portlan | city size (big enough to be interesting, not too huge to get around in), employment opportunities (information technology), friends who lived here already |
| 26-1-2018 19:31:44 | Why did you choose to live in the greater Portlan | Been here since kindergarten so my parents made that choice for me. Have always loved it here but don't like what it is becoming. |
| 26-1-2018 18:52:02 | Why did you choose to live in the greater Portlan | A writer's life. |
| 26-1-2018 18:50:19 | Why did you choose to live in the greater Portlan | Culture, bike/walk, access to outdoors |
| 26-1-2018 18:46:57 | Why did you choose to live in the greater Portlan | Natural environment, political culture, climate, creative culture |
| 26-1-2018 18:40:39 | Why did you choose to live in the greater Portlan | bought a house here and moved when i was widowed, as San Francisco is too pricey. |
| 26-1-2018 18:33:47 | Why did you choose to live in the greater Portlan | Better community, better bike infrastructure, friendlier people. |
| 26-1-2018 18:28:25 | Why did you choose to live in the greater Portlan | Where my job is. Where my family is. Love the rain too. Love being in weird old Oregon. |
| 26-1-2018 18:25:06 | Why did you choose to live in the greater Portlan | Family circumstance originally; but I like it here. I like the coastal climate, access to nature and casual dress. |
| 26-1-2018 18:23:43 | Why did you choose to live in the greater Portlan | I was born here. |
| 26-1-2018 18:21:31 | Why did you choose to live in the greater Portlan | I did not want to live in the suburbs or in a small town. |
| 26-1-2018 18:19:33 | Why did you choose to live in the greater Portlan | I came from Spokane, WA in 2000. I didn't want to live in a BIG city like Seattle so we chose PDX. PDX has now become too large and too unruly to enjoy. |
| 26-1-2018 18:19:20 | Why did you choose to live in the greater Portlan | In 2006 Portland was a leader in bicycle and pedestrian infrastructure and urban planning and also is close to the mountains. The city and region has stagnated. |
| 26-1-2018 17:54:38 | Why did you choose to live in the greater Portlan | Nature and culture. |
| 26-1-2018 17:57:57 | Why did you choose to live in the greater Portlan | A job brought me to Portland |
| 26-1-2018 17:33:32 | Why did you choose to live in the greater Portlan | Walkability, Bikeability, Moderate climate |
| 26-1-2018 17:10:56 | Why did you choose to live in the greater Portlan | Weather, jobs, food, culture, politics |
| 26-1-2018 17:49:47 | Why did you choose to live in the greater Portlan | Public transport and cycling infrastructure |
| 26-1-2018 17:51:06 | Why did you choose to live in the greater Portlan | Job opportunity brought me here. Quality of life, affordable housing, economic opportunity keeps me here. |
| 26-1-2018 17:26:17 | Why did you choose to live in the greater Portlan | Walkable neighborhoods. |

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| 26-1-2018 17:24:17 | Why did you choose to live in the greater Portlan | You could get around with not much traffic. Drivers were very courteous. |
| 26-1-2018 17:24:17 | Why did you choose to live in the greater Portlan | You could get around with not much traffic. Drivers were very courteous. Also it was affordable. |
| 26-1-2018 16:55:30 | Why did you choose to live in the greater Portlan | Relocated for school, but also intentional looked for schooling in Portland. |
| 26-1-2018 17:01:18 | Why did you choose to live in the greater Portlan | its my home.... |
| 26-1-2018 16:49:45 | Why did you choose to live in the greater Portlan | quality of life was good. Sense of community was good. |
| 26-1-2018 16:54:22 | Why did you choose to live in the greater Portlan | It's a hassle to move, didn't want to do it. |
| 26-1-2018 16:54:22 | Why did you choose to live in the greater Portlan | It's a hassle to move, didn't want to do it. Very much looking into it though. Traffic is getting out of hand. |
| 26-1-2018 16:48:44 | Why did you choose to live in the greater Portlan | Moved for a job, better access to medical care, and the diversity. |
| 26-1-2018 16:44:31 | Why did you choose to live in the greater Portlan | Grew up here, moved back because nowhere else felt like home. I share important values with the people who live here. |
| 26-1-2018 16:24:22 | Why did you choose to live in the greater Portlan | We moved to East Pdx for a better home. I ended up staying because I enjoyed the country feel and being further away for the city. |
| 26-1-2018 16:41:32 | Why did you choose to live in the greater Portlan | I came here for education and stayed due to circumstances. |
| 26-1-2018 16:40:41 | Why did you choose to live in the greater Portlan | I've lived in Oregon my entire life and moved here to be closer to family who at that time were dying. I've never left the area. |
| 26-1-2018 16:38:25 | Why did you choose to live in the greater Portlan | Born here and never left. Although, I keep wanting to leave because the taxes we pay for property are ridiculously high. |
| 26-1-2018 16:18:20 | Why did you choose to live in the greater Portlan | I was homeless when I moved up here. Portland had resources. |
| 26-1-2018 15:42:00 | Why did you choose to live in the greater Portlan | Job market, culture and stay close to family. |
| 26-1-2018 15:58:43 | Why did you choose to live in the greater Portlan | Job prospects, socialy fit in with my |
| 26-1-2018 15:58:43 | Why did you choose to live in the greater Portlan | Job prospects, socially fit in with my lifestyle, affordable |
| 26-1-2018 16:08:05 | Why did you choose to live in the greater Portlan | Progressive politics, diverse population, arts & architecture. |
| 26-1-2018 15:55:34 | Why did you choose to live in the greater Portlan | Good quality of life, relatively low cost of living, existing community of friends. |
| 26-1-2018 15:52:18 | Why did you choose to live in the greater Portlan | I was born and raised here. |
| 26-1-2018 15:36:05 | Why did you choose to live in the greater Portlan | Education and career, quality of life, culture, recreation opportunities |
| 26-1-2018 15:13:51 | Why did you choose to live in the greater Portlan | I value living in a compact, progressive, sustainable city that I don't have to drive to get to work in. |
| 26-1-2018 15:18:31 | Why did you choose to live in the greater Portlan | Born and raised in Portland, always called Portland home, raised family here. |

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| 26-1-2018 15:08:51 | Why did you choose to live in the greater Portlan | Family and friends here; dual language immersion program in PPS; my job at Horizon Air |
| 26-1-2018 14:54:19 | Why did you choose to live in the greater Portlan | I could afford to buy a house, I liked the culture and quality of life, less sprawl than other cities and access to nature like the Gorge. |
| 26-1-2018 14:41:52 | Why did you choose to live in the greater Portlan | Born here. Not planning on staying because the traffic, roads and taxes are too high |
| 26-1-2018 13:52:48 | Why did you choose to live in the greater Portlan | I was born here and watched the city evolve to the point where I hardly want to leave. |
| 26-1-2018 12:41:29 | Why did you choose to live in the greater Portlan | Moved here for school as a chance to live in a new part of the world. Stayed after graduating |
| 26-1-2018 13:37:30 | Why did you choose to live in the greater Portlan | my parents moved there when I was two because they liked the environment and thought it was a good place to raise a family |
| 26-1-2018 12:18:28 | Why did you choose to live in the greater Portlan | Born/raised here |
| 26-1-2018 06:51:28 | Why did you choose to live in the greater Portlan | It used to be safe and fun. |
| 26-1-2018 11:20:22 | Why did you choose to live in the greater Portlan | Grew up here |
| 26-1-2018 10:04:52 | Why did you choose to live in the greater Portlan | This is my home |
| 26-1-2018 07:19:56 | Why did you choose to live in the greater Portlan | Family |
| 26-1-2018 09:47:39 | Why did you choose to live in the greater Portlan | More affordable than Seattle or San Francisco with great access to the outdoors. |
| 26-1-2018 06:31:52 | Why did you choose to live in the greater Portlan | I moved here for college and have not left. It's beautiful here. |
| 26-1-2018 06:22:54 | Why did you choose to live in the greater Portlan | Career opportunities, good cluster of jobs in my field |
| 26-1-2018 06:16:56 | Why did you choose to live in the greater Portlan | I like that PORTLAND is a progressive city with accessible public transit that is also bike and pedestrian friendly |
| 26-1-2018 05:37:11 | Why did you choose to live in the greater Portlan | Went to college here and liked it more than my hometown. More diverse food, shopping, and entertainment options. |
| 26-1-2018 05:28:44 | Why did you choose to live in the greater Portlan | Quality of life factors from previous question (access to outdoors, air & water quality, transportation system option) plus a value on planning and (at the time) housing affordability. |
| 26-1-2018 05:10:49 | Why did you choose to live in the greater Portlan | Born and raised. |
| 26-1-2018 05:02:25 | Why did you choose to live in the greater Portlan | Quality of life |
| 26-1-2018 04:42:22 | Why did you choose to live in the greater Portlan | I had heard good things about Portland around 2004...job situation wasn't great, but housing was reasonable at that time. I was young and trying to figure things out. |
| 26-1-2018 04:01:36 | Why did you choose to live in the greater Portlan | No comment |
| 26-1-2018 04:25:29 | Why did you choose to live in the greater Portlan | Vegan food, the great outdoors, and progressive culture |
| 26-1-2018 04:12:05 | Why did you choose to live in the greater Portlan | The outdoors. Mountains. Beaches. Deserts. Bikeways and bike trails. |

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| 26-1-2018 04:00:41 | Why did you choose to live in the greater Portlan | Access to recreation, natural beauty, cultural experiences, good jobs, liberal (vs. conservative) political majority, great restaurants. Family lives here. |
| 26-1-2018 03:41:27 | Why did you choose to live in the greater Portlan | grew up here and don't know any better place. |
| 26-1-2018 03:18:23 | Why did you choose to live in the greater Portlan | Progressive values and queer community. Food culture and design aesthetic. |
| 26-1-2018 02:56:35 | Why did you choose to live in the greater Portlan | My husband is from here. |
| 26-1-2018 02:49:40 | Why did you choose to live in the greater Portlan | My job relocated to Wilsonville. |
| 26-1-2018 02:38:47 | Why did you choose to live in the greater Portlan | Location to job |
| 26-1-2018 02:09:30 | Why did you choose to live in the greater Portlan | Chose to live in Gresham. |
| 26-1-2018 01:05:45 | Why did you choose to live in the greater Portlan | Proximity to family |
| 26-1-2018 01:01:00 | Why did you choose to live in the greater Portlan | It was greener and less crowded than where I came from. People were nice. It was more affordable. |
| 26-1-2018 00:53:26 | Why did you choose to live in the greater Portlan | I fell in love with the city's charm, friendly people, Mt. Hood & other natural areas. Job opportunities in ecological restoration field. Cheaper than SF Bay Area where I lived for 10 years. |
| 26-1-2018 00:53:26 | Why did you choose to live in the greater Portlan | I fell in love with the city's charm, friendly people, Mt. Hood / beautiful natural areas. Job opportunities in ecological restoration field. Cheaper than SF Bay Area where I lived for 10 years. |
| 26-1-2018 00:47:30 | Why did you choose to live in the greater Portlan | I was born in Portland in 1948, grew up in Washington County. I have worked in Portland and the local area many years. When I lived elsewhere for a few years, I could not wait to get back. |
| 25-1-2018 22:48:25 | Why did you choose to live in the greater Portlan | I wanted to live in a city with job choices, good schools and fun activities with access to nature nearby. |
| 25-1-2018 21:22:22 | Why did you choose to live in the greater Portlan | I love the Pacific NW. We have access to everything, mild weather, and pretty nice people too. |
| 26-1-2018 00:13:09 | Why did you choose to live in the greater Portlan | Employment opportunities |
| 25-1-2018 16:56:52 | Why did you choose to live in the greater Portlan | I like being in the city and close to amenities including live music, shopping, restaurants, airports, and more |
| 25-1-2018 22:12:38 | Why did you choose to live in the greater Portlan | work, followed spouse |
| 25-1-2018 21:45:14 | Why did you choose to live in the greater Portlan | The climate and the amenities. |
| 25-1-2018 21:11:15 | Why did you choose to live in the greater Portlan | We brought our business here. However, we do not like the incredibly ugly and dense development that is being allowed, with little to no on-site parking. Somebody's on the take! |
| 25-1-2018 21:25:32 | Why did you choose to live in the greater Portlan | Jobs, clean air, weather |
| 25-1-2018 21:26:56 | Why did you choose to live in the greater Portlan | affordability |
| 25-1-2018 21:27:13 | Why did you choose to live in the greater Portlan | Loved public transit and that I could walk so easily where I wanted to go. |
| 25-1-2018 20:01:39 | Why did you choose to live in the greater Portlan | affordability and liveability |

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| 25-1-2018 19:52:26 | Why did you choose to live in the greater Portlan | Born Here, live here. Please expand with more traffic lanes I-5, I-205, State Highways, and add additional Highways to Westside of Metro area. We have built any new capacity for 30 plus years! |
| 25-1-2018 19:44:50 | Why did you choose to live in the greater Portlan | I was born here and my family is here. I choose to live near my family. |
| 25-1-2018 19:30:03 | Why did you choose to live in the greater Portlan | At the time |
| 25-1-2018 19:30:03 | Why did you choose to live in the greater Portlan | I fell in love with the natural beauty of the area and there were job opportunities in the ecosystem restoration field. It was also more affordable than the SF Bay Area, where I lived previously. |
| 25-1-2018 19:14:34 | Why did you choose to live in the greater Portlan | Grew up here; didn't find any place better |
| 25-1-2018 18:58:41 | Why did you choose to live in the greater Portlan | Friends came here after college. |
| 25-1-2018 18:45:55 | Why did you choose to live in the greater Portlan | Good nexus of cost of living vs job opportunities |
| 25-1-2018 18:50:26 | Why did you choose to live in the greater Portlan | Quality of life. |
| 25-1-2018 18:54:00 | Why did you choose to live in the greater Portlan | A visit from my home land of England opened my eyes to a world of possibilities in Portland |
| 25-1-2018 18:16:55 | Why did you choose to live in the greater Portlan | My job brought me here in 1968. |
| 25-1-2018 17:53:34 | Why did you choose to live in the greater Portlan | I have lived here my entire life. |
| 25-1-2018 18:16:43 | Why did you choose to live in the greater Portlan | Employment opportunity |
| 25-1-2018 17:16:16 | Why did you choose to live in the greater Portlan | It's where the job is. |
| 25-1-2018 17:14:19 | Why did you choose to live in the greater Portlan | Family |
| 25-1-2018 17:01:35 | Why did you choose to live in the greater Portlan | Born and raised here, love the availability of the various outdoor options. |
| 25-1-2018 17:09:59 | Why did you choose to live in the greater Portlan | Has always been my home base. Have lived in New Jersey,Seattle and Salem over time, but returned here in 1979. |
| 25-1-2018 17:07:03 | Why did you choose to live in the greater Portlan | It offered a good quality of life. |
| 25-1-2018 16:57:16 | Why did you choose to live in the greater Portlan | At the time and easy and relaxed pace compared to LA. Also better place to raise my family. |
| 25-1-2018 16:24:21 | Why did you choose to live in the greater Portlan | Own home in very accessible neighborhood of 80-100 year old homes. |
| 25-1-2018 16:23:35 | Why did you choose to live in the greater Portlan | Opportunities in education, employment, arts and culture |
| 25-1-2018 15:50:11 | Why did you choose to live in the greater Portlan | Natural beauty and in the past people were exceptionally nice. no longer |
| 25-1-2018 15:21:34 | Why did you choose to live in the greater Portlan | Because my environmental studies professor in collage said that Portland had the best urban planning and transportation in the nation |
| 25-1-2018 13:31:12 | Why did you choose to live in the greater Portlan | High quality of life and safe environment that values diversity and is rich in culture which are now tanking. Development can happen beyond the core in East Portland where it's needed. |

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| 25-1-2018 13:26:29 | Why did you choose to live in the greater Portlan | Public transit, minimum wage, affordable living, progressiveness, the relationship this city has with nature. |
| 25-1-2018 09:32:10 | Why did you choose to live in the greater Portlan | Originally because it was a beautiful, vibrant, functional city. Not so much these days. |
| 25-1-2018 09:01:21 | Why did you choose to live in the greater Portlan | Deep family roots and great education opportunities |
| 25-1-2018 02:57:02 | Why did you choose to live in the greater Portlan | Spouse's Job Relocation |
| 25-1-2018 06:12:33 | Why did you choose to live in the greater Portlan | Great public transit and accessibility to natural areas with decent work options. |
| 25-1-2018 08:13:00 | Why did you choose to live in the greater Portlan | My job |
| 25-1-2018 07:42:51 | Why did you choose to live in the greater Portlan | Lack of jobs in Lane County. Your friends killed the logging based economy there. Thanks. |
| 25-1-2018 06:45:36 | Why did you choose to live in the greater Portlan | Have you skied Mt. Hood? |
| 25-1-2018 06:45:36 | Why did you choose to live in the greater Portlan | It's my home, I was born in Portland. There's no place like it. |
| 25-1-2018 05:33:32 | Why did you choose to live in the greater Portlan | I didn't, I was born here. |
| 25-1-2018 04:49:15 | Why did you choose to live in the greater Portlan | I grew up in the PNW and thought Portland was a perfect place to move after graduating college. I really love food, it's very important to me, so that was a huge draw. Also the strong economy. |
| 25-1-2018 03:49:41 | Why did you choose to live in the greater Portlan | My father lived here. I have lived here since I was 2 years old. My friends live here. Other than my personal relationships, I have no interest in staying here. |
| 25-1-2018 03:49:41 | Why did you choose to live in the greater Portlan | My father lived here. I have lived here since I was 2 years old, so I didn't have a say in the matter. My friends live here. Other than my personal relationships, I have no interest in staying here. |
| 25-1-2018 03:47:14 | Why did you choose to live in the greater Portlan | I was born and raised in the Portland area. I have lived and worked in the area for 73 years. |
| 25-1-2018 03:04:02 | Why did you choose to live in the greater Portlan | born here |
| 25-1-2018 02:25:11 | Why did you choose to live in the greater Portlan | Have family here |
| 25-1-2018 02:25:11 | Why did you choose to live in the greater Portlan | Have family in Eastern OR |
| 25-1-2018 02:27:02 | Why did you choose to live in the greater Portlan | Work |
| 25-1-2018 02:33:43 | Why did you choose to live in the greater Portlan | School for my child. |
| 25-1-2018 02:41:39 | Why did you choose to live in the greater Portlan | its the city that works! Lots of great people working on solutions to make our city better. |
| 25-1-2018 02:20:01 | Why did you choose to live in the greater Portlan | Quality of life, proximity to family, parks and recreation, quality medical care, legal physician-assisted suicide, progressive politics. |
| 25-1-2018 02:16:35 | Why did you choose to live in the greater Portlan | family |
| 25-1-2018 02:15:38 | Why did you choose to live in the greater Portlan | bikeability, culture, focus on the environment. |

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| 25-1-2018 01:59:36 | Why did you choose to live in the greater Portlan | Husband's family was here, our jobs were here, and our church is here. I can hardly Wait to move away from Portland traffic! |
| 25-1-2018 01:48:51 | Why did you choose to live in the greater Portlan | Because Portland is wonderful. |
| 25-1-2018 01:48:34 | Why did you choose to live in the greater Portlan | I'm still asking myself that question. |
| 25-1-2018 00:59:41 | Why did you choose to live in the greater Portlan | My family moved here when I was two. I have chosen to stay because I have kids and the public schools are excellent. I also like the climate. |
| 25-1-2018 01:47:33 | Why did you choose to live in the greater Portlan | Work |
| 25-1-2018 01:39:26 | Why did you choose to live in the greater Portlan | Because it has a working transit system in a liveable city |
| 25-1-2018 01:28:46 | Why did you choose to live in the greater Portlan | Born here |
| 25-1-2018 01:19:46 | Why did you choose to live in the greater Portlan | Outdoor activities and forced to live in the city for work. The city only cares about prosperity of close in neighborhoods and has reframed livability to turn outer SE into a undesirable slum |
| 25-1-2018 01:13:19 | Why did you choose to live in the greater Portlan | I went to college here and just kind of stuck around. |
| 25-1-2018 01:12:14 | Why did you choose to live in the greater Portlan | I didn't choose it as much as I grew up here and cant afford to move to a better place |
| 25-1-2018 01:03:45 | Why did you choose to live in the greater Portlan | Moved here for marriage |
| 25-1-2018 00:47:10 | Why did you choose to live in the greater Portlan | Public transportation. |
| 25-1-2018 00:45:14 | Why did you choose to live in the greater Portlan | Weather, culture, outdoors |
| 25-1-2018 00:29:31 | Why did you choose to live in the greater Portlan | A great balance of work opportunities, beautiful weather and environment, left-leaning politics, and affordable housing. |
| 25-1-2018 00:28:22 | Why did you choose to live in the greater Portlan | Liked the city and the climate. It's not as great as when I moved here in the 90's. it's harder to get around. There is more trash around. |
| 25-1-2018 00:20:39 | Why did you choose to live in the greater Portlan | relocated for work from another state |
| 24-1-2018 21:02:07 | Why did you choose to live in the greater Portlan | I had a job lined up when I left college. Raised in WA and OR. |
| 25-1-2018 00:06:23 | Why did you choose to live in the greater Portlan | Work |
| 24-1-2018 23:39:53 | Why did you choose to live in the greater Portlan | Quality of life and education opportunities for our children. |
| 25-1-2018 00:05:06 | Why did you choose to live in the greater Portlan | Quality of life, family proximity |
| 25-1-2018 00:04:52 | Why did you choose to live in the greater Portlan | Spouse got a job offer. |
| 24-1-2018 23:33:22 | Why did you choose to live in the greater Portlan | Employment |
| 24-1-2018 23:12:51 | Why did you choose to live in the greater Portlan | Family, culture, climate. |

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| 24-1-2018 23:13:09 | Why did you choose to live in the greater Portlan | Climate. |
| 24-1-2018 23:21:31 | Why did you choose to live in the greater Portlan | Good job, lots of things to do, beautiful city. |
| 24-1-2018 23:05:33 | Why did you choose to live in the greater Portlan | I could ride my bike or walk to the grocery store, work, and library. My kids could get themselves to school without me driving them in a car. |
| 24-1-2018 22:08:42 | Why did you choose to live in the greater Portlan | Access to outdoor recreation. Atmosphere of the city. An open minded population. |
| 24-1-2018 22:48:46 | Why did you choose to live in the greater Portlan | affordability |
| 24-1-2018 22:48:46 | Why did you choose to live in the greater Portlan | affordability |
| 24-1-2018 22:14:31 | Why did you choose to live in the greater Portlan | I was born here, my family and friends are here, its beautiful, the climate is fantastic. I don't want to live anywhere else. |
| 24-1-2018 22:02:21 | Why did you choose to live in the greater Portlan | There was work opportunity here; the above-par cycling and transit networks; the cultural opportunities and the access to wonderful natural areas. |
| 24-1-2018 21:44:49 | Why did you choose to live in the greater Portlan | Moved here for school and found a job. Stayed here because of the quality of life beauty and Portland values. |
| 24-1-2018 21:40:33 | Why did you choose to live in the greater Portlan | Employment |
| 24-1-2018 20:15:46 | Why did you choose to live in the greater Portlan | Employment opportunities |
| 24-1-2018 21:26:13 | Why did you choose to live in the greater Portlan | College and Employment opportunities |
| 24-1-2018 21:23:04 | Why did you choose to live in the greater Portlan | I was born here and admired the strong political will toward livability however i am questioning it lately due to slow pace of improvement for walking and biking. |
| 24-1-2018 20:12:06 | Why did you choose to live in the greater Portlan | I was born here. |
| 24-1-2018 19:37:06 | Why did you choose to live in the greater Portlan | Work |
| 24-1-2018 20:06:21 | Why did you choose to live in the greater Portlan | Job and scenic and recreational value |
| 24-1-2018 19:49:15 | Why did you choose to live in the greater Portlan | Affordable, less stress lifestyle, TTSD good schools |
| 24-1-2018 19:08:37 | Why did you choose to live in the greater Portlan | Relocated to be closer to Family for a better quality of life closer to family. |
| 24-1-2018 19:07:53 | Why did you choose to live in the greater Portlan | Oregon was a good place to escape to in the 70's to raise kids. |
| 24-1-2018 18:50:00 | Why did you choose to live in the greater Portlan | To get out of Hammond, IN. I moved here sight unseen and I've not had one regret. I love Oregon's beauty from the mountains to the ocean. |
| 24-1-2018 17:10:54 | Why did you choose to live in the greater Portlan | just ended up here |
| 24-1-2018 18:48:25 | Why did you choose to live in the greater Portlan | Grew up here, no place better environmentally and socially but these are pros are attracted more people which our systems don't seem to be able to handle the population increase |
| 24-1-2018 18:44:35 | Why did you choose to live in the greater Portlan | Low crime rate, nice environment, family. |

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| 24-1-2018 18:34:33 | Why did you choose to live in the greater Portlan | I was 9 and my parents moved here. I had to follow them. I've chosen to stay here to raise my family because I love my community (Sherwood) yet the "city" (Portland) is close and has lots to offer. |
| 24-1-2018 18:34:03 | Why did you choose to live in the greater Portlan | to go to school (PSU) |
| 24-1-2018 17:12:14 | Why did you choose to live in the greater Portlan | Moved from MA to OR for a work opportunity. |
| 24-1-2018 17:27:33 | Why did you choose to live in the greater Portlan | Quality of life: Walkability, public transportation, organized neighborhood associations, inclusion, parks/green space for outlying neighborhoods |
| 24-1-2018 17:04:28 | Why did you choose to live in the greater Portlan | Quality of life, economy, job opportunities. |
| 24-1-2018 17:08:45 | Why did you choose to live in the greater Portlan | Moved closer to family, like the seasons, nature of the city, and especially green areas! |
| 24-1-2018 17:10:03 | Why did you choose to live in the greater Portlan | Portland gave me opportunities to live in a beautiful spot, while also providing artistic and cultural amenities that were accessible and affordable. I was able to walk and use public transportation |
| 24-1-2018 16:58:40 | Why did you choose to live in the greater Portlan | Job transfer. |
| 24-1-2018 16:43:40 | Why did you choose to live in the greater Portlan | It's where we have jobs...but I would leave because the schools are horrible. If we could get better jobs somewhere else, we would leave. |
| 24-1-2018 16:44:15 | Why did you choose to live in the greater Portlan | right balance of Quality of life factors. |
| 24-1-2018 16:37:08 | Why did you choose to live in the greater Portlan | a guy :-) |
| 24-1-2018 16:36:36 | Why did you choose to live in the greater Portlan | I arrived at 3 with parents seeking an affordable, progressive, racially diverse community. I left at 18 and returned at 38 seeking affordability, progressivism, LGBT welcoming and closeness to family |
| 24-1-2018 15:58:05 | Why did you choose to live in the greater Portlan | Job opportunity |
| 24-1-2018 16:11:04 | Why did you choose to live in the greater Portlan | For a job |
| 24-1-2018 16:35:19 | Why did you choose to live in the greater Portlan | Born and raised in Portland metro |
| 24-1-2018 16:23:50 | Why did you choose to live in the greater Portlan | Wife lived here |
| 24-1-2018 16:16:24 | Why did you choose to live in the greater Portlan | Natural beauty, community, opportunities |
| 24-1-2018 16:09:53 | Why did you choose to live in the greater Portlan | Improved quality of life |
| 24-1-2018 16:07:50 | Why did you choose to live in the greater Portlan | Affordability, employment opportunities, close proximity to Nature and work environment. |
| 24-1-2018 15:58:26 | Why did you choose to live in the greater Portlan | It's my home. |
| 24-1-2018 14:07:31 | Why did you choose to live in the greater Portlan | Grew up here, love the area (variety of nature activities and beauty, fun city). |
| 24-1-2018 15:52:10 | Why did you choose to live in the greater Portlan | About the only place in the state that offers fairly decent employment opportunities, if you are willing to put up with higher taxes, excessive government, etc. |
| 24-1-2018 15:53:59 | Why did you choose to live in the greater Portlan | employment |

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| 24-1-2018 15:56:04 | Why did you choose to live in the greater Portlan | Love portland |
| 24-1-2018 08:58:37 | Why did you choose to live in the greater Portlan | interesting, quirky place that seemed to have a sense of social justice |
| 24-1-2018 07:21:26 | Why did you choose to live in the greater Portlan | Because I work in Portland. As soon as I retire, I'm leaving. |
| 24-1-2018 05:06:45 | Why did you choose to live in the greater Portlan | I am from here and love the region. Access to nature and good public transportation. |
| 24-1-2018 05:09:38 | Why did you choose to live in the greater Portlan | My wife is from here. Good job opportunities. Outdoors. Weather. Great urban planning and transportation. Urban Growth Boundary. Culture. |
| 24-1-2018 03:31:38 | Why did you choose to live in the greater Portlan | Nearness to employment |
| 24-1-2018 03:30:24 | Why did you choose to live in the greater Portlan | where I grew up. It's home. |
| 23-1-2018 21:03:20 | Why did you choose to live in the greater Portlan | bicycle access / bicycle life |
| 24-1-2018 02:49:26 | Why did you choose to live in the greater Portlan | Family ties |
| 24-1-2018 02:30:36 | Why did you choose to live in the greater Portlan | Quality of life; parks, climate. |
| 24-1-2018 01:07:47 | Why did you choose to live in the greater Portlan | Quality of life and relative affordability |
| 24-1-2018 00:11:36 | Why did you choose to live in the greater Portlan | I love living along the river and being within walking distance to the city center. I appreciate having the Honored Citizen transit pass. If the weather changes I can just jump on pubic transit ! |
| 24-1-2018 00:39:48 | Why did you choose to live in the greater Portlan | for the weather and growing conditions, friendly neighbors, and attractive architecture |
| 24-1-2018 00:08:03 | Why did you choose to live in the greater Portlan | Affordable compared to other cities where one can live well without a car. |
| 23-1-2018 23:40:10 | Why did you choose to live in the greater Portlan | Outdoor space and prioritizing alternative transportation options (not cars) |
| 23-1-2018 23:12:47 | Why did you choose to live in the greater Portlan | It is a city that I wanted to live in. I had several cities to choose from for my job (multiple regional office options) but Portland stood out as a good location to both live and work. |
| 23-1-2018 22:56:51 | Why did you choose to live in the greater Portlan | I can bicycle most places. The greater westside (i.e. Beaverton and Newberg |
| 23-1-2018 22:56:51 | Why did you choose to live in the greater Portlan | I can bicycle most places. The greater westside (i.e. Beaverton, Newberg) remains challenging to access. I love being near the mountains and beach. Rock concerts and art galleries are important too |
| 23-1-2018 23:01:04 | Why did you choose to live in the greater Portlan | Good biking infrastructure, good transit, high quality of life, affordability. |
| 23-1-2018 22:52:30 | Why did you choose to live in the greater Portlan | I grew up Southern Oregon, went to college here and never left. Now I am just sorta suck here |
| 23-1-2018 22:38:17 | Why did you choose to live in the greater Portlan | - access to nature - easy to get around the city - a belief that we can make this place better |
| 23-1-2018 20:46:54 | Why did you choose to live in the greater Portlan | At the time it was affordable, blue collar, small |
| 23-1-2018 22:33:24 | Why did you choose to live in the greater Portlan | Family was here. It could be beautiful if properties, parks and streets were maintained and the homeless were not allowed to ruin the area. |

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| 23-1-2018 21:26:42 | Why did you choose to live in the greater Portlan | Good graduate school program. Relatively low rents. Good inner-city walking and biking environment, and decent-ish transit. |
| 23-1-2018 21:26:34 | Why did you choose to live in the greater Portlan | I like the convenience of city life. |
| 23-1-2018 21:13:48 | Why did you choose to live in the greater Portlan | Direct flight to Tokyo, Japan. Not too big. Not too small. Cultural amenities. Progressive thinking. |
| 23-1-2018 20:40:52 | Why did you choose to live in the greater Portlan | Job, recreational opportunities outside the city |
| 23-1-2018 20:35:56 | Why did you choose to live in the greater Portlan | Grew up here |
| 23-1-2018 20:38:04 | Why did you choose to live in the greater Portlan | Livability and at the time I moved here housing affordability |
| 23-1-2018 20:29:18 | Why did you choose to live in the greater Portlan | Transit, natural areas nearby, lots of cultural opportunities. |
| 23-1-2018 20:28:23 | Why did you choose to live in the greater Portlan | Quality of life here exceeds that available in most other US cities |
| 23-1-2018 20:11:42 | Why did you choose to live in the greater Portlan | Native |
| 23-1-2018 00:12:25 | Why did you choose to live in the greater Portlan | Home |
| 23-1-2018 20:03:35 | Why did you choose to live in the greater Portlan | because Canada kicked me out |
| 23-1-2018 20:01:03 | Why did you choose to live in the greater Portlan | I grew up here, but lived in Seattle for over 20 years. My family returned to be closer to relatives and for jobs/to attend grad. school. SW Portland was chosen due to transit options/commute time. |
| 23-1-2018 19:29:43 | Why did you choose to live in the greater Portlan | It is where my family and friends live |
| 23-1-2018 19:53:17 | Why did you choose to live in the greater Portlan | Family, work, opportunity to live without being car-dependent, access to nature, live in environmentally responsible way. |
| 23-1-2018 19:47:38 | Why did you choose to live in the greater Portlan | Geography and Culture! Great access to forest, mountains, coast, beer, art, and community. |
| 23-1-2018 19:40:33 | Why did you choose to live in the greater Portlan | Aforementioned "quality of life" in a mid size city. Although we are starting to feel like a bigger city every day. |
| 23-1-2018 19:38:05 | Why did you choose to live in the greater Portlan | I "married into Portland" as i met my future wife during a work assignment. We moved away for 17 years and came back as financially secure baby boomers who, unlike others, could afford to live here |
| 23-1-2018 19:25:41 | Why did you choose to live in the greater Portlan | Easy access to wilderness |
| 23-1-2018 19:17:23 | Why did you choose to live in the greater Portlan | It is where I grew up. I enjoy being able to ride my bike and walk. I enjoy having access to the mountains, wilderness and beach. |
| 23-1-2018 19:14:51 | Why did you choose to live in the greater Portlan | Jobs and affordability |
| 23-1-2018 19:14:38 | Why did you choose to live in the greater Portlan | I was born and raised here. |
| 23-1-2018 19:02:59 | Why did you choose to live in the greater Portlan | Good beer, love of bikes, access to nature, interesting politics. |
| 23-1-2018 18:46:36 | Why did you choose to live in the greater Portlan | Nature, biking, beer |

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| 23-1-2018 19:14:14 | Why did you choose to live in the greater Portlan | I was born here and, until the last 5 years or so, never wanted to live anywhere else. |
| 23-1-2018 18:49:49 | Why did you choose to live in the greater Portlan | My parents chose this area because of employment. |
| 23-1-2018 18:42:13 | Why did you choose to live in the greater Portlan | Bike and pedestrian facilities |
| 23-1-2018 18:32:24 | Why did you choose to live in the greater Portlan | The economy, close to the Beach and Mountains. A good system for freight and cars |
| 23-1-2018 18:26:34 | Why did you choose to live in the greater Portlan | For employment. |
| 23-1-2018 18:20:34 | Why did you choose to live in the greater Portlan | Truthfully we bought into the hype that it was a great bicycling/transit city. After living here we discovered it was/is not, but Portland still has many great things going for it and great people. |
| 23-1-2018 18:12:15 | Why did you choose to live in the greater Portlan | Access to work, recreation and other amenities. |
| 23-1-2018 18:16:56 | Why did you choose to live in the greater Portlan | Found a job after graduating |
| 23-1-2018 17:55:57 | Why did you choose to live in the greater Portlan | Best city in the US |
| 23-1-2018 17:59:16 | Why did you choose to live in the greater Portlan | I am a professional slug collector, and our climate and variety of specimens just can't be beat! |
| 23-1-2018 17:52:47 | Why did you choose to live in the greater Portlan | Aloha |
| 23-1-2018 17:52:05 | Why did you choose to live in the greater Portlan | Nice single family homes and walkable, safe neighborhoods. |
| 23-1-2018 17:12:38 | Why did you choose to live in the greater Portlan | I have chosen to leave the area and move down the valley because of the backwards-planning that has REDUCED lane-miles and increased congestion to the point there is an 18hr "rush hour" |
| 23-1-2018 17:38:23 | Why did you choose to live in the greater Portlan | It is a city with progressive values. |
| 23-1-2018 17:29:52 | Why did you choose to live in the greater Portlan | Natural beauty of the PNW, liberal politics, perceived quality of life, less "hustle and bustle" compared to SEA or SFO. This is, of course, changing for the worse. |
| 23-1-2018 17:29:16 | Why did you choose to live in the greater Portlan | I was born and raised here, went to Kennedy Grade School before it was a McMennimans, |
| 23-1-2018 17:29:16 | Why did you choose to live in the greater Portlan | I was born and raised here, went to Kennedy Grade School before it was a McMenamins, |
| 23-1-2018 17:29:16 | Why did you choose to live in the greater Portlan | I was born and raised in Portland, went to Kennedy Grade School before it was a McMenamins', seen NE Portland gentrify, moved out due to taxes and living conditions. |
| 23-1-2018 16:48:22 | Why did you choose to live in the greater Portlan | Feels like home, my family is here |
| 23-1-2018 16:06:15 | Why did you choose to live in the greater Portlan | Close to employment |
| 23-1-2018 17:17:30 | Why did you choose to live in the greater Portlan | I chose to live in Portland because I had heard this area offered a high quality life for residents and was leading the country in forward-thinking transportation systems. |
| 23-1-2018 15:17:44 | Why did you choose to live in the greater Portlan | I was born here. Didn't have much choice in that. I haven't left because I like curbside recycling/compost, the lack of plastic bags and styrofoam take out containers. Also, the thoughtful people. |
| 23-1-2018 09:56:40 | Why did you choose to live in the greater Portlan | Quality of life, several good friends live nearby |

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| 23-1-2018 14:57:10 | Why did you choose to live in the greater Portlan | My roots are here and I love it! |
| 23-1-2018 14:07:23 | Why did you choose to live in the greater Portlan | climate |
| 23-1-2018 14:07:23 | Why did you choose to live in the greater Portlan | climate, recreation |
| 23-1-2018 14:07:23 | Why did you choose to live in the greater Portlan | climate, recreation, work |
| 23-1-2018 08:56:41 | Why did you choose to live in the greater Portlan | The quality of life! |
| 23-1-2018 08:00:46 | Why did you choose to live in the greater Portlan | Fell in love with a Portland gal. |
| 23-1-2018 06:54:09 | Why did you choose to live in the greater Portlan | Lifestyle |
| 23-1-2018 07:01:10 | Why did you choose to live in the greater Portlan | Family, education, career. |
| 23-1-2018 07:01:10 | Why did you choose to live in the greater Portlan | Family moved from Eugene to Portland while I was in college. Came to Portland after college for work and family was near. |
| 23-1-2018 04:52:49 | Why did you choose to live in the greater Portlan | Liveability; cost of living; culture |
| 23-1-2018 05:14:53 | Why did you choose to live in the greater Portlan | Family, nature, ocean, progressive, biking, green. |
| 23-1-2018 04:44:01 | Why did you choose to live in the greater Portlan | I sometimes wonder why I stay here. You are totally ignoring automobile traffic needs. |
| 23-1-2018 04:25:59 | Why did you choose to live in the greater Portlan | It used to be really nice when I moved here in '79. |
| 23-1-2018 04:13:13 | Why did you choose to live in the greater Portlan | For a job |
| 23-1-2018 04:12:32 | Why did you choose to live in the greater Portlan | To be close to town and work. Use transit instead of driving. Easy to get around to all areas of portland. |
| 23-1-2018 03:14:00 | Why did you choose to live in the greater Portlan | Close to family |
| 23-1-2018 03:56:36 | Why did you choose to live in the greater Portlan | Born and raised. But i stayed because of our values... however, I now feel we are not living up to them. |
| 23-1-2018 03:56:36 | Why did you choose to live in the greater Portlan | Born and raised. But I stay because of our values,however, I now feel we are not living up to them. I.E. Gentrification (and for the purposes of this survey, gentrifiacion casued by transit |
| 23-1-2018 03:56:36 | Why did you choose to live in the greater Portlan | Born and raised. But I stay because of our values, however, I now feel we are not living up to them. I.E. Gentrification (Like the gentrification caused by the max yellow line.) |
| 23-1-2018 03:43:05 | Why did you choose to live in the greater Portlan | I |
| 23-1-2018 03:43:05 | Why did you choose to live in the greater Portlan | I liked it here. |
| 23-1-2018 02:57:12 | Why did you choose to live in the greater Portlan | The weather. |
| 23-1-2018 02:44:40 | Why did you choose to live in the greater Portlan | Grew up, moved then moved back due to marriage, moved out of city and although out of Portland still too close |

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| 23-1-2018 02:40:28 | Why did you choose to live in the greater Portlan | Job, vibrant city, great restaurants, good biking and bike commuting options (but in need of improvement as car traffic increases!!) |
| 23-1-2018 02:16:14 | Why did you choose to live in the greater Portlan | Family located here |
| 23-1-2018 01:46:25 | Why did you choose to live in the greater Portlan | Moved for school, stayed because of significant other. |
| 23-1-2018 01:37:49 | Why did you choose to live in the greater Portlan | Natural surroundings and job opportunity |
| 23-1-2018 01:41:53 | Why did you choose to live in the greater Portlan | I love living in a big city and all the benefits of it while being able to go to the beach or the woods or the mountains any time I want. |
| 23-1-2018 01:38:54 | Why did you choose to live in the greater Portlan | it's home. |
| 23-1-2018 01:35:54 | Why did you choose to live in the greater Portlan | It is a creative vibrant city who is full of people aiming to live their best lives, while building a stronger community. |
| 23-1-2018 01:26:31 | Why did you choose to live in the greater Portlan | Work |
| 23-1-2018 01:26:51 | Why did you choose to live in the greater Portlan | Geography and culture. Portland isn't just another city, it has a soul. |
| 23-1-2018 01:19:15 | Why did you choose to live in the greater Portlan | Found a nice neighborhood to raise our family. |
| 23-1-2018 01:03:16 | Why did you choose to live in the greater Portlan | Job opportunities |
| 23-1-2018 01:16:19 | Why did you choose to live in the greater Portlan | Walking and biking, local food, friendly people, close to mountains and ocean. |
| 23-1-2018 01:14:40 | Why did you choose to live in the greater Portlan | my partner's law school is here. we liked the city so we didn't leave. |
| 23-1-2018 01:06:50 | Why did you choose to live in the greater Portlan | It's the first place I ever felt at home and I was able to make Portland my home without a car. |
| 23-1-2018 01:12:03 | Why did you choose to live in the greater Portlan | Affordability and tolerance |
| 23-1-2018 00:54:27 | Why did you choose to live in the greater Portlan | I grew up in a westside suburb and now live in an eastside suburb close to meaningful jobs for my husband and I, good schools for our kids, and a neighborly community with families and friends. |
| 23-1-2018 00:57:56 | Why did you choose to live in the greater Portlan | The outdoor activities, social life, and ability to live here without a car. |
| 23-1-2018 00:57:56 | Why did you choose to live in the greater Portlan | The outdoor activities, food and beverage scene, and ability to live here without a car. |
| 23-1-2018 00:23:52 | Why did you choose to live in the greater Portlan | Employment |
| 23-1-2018 00:41:40 | Why did you choose to live in the greater Portlan | Born here |
| 23-1-2018 00:23:32 | Why did you choose to live in the greater Portlan | Progressive culture (some of it), job opportunities. |
| 23-1-2018 00:22:34 | Why did you choose to live in the greater Portlan | Born and raised here, I love Portland, but it has grown too fast. |
| 23-1-2018 00:08:26 | Why did you choose to live in the greater Portlan | Job opportunities, quality of life, social opportunities |

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| 23-1-2018 00:12:32 | Why did you choose to live in the greater Portlan | Livability. Easy access to everything I need without need for a car. |
| 23-1-2018 00:01:16 | Why did you choose to live in the greater Portlan | I moved for work but I'm staying for the biking, great social services, emphasis on alternative transport, and environmental friendliness. |
| 22-1-2018 23:59:04 | Why did you choose to live in the greater Portlan | Quality of life, personal reasons, job |
| 22-1-2018 23:57:58 | Why did you choose to live in the greater Portlan | Quality of life |
| 22-1-2018 23:55:12 | Why did you choose to live in the greater Portlan | In 1996 Portland was cheap and full of artists and punks, with the exciting vibe of a city ahead of the curve. |
| 22-1-2018 23:55:12 | Why did you choose to live in the greater Portlan | In 1996 Portland was cheap and full of artists and punks like myself, with the exciting vibe of a city ahead of the curve and doing bold things for transit and bikes. |
| 22-1-2018 23:54:53 | Why did you choose to live in the greater Portlan | Good fit for my way of life and job prospects. |
| 22-1-2018 23:39:09 | Why did you choose to live in the greater Portlan | Beauty, affordability, bike/walk-ability, progressive politics |
| 22-1-2018 23:51:12 | Why did you choose to live in the greater Portlan | It's home and people here care about their neighborhood. |
| 22-1-2018 23:29:00 | Why did you choose to live in the greater Portlan | I moved to Portland largely because I love trees and find this area exquisitely beautiful. It was also seen as one of the most sustainable, equitable and forward-thinking cities in America. |
| 22-1-2018 23:28:59 | Why did you choose to live in the greater Portlan | Moved here for education and never left. |
| 22-1-2018 23:13:27 | Why did you choose to live in the greater Portlan | Quality of life |
| 22-1-2018 22:43:27 | Why did you choose to live in the greater Portlan | Family |
| 22-1-2018 23:01:25 | Why did you choose to live in the greater Portlan | high quality life, outdoor recreation, easy to navigate...that last one has changed dramatically. Portland is not so easy to navigate these days. Increased driving/trip time for everywhere one trave |
| 22-1-2018 22:55:36 | Why did you choose to live in the greater Portlan | Lived in Oakland, CA. My now ex-wife was from Portland, moved up here to marry her. Marriage a huge mistake--but moving to PDX wasn't. |
| 22-1-2018 22:51:31 | Why did you choose to live in the greater Portlan | I was born in West Linn. The greater Portland area always has felt like "home." I did live in other parts of the country/state in the past but returned because of the arts, culture & recreation, etc. |
| 22-1-2018 22:42:30 | Why did you choose to live in the greater Portlan | job |
| 22-1-2018 22:41:03 | Why did you choose to live in the greater Portlan | It was inexpensive and I liked the people. I wouldn't choose to move here today though. |
| 22-1-2018 22:25:35 | Why did you choose to live in the greater Portlan | Clean air and water, robust technology industry, proximity to mountains and farmland |
| 22-1-2018 22:23:24 | Why did you choose to live in the greater Portlan | Work |
| 22-1-2018 22:22:06 | Why did you choose to live in the greater Portlan | Moved here after going to school in Yamhill County. |
| 22-1-2018 22:01:21 | Why did you choose to live in the greater Portlan | Close access to the mountain and the coast. Family is here. City has a history of progressive transportation and urban planning that I appreciate. |
| 22-1-2018 22:21:53 | Why did you choose to live in the greater Portlan | A nice mix of city and suburban life and close proximity to mountains, beach and local trails. |

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| 22-1-2018 22:18:38 | Why did you choose to live in the greater Portlan | Job opportunities and lower commute times |
| 22-1-2018 22:11:41 | Why did you choose to live in the greater Portlan | My spouse was offered a job here, so we moved (from the City of Chicago) |
| 22-1-2018 22:11:21 | Why did you choose to live in the greater Portlan | job--I'm from a small town and there weren't good opportunities for work (or marriage) |
| 22-1-2018 22:06:01 | Why did you choose to live in the greater Portlan | Access to nature |
| 22-1-2018 22:04:09 | Why did you choose to live in the greater Portlan | I work in the Portland area and live in Hood River. |
| 22-1-2018 22:04:09 | Why did you choose to live in the greater Portlan | I work in the Portland area and live in Hood River. Lots of amenities and can walk across downtown if needed. Not required to have a car if you can afford to live near downtown. need everywhere |
| 22-1-2018 22:00:08 | Why did you choose to live in the greater Portlan | It is wonderful. Perfect sized city. Growing in the right ways. |
| 22-1-2018 21:28:42 | Why did you choose to live in the greater Portlan | We like the burbs outside of the city. |
| 22-1-2018 21:49:26 | Why did you choose to live in the greater Portlan | Portland promised to be a great, equitable city with an eye towards the future of transportation. It has become more and more apparent that it falls far short of those promises. |
| 22-1-2018 21:43:31 | Why did you choose to live in the greater Portlan | I was born/grew up in Clackamas County. I moved to Multnomah County to be closer to activities, transit, restaurants, etc. in Portland. |
| 22-1-2018 21:01:39 | Why did you choose to live in the greater Portlan | Wanted to live in a denser urban area with the activities of city life. |
| 22-1-2018 20:17:42 | Why did you choose to live in the greater Portlan | Quality of life, scale of city, access to nature, affordability |
| 22-1-2018 21:14:07 | Why did you choose to live in the greater Portlan | Family and quality of life. |
| 22-1-2018 21:11:28 | Why did you choose to live in the greater Portlan | Employment opportunities. |
| 22-1-2018 21:01:49 | Why did you choose to live in the greater Portlan | Flip of a coin. |
| 22-1-2018 20:53:37 | Why did you choose to live in the greater Portlan | Art music quality of life clean air clean water green spaces progressive attitude low crime |
| 22-1-2018 20:40:31 | Why did you choose to live in the greater Portlan | Good place to raise kids, would be even better with improvements in the public school system |
| 22-1-2018 20:09:31 | Why did you choose to live in the greater Portlan | Better paying job, options to not drive everywhere, access to outdoor activities |
| 22-1-2018 20:24:45 | Why did you choose to live in the greater Portlan | Love the atmosphere, people and opportunities but not crazy about what such fast growth brings |
| 22-1-2018 19:42:43 | Why did you choose to live in the greater Portlan | Rent was rising in Chicago |
| 22-1-2018 19:10:12 | Why did you choose to live in the greater Portlan | family |
| 22-1-2018 19:54:49 | Why did you choose to live in the greater Portlan | Born here |
| 22-1-2018 19:54:01 | Why did you choose to live in the greater Portlan | Work, close to family,access to culture, nature, community |

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| 22-1-2018 19:42:05 | Why did you choose to live in the greater Portlan | Bike and transit options were the draw. |
| 22-1-2018 19:40:13 | Why did you choose to live in the greater Portlan | I do a lot of business downtown. As much as I would like to raise my family in a nice safe suburb free of homeless camps and militant bicyclists, I cannot afford to waste my time in traffic. |
| 22-1-2018 19:16:31 | Why did you choose to live in the greater Portlan | Easier to find a job here than in Central Oregon |
| 22-1-2018 19:12:33 | Why did you choose to live in the greater Portlan | Employment |
| 22-1-2018 19:12:09 | Why did you choose to live in the greater Portlan | Work brought me here but we have stayed because we love the outdoors and the mild climate. We just wish Oregon were run better by State and regional gov. |
| 22-1-2018 18:43:40 | Why did you choose to live in the greater Portlan | Quality of life |
| 22-1-2018 18:47:48 | Why did you choose to live in the greater Portlan | Job offer in the area |
| 22-1-2018 19:06:40 | Why did you choose to live in the greater Portlan | Cycling/walking/transportation options, cultural offerings, general vibe, (relative) affordability (no longer applicable), climate, outdoor activities |
| 22-1-2018 19:01:13 | Why did you choose to live in the greater Portlan | Because where I lived in the Pearl district was noisy, had bad air quality, and there is a public health crises around every corner! |
| 22-1-2018 18:59:21 | Why did you choose to live in the greater Portlan | Because we needed to be able to get to work and school. |
| 22-1-2018 17:28:05 | Why did you choose to live in the greater Portlan | Came here for school and liked it. |
| 22-1-2018 18:41:30 | Why did you choose to live in the greater Portlan | Born and raised. But hate the way things are headed. |
| 22-1-2018 18:40:41 | Why did you choose to live in the greater Portlan | Culture, community, family, affordability, bikeability. |
| 22-1-2018 18:24:52 | Why did you choose to live in the greater Portlan | Great city. Love it here and born here. |
| 22-1-2018 18:38:09 | Why did you choose to live in the greater Portlan | I moved here to start a job. I couldn't afford Seattle area. |
| 22-1-2018 18:24:21 | Why did you choose to live in the greater Portlan | moderate climate, progressive thinking, access to mountains/desert/ocean, family members moved here |
| 22-1-2018 18:24:09 | Why did you choose to live in the greater Portlan | I moved here for the weather. I come from snow and wanted less of it.It was a small "big" city when I moved here in 2002-things were obtainable and options valid. Not so much now. |
| 22-1-2018 18:23:51 | Why did you choose to live in the greater Portlan | Employment opportunities and access to urban amenities |
| 22-1-2018 18:23:51 | Why did you choose to live in the greater Portlan | Employment opportunities and access to greater urban amenities |
| 22-1-2018 18:14:14 | Why did you choose to live in the greater Portlan | Natural beauty and environment is the thing that keeps me here. |
| 22-1-2018 18:10:23 | Why did you choose to live in the greater Portlan | Job opportunity and desire to live in a smaller, vibrant city |
| 22-1-2018 18:09:18 | Why did you choose to live in the greater Portlan | Job |
| 22-1-2018 18:06:50 | Why did you choose to live in the greater Portlan | I grew up here. This is my hometown. I live here because I liked the area, the city, but times change. Now I can't wait to leave. |

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| 22-1-2018 18:06:24 | Why did you choose to live in the greater Portlan | Portland was a progressive city, we've lost that edge and are now falling into disrepair. |
| 22-1-2018 18:01:50 | Why did you choose to live in the greater Portlan | Born here. Would relocate to an area that has closer active recreation options such as mountain biking. Would like to see the region prioritize recreation as part of |
| 22-1-2018 18:01:50 | Why did you choose to live in the greater Portlan | Born here. Would relocate to an area that has closer active recreation options such as mountain biking. Would like to see the region prioritize recreation as part of transportation dynamic. |
| 22-1-2018 17:59:27 | Why did you choose to live in the greater Portlan | Choose? What is this "choose" you speak of? I was born here. I don't make enough money to finance a move elsewhere, otherwise I'd leave. This place is depressing and bleak and it's not getting better. |
| 22-1-2018 17:49:26 | Why did you choose to live in the greater Portlan | beauty, good vibe, progressive, good bike access, ease of accessing the outdoors and nature, coffee. |
| 22-1-2018 17:56:55 | Why did you choose to live in the greater Portlan | Birth |
| 22-1-2018 17:53:18 | Why did you choose to live in the greater Portlan | job opportunities, living in a place with lots of things to do. |
| 22-1-2018 17:28:09 | Why did you choose to live in the greater Portlan | Personal reasons and low cost of housing. |
| 22-1-2018 17:47:25 | Why did you choose to live in the greater Portlan | Born here |
| 22-1-2018 17:43:11 | Why did you choose to live in the greater Portlan | Until I retire I have no reason to leave this area. After retireing I may move someplace where local government has less influence on my daily life. |
| 22-1-2018 17:41:26 | Why did you choose to live in the greater Portlan | It's where the high tech jobs are. |
| 22-1-2018 17:33:43 | Why did you choose to live in the greater Portlan | Prefer suburbs but also less expensive than downtown. Love this area, it's always been home. |
| 22-1-2018 17:29:39 | Why did you choose to live in the greater Portlan | Portland serves all my needs: nature, strong economy, connected internationally, arts & entertainment, best food! |
| 22-1-2018 17:05:01 | Why did you choose to live in the greater Portlan | Small town feel and progressive culture. |
| 22-1-2018 17:26:41 | Why did you choose to live in the greater Portlan | Job. |
| 22-1-2018 17:21:02 | Why did you choose to live in the greater Portlan | I do not want to have to drive everywhere |
| 22-1-2018 17:17:28 | Why did you choose to live in the greater Portlan | I graduated from college and chose Portland because of its density, walkability, bikability, transit system, |
| 22-1-2018 17:17:28 | Why did you choose to live in the greater Portlan | I graduated from college and chose Portland because of its density, walkability, bikability, transit, etc., while being at a price that I could better afford as a recent college grad vs. other cities. |
| 22-1-2018 17:12:55 | Why did you choose to live in the greater Portlan | I chose to live near where I work nearly 30 years ago, and do not regret it. As Portland fills up and densifies, there is more variety of things to do and services offered. |
| 22-1-2018 17:06:34 | Why did you choose to live in the greater Portlan | Good planning with an interesting and active community. |
| 22-1-2018 17:02:25 | Why did you choose to live in the greater Portlan | born here, family close |
| 22-1-2018 16:46:40 | Why did you choose to live in the greater Portlan | Quality of life; transit and biking connections; restaurants and cafes |
| 21-1-2018 22:49:00 | Why did you choose to live in the greater Portlan | Strong community ideals, good (but could be better) bike and transit, family-friendly atmosphere, accessible to nature, good job opportunities. |

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| 22-1-2018 16:58:47 | Why did you choose to live in the greater Portlan | Education, good employment, sustainability ethos, recreational opportunities |
| 22-1-2018 16:56:20 | Why did you choose to live in the greater Portlan | I chose to live in Portland because it is one of the most socially and environmentally progressive cities in North America. |
| 22-1-2018 16:50:32 | Why did you choose to live in the greater Portlan | I grew up here and have no desire to live elsewhere |
| 22-1-2018 16:37:20 | Why did you choose to live in the greater Portlan | My husband is an electrical engineer. Of the tech centers, we find this area the most livable. |
| 22-1-2018 16:22:11 | Why did you choose to live in the greater Portlan | Came here for college, stayed after because I loved it |
| 22-1-2018 15:59:43 | Why did you choose to live in the greater Portlan | I married someone who owned a house outside the city. |
| 22-1-2018 16:13:05 | Why did you choose to live in the greater Portlan | I was brought here by my parents and just never left. |
| 22-1-2018 15:45:50 | Why did you choose to live in the greater Portlan | access to wilderness/coast; easy-going people & lifestyle; bikeability has kept me here |
| 22-1-2018 15:54:10 | Why did you choose to live in the greater Portlan | Grew up here |
| 22-1-2018 15:51:07 | Why did you choose to live in the greater Portlan | career, beauty and climate of pacific northwest, friends, urban life, progressive politics |
| 22-1-2018 15:45:24 | Why did you choose to live in the greater Portlan | Job and great place to raise a family. |
| 22-1-2018 15:40:41 | Why did you choose to live in the greater Portlan | It's complicated |
| 22-1-2018 15:28:57 | Why did you choose to live in the greater Portlan | At the time it was a very affordable place for a person to work and put themselves though college. That has changed but it's still a beautiful area filled with fantastic people and amenities. |
| 22-1-2018 15:36:19 | Why did you choose to live in the greater Portlan | I grew up on the coast and it was 'the big city' when I finished high school. After traveling around the world, it seemed to be the best city. |
| 22-1-2018 15:34:03 | Why did you choose to live in the greater Portlan | Quality of life, cost of living & progressive politics. The City of Portland is now a code nightmare. I would be miserable if I lived in the City. |
| 22-1-2018 15:22:37 | Why did you choose to live in the greater Portlan | Mid size city close to ocean and mountain for recreation with accessibility. Job opportunity. Reasonable safe in Washington county. Parks and education for family |
| 22-1-2018 14:33:10 | Why did you choose to live in the greater Portlan | It use to feel like a big town now it is over populated and feel more like Seattle which is not good for the Quality of life |
| 22-1-2018 15:21:10 | Why did you choose to live in the greater Portlan | Quality of Life |
| 22-1-2018 15:22:31 | Why did you choose to live in the greater Portlan | quality of life |
| 22-1-2018 10:59:23 | Why did you choose to live in the greater Portlan | Bike infrastructure, access to natural spaces. |
| 22-1-2018 05:41:36 | Why did you choose to live in the greater Portlan | Family |
| 22-1-2018 06:26:00 | Why did you choose to live in the greater Portlan | My job was here, availability of outdoor recreation |
| 22-1-2018 06:14:19 | Why did you choose to live in the greater Portlan | I chose to live here because of the Urban Growth Boundary, good public services, intelligent urban planning, and environment-centered approach. |

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| 22-1-2018 05:36:26 | Why did you choose to live in the greater Portlan | Many reasons, some of which are no longer viable options for many. |
| 22-1-2018 05:13:27 | Why did you choose to live in the greater Portlan | Professional school, quality of education and pleasant surroundings |
| 22-1-2018 05:08:08 | Why did you choose to live in the greater Portlan | Walkability, neighborhood character, and proximity to the outdoors |
| 22-1-2018 04:59:13 | Why did you choose to live in the greater Portlan | To live a less hectic (but still urban) lifestyle. |
| 22-1-2018 04:29:17 | Why did you choose to live in the greater Portlan | Quality of life (defined previously); it is my home since 1972. |
| 22-1-2018 03:42:03 | Why did you choose to live in the greater Portlan | I came here for college and found a place that matched my values and fit my budget (luckily enough for me at the time). I hope it can remain that way. |
| 22-1-2018 04:14:51 | Why did you choose to live in the greater Portlan | Born and raised here. It is the most beautiful place on earth. It is changing. To many wineries are changing the micro-climate, defor |
| 22-1-2018 04:14:51 | Why did you choose to live in the greater Portlan | Born and raised here. It is the most beautiful place on earth. It is changing. To many wineries are changing the micro-climate, deforesting our hills, raising land temperatures. Soon to be like Cal. |
| 22-1-2018 04:05:01 | Why did you choose to live in the greater Portlan | I have always lived here and don't want to live anywhere else. |
| 22-1-2018 02:57:14 | Why did you choose to live in the greater Portlan | For the benefits of a city while retaining a smaller town feel |
| 22-1-2018 03:13:38 | Why did you choose to live in the greater Portlan | Kids live here. Retired. |
| 22-1-2018 02:47:27 | Why did you choose to live in the greater Portlan | For the quality of life and relative affordability. For access to a good transit system and the fantastic bike infrastructure, though several cities are overtaking Portland in that regard. |
| 22-1-2018 01:24:44 | Why did you choose to live in the greater Portlan | Progressive values, a strong creative class, natural beauty. |
| 22-1-2018 01:59:57 | Why did you choose to live in the greater Portlan | the politics, the food, the smiling people |
| 22-1-2018 01:12:52 | Why did you choose to live in the greater Portlan | Job location along with the nice size, livability, and bike-ability of the region. |
| 22-1-2018 00:56:33 | Why did you choose to live in the greater Portlan | My youngest daughter's family moved here, and I wanted to support her as she birthed and raised her daughters. |
| 21-1-2018 23:19:50 | Why did you choose to live in the greater Portlan | Born and Raised |
| 22-1-2018 00:10:50 | Why did you choose to live in the greater Portlan | I was born here and I love it here. |
| 21-1-2018 23:16:28 | Why did you choose to live in the greater Portlan | Went to college here. |
| 21-1-2018 23:07:08 | Why did you choose to live in the greater Portlan | Parents lived here, plus opportunities as a high school kid in the 1980s. |
| 21-1-2018 23:07:08 | Why did you choose to live in the greater Portlan | Parents lived here, plus opportunities as a high school kid in the 1980s and opportunities that continue today. |
| 21-1-2018 23:03:40 | Why did you choose to live in the greater Portlan | Job opportunities and to further my education. I used public transportation for three years while I was struggling with PTSD from traumatic car accidents. |
| 21-1-2018 20:20:47 | Why did you choose to live in the greater Portlan | Family and grew up here. Also it used to be a friendly affordable town. |

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| 21-1-2018 22:04:42 | Why did you choose to live in the greater Portlan | retirement |
| 21-1-2018 22:54:58 | Why did you choose to live in the greater Portlan | Liked quality of life, access to recreation, great people |
| 21-1-2018 22:49:55 | Why did you choose to live in the greater Portlan | Nearby relatives, quality of life, educational and job opportunities, cultural activities, and like minded people. |
| 21-1-2018 22:49:00 | Why did you choose to live in the greater Portlan | Opportunity |
| 21-1-2018 22:49:00 | Why did you choose to live in the greater Portlan | Good opportunities. Strong ideals to better public life. |
| 21-1-2018 22:38:39 | Why did you choose to live in the greater Portlan | It aligns with my values of sustainable food systems and transportation options, inclusivity, and progressive thinking. |
| 21-1-2018 22:35:21 | Why did you choose to live in the greater Portlan | It used to be a great place to live. Washington County is still nice but Portland is terrible. Way too dense, streets are in disrepair, and the focus is on appeasing all the special interest group. |
| 21-1-2018 22:31:51 | Why did you choose to live in the greater Portlan | Safe, clean area with proximity to many recreational opportunities. |
| 21-1-2018 22:21:04 | Why did you choose to live in the greater Portlan | Finish bachelor's degree at a private college. Health better here than where I grew up due to lower elevation. |
| 21-1-2018 21:39:43 | Why did you choose to live in the greater Portlan | Lifestyle, quality and size of the city. Best biking city in the country. Close to beaches and mountains. |
| 21-1-2018 21:13:11 | Why did you choose to live in the greater Portlan | Has much in what I want where I live. |
| 21-1-2018 20:16:28 | Why did you choose to live in the greater Portlan | My parents moved here in the late 40s. I've lived elsewhere periodically, but always came back because I have friends here and it's a beautiful, safe place. |
| 21-1-2018 18:49:15 | Why did you choose to live in the greater Portlan | Grew up in the Northwest |
| 21-1-2018 18:32:24 | Why did you choose to live in the greater Portlan | Good public transit system; easily accessed airport; family living here already |
| 21-1-2018 18:31:37 | Why did you choose to live in the greater Portlan | Close to family. Cheaper than where I was previously living (DC). |
| 21-1-2018 17:51:35 | Why did you choose to live in the greater Portlan | The beautiful neighborhoods with trees, natural spaces, parks, close to beach and mountain. |
| 21-1-2018 17:14:48 | Why did you choose to live in the greater Portlan | Originally moved to Tualatin from Newberg to make commutes more equatible (my wife worked in downtown Portland). Now live in Lake Oswego primarily because other family members live nearby. |
| 21-1-2018 16:40:46 | Why did you choose to live in the greater Portlan | Born and raised here. |
| 21-1-2018 15:55:26 | Why did you choose to live in the greater Portlan | My wife is from here and wanted to live here. |
| 21-1-2018 14:57:00 | Why did you choose to live in the greater Portlan | I grew up here, left for college and worked a few years in Seattle and Boise, but came back home because of family here. |
| 21-1-2018 15:13:23 | Why did you choose to live in the greater Portlan | It used to be the nicest city on the West Coast |
| 21-1-2018 13:53:11 | Why did you choose to live in the greater Portlan | my husbands job was here |
| 21-1-2018 07:50:40 | Why did you choose to live in the greater Portlan | I had family living here; I love the temperate climate: grey days, rain; it was a lovely small city. Unfortunately, it is becoming a larger, not-well-planned city with over-inflated housing prices. |

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| 21-1-2018 09:51:20 | Why did you choose to live in the greater Portlan | I prefer big cities, and grew up in Oregon. After a few years in hot and dusty central California, I returned to Portland with its cool climate and big-city options. |
| 21-1-2018 06:56:22 | Why did you choose to live in the greater Portlan | Work, nice location |
| 21-1-2018 07:50:40 | Why did you choose to live in the greater Portlan | I had family living here; I love the temperate climate: grey days, rain; it was a small city. Unfortunately, it is becoming a larger, not-well-planned city with over-inflated housing prices. |
| 21-1-2018 07:09:15 | Why did you choose to live in the greater Portlan | Job |
| 21-1-2018 06:48:15 | Why did you choose to live in the greater Portlan | Livability. |
| 21-1-2018 01:16:42 | Why did you choose to live in the greater Portlan | Feels like home |
| 21-1-2018 06:41:22 | Why did you choose to live in the greater Portlan | Livability. |
| 21-1-2018 06:25:22 | Why did you choose to live in the greater Portlan | Family moved here when I was in jr. high, and I have not chosen to leave. |
| 21-1-2018 05:54:49 | Why did you choose to live in the greater Portlan | I love it here. I feel like the city planners care about its citizens (and are not simply catering to developers and other interests with deep pockets) |
| 21-1-2018 05:45:28 | Why did you choose to live in the greater Portlan | job availability, nearness to family, fine arts, religious community |
| 21-1-2018 05:45:40 | Why did you choose to live in the greater Portlan | Former quality of life. First lived in Multnomah County. Moved to WA County for more space . |
| 21-1-2018 05:24:56 | Why did you choose to live in the greater Portlan | It wasnt Illinois! It was bigger than where I came from but still slow and mellow. It was liberal. Not over crowded. Jobs were easy to find. Housing was affordable. |
| 21-1-2018 05:24:51 | Why did you choose to live in the greater Portlan | Marriage |
| 21-1-2018 05:01:33 | Why did you choose to live in the greater Portlan | family moved to portland in 1968 |
| 21-1-2018 04:47:36 | Why did you choose to live in the greater Portlan | The wisdom reflected in the planning for housing & transportation; leaders willingness to experiment; a wonderful climate in everyway |
| 21-1-2018 02:21:40 | Why did you choose to live in the greater Portlan | Access to job, parks, walking to amenities, neighborhood identity and character |
| 21-1-2018 04:37:32 | Why did you choose to live in the greater Portlan | Born here |
| 21-1-2018 02:31:04 | Why did you choose to live in the greater Portlan | To live in a city large enough to support art, culture, diversity, and choice of lifestyle, while small enough to give a sense of belonging to a neighborhood. |
| 21-1-2018 02:16:10 | Why did you choose to live in the greater Portlan | Good transportation, access to restaurants, child care, work. |
| 21-1-2018 01:22:50 | Why did you choose to live in the greater Portlan | Work |
| 21-1-2018 01:22:25 | Why did you choose to live in the greater Portlan | It is closer to work then in greater Multnomah County |
| 21-1-2018 00:56:12 | Why did you choose to live in the greater Portlan | My hometown, family. Have lived elsewhere but have always loved Portland even before it became cool |
| 21-1-2018 00:49:11 | Why did you choose to live in the greater Portlan | Work |

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| 21-1-2018 00:14:08 | Why did you choose to live in the greater Portlan | Amenities -- urban trails, culture downtown, OHSU on hill and at Gabriel Park clinic. Weve taken TriMet to go to concerts and movies at Eastside venues also. |
| 20-1-2018 23:49:35 | Why did you choose to live in the greater Portlan | quality of life |
| 20-1-2018 23:11:08 | Why did you choose to live in the greater Portlan | Balance between urban and access to nature. Affordable housing and good mobility. However, all that is changing isn't it! Housing is not affordable and mobility is not good. What about the children! |
| 20-1-2018 16:23:48 | Why did you choose to live in the greater Portlan | It's my lifelong home |
| 20-1-2018 23:38:16 | Why did you choose to live in the greater Portlan | Environment |
| 20-1-2018 23:28:03 | Why did you choose to live in the greater Portlan | School |
| 20-1-2018 23:08:03 | Why did you choose to live in the greater Portlan | liveabilty and low cost at the time i moved here |
| 20-1-2018 22:10:33 | Why did you choose to live in the greater Portlan | job |
| 20-1-2018 22:54:35 | Why did you choose to live in the greater Portlan | I was born here and I love it. I'm not loving it as much anymore. We planned poorly for the future. |
| 20-1-2018 22:44:47 | Why did you choose to live in the greater Portlan | Education and work opportunities |
| 20-1-2018 22:29:31 | Why did you choose to live in the greater Portlan | Quality of life. Near family and friends. The PNW is beautiful. |
| 20-1-2018 22:13:28 | Why did you choose to live in the greater Portlan | Lower cost of living and all the big city needs with a small town feel. |
| 20-1-2018 21:24:12 | Why did you choose to live in the greater Portlan | It use to be a clean crime free city with resonable cost. Not so now. |
| 20-1-2018 21:02:38 | Why did you choose to live in the greater Portlan | A PhD program. But also Portland afforded me to live aife in a way few others cities allowed with a reasonable cost of living (at the time anyway) |
| 20-1-2018 21:17:24 | Why did you choose to live in the greater Portlan | Some relatives live here. |
| 20-1-2018 21:16:55 | Why did you choose to live in the greater Portlan | Originally because I got a job here with the David Douglas School District. |
| 20-1-2018 20:52:14 | Why did you choose to live in the greater Portlan | Born here never moved away |
| 20-1-2018 20:03:59 | Why did you choose to live in the greater Portlan | B |
| 20-1-2018 20:03:59 | Why did you choose to live in the greater Portlan | Because of the progressive values and the natural beauty of the area. |
| 20-1-2018 19:36:45 | Why did you choose to live in the greater Portlan | Came for school, stayed for QOL. |
| 20-1-2018 19:35:16 | Why did you choose to live in the greater Portlan | Job and quality of life. Good schools in Clark county WA |
| 20-1-2018 19:32:43 | Why did you choose to live in the greater Portlan | Quality of Life |
| 20-1-2018 19:25:29 | Why did you choose to live in the greater Portlan | followed my college sweetheart to Portland in 1977 and we have lived happily ever after. |

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| 20-1-2018 19:09:05 | Why did you choose to live in the greater Portlan | Innovative thinking, close to mountains and coast, clean air and environmental ethic |
| 20-1-2018 19:11:19 | Why did you choose to live in the greater Portlan | I grew up here but it is getting unaffordable to live in Portland area and traffic just keeps getting worse. |
| 20-1-2018 19:07:29 | Why did you choose to live in the greater Portlan | Born here. Stayed after college for our spacious living in single homes with trees and yards. This was not available in the bigger cities, but was in the South, Texas and in Portland. |
| 20-1-2018 19:01:20 | Why did you choose to live in the greater Portlan | I came here from Colorado for my ex-husband's job at OPB, and stayed after we divorced. |
| 20-1-2018 18:56:54 | Why did you choose to live in the greater Portlan | Enjoy Portland, but the petty theft and property damage increase and lack of police response per city hall directive and the increase in people let on the streets, some with mental illness or |
| 20-1-2018 18:56:54 | Why did you choose to live in the greater Portlan | Enjoy Portland, but the petty theft and property damage increase and lack of police response per city hall directive and the increase in people let on the streets, some with mental illness or substanc |
| 20-1-2018 18:56:35 | Why did you choose to live in the greater Portlan | Snowy mountains and windy gorge plus an eco-conscious ethic. |
| 20-1-2018 18:51:58 | Why did you choose to live in the greater Portlan | Family and employment. |
| 20-1-2018 18:34:21 | Why did you choose to live in the greater Portlan | Yes, but then it was a good place to live, that is no longer the case. |
| 20-1-2018 18:34:21 | Why did you choose to live in the greater Portlan | Always liked the size and vibe of this city. More livable than most. |
| 20-1-2018 18:28:49 | Why did you choose to live in the greater Portlan | It was affordable, easy to get around; had lots of creative/artistic people and projects; lots of parks, trees, and easy access to wild areas. Much of that has changed; Portland is no longer affordab |
| 20-1-2018 18:21:55 | Why did you choose to live in the greater Portlan | Family connection |
| 20-1-2018 18:17:37 | Why did you choose to live in the greater Portlan | Where employment was when I moved here 50 years ago. |
| 20-1-2018 17:42:45 | Why did you choose to live in the greater Portlan | Grew up here and call it home. |
| 20-1-2018 17:41:27 | Why did you choose to live in the greater Portlan | It was green, friendly, and uncrowded |
| 20-1-2018 17:25:48 | Why did you choose to live in the greater Portlan | Work and recreation environment |
| 20-1-2018 17:18:38 | Why did you choose to live in the greater Portlan | Job move |
| 20-1-2018 17:17:42 | Why did you choose to live in the greater Portlan | Work opportunity, city's culture. |
| 20-1-2018 17:08:23 | Why did you choose to live in the greater Portlan | Quality of life |
| 20-1-2018 17:16:47 | Why did you choose to live in the greater Portlan | The beautiful surroundings, progressive quirky nature |
| 20-1-2018 16:56:32 | Why did you choose to live in the greater Portlan | Work |
| 20-1-2018 16:13:47 | Why did you choose to live in the greater Portlan | I just love it here. Great life style. |
| 20-1-2018 16:47:06 | Why did you choose to live in the greater Portlan | It's my hometown, I generally share its value set, it's not too big and not too small, the transit is average but works, the weather is my speed. |

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| 20-1-2018 16:08:28 | Why did you choose to live in the greater Portlan | jobs, environment |
| 20-1-2018 15:49:02 | Why did you choose to live in the greater Portlan | Desireability of the region for beauty and close to natural areas |
| 20-1-2018 16:00:11 | Why did you choose to live in the greater Portlan | I am a rural person seeking a more urban life experience, and I more or less found it in Portland. |
| 20-1-2018 15:16:35 | Why did you choose to live in the greater Portlan | After a move for a job, the area became more vibrant making staying a good choice. |
| 20-1-2018 06:41:13 | Why did you choose to live in the greater Portlan | Born here |
| 20-1-2018 15:33:24 | Why did you choose to live in the greater Portlan | 17 |
| 20-1-2018 15:29:36 | Why did you choose to live in the greater Portlan | I like the politics, the weather and the fact that it's still a relatively small and affordable city. |
| 20-1-2018 15:09:51 | Why did you choose to live in the greater Portlan | Family and opportunity. |
| 20-1-2018 15:05:26 | Why did you choose to live in the greater Portlan | Got a job that paid well. I find the city a little tedious and reactionary these days. It was a better city ten years ago. |
| 20-1-2018 07:52:34 | Why did you choose to live in the greater Portlan | Close to my job when I retired from the military and close enough to be able to see my mother in Hermiston often enough |
| 20-1-2018 14:54:57 | Why did you choose to live in the greater Portlan | Near work (OHSU). |
| 20-1-2018 14:53:08 | Why did you choose to live in the greater Portlan | Good people, good weather, great place to raise our family. Feel safe. |
| 20-1-2018 08:48:19 | Why did you choose to live in the greater Portlan | Spouse. |
| 20-1-2018 09:06:01 | Why did you choose to live in the greater Portlan | Employment transfer |
| 20-1-2018 14:32:14 | Why did you choose to live in the greater Portlan | I work in Portland. I believe in the progressive culture of Portland and how we put great value on importance of diversity (including biodiversity). |
| 20-1-2018 08:14:43 | Why did you choose to live in the greater Portlan | Housing afford ability, that's since gotten worse but it is even today an improvement over where I came from. |
| 20-1-2018 07:30:20 | Why did you choose to live in the greater Portlan | Born here |
| 20-1-2018 07:40:17 | Why did you choose to live in the greater Portlan | Quality of life, access to nature and diverse geography, sustainable lifestyle |
| 20-1-2018 07:22:18 | Why did you choose to live in the greater Portlan | Found a job here. I love the music and bike scene. |
| 20-1-2018 07:23:28 | Why did you choose to live in the greater Portlan | I wanted to live in a medium sized, progressive city located near plenty of outdoor recreation. |
| 20-1-2018 07:28:35 | Why did you choose to live in the greater Portlan | Followed my future wife here. |
| 20-1-2018 07:15:34 | Why did you choose to live in the greater Portlan | I grew up in St. Johns, my job(s) were all in the city for many years. I would not choose to live in downtown now as I did when I was in college though. |
| 20-1-2018 06:42:20 | Why did you choose to live in the greater Portlan | this was 40 years ago cause of a job.. It was different than.. I don't want to move but I am very disappointed in the greater Portland area and really don't have anything good to say about it |

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| 20-1-2018 06:40:11 | Why did you choose to live in the greater Portlan | Family, social and natural environment, urban form, civic character, climate and geography. |
| 20-1-2018 06:31:40 | Why did you choose to live in the greater Portlan | Moved here for college and stayed. |
| 20-1-2018 06:12:55 | Why did you choose to live in the greater Portlan | Grew up here |
| 20-1-2018 06:16:54 | Why did you choose to live in the greater Portlan | Job opportunity, and to a lesser extent, quality of life. |
| 20-1-2018 06:05:12 | Why did you choose to live in the greater Portlan | social activities, community access, close to everything we need |
| 20-1-2018 05:48:00 | Why did you choose to live in the greater Portlan | Access to natural beauty and a strong economy (jobs, restaurants, public spaces, transit, etc.) |
| 20-1-2018 05:00:42 | Why did you choose to live in the greater Portlan | Employment opportunity |
| 20-1-2018 05:54:37 | Why did you choose to live in the greater Portlan | Availability of desired employment in a west-side urban area. |
| 20-1-2018 05:34:21 | Why did you choose to live in the greater Portlan | born in Aloha |
| 20-1-2018 05:37:25 | Why did you choose to live in the greater Portlan | I grew up here, then lived in several other cities in the US and overseas. Portland offered the highest quality of life... in addition to family connections. |
| 20-1-2018 05:21:40 | Why did you choose to live in the greater Portlan | Quality of life. Great jobs and housing that was the least expensive large city on the west coast. Great beer |
| 20-1-2018 05:18:22 | Why did you choose to live in the greater Portlan | Moved from Washington DC area in order to find a premium quality of life close to city, rural, ocean and mountain that valued progressive social values and was dynamic |
| 20-1-2018 05:18:22 | Why did you choose to live in the greater Portlan | Moved from Washington DC area in order to find a premium quality of life close to city, rural, ocean and mountain that valued progressive social values and was dynamic & progressive for my family |
| 20-1-2018 05:10:05 | Why did you choose to live in the greater Portlan | I'm from here and haven't moved away. |
| 20-1-2018 05:03:38 | Why did you choose to live in the greater Portlan | I found work here. Some family members lived here, but have now moved elsewhere. I am thinking seriously of doing likewise. |
| 20-1-2018 05:00:44 | Why did you choose to live in the greater Portlan | I enjoy the cultural |
| 20-1-2018 05:00:44 | Why did you choose to live in the greater Portlan | I like the livability and scale of Portland. People are friendly and care about trying to make Portland a good place to live. |
| 20-1-2018 04:55:20 | Why did you choose to live in the greater Portlan | Jobs, reputation as progressive city. |
| 20-1-2018 04:17:46 | Why did you choose to live in the greater Portlan | I grew up here and moved back 16 years ago with an office move. |
| 20-1-2018 04:17:25 | Why did you choose to live in the greater Portlan | raised here, loved the closeness of Portland 50 years ago but wayyyy too much growth, traffic, crime now |
| 20-1-2018 04:13:15 | Why did you choose to live in the greater Portlan | I came to work for Intel in Hillsboro. |
| 20-1-2018 04:10:15 | Why did you choose to live in the greater Portlan | husband's job |
| 20-1-2018 03:56:53 | Why did you choose to live in the greater Portlan | job opportunity |

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| 20-1-2018 03:55:19 | Why did you choose to live in the greater Portlan | Mild weather, outdoor recreation nearby, transportation options. |
| 20-1-2018 03:44:09 | Why did you choose to live in the greater Portlan | It had enough urban elements to satisfy my sociocultural needs, and lots of access to notably less-urban elements (eg, short travel to the gorge, the coast, the mountains, etc). Not true now, though. |
| 20-1-2018 03:48:51 | Why did you choose to live in the greater Portlan | Affordability and weather |
| 20-1-2018 03:38:11 | Why did you choose to live in the greater Portlan | Love the city and being close to what it offers, as well as proximity to natural spaces. |
| 20-1-2018 03:37:25 | Why did you choose to live in the greater Portlan | Work and the desire to live in Oregon. |
| 20-1-2018 03:28:05 | Why did you choose to live in the greater Portlan | Climate/weather; access to jobs; quality of life; good track record of transit and bicycle investments that make it easy to get around without a car |
| 20-1-2018 02:01:07 | Why did you choose to live in the greater Portlan | Born here. |
| 20-1-2018 03:10:07 | Why did you choose to live in the greater Portlan | Job |
| 20-1-2018 03:32:16 | Why did you choose to live in the greater Portlan | Economic opportunity and work life balance |
| 20-1-2018 03:07:24 | Why did you choose to live in the greater Portlan | Because of the good transit system. It was a lot better 20 years ago. |
| 20-1-2018 03:07:12 | Why did you choose to live in the greater Portlan | It used to be a good place to live. |
| 20-1-2018 03:07:07 | Why did you choose to live in the greater Portlan | job |
| 20-1-2018 02:59:35 | Why did you choose to live in the greater Portlan | ease of getting around, access to nature and transit and general quality of life |
| 20-1-2018 02:31:54 | Why did you choose to live in the greater Portlan | jobs |
| 20-1-2018 02:58:39 | Why did you choose to live in the greater Portlan | Made sense at the time |
| 20-1-2018 02:48:12 | Why did you choose to live in the greater Portlan | Quality of life. Safe, clean, progressive. That was then. Now homeless have taken over the city. Gone from Rose City to Tent City in past few years. |
| 20-1-2018 02:45:43 | Why did you choose to live in the greater Portlan | Good public transportation |
| 20-1-2018 02:36:05 | Why did you choose to live in the greater Portlan | I lived in Beaverton before moving into Portland to live closer to my job. Now I have a home in Portland that is affordable and convenient to where I work and attend grad school. |
| 20-1-2018 02:25:35 | Why did you choose to live in the greater Portlan | I had a good job for 30 years in Beaverton, and despite working in other areas of the Northwest, didn't want to give up living where we have a great view and in a wonderful city - Forest Grove |
| 20-1-2018 02:25:34 | Why did you choose to live in the greater Portlan | public transit, milder winters than where I was before |
| 20-1-2018 02:19:28 | Why did you choose to live in the greater Portlan | Access to the pluses of a large city and recreation nearby, other liberal folks around. |
| 20-1-2018 02:17:26 | Why did you choose to live in the greater Portlan | Recruited for a job |
| 20-1-2018 02:16:52 | Why did you choose to live in the greater Portlan | Politics, natural, culture, a reputation for bike friendliness, mild climate, good employment opportunities, proximity to wine country and coast, queer friendly. |

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| 20-1-2018 02:14:57 | Why did you choose to live in the greater Portlan | Born here & didn't leave |
| 20-1-2018 02:11:32 | Why did you choose to live in the greater Portlan | Small town feel, affordability, easy driving, non-preciousness |
| 20-1-2018 02:06:43 | Why did you choose to live in the greater Portlan | Parents moved here when I was a child. I've traveled, but never have been tempted to leave. |
| 20-1-2018 02:04:50 | Why did you choose to live in the greater Portlan | My husband had a job here |
| 20-1-2018 02:02:36 | Why did you choose to live in the greater Portlan | Better than Chicago., |
| 20-1-2018 02:03:40 | Why did you choose to live in the greater Portlan | Moved here as a teen with family |
| 20-1-2018 02:02:46 | Why did you choose to live in the greater Portlan | My hometown was destroyed by a tornado. I wanted to move somewhere where I wouldn't need a car. |
| 20-1-2018 02:03:33 | Why did you choose to live in the greater Portlan | So I can take a shower without running the well down, and so I don't have the 120-mile 3-hour round trip commute that my parents had. I want to see and be present for my kids. |
| 20-1-2018 02:02:24 | Why did you choose to live in the greater Portlan | Being close to the big city while living surrounded by nature. |
| 20-1-2018 02:02:08 | Why did you choose to live in the greater Portlan | Quality of life. Access to outdoor activities. Being close to family. |
| 20-1-2018 02:00:49 | Why did you choose to live in the greater Portlan | Had a deaf son to go to a special school - couldn't afford to move. I sure would now if I could. |
| 20-1-2018 00:44:32 | Why did you choose to live in the greater Portlan | Work and quality of life |
| 20-1-2018 02:00:44 | Why did you choose to live in the greater Portlan | Came back to care for dying mother and never left. Raised my children here. |
| 20-1-2018 01:59:20 | Why did you choose to live in the greater Portlan | Supposedly great for biking. Needs to be much better. |
| 20-1-2018 00:42:45 | Why did you choose to live in the greater Portlan | because of the ability to not own a car |
| 20-1-2018 00:26:48 | Why did you choose to live in the greater Portlan | Grew up here. |
| 20-1-2018 00:09:43 | Why did you choose to live in the greater Portlan | Father moved us up here for a better life and more access to nature |
| 20-1-2018 00:22:20 | Why did you choose to live in the greater Portlan | Affordability and beautiful environment. |
| 20-1-2018 00:11:24 | Why did you choose to live in the greater Portlan | Because it was a 'livable' city where there is culture, a reasonable civic life, and opportunities to earn a living. |
| 19-1-2018 23:53:10 | Why did you choose to live in the greater Portlan | To be close to family, fun, good environment and healthy economy. |
| 19-1-2018 22:59:55 | Why did you choose to live in the greater Portlan | I chose to live in a small town outside of Portland. I would not choose to live in Portland |
| 19-1-2018 22:50:57 | Why did you choose to live in the greater Portlan | Employment opportunities |
| 19-1-2018 22:31:09 | Why did you choose to live in the greater Portlan | Good place to raise a family. Family nearby. Schools are passable. |

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| 19-1-2018 19:24:05 | Why did you choose to live in the greater Portlan | lifestyle and family |
| 19-1-2018 22:24:16 | Why did you choose to live in the greater Portlan | Walkability, good transit, weather, bikeability. |
| 19-1-2018 22:46:29 | Why did you choose to live in the greater Portlan | All of our family moved to Oregon, we wanted to follow, but didn't want to live in Eugene or Salem... wanted to be closer to the big city amenities. |
| 19-1-2018 22:25:09 | Why did you choose to live in the greater Portlan | My spouse's job. |
| 19-1-2018 21:17:38 | Why did you choose to live in the greater Portlan | size of city and proximity to mountains / ocean |
| 19-1-2018 21:19:47 | Why did you choose to live in the greater Portlan | Absolutely! |
| 19-1-2018 22:16:04 | Why did you choose to live in the greater Portlan | Beauty, outdoor amenities, job opportunities. |
| 19-1-2018 20:38:54 | Why did you choose to live in the greater Portlan | I was born here. |
| 19-1-2018 21:07:06 | Why did you choose to live in the greater Portlan | Access to natural areas, good character and level of activity |
| 19-1-2018 22:11:17 | Why did you choose to live in the greater Portlan | Job options in my field, access to public transportation and transportation options, affordability (though its changing, quickly). cleaner air (during the winter). |
| 19-1-2018 20:44:57 | Why did you choose to live in the greater Portlan | Born here. Never needed to go far away to find good weirdness. |
| 19-1-2018 20:40:28 | Why did you choose to live in the greater Portlan | Moved here for a relationship, stayed for amenities, access to nature, casual lifestyle. |
| 19-1-2018 20:07:04 | Why did you choose to live in the greater Portlan | beauty, climate, job opportunities |
| 19-1-2018 20:03:14 | Why did you choose to live in the greater Portlan | Friends; likely good job |
| 19-1-2018 19:43:08 | Why did you choose to live in the greater Portlan | Inexpensive rent, bikeable neighborhoods, nature all around |
| 19-1-2018 19:33:59 | Why did you choose to live in the greater Portlan | Easy to walk, ride a bike or take a car using the best of all travel options. |
| 19-1-2018 19:27:37 | Why did you choose to live in the greater Portlan | Born and grew up here. Came back to be close to family and for relative affordability compared to Bay Area. |
| 19-1-2018 19:25:13 | Why did you choose to live in the greater Portlan | Job opportunity and quality of life balance. |
| 19-1-2018 19:11:08 | Why did you choose to live in the greater Portlan | Quality of life, beautiful location and tolerant, environmentally conscious and progressive people. |
| 19-1-2018 17:42:32 | Why did you choose to live in the greater Portlan | Quality of life |
| 19-1-2018 18:18:25 | Why did you choose to live in the greater Portlan | Affordability and employment availability |
| 19-1-2018 19:12:19 | Why did you choose to live in the greater Portlan | We chose to live in a small progressive city with affordable housing 17 years ago. The city is very different now. |
| 19-1-2018 19:03:07 | Why did you choose to live in the greater Portlan | Came here for training and never left. |

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| 19-1-2018 18:58:45 | Why did you choose to live in the greater Portlan | Significant other. |
| 19-1-2018 18:20:22 | Why did you choose to live in the greater Portlan | came to Oregon as a student, never left, this is my community, this is where my friends are |
| 19-1-2018 18:14:38 | Why did you choose to live in the greater Portlan | Family, graduate school, beautiful place to live. |
| 19-1-2018 17:59:26 | Why did you choose to live in the greater Portlan | Raised here. |
| 19-1-2018 17:20:53 | Why did you choose to live in the greater Portlan | Great job, beautiful environment, good people, mellow weather, and a city where I have transportation choices. I LOVE the fact that I can satisfy all my basic life needs without a car. |
| 19-1-2018 16:42:27 | Why did you choose to live in the greater Portlan | From here, outdoors, coast, mountains, culture in surrounding areas. |
| 19-1-2018 16:37:06 | Why did you choose to live in the greater Portlan | I wanted to live close to my job and the city center in order to enjoy a 20 min neighborhood without having to drive. However, affordability may end up pushing me out of the city. |
| 19-1-2018 16:25:32 | Why did you choose to live in the greater Portlan | Family connections, quality of life. |
| 19-1-2018 16:20:56 | Why did you choose to live in the greater Portlan | It is where my friends live, and where I work. I like the climate, culture and politics |
| 19-1-2018 16:20:51 | Why did you choose to live in the greater Portlan | Portland is Oregon's city; I love cities, and grew up in Oregon, so when I came back from living abroad, I moved here instead of back to Eugene! |
| 19-1-2018 16:11:23 | Why did you choose to live in the greater Portlan | My family immigrated here. |
| 19-1-2018 14:44:40 | Why did you choose to live in the greater Portlan | Born here. |
| 19-1-2018 06:10:08 | Why did you choose to live in the greater Portlan | Tired of rat race in previous state |
| 19-1-2018 14:34:38 | Why did you choose to live in the greater Portlan | Quality of life. Bike and pedestrian facilities. Culture. Nearby recreation. |
| 19-1-2018 13:57:33 | Why did you choose to live in the greater Portlan | It provided a multiple commuter options, the area has an abundant availability of outdoor activities, and its liberal attitude. |
| 19-1-2018 13:37:44 | Why did you choose to live in the greater Portlan | I lived in Oregon as a young child, livrd it, and headed back moment I got out of college. Portland seemed like it would be the easiest place to find work. |
| 19-1-2018 04:08:37 | Why did you choose to live in the greater Portlan | Nearest big city to where I grew up, Quality of Life |
| 19-1-2018 02:48:47 | Why did you choose to live in the greater Portlan | Born here |
| 19-1-2018 03:19:24 | Why did you choose to live in the greater Portlan | It was a great place to live. Transportation was smooth and fast. The area did not grow w/the population. Trimet/Max is not a good transportation system. Vehicle transportation has been stagnant |
| 19-1-2018 03:38:57 | Why did you choose to live in the greater Portlan | job opportunity |
| 19-1-2018 02:57:13 | Why did you choose to live in the greater Portlan | i was born here and I have family and work here. |
| 18-1-2018 23:05:20 | Why did you choose to live in the greater Portlan | grew up here never wanted to live anywhere else |
| 17-1-2018 18:34:40 | Why did you choose to live in the greater Portlan | Born here |

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| 19-1-2018 02:10:21 | Why did you choose to live in the greater Portlan | own property here |
| 19-1-2018 01:47:39 | Why did you choose to live in the greater Portlan | Came for graduate school, stayed for its progressive culture (which has started to be less so over time). |
| 18-1-2018 23:52:15 | Why did you choose to live in the greater Portlan | I grew up here. My family moved here when I was very young |
| 18-1-2018 22:25:52 | Why did you choose to live in the greater Portlan | Cheaper than most west coast cities. |
| 18-1-2018 21:30:21 | Why did you choose to live in the greater Portlan | Excitement of entrepreneurs, new ideas, restaurants, entertainment and outdoor access |
| 18-1-2018 22:25:25 | Why did you choose to live in the greater Portlan | I just ended up here. |
| 18-1-2018 21:58:12 | Why did you choose to live in the greater Portlan | It is a thriving, creative, open-minded area. |
| 18-1-2018 19:24:05 | Why did you choose to live in the greater Portlan | I used to live here. Seattle became impossible with cost of living. Portland rapidly becoming the same. We all love it, and may not afford it soon. |
| 18-1-2018 21:16:36 | Why did you choose to live in the greater Portlan | Graduate school |
| 18-1-2018 19:25:11 | Why did you choose to live in the greater Portlan | The environment and job choice. |
| 18-1-2018 19:02:19 | Why did you choose to live in the greater Portlan | I am originally from Beaverton and was out of state and moved back. I do love the amenities Portland has to offer and the community (and it's home) so was eager to move back. |
| 18-1-2018 13:12:33 | Why did you choose to live in the greater Portlan | The city feels like a village. A big city that feels like a small one because of the people. |
| 18-1-2018 01:34:46 | Why did you choose to live in the greater Portlan | Moved for school. |
| 17-1-2018 18:42:46 | Why did you choose to live in the greater Portlan | I was born here. If i wasn't, and my family wasn't still here, I would go elsewhere that has a better economy and more progressive (or functional) political/governing system. |
| 17-1-2018 16:00:57 | Why did you choose to live in the greater Portlan | Ability to walk and bike, access to parks and nature, access to entertainment and restaurants, prosperous job. |
| 17-1-2018 04:59:45 | Why did you choose to live in the greater Portlan | My career in healthcare/public health and Oregons innovative efforts to increase equitable distribution of healthcare resources. |
| 17-1-2018 05:38:50 | Why did you choose to live in the greater Portlan | I thought it was "green" and progressive. I've had some wake up calls on that recently that have caused me to consider moving. |
| 17-1-2018 00:35:17 | Why did you choose to live in the greater Portlan | school |
| 17-1-2018 00:35:17 | How do you think social equity/fairness should be | connect transportation and affordable housing, do not allow transportation projects to lead to displacement, make transportation better in places where poor people live, people of color live |
| 17-1-2018 05:38:50 | How do you think social equity/fairness should be | Invest in underserved communities |
| 17-1-2018 04:59:45 | How do you think social equity/fairness should be | Ask communities of colors and underserved populations how it should be improved. Listen to their responses. Don't ask more white people. |
| 17-1-2018 16:00:57 | How do you think social equity/fairness should be | Absolutely. This means greater investment in underserved areas to provide better equity with Westside areas that have enjoyed investment for years. |
| 17-1-2018 18:42:46 | How do you think social equity/fairness should be | I am not sure, ask communities of color. I am white and educated so my voice is only marginally useful here. Perhaps parking reform and parking pricing to fund transit, congestion pricing on I-5. |

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| 18-1-2018 01:34:46 | How do you think social equity/fairness should be | More investments in underserved communities and continuing investments where return is expected to be high. |
| 18-1-2018 13:12:33 | How do you think social equity/fairness should be | Fare incentives and education, affordable housing, community support and cultural celebrations |
| 18-1-2018 19:02:19 | How do you think social equity/fairness should be | Low fare program, bus rapid transit, better service and frequency in areas outside the core, no transit police, sidewalk and road safety improvements |
| 18-1-2018 19:25:11 | How do you think social equity/fairness should be | Provide better transit service and an improved pedestrian environment in lower income neighborhoods. |
| 18-1-2018 21:16:36 | How do you think social equity/fairness should be | Invest in the modes that low income people use and can afford, such as transit and walking. |
| 18-1-2018 19:24:05 | How do you think social equity/fairness should be | Overall, a true statement with Urban renewal and interstates NATIONALLY! Market forces are now driving lower SES, nonwhites from PDX (same for Seattle, San Fran, LA too). This is a complex issue. |
| 18-1-2018 21:58:12 | How do you think social equity/fairness should be | Ensure easy access to transportation to areas with less average income and try to keep fares low. |
| 18-1-2018 22:25:25 | How do you think social equity/fairness should be | Priority should be made for investments in areas where there has been traditional underinvestment or disinvestment. |
| 18-1-2018 22:25:52 | How do you think social equity/fairness should be | Free transit and/or bikes. Free lock programs. Bus lanes on arterials. Expanded MAX lines. |
| 18-1-2018 23:52:15 | How do you think social equity/fairness should be | That cannot be answered in 200 characters. Some how you need to figure out how to improve areas where |
| 18-1-2018 23:52:15 | How do you think social equity/fairness should be | Improve areas and services for these groups but also ensure that the areas where improvements are made don't become unaffordable for the groups you originally helped |
| 19-1-2018 00:23:26 | How do you think social equity/fairness should be | Priority for increased access and connections for underserved communities. |
| 19-1-2018 01:47:39 | How do you think social equity/fairness should be | People pushed to outlying areas rely more on having a car when public transit takes forever. Route transit to create fewer transfers into downtown, reduce cost, etc. Housing market is the bigger issue |
| 19-1-2018 02:57:13 | How do you think social equity/fairness should be | Provide community transportation services. Interconnect with broader Portland. Reduce the need for transportation by supporting self-dependent Neighborhoods. |
| 19-1-2018 03:38:57 | How do you think social equity/fairness should be | no |
| 19-1-2018 03:38:57 | How do you think social equity/fairness should be | no, should not be in the context |
| 19-1-2018 02:48:47 | How do you think social equity/fairness should be | Transportation to be routed through densely minority populated areas the same as in the inner city as well as culture and Trauma sensitivity training for all employees. Mandy Davis is great. |
| 19-1-2018 04:08:37 | How do you think social equity/fairness should be | Geographic balance, fixing worst areas first |
| 19-1-2018 13:37:44 | How do you think social equity/fairness should be | Lower fares for riders in lower income zip codes. |
| 19-1-2018 13:57:33 | How do you think social equity/fairness should be | I think greater expansion of the MAX and street car system, or even bus only lanes. MAX is great because its separate from vehicular traffic. |
| 19-1-2018 14:34:38 | How do you think social equity/fairness should be | More frequent transit at affordable price. |
| 19-1-2018 16:11:23 | How do you think social equity/fairness should be | Invest more in public transit where there is more socio-economic need and provide fair transit fees so people can afford to use public transit more frequently. |
| 19-1-2018 16:20:51 | How do you think social equity/fairness should be | building a more human-centered and less car-centered transportation system |

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| 19-1-2018 16:20:56 | How do you think social equity/fairness should be | Look at making permanently affordable housing, look outside the central city for increased/improved service when you make investments |
| 19-1-2018 16:25:32 | How do you think social equity/fairness should be | "Race card" is a red herring: There has been racism in decision making. The poor are often underserved too. The need to serve these communities should be explicitly considered as projects are designed |
| 19-1-2018 16:37:06 | How do you think social equity/fairness should be | With gentrification happening in predominantly African American communities I think you have to address systemic racism. Because of this people of color are pushed farther away from public transit. |
| 19-1-2018 16:42:27 | How do you think social equity/fairness should be | I think often the "social equity" thought mentality is racist. Anyone can purchase a home or rent anywhere as it should be and that is a beautiful thing--it is up to the individual. |
| 19-1-2018 16:42:27 | How do you think social equity/fairness should be | Anyone can purchase a home or rent anywhere as it should be and that is a beautiful thing--it is up to the individual. If one values something we all have the opportunity to go after it. |
| 19-1-2018 17:20:53 | How do you think social equity/fairness should be | Every neighborhood should be well served by transit, now and in the future, regardless of who lives there today or tomorrow. Population shifts can happen faster than infrastructure investments. |
| 19-1-2018 17:20:53 | How do you think social equity/fairness should be | Suburban residents in Clackamas County need to start paying for regional bridges and roadways that Mult. and Wash County residents maintain. More regional funding for regional commuting routes. |
| 19-1-2018 17:59:26 | How do you think social equity/fairness should be | By investing in the most impoverished neighborhoods like Rockwood and Rosewood with increased service enhancements, frequent service, and more investments. |
| 19-1-2018 18:14:38 | How do you think social equity/fairness should be | People need to be able to get to work and school in a reliable and safe way. Transit investments are not the only solution to addressing systemic poverty and racism. People need to be able to drive! |
| 19-1-2018 18:14:38 | How do you think social equity/fairness should be | People need to be able to get to work and school in a reliable and safe way. Transit investments are not the only solution to addressing systemic poverty and racism. People need to be able to drive! |
| 19-1-2018 18:20:22 | How do you think social equity/fairness should be | build complete local street networks in areas that lack them. Provide affordable housing near frequent transit |
| 19-1-2018 18:58:45 | How do you think social equity/fairness should be | There should be greater access and educational resources available to marginalized groups. One idea: partnering with community orgs to create a city bus tour that highlights these issues. |
| 19-1-2018 19:03:07 | How do you think social equity/fairness should be | Create more affordable non-SOV options for all neighborhoods. |
| 19-1-2018 19:12:19 | How do you think social equity/fairness should be | Provide low-income areas with the safe air quality, safety, and transportation options that other wealthier areas receive. |
| 19-1-2018 19:11:08 | How do you think social equity/fairness should be | Those who make vast profits or displace low-income people due to the pressures from gentrification should have to share the love to improve conditions in undeserved areas. But how? |
| 19-1-2018 19:25:13 | How do you think social equity/fairness should be | Land use considerations must be a part of the discussion. Transportation investments alone cannot erase away this issue, and runs the risk of having a backlash affect or unintended consequences. |
| 19-1-2018 19:43:08 | How do you think social equity/fairness should be | I believe that systemic racism has |
| 19-1-2018 19:43:08 | How do you think social equity/fairness should be | Our bus system should run longer hours and more often. Our walk and bike routes to access those systems should be safe, comfortable, and intuitive. Transit fares should be free or reduced for more. |
| 19-1-2018 20:03:14 | How do you think social equity/fairness should be | Need to move away from regressive revenue sources |
| 19-1-2018 20:07:04 | How do you think social equity/fairness should be | Need to ensure affordable access to mass transit systems |
| 19-1-2018 20:40:28 | How do you think social equity/fairness should be | It shouldn't take over 2 hours to get anywhere by transit within Portland. Bus stops should all have shelters and solar lighting, buses and MAX should be speedier with priority over car movement. |
| 19-1-2018 20:44:57 | How do you think social equity/fairness should be | Housing options are linked to transportation options. |
| 19-1-2018 22:11:17 | How do you think social equity/fairness should be | Having people of color and those who might be |

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| 19-1-2018 22:11:17 | How do you think social equity/fairness should be | Having people of color and those who might be at highest risk of negative consequences |
| 19-1-2018 22:11:17 | How do you think social equity/fairness should be | Having people of color and those who might be at highest risk of negative consequences |
| 19-1-2018 22:11:17 | How do you think social equity/fairness should be | Having people of color and those who might be at highest risk of negative consequences and have historically not benefitted at the decision-making table. |
| 19-1-2018 21:07:06 | How do you think social equity/fairness should be | Ensured that areas that are identified as undeserved receive upgrades to existing transportation facilities, particularly those involving bike/ped improvements and transit improvements. |
| 19-1-2018 20:38:54 | How do you think social equity/fairness should be | Affordable housing near transit options. More frequent transit service. |
| 19-1-2018 22:16:04 | How do you think social equity/fairness should be | Increase density in all neighborhoods to promote affordability. Transit frequency and proximity should be delivered in all neighborhoods. |
| 19-1-2018 21:19:47 | How do you think social equity/fairness should be | Pay particular attention to the unintended impacts of development on displacement and loss of community cohesion |
| 19-1-2018 22:25:09 | How do you think social equity/fairness should be | Affordable transit oriented housing. Metro should advocate for state level funding to correct the disparities in housing/wealth, including repealing mortgage interest tax deduction on second homes. |
| 19-1-2018 22:46:29 | How do you think social equity/fairness should be | Invest based on how many people or jobs are in a given area. Not based on anything other than density. |
| 19-1-2018 22:31:09 | How do you think social equity/fairness should be | Pedestrian improvements help the most vulnerable of all. Prioritize pedestrian, transit, bike, freight, then cars in planning. |
| 19-1-2018 22:50:57 | How do you think social equity/fairness should be | I believe the entire conversation about the "equity lens" is wildly overblown and out of context. |
| 19-1-2018 22:59:55 | How do you think social equity/fairness should be | I don't think you can bring social fairness through transportation. Social fairness is taught at the parental level. |
| 19-1-2018 23:53:10 | How do you think social equity/fairness should be | We are a diverse |
| 19-1-2018 23:53:10 | How do you think social equity/fairness should be | We are a diverse society and people live and work all over and to target one ethnic Group over another is too subjective |
| 19-1-2018 23:53:10 | How do you think social equity/fairness should be | We are a diverse society and people live and work all over and to target one Ethnic Group over another is too subjective. Prioritize Affordable Housing, next to Transit and provide Transit Passes. |
| 20-1-2018 00:11:24 | How do you think social equity/fairness should be | Just make it work for everyone. Why is this so complicated? |
| 20-1-2018 00:22:20 | How do you think social equity/fairness should be | Stop focusing on race and focus on lifting up those who are economically disadvantaged or "poor", regardless of skin color. |
| 20-1-2018 00:09:43 | How do you think social equity/fairness should be | more consistent effort to provide housing and transit near each other |
| 20-1-2018 00:26:48 | How do you think social equity/fairness should be | Make sure public transit options are available in socially and racially divided areas |
| 20-1-2018 00:42:45 | How do you think social equity/fairness should be | more affordable housing near transit or neighborhood greenways, also connects to jobs that lower income are working |
| 20-1-2018 01:59:20 | How do you think social equity/fairness should be | Stop building highways through black people's houses and stop killing them when they're minding their own business, as a start |
| 20-1-2018 02:00:44 | How do you think social equity/fairness should be | Mass transit on the West side is abysmal because it is mostly 'white'. A reverse of what most people think of as racism. |
| 20-1-2018 00:44:32 | How do you think social equity/fairness should be | more affordable housing and programs that work |

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| 20-1-2018 00:53:32 | How do you think social equity/fairness should be | Prioritize low-income and people of color transportation needs. Do-deliver affordable housing and transportation investments. |
| 20-1-2018 02:00:49 | How do you think social equity/fairness should be | Lower income people usually live farther from a place of employment regardless of race. |
| 20-1-2018 02:02:08 | How do you think social equity/fairness should be | Bring transportation options into neighborhoods that are underserved. Make those neighborhoods safe to walk and bike. Make the transit centers in underserved areas attractive and safe. |
| 20-1-2018 02:02:24 | How do you think social equity/fairness should be | SW Portland has the most unimproved streets in the city, how is that fair? Why should the residents be asked to improve them, we pay taxes same as everyone else, many of us simply can't afford it. |
| 20-1-2018 02:03:33 | How do you think social equity/fairness should be | Ask people of color what they need. |
| 20-1-2018 02:03:40 | How do you think social equity/fairness should be | Invest more in minority neighborhoods |
| 20-1-2018 02:04:50 | How do you think social equity/fairness should be | Don't know enough about it. |
| 20-1-2018 02:06:43 | How do you think social equity/fairness should be | We need to stop isolating different cultures within the city. Food deserts are all over town, and one at 82nd and Foster just added to that issue. |
| 20-1-2018 02:11:32 | How do you think social equity/fairness should be | It's too late, you've already pushed people of color to the outskirts. You should focus all infrastructure improvements East of 82nd while doing nothing that will gentrify that area too. |
| 20-1-2018 02:14:57 | How do you think social equity/fairness should be | Build REAL affordable housing near mass transit, more mass transit more frequently, lower car insurance rates for low-mileage commuters, transit fares based on income |
| 20-1-2018 02:16:52 | How do you think social equity/fairness should be | I believe this can be done by making roads safer for pedestrians in all parts of the city and building a serious network of protected bike lanes. This increases access and safety for everyone. |
| 20-1-2018 02:17:26 | How do you think social equity/fairness should be | Even distribution of transit options |
| 20-1-2018 02:09:16 | How do you think social equity/fairness should be | Extend the light rail system dramatically to serve working-class people. Plan NOW for a MAX tunnel under downtown; Extend MAX to Hayden Island, Mt. Hood CC, Wilsonville (not Bridgeport), Cornelius. |
| 20-1-2018 02:19:28 | How do you think social equity/fairness should be | Huh? |
| 20-1-2018 02:25:34 | How do you think social equity/fairness should be | less gentrification - more actual improvement for the communities of color. More input from C of C leaders and members about what the needs are and what improvement looks like to that community. |
| 20-1-2018 02:25:35 | How do you think social equity/fairness should be | Put the transportation options where they will be used, not just downtown or on the West side. |
| 20-1-2018 02:36:05 | How do you think social equity/fairness should be | Metro should engage with these communities to determine their needs. Using an online survey should not be the only method to gather information for those who don't have access to technology. |
| 20-1-2018 02:45:43 | How do you think social equity/fairness should be | Public transportation near housing, jobs, shopping. |
| 20-1-2018 02:48:12 | How do you think social equity/fairness should be | I don't have a car. Use public transportation exclusively. Never felt city or transit system to be racist at all. |
| 20-1-2018 02:58:39 | How do you think social equity/fairness should be | Hell no. Why should transportation investments have anything to do with you call social equity? |
| 20-1-2018 02:31:54 | How do you think social equity/fairness should be | prosecute lawbreakers |
| 20-1-2018 02:59:35 | How do you think social equity/fairness should be | yes |
| 20-1-2018 03:07:07 | How do you think social equity/fairness should be | we have done a lot of correction in recent years |

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| 20-1-2018 03:07:12 | How do you think social equity/fairness should be | I don't think the City should "invest" in social equity. Better managing a level playing field well benefits all. No one should be finding drug needles in their neighborhood park. |
| 20-1-2018 03:07:24 | How do you think social equity/fairness should be | Put reliable, safe, frequent transit options in areas where people of color live and work. |
| 20-1-2018 03:28:05 | How do you think social equity/fairness should be | We need to be much more cognizant of the impacts of transportation investments on different communities and take proactive steps to limit negative impacts and ensure benefits are not limited to few. |
| 20-1-2018 03:37:25 | How do you think social equity/fairness should be | Improve safety for travelers. Provide much better protection from the weather as stops. Demand everyone pay their fares via increased fines and monitoring. |
| 20-1-2018 03:38:11 | How do you think social equity/fairness should be | Counteracting gentrification so that communities of color can afford to live nearer to work and resources, and more and frequent transit to more parts of the city especially further out. |
| 20-1-2018 03:48:51 | How do you think social equity/fairness should be | Insure that all have equal access |
| 20-1-2018 03:55:19 | How do you think social equity/fairness should be | Vastly improve multi-modal transportation infrastructure in the mid-century neighborhoods that are now home to our region's less fortunate (Aloha, East Portland, Oak Grove, etc.) |
| 20-1-2018 03:56:53 | How do you think social equity/fairness should be | work with city/county/region/state to actively reverse historically oppressive wrongs (forced relocation, redlining, etc.) and develop programs to compensate those who've been wronged |
| 20-1-2018 04:10:15 | How do you think social equity/fairness should be | policies and programs that favor communities of color |
| 20-1-2018 04:13:15 | How do you think social equity/fairness should be | Economically disadvantaged people have less access to personal vehicles, and the region's transportation systems are heavily oriented towards cars. Pedestrians and bikers face safety and health risks. |
| 20-1-2018 04:17:25 | How do you think social equity/fairness should be | you have a create a sense of pride and ownership along with responsibility or wahtever is put in place will deteriate |
| 20-1-2018 04:17:46 | How do you think social equity/fairness should be | We had de facto school segregation when I was growing up. Most black kids went to Jefferson. Franklin had only two black families and a few Asian Americans and Hispanics. |
| 20-1-2018 04:55:20 | How do you think social equity/fairness should be | More Max or Street car lines to more areas. High quality bike facilities in east county. |
| 20-1-2018 05:00:44 | How do you think social equity/fairness should be | In many neighborhoods it isn't an option to walk or cycle due to unsafe streets for pedestrians and cyclists so i imagine that investing in safe streets and more frequent buses would be most beneficia |
| 20-1-2018 05:03:38 | How do you think social equity/fairness should be | Emphasis on racism is absolute crap. For over 20 years, I have worked with, and taught, members of virtually every race without incident. And I am married to a member of a minority. |
| 20-1-2018 05:10:05 | How do you think social equity/fairness should be | Build infrastructure where it doesn't exist instead of waiting for an area to develop before infrastructure investments are made. |
| 20-1-2018 05:18:22 | How do you think social equity/fairness should be | in order for mass transit to be effective, efficient, and sustainable - everyone has to buy in regardless of socio-economic status. |
| 20-1-2018 05:21:40 | How do you think social equity/fairness should be | Don't. How has racism effected transit in any way?? I think people are very accommodating and tolerant and have been for many years. |
| 20-1-2018 05:37:25 | How do you think social equity/fairness should be | Investments in transit service and bike/walk infrastructure should be weighted in favor of neighborhoods with a higher percentage of low-income and minority residents. Don't cut them with bypass roads |
| 20-1-2018 05:54:37 | How do you think social equity/fairness should be | Encouraging a range of housing, commercial and employment options along major public transportation corridors. |
| 20-1-2018 05:00:42 | How do you think social equity/fairness should be | Maintain programs such as student transit passes. |
| 20-1-2018 05:48:00 | How do you think social equity/fairness should be | "Somewhat agree" because I identify as white am not qualified to speak to the challenges faceds by COC. This survey is online. I hope there is a plan to bridge the digital divide |
| 20-1-2018 05:48:00 | How do you think social equity/fairness should be | "Somewhat agree" because I identify as white & not qualified to speak to the challenges faced by POC. This survey is online. I hope there is a plan to bridge the racial and ethnic digital divide |

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| 20-1-2018 06:05:12 | How do you think social equity/fairness should be | bring back enclosed shelters, this it Oregon, it rains. |
| 20-1-2018 06:16:54 | How do you think social equity/fairness should be | Concerns about racial justice shouldn't interfere with good roads. An equitable transportation system allocates road space to users who have the greatest willingness to pay, reducing congestion. |
| 20-1-2018 06:12:55 | How do you think social equity/fairness should be | Capital investments and feedback from underserved areas |
| 20-1-2018 06:31:40 | How do you think social equity/fairness should be | We should focus more on improving the bus system by providing dedicated lanes for buses, increasing frequency and expanding the share of people who ride for free. |
| 20-1-2018 06:40:11 | How do you think social equity/fairness should be | Equity is about making up for past mistakes and investing more in areas that need basic infrastructure and services that older, more established, moneyed areas take for granted. |
| 20-1-2018 06:42:20 | How do you think social equity/fairness should be | I don't think that should be a priority |
| 20-1-2018 07:15:34 | How do you think social equity/fairness should be | You can't change people's minds about race, but you can make it difficult for them to act out. Policing is the answer. |
| 20-1-2018 07:28:35 | How do you think social equity/fairness should be | Public transit must be 24/7. We need to be able to go anywhere in the region to anywhere without multiple transfers. Find a source of funding that makes transit affordable. Better yet, make it free. |
| 20-1-2018 06:46:30 | How do you think social equity/fairness should be | Increase housing supply to reduce cost of housing so a more diverse population can afford to live here. |
| 20-1-2018 07:40:17 | How do you think social equity/fairness should be | Fare free transit system, significant new housing supply near transit and bikeways. |
| 20-1-2018 07:30:20 | How do you think social equity/fairness should be | More frequent service in suburbs, fare subsidy, bus rapid transit, bus only lanes to speed bus lines so people with two jobs can get to them without spending half their life on buses |
| 20-1-2018 08:14:43 | How do you think social equity/fairness should be | We need to improve reliability and speed of public transit in our poorer communities. And at the same time invest in safety improvements to roads, ie sidewalks, traffic calming, road crossings, etc. |
| 20-1-2018 14:32:14 | How do you think social equity/fairness should be | Tolls can fund expand educational opportunities and reversal of gentrification. |
| 20-1-2018 14:53:08 | How do you think social equity/fairness should be | Everybody should have the same opportunity to travel freely throughout and through the entire greater Portland metro area. A west side bypass is sorely needed. |
| 20-1-2018 07:52:34 | How do you think social equity/fairness should be | Treat every color or race the same |
| 20-1-2018 15:05:26 | How do you think social equity/fairness should be | Racism is less an issue than poverty, so i believe that word obscures the bigger problem. Poor investment in transportation is more a problem of lack of vision and courage by political leaders. |
| 20-1-2018 15:09:51 | How do you think social equity/fairness should be | I don't know. |
| 20-1-2018 15:29:36 | How do you think social equity/fairness should be | Don't think racism is the issue. NoPo was a minority area but once the Yellow MAX line went in, it became a very attractive place to live. The only solution is low income housing near public transport |
| 20-1-2018 16:00:11 | How do you think social equity/fairness should be | I don't think Portland's history of racism has reduced the benefits of the PDX transportation system too much to minorities, and going to zero fares would eliminate what is left. |
| 20-1-2018 16:08:28 | How do you think social equity/fairness should be | provide service equally |
| 20-1-2018 16:47:06 | How do you think social equity/fairness should be | More frequent & reliable service and better connections throughout the region, particularly East Portland. More transit oriented development! Transit is our future, sorry bikes. We need to invest! |
| 20-1-2018 16:56:32 | How do you think social equity/fairness should be | All areas should receive equal funding |
| 20-1-2018 17:16:47 | How do you think social equity/fairness should be | Improve travel times for bus and train routes |

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| 20-1-2018 17:08:23 | How do you think social equity/fairness should be | I don't know. I would have to ask people of color what they would say |
| 20-1-2018 17:17:42 | How do you think social equity/fairness should be | Programs targeting individuals such as low-income transit passes would seem to be the easiest to implement given the dispersion of those communities over time. |
| 20-1-2018 17:18:38 | How do you think social equity/fairness should be | ensure that transportation funding / improvements are equally spread throughout the entire city, not just the "westside", inner eastside where high income households tend to be |
| 20-1-2018 17:41:27 | How do you think social equity/fairness should be | Make sure that transportation to jobs is affordable and fast. |
| 20-1-2018 17:42:45 | How do you think social equity/fairness should be | Improve public transportation to those communities of color. |
| 20-1-2018 18:17:37 | How do you think social equity/fairness should be | Make fares affordable to low income riders |
| 20-1-2018 18:21:55 | How do you think social equity/fairness should be | Network build-out needs to be driven by some non-racial and non-ridership rationale like density. More connections between existing successful areas reinforces prior redlining. |
| 20-1-2018 18:28:49 | How do you think social equity/fairness should be | Our public transit should be cheap/free; no enforcement of fare evaders but rather support for those who cannot afford to pay |
| 20-1-2018 18:34:21 | How do you think social equity/fairness should be | SW Portland is typically considered white and wealthy, but the transportation investment here has historically been pitiful. We need to make sure all are served regardless of socio-economic status. |
| 20-1-2018 18:51:58 | How do you think social equity/fairness should be | I do not feel there is a racial problem in Portland. |
| 20-1-2018 18:56:35 | How do you think social equity/fairness should be | Very challenging question. No good ideas. Maybe ask the communities of color. |
| 20-1-2018 18:56:54 | How do you think social equity/fairness should be | Adequate service from all areas with fewer transfers between lines |
| 20-1-2018 19:01:20 | How do you think social equity/fairness should be | I think transportation is one item in a very long list of investments that need to be made. |
| 20-1-2018 19:07:29 | How do you think social equity/fairness should be | Only by enabling some subsidies for low-income earners and disabled. Not by race, religion or other so-called social measures. |
| 20-1-2018 19:11:19 | How do you think social equity/fairness should be | I think there was a history of systemic racism but I think there is better fairness now but Portland has gentrified North Portland and there is less service on the East side which needs more. |
| 20-1-2018 19:09:05 | How do you think social equity/fairness should be | decision-making process needs to include |
| 20-1-2018 19:09:05 | How do you think social equity/fairness should be | ensure people of color and low-income families can continue to afford to live in areas where investments are made, focus investment in areas that historically have been left behind |
| 20-1-2018 19:17:32 | How do you think social equity/fairness should be | Get the racist Democrats out of the top 'leadership' |
| 20-1-2018 19:25:29 | How do you think social equity/fairness should be | Engage underserved/underrepresented communities, ask what a low income woman of color with children need for transportation and build a system around that. |
| 20-1-2018 19:32:43 | How do you think social equity/fairness should be | More and cheaper buses and other transportation. We have over subsidized upper middle income through Max and Pearl and streetcar. We need to provide transportation to lower classes pushed out of the c |
| 20-1-2018 19:35:16 | How do you think social equity/fairness should be | Transit is driving gentrification. Better zoning to diversify low income housing to prevent. |
| 20-1-2018 19:36:45 | How do you think social equity/fairness should be | Prioritize transit into previously underserved neighborhoods. Focus on strategies, like BRT, that fit easily into existing roadways while making for drastic improvements in throughput. |
| 20-1-2018 21:16:55 | How do you think social equity/fairness should be | Frequency of transportation services should actually be more frequent in areas where demographics show families in lower income areas, working in lower wage jobs, need more transportation services. |

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| 20-1-2018 21:17:24 | How do you think social equity/fairness should be | Equal transportation access in all areas of the region. |
| 20-1-2018 21:02:38 | How do you think social equity/fairness should be | Outer east side routes should be added, expanded, and better connect to goods, services, and jobs. Those routes should be shorted either by not having weekend service or ridiculous headways |
| 20-1-2018 21:24:12 | How do you think social equity/fairness should be | Add more trains and buses, COLLECT the fares and hire lots more security |
| 20-1-2018 22:13:28 | How do you think social equity/fairness should be | Transportation systems all over the world focus most of the investments in city centers - then works its way outwards. This could be seen as unfair but I disagree that it has anything to do with race. |
| 20-1-2018 22:29:31 | How do you think social equity/fairness should be | Affordable housing options near transit lines. |
| 20-1-2018 22:44:47 | How do you think social equity/fairness should be | Low/free transit fare, more frequent and widespread service |
| 20-1-2018 22:54:35 | How do you think social equity/fairness should be | I think bus/MAX services and bike lanes should be available in all areas of the greater Portland area with regularity. |
| 20-1-2018 23:08:03 | How do you think social equity/fairness should be | that is a good question? I don't have a clue |
| 20-1-2018 23:28:03 | How do you think social equity/fairness should be | Add more safe crosswalks, improve sidewalks and bike lanes in East Portland and Beaverton. |
| 20-1-2018 23:11:08 | How do you think social equity/fairness should be | Look to Gresham, Beaverton, and Hillsboro...they all understand. Those communities look more like the rest of the country and the world they are doing their best but need more transit funds. |
| 20-1-2018 23:49:35 | How do you think social equity/fairness should be | encourage more housing options thru out the region - with transportation and other services distributed with the housing |
| 21-1-2018 00:14:08 | How do you think social equity/fairness should be | Sometimes I think we need to bus Westsiders through North and East Portland neighborhoods so they can see the needs there -- the number of children playing in traffic and all the workers. |
| 21-1-2018 00:56:12 | How do you think social equity/fairness should be | Need to consider people in poorer, less powerful areas |
| 21-1-2018 01:22:25 | How do you think social equity/fairness should be | As a white, I really do not hear specifically what people of colour have experienced with TriMet, or our transportation system in general. Only in other issues. |
| 21-1-2018 01:22:50 | How do you think social equity/fairness should be | Seriously? I have friends in East Portland who are intimidated by blacks on the streets. We've got racism going two ways. |
| 21-1-2018 02:16:10 | How do you think social equity/fairness should be | Include communities of color in planning conversations, provide good connections |
| 21-1-2018 01:42:58 | How do you think social equity/fairness should be | More and better transit in all neighborhoods. Also, sidewalks in all neighborhoods. |
| 21-1-2018 02:31:04 | How do you think social equity/fairness should be | Concentrate investment in poor and lower income neighborhoods |
| 21-1-2018 04:37:32 | How do you think social equity/fairness should be | Aggressive elimination of caps on density combined with inclusionary zoning to allow communities of color to participate in a redeveloped Portland without being priced out. |
| 21-1-2018 02:21:40 | How do you think social equity/fairness should be | transportation investments should be color blind. Improve transportation investments where the greatest need is and not just in the rich neighborhoods. |
| 21-1-2018 04:47:36 | How do you think social equity/fairness should be | People at the bottom of the food-chain need flexibility & focus on the educational systems; transportation systems & housing systems - finally involve them strongly in the solutions to each. |
| 21-1-2018 05:01:33 | How do you think social equity/fairness should be | not at all |
| 21-1-2018 05:24:56 | How do you think social equity/fairness should be | Im white. You ask people ofcolor this question. |

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| 21-1-2018 05:45:40 | How do you think social equity/fairness should be | Fees need to be fair, services need to be where disenfranchised people have been pushed to. Particularly east and south east Multnomah County. That same area needs better sidewalks, streets & crossings |
| 21-1-2018 05:45:28 | How do you think social equity/fairness should be | employment of minorities, public transportation options in low income area |
| 21-1-2018 06:25:22 | How do you think social equity/fairness should be | Not sure. I think redlining's legacy has left communities of color in far worse shape than transportation inequities. Improve things, and those with more \$ will take advantage of the improvements. |
| 21-1-2018 06:48:15 | How do you think social equity/fairness should be | More frequent affordable transportation for all neighborhoods. |
| 21-1-2018 07:09:15 | How do you think social equity/fairness should be | Peace officers should work with communities of color to help make the area safe for all. |
| 21-1-2018 06:56:22 | How do you think social equity/fairness should be | Not sure |
| 21-1-2018 09:51:20 | How do you think social equity/fairness should be | Neighborhoods with people of color need to have reliable, frequent transit. They are more likely to use public transit exclusively. More sidewalks, more bus stops, more bus shelters. |
| 21-1-2018 07:50:40 | How do you think social equity/fairness should be | Make sure that public transportation serves the people who have been displaced from their homes b/c of gentrification. |
| 21-1-2018 13:53:11 | How do you think social equity/fairness should be | I don't know |
| 21-1-2018 15:13:23 | How do you think social equity/fairness should be | Less nazi fare enforcement |
| 21-1-2018 14:57:00 | How do you think social equity/fairness should be | People with low paying jobs often work difficult hours; the public transportation system needs to serve those people. How can a dishwasher who gets off at 11pm get home when his bus stops at 10pm? |
| 21-1-2018 16:40:46 | How do you think social equity/fairness should be | STOP BUILDING LIGHT RAIL!! STOP GENTRIFYING NEIGHBORHOODS!! STOP SUBSIDIZING DEVELOPERS!! STOP DOING EVERYTHING METRO HAS BEEN DOING!! |
| 21-1-2018 17:14:48 | How do you think social equity/fairness should be | Can't fix the problems created by systemic racism without eliminating the systemic racism, and I don't know how Metro can do that. But improving the system's reliability and affordability can't hurt. |
| 21-1-2018 18:49:15 | How do you think social equity/fairness should be | Provide good transportation to all neighborhoods on an equal basis. |
| 21-1-2018 19:48:12 | How do you think social equity/fairness should be | Compare the various regions and assess current state of affairs. Then invest more in the areas that are under-served. Just do it! |
| 21-1-2018 19:44:08 | How do you think social equity/fairness should be | Since many minority communities (also often low-income) are forced out of central city communities, frequent and reliable transportation services to the suburban areas are vital for economic survival. |
| 21-1-2018 20:16:28 | How do you think social equity/fairness should be | Not convinced that racism is the cause of transport disparities. What about SW PDX? |
| 21-1-2018 21:13:11 | How do you think social equity/fairness should be | more public transit with lower fares |
| 21-1-2018 21:39:43 | How do you think social equity/fairness should be | significant investment in bike, pedestrian and transit in poorer areas. More and better parks in poorer areas. Free job training in poorer areas. |
| 21-1-2018 22:21:04 | How do you think social equity/fairness should be | Racism has nothing to do with public investment in our transportation system. Everyone has equal access to public transportation, including homeless people, regardless of paying a transit fare. |
| 21-1-2018 22:31:51 | How do you think social equity/fairness should be | You cannot solve perceived social equity with transportation investments! |
| 21-1-2018 22:35:21 | How do you think social equity/fairness should be | Build transportation infrastructure that accommodates a diverse array of business so folks have economic opportunity. Invest in transit in underserved areas that connects to jobs. |
| 21-1-2018 22:38:39 | How do you think social equity/fairness should be | Increase transit coverage and/or frequency in historically underserved areas (especially East Portland) and PLEASE add more north-south lines (especially there)!!! |

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| 21-1-2018 22:49:00 | How do you think social equity/fairness should be | Must focus on rent control, banning no-cause evictions, building more housing. N'hoods w/ strong transit are desirable, and SFH zoning, min. parking requirements reduce supply. Get rid of SFH zoning. |
| 21-1-2018 22:49:55 | How do you think social equity/fairness should be | Create more affordable housing close to jobs and increase transit service to the communities where minorities live. |
| 21-1-2018 22:54:58 | How do you think social equity/fairness should be | Make access to public transportation easier for them, closer to their neighborhoods, and have special fare rates for lower income people. |
| 21-1-2018 23:03:40 | How do you think social equity/fairness should be | extend transportation systems, road repair and bus stops into neighborhoods in North and North East like they are on the West-side. |
| 21-1-2018 23:07:08 | How do you think social equity/fairness should be | Focus on policies that will endure, apply broadly (something for everyone) but build in opportunities+backstops that allow people of color to regain and retain the wealth that was systematically taken |
| 21-1-2018 23:00:07 | How do you think social equity/fairness should be | Provide incentives to help people get into electric vehicles, which are healthier and cost less to own than traditional ICE vehicles. |
| 22-1-2018 00:10:50 | How do you think social equity/fairness should be | Providing additional transportation improvements and avoiding the negatives of that investment would help. |
| 22-1-2018 00:56:33 | How do you think social equity/fairness should be | The Portland area needs MORE low-income housing to help our homeless off the streets and into a place where they feel safe and therefore more able to contribute. |
| 22-1-2018 01:59:57 | How do you think social equity/fairness should be | more express services |
| 22-1-2018 01:24:44 | How do you think social equity/fairness should be | As TriMet electrifies, electric buses should be deployed first in low-income areas. |
| 22-1-2018 02:47:27 | How do you think social equity/fairness should be | More investment in transit and bicycle/pedestrian infrastructure. Fare discounts for low-income populations. |
| 22-1-2018 03:13:38 | How do you think social equity/fairness should be | More options. Better schedule. |
| 22-1-2018 04:05:01 | How do you think social equity/fairness should be | Social equity is not only about race/ethnicity - it also affects young and old, disabled, rural residence, etc. Transport needs to accommodate |
| 22-1-2018 04:05:01 | How do you think social equity/fairness should be | Social equity is not only about race/ethnicity - it also affects young and old, disabled, rural residence, etc. Transport needs to accommodate people of different abilities. |
| 22-1-2018 04:14:51 | How do you think social equity/fairness should be | It shouldn't. Social equity/fairness are personal choices of each and everyone of us. It is our individual responsibility to value all life equally, regardless of any number of societal labels. |
| 22-1-2018 03:42:03 | How do you think social equity/fairness should be | Focus investments in a way that improves options, air quality and reliability for people of color specifically, and more thoughtfully connect transportation to housing investments and policy. |
| 22-1-2018 04:07:57 | How do you think social equity/fairness should be | Pave and maintain roads and transit services in areas with low income and traditionally low income areas. |
| 22-1-2018 04:29:17 | How do you think social equity/fairness should be | Provide safe, walkable streets; provide frequent public transit; |
| 22-1-2018 04:59:13 | How do you think social equity/fairness should be | Price SOV use (travel and parking) much greater and dedicate the revenue earned to transportation improvements that reduce costs for people and households earning lower incomes. |
| 22-1-2018 05:08:08 | How do you think social equity/fairness should be | I wish I had a smart answer for this one. Can you help people and communities who've been repeatedly displaced move back to their old neighborhoods? |
| 22-1-2018 05:13:27 | How do you think social equity/fairness should be | I have no idea. |
| 22-1-2018 06:14:19 | How do you think social equity/fairness should be | I am looking forward to seeing transit improve in East Portland, with the addition of more north-south bus routes and the development of the Division BRT. The area needs more sidewalk infrastructure. |
| 22-1-2018 06:26:00 | How do you think social equity/fairness should be | Improve bus and rail service in E.Portland and other underserved regions. |

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| 22-1-2018 15:22:31 | How do you think social equity/fairness should be | good luck with that..racism is fully embedded |
| 22-1-2018 15:21:10 | How do you think social equity/fairness should be | Walkways, bikeways and park amenities in low income neighborhoods |
| 22-1-2018 14:33:10 | How do you think social equity/fairness should be | Easier Access to affordable transportation for all |
| 22-1-2018 15:22:37 | How do you think social equity/fairness should be | What I see is fair. No need to change |
| 22-1-2018 15:34:03 | How do you think social equity/fairness should be | The folks out West suffer the most! Keep in mind that Portland is |
| 22-1-2018 15:34:03 | How do you think social equity/fairness should be | The folks out West suffer the most! Keep in mind that Portland is 78% white according to the 2010 Census. |
| 22-1-2018 15:36:19 | How do you think social equity/fairness should be | Safe sidewalks and transit options throughout the City, at affordable cost to lower income households. Thought to how fares and tolls may impact these folks. |
| 22-1-2018 15:28:57 | How do you think social equity/fairness should be | More transit and bike infrastructure is needed in North, NE, and East Portland. Specifically that provides more immediate access to employment centers like downtown and those along the ports. |
| 22-1-2018 15:40:41 | How do you think social equity/fairness should be | Low - income fares. Training & work programs. Consider community input when making infrastructure choiced |
| 22-1-2018 15:45:24 | How do you think social equity/fairness should be | We need major transportation investments across the board, so that they benefit all who live in the community. |
| 22-1-2018 15:51:07 | How do you think social equity/fairness should be | transportation investments should directly support efforts to retain or facilitate the development of affordable housing so that redevelopment and revitalization doesn't price out existing residents. |
| 22-1-2018 15:54:10 | How do you think social equity/fairness should be | I don't. This is a myth. |
| 22-1-2018 16:13:05 | How do you think social equity/fairness should be | Making more of those improvements, such as bringing more frequent bus service, to neighborhoods in not only North and Northeast Portland but also outer Southeast. |
| 22-1-2018 16:22:11 | How do you think social equity/fairness should be | Make sure bus and max lines run in underserved areas, and focus on street design, sidewalks and other safety issues there too. |
| 22-1-2018 16:37:20 | How do you think social equity/fairness should be | Frequency and ease of transportation is key. Find ways for people to get where they need to go in an affordable and prompt way. |
| 22-1-2018 16:50:32 | How do you think social equity/fairness should be | Ensure communities of color are involved (in a meaningful way) in the decision-making process and are not disproportionately impacted by investments (e.g. air pollutants, relocation). |
| 22-1-2018 16:56:20 | How do you think social equity/fairness should be | Provide low income housing near transit - mixed with other housing and services. Transit incentives for low income populations will also be important. |
| 22-1-2018 16:46:40 | How do you think social equity/fairness should be | Increasing costs for parking and charging corridor tolls, as low-income residents are least likely to drive, especially during peak periods. This progressive revenue source can fund equitable invest. |
| 22-1-2018 17:02:25 | How do you think social equity/fairness should be | Have good access to transit no matter where you live. |
| 22-1-2018 17:06:34 | How do you think social equity/fairness should be | We missed an opportunity when we put Max on I205 instead of 82nd Ave but we can still choose to make a 21st Century bus system that run north/south routes along improved corridors in the East County |
| 22-1-2018 17:12:55 | How do you think social equity/fairness should be | more buses more hours more often, invest in east county walking/biking options |
| 22-1-2018 17:17:28 | How do you think social equity/fairness should be | This is tough because folks of color are being gentrified out of dense neighborhoods into less dense ones which makes transit service difficult. Renter protections would help, but that's not transit? |
| 22-1-2018 17:24:18 | How do you think social equity/fairness should be | increase access for people with disabilities |

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| 22-1-2018 17:26:41 | How do you think social equity/fairness should be | Spend the most money on modes that moves most people at least cost. Dollars per person per mile. |
| 22-1-2018 17:05:01 | How do you think social equity/fairness should be | Communities of color have been a focus of MAX locations for decades (Interstate, Blue Line and Green Line especially). I believe economics, education, and lack of wage increase should be the focus. |
| 22-1-2018 17:29:39 | How do you think social equity/fairness should be | Investment/reinvestment in lower income areas. Increase transit services (new lines, higher frequency) |
| 22-1-2018 17:33:43 | How do you think social equity/fairness should be | The police need to stop targeting people of color! Get more black cops and actually train them to protect, not pepper spray and arrest us. |
| 22-1-2018 17:41:26 | How do you think social equity/fairness should be | It's already been done. Transit options are available in most areas. Public transit express options need to be added to reduce the commute time. |
| 22-1-2018 17:43:11 | How do you think social equity/fairness should be | I see no connection between 'social equity' and transportation investment. |
| 22-1-2018 17:47:25 | How do you think social equity/fairness should be | Worry about the now, not the history |
| 22-1-2018 17:53:18 | How do you think social equity/fairness should be | Our transportation investments should target those communities that have been historically marginalized and who have not received benefits from other transportation investments in the past. |
| 22-1-2018 17:56:55 | How do you think social equity/fairness should be | worry less about history and more about the now |
| 22-1-2018 17:49:26 | How do you think social equity/fairness should be | I don't know. |
| 22-1-2018 17:59:27 | How do you think social equity/fairness should be | Making transit free would help, & eliminating transit deserts and making transit 24-7. Just try commuting by bus when you wait tables at a downtown bar till 3am, or work at Swan Island at 4am. |
| 22-1-2018 18:01:50 | How do you think social equity/fairness should be | Better biking walking and transportation infrastructure east of 82nd. Do something drastic. |
| 22-1-2018 18:06:24 | How do you think social equity/fairness should be | We can't change what happened but we can ensure that we don't repeat the same inequities. |
| 22-1-2018 18:09:18 | How do you think social equity/fairness should be | Need more police on max and buses |
| 22-1-2018 18:14:14 | How do you think social equity/fairness should be | Social inequity is something that can be resolved by policy getting out of the way and stop handing things out to one group that come from another. Stop "forcing" equity. |
| 22-1-2018 18:23:51 | How do you think social equity/fairness should be | Gentrification of historical black neighborhoods in north Portland and market forces have pushed out minority and economically disadvantaged populations. |
| 22-1-2018 18:24:09 | How do you think social equity/fairness should be | I am not sure how to answer this. The entire city is riddled with evidence of inequality. I live in NoPo..and I have witnessed affordability sky rocket to unaffordable. it is sickening. |
| 22-1-2018 18:24:09 | How do you think social equity/fairness should be | I am not sure how to answer this. The entire city is riddled with evidence of inequality. I live in NoPo..and I have witnessed affordability sky rocket to un-affordable; it is sickening. |
| 22-1-2018 18:24:21 | How do you think social equity/fairness should be | include underserved communities (including homeless people and black people) in planning, focus on E Portland and historically black neighborhoods, implement maintenance/repairs on a fixed schedule |
| 22-1-2018 18:38:09 | How do you think social equity/fairness should be | I think that improvements to area transportation should focus on the most vulnerable and underserved citizens first. (ie offer more reliable public transportation options before putting in toll areas) |
| 22-1-2018 18:40:41 | How do you think social equity/fairness should be | Investing in historically underserved areas. |
| 22-1-2018 18:59:21 | How do you think social equity/fairness should be | Free transit for POCs. All day. Everyday. |
| 22-1-2018 19:01:13 | How do you think social equity/fairness should be | I think you are racist assuming all ppl of color are in some kind of class. This is America, we are all equal! |

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| 22-1-2018 19:06:40 | How do you think social equity/fairness should be | Safety 1st and foremost, esp. walking/cycling. Improve transit frequency (especially outside traditional commute hours). Provide transit priority lanes to bypass congestion. More housing in inner PDX |
| 22-1-2018 19:12:33 | How do you think social equity/fairness should be | Education |
| 22-1-2018 19:40:13 | How do you think social equity/fairness should be | I think the Democrat focus on race is borderline absurd and racial equity has largely been achieved. So much has it shifted that it is advantageous in construction if you are a minority. |
| 22-1-2018 19:42:05 | How do you think social equity/fairness should be | The cost burdens imposed by our auto-centric transportation system are causing pain and suffering. We need to make improvements for other options, like walking, biking and transit. |
| 22-1-2018 19:54:01 | How do you think social equity/fairness should be | Improve transportation alternatives |
| 22-1-2018 19:54:49 | How do you think social equity/fairness should be | Not sure it is unfair.... |
| 22-1-2018 20:02:45 | How do you think social equity/fairness should be | Focusing more on bus service/bus rapid transit than on infrastructure that benefits cars, and adding routes that don't only serve people who are trying to get downtown. |
| 22-1-2018 20:24:45 | How do you think social equity/fairness should be | Make the regional town centers more accessible for freight and commercial movement so the gentrification that is going on gets spread out and we don't have so many pockets where diversity does NOT occ |
| 22-1-2018 20:09:31 | How do you think social equity/fairness should be | Reach underserved communities first with investments in better transportation. |
| 22-1-2018 20:33:16 | How do you think social equity/fairness should be | They want cars due to the freedom cars give them but we force mass transit and bikes on them |
| 22-1-2018 20:40:31 | How do you think social equity/fairness should be | Invest more east of 82nd Ave, expand transit service hours and create more frequent service. Also, prioritize transit with dedicated lanes that aren't clogged with private auto traffic. |
| 22-1-2018 21:01:49 | How do you think social equity/fairness should be | Build housing. Build affordable housing. Free buses. Bike greenways |
| 22-1-2018 21:11:28 | How do you think social equity/fairness should be | Accepting and believing that inequities exists and committing to provide all people equal access |
| 22-1-2018 21:11:28 | How do you think social equity/fairness should be | we must all first accept and believe that inequalities do exist and committing to providing all people equal access to a full range of transportation options. |
| 22-1-2018 21:11:28 | How do you think social equity/fairness should be | We must all first accept and believe that these inequalities do exist and then collectively commit ourselves to providing all people equal access to a full range of transportation options. |
| 22-1-2018 21:01:39 | How do you think social equity/fairness should be | Make transportation a viable option for everyone--rich and poor--so that low-income people can get around and get to work, and high-income people can get around more easily than driving. |
| 22-1-2018 21:43:31 | How do you think social equity/fairness should be | Improved service in communities of color, low-income fare program, informational materials in other languages |
| 22-1-2018 21:28:42 | How do you think social equity/fairness should be | Make the service free. |
| 22-1-2018 22:00:08 | How do you think social equity/fairness should be | It's complicated. Communities of color have often been gentrified out of their neighborhood where services were good to areas where services are not. We need to pay close attention to this. |
| 22-1-2018 22:04:09 | How do you think social equity/fairness should be | I don't know that's is racism, but recent history has ensured the lower income folks often get left behind when it comes to transportation and they are often the ones that need it most. |
| 22-1-2018 22:06:01 | How do you think social equity/fairness should be | focus on providing transportation options to all vulnerable communities (low income, youth, older adults, communities of color and low English proficiency) |
| 22-1-2018 22:11:21 | How do you think social equity/fairness should be | Make sure public transportation is safe and comfortable |
| 22-1-2018 22:11:41 | How do you think social equity/fairness should be | Prioritize improvements, accessibility and increase frequency of service for areas that do not currently have good access. |

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| 22-1-2018 22:18:38 | How do you think social equity/fairness should be | Gentrification is occurring everywhere causing not just black flight but white flight and it is a big issue for all working class people. It's not just an issue for people of color anymore. |
| 22-1-2018 22:21:53 | How do you think social equity/fairness should be | Make sure the roads, access to efficient public transportation on routes to major work/business centers exist are a top priority in these regions |
| 22-1-2018 22:01:21 | How do you think social equity/fairness should be | Focus solutions to transportation equity, not vanity and marketing projects. Minority and low-income communities benefit less from bike lanes, trams, & streetcars than they do from buses and MAX. |
| 22-1-2018 22:22:06 | How do you think social equity/fairness should be | Focus on improvements in East County. |
| 22-1-2018 22:23:24 | How do you think social equity/fairness should be | We need to treat all people fairly and provide equal opportunity for them achieve their best self. That does not mean allowing them to live off the dole, commit crimes, or not have to pay their way. |
| 22-1-2018 22:25:35 | How do you think social equity/fairness should be | Spend far more on transit than on roadway widening for private vehicles; Improve culture-blind cultures of policing traffic issues |
| 22-1-2018 22:41:03 | How do you think social equity/fairness should be | There are no car share services in my neighbourhood, and the transit infrastructure in general is poor in the outer regions of the City and in the suburbs. |
| 22-1-2018 22:51:31 | How do you think social equity/fairness should be | Attention should be turned to the less affluent parts of the city to ensure that they have transportation amenities. Streetcars in fancy areas; no sidewalks in others??? |
| 22-1-2018 22:55:36 | How do you think social equity/fairness should be | Extending Max and bus lines in Washington Country and North Portland. |
| 22-1-2018 22:43:27 | How do you think social equity/fairness should be | More bus and max service in underserved communities. |
| 22-1-2018 23:13:27 | How do you think social equity/fairness should be | improved access |
| 22-1-2018 23:03:21 | How do you think social equity/fairness should be | Efforts should be made to invest in affordable housing for low income people near mass transit. |
| 22-1-2018 23:28:59 | How do you think social equity/fairness should be | More access in lower income neighborhoods, stops near grocery stores in "food deserts," all night service for those who work non-traditional hours. |
| 22-1-2018 23:29:00 | How do you think social equity/fairness should be | I205 has become the border between the "haves" and "have nots" . Let's make sure infrastructure is EQUAL on both sides and think MUCH MUCH larger with regard to the Gateway Regional Center |
| 22-1-2018 23:51:12 | How do you think social equity/fairness should be | Require jurisdictions to adopt programs like affordable housing that benefit communities of color in order to receive regional transportation investments. |
| 22-1-2018 23:55:12 | How do you think social equity/fairness should be | The link between housing access and affordability and transit mobility cannot be ignored. Remember when you guys used to talk about "10-minute neighborhoods"? And you're still asking this ? in 2018? |
| 22-1-2018 23:57:58 | How do you think social equity/fairness should be | Making it safer to cross the street in low income areas |
| 22-1-2018 23:59:04 | How do you think social equity/fairness should be | Provide better transit and walk/bike infrastructure in areas with lower incomes, esp east of 205. Partner with housing investment to make sure better transportation doesn't accelerate gentrification. |
| 23-1-2018 00:01:16 | How do you think social equity/fairness should be | Reliable public transit must be prioritized as poorer communities, especially those of color, are pushed out of Portland and into the suburbs. Increasing biking in the community is important as well. |
| 23-1-2018 00:12:32 | How do you think social equity/fairness should be | Recognize the realities that oppressive/racist policies have shaped Portland neighborhoods. |
| 23-1-2018 00:12:32 | How do you think social equity/fairness should be | Recognize the realities that oppressive/racist policies have shaped Portland neighborhoods. Take steps to prevent that from happening again. |
| 23-1-2018 00:08:26 | How do you think social equity/fairness should be | Options for low-income folks, more routes and stops, frequent service |
| 23-1-2018 00:22:34 | How do you think social equity/fairness should be | Offer discounted fare to low income residents. Ensure reliable and frequent bus/MAX service to areas of higher need. |

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| 23-1-2018 00:23:32 | How do you think social equity/fairness should be | Stop putting cars first. Our car-centric transportation system is extremely classist, but every investment in transit &c is hindered by assuming we can't get in the way of cars (cars are in the way) |
| 23-1-2018 00:23:52 | How do you think social equity/fairness should be | Focus transit investments and improvements on areas where low income and people of color reside. |
| 23-1-2018 00:57:56 | How do you think social equity/fairness should be | I'm not sure about the exact ways there is less benefit. |
| 23-1-2018 00:54:27 | How do you think social equity/fairness should be | Make sure those communities have a say in the process of changes and implementation. Compensate for lack of infrastructure as soon as possible. Pay attention and spread funds around. |
| 23-1-2018 01:12:03 | How do you think social equity/fairness should be | Stopping gentrification in historical people of color neighborhoods, increasing infrastructure to working class neighborhoods, lowering fare prices for low income people. |
| 23-1-2018 01:14:40 | How do you think social equity/fairness should be | A difficult question, but we'll start with safety and transit. As the region grows, transit delay hurts those that rely on it more and more. Transit riders are disproportionately POC. Exclusive ROW. |
| 23-1-2018 01:16:19 | How do you think social equity/fairness should be | Free transit passes, investments in housing for communities of color everywhere in the region, especially near transportation investments, investments in businesses owned by people of color. |
| 23-1-2018 01:06:50 | How do you think social equity/fairness should be | Increase the transit options in the lesser served areas and areas with lower rents. Having to balance the cost of rent with the lack of transit options can have a huge effect on quality of life. |
| 23-1-2018 01:26:51 | How do you think social equity/fairness should be | More and more frequent transit in the outer parts of the city. |
| 23-1-2018 01:35:54 | How do you think social equity/fairness should be | Roads and neighborhoods east of 82nd and 205 should be as safe and well maintained as those in the inner neighborhoods. |
| 23-1-2018 01:38:54 | How do you think social equity/fairness should be | more buses! more transit priority! more congestion pricing! |
| 23-1-2018 01:41:53 | How do you think social equity/fairness should be | I don't see that neighborhoods of color are less served by public transpo, it seems just the opposite. The reality is more that once the transportation goes in, the area gentrifies. Affordable homes! |
| 23-1-2018 01:37:49 | How do you think social equity/fairness should be | N. Portland and areas of SE Portland need infrastructure investment in roads and sidewalks. N. Portland was hugely affected by the ice and snow in 2016-2017, and had least amount of resources. |
| 23-1-2018 02:16:14 | How do you think social equity/fairness should be | More transit access outside of inner Portland, better quality roads/sidewalks |
| 23-1-2018 02:40:28 | How do you think social equity/fairness should be | Investment in communities that have typically not received investment in safe biking, walking, and public transit options. Coupling affordable housing development with transit investment |
| 23-1-2018 02:18:57 | How do you think social equity/fairness should be | The racism moves communities of color further out, where transport is poorer; but doesn't directly influence the quality of transport in a particular location |
| 23-1-2018 02:57:12 | How do you think social equity/fairness should be | Make sure that ALL communities receive equal access. |
| 23-1-2018 03:43:05 | How do you think social equity/fairness should be | More frequent service to under-served neighborhoods. |
| 23-1-2018 03:56:36 | How do you think social equity/fairness should be | Get fair policing/enforcement in line. It should not be a criminal offense to not have paid 2.50. Sliding scale punishments. |
| 23-1-2018 03:56:36 | How do you think social equity/fairness should be | Get fair policing/enforcement in line. It should not be a criminal offense to not have paid 2.50. Sliding scale punishments. Stipends to help low income people get transit passes. |
| 23-1-2018 03:56:36 | How do you think social equity/fairness should be | Get fare policing/enforcement in line. It should not be a criminal offense to not have paid 2.50. Sliding scale punishments. Stipends to help low-income people get transit passes. |
| 23-1-2018 03:14:00 | How do you think social equity/fairness should be | Affordable housing near transportation. Low fares/free passes for low income. More buses to connect to strong lines (MAX) |
| 23-1-2018 04:13:13 | How do you think social equity/fairness should be | Ensuring that transit, especially Max, serves lower income communities well |

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| 23-1-2018 04:44:01 | How do you think social equity/fairness should be | Quit wasting time asking about it. |
| 23-1-2018 05:14:53 | How do you think social equity/fairness should be | All mass transit should be free. Cars are and should be expensive to drive no matter how rich one is. Freeways for through traffic only. Portland either needs to mimic Amsterdam or OR native peoples. |
| 23-1-2018 06:19:17 | How do you think social equity/fairness should be | By working to ensure that affordable mass transit options are available throughout the metro area, and that programs are available to assist those most in need. |
| 23-1-2018 06:54:09 | How do you think social equity/fairness should be | Incentives for affordable housing connected tand accessibility options. Investments in infrastructure East of 82. Sliding scale transit fees, increased incentives for employers at lower/service jobs |
| 23-1-2018 08:00:46 | How do you think social equity/fairness should be | Make it safer, easier and cheaper to walk, bike and take transit. This will benefit everyone. |
| 23-1-2018 08:56:41 | How do you think social equity/fairness should be | Continue to offer Transportation options in different languages. More sidewalks, bike lanes and better access to transit to communities of color, specifically those who live in the east side of PDX |
| 23-1-2018 14:07:23 | How do you think social equity/fairness should be | not sure |
| 23-1-2018 14:57:10 | How do you think social equity/fairness should be | More money to transit, better transit options for people priced out of central city |
| 23-1-2018 09:56:40 | How do you think social equity/fairness should be | No one should lack the safe, ready access to work, food, recreation, school. My SE area leaves many with very scant transportation options. |
| 23-1-2018 15:17:44 | How do you think social equity/fairness should be | Can we just stop charging fares? Roll it into property taxes and just let everyone use the bus/MAX. The cost of fare is a burden on the poor and disenfranchised who rely on public transportation most. |
| 23-1-2018 17:17:30 | How do you think social equity/fairness should be | I believe that investments should be targeted in areas that have previously been ignored. If current ridership is low it may be increased with investments in these areas. |
| 23-1-2018 16:48:22 | How do you think social equity/fairness should be | You should ask communities of color, not a white person like me. |
| 23-1-2018 17:29:16 | How do you think social equity/fairness should be | DON'T |
| 23-1-2018 17:29:52 | How do you think social equity/fairness should be | I'm a naive tax & spend liberal, so I think that anyone below a certain income level (and all veterans) should have maximum access to free transportation. |
| 23-1-2018 17:38:23 | How do you think social equity/fairness should be | As a full-time bike commuter, I think it would be great to make biking more economically approachable for people of low SES. |
| 23-1-2018 17:12:38 | How do you think social equity/fairness should be | Remove the false-concept of "Social Equity" from transportation. Transportation is about more and safer lane-miles, more bridges (at least 4 new bridges and 5 new freeway/expressways |
| 23-1-2018 17:52:05 | How do you think social equity/fairness should be | Government decisions eliminated the Albina neighborhood to build the Memorial Coliseum and Rose Garden and N. Interstate corridor. This is institutional racism, not civic racism. |
| 23-1-2018 17:52:47 | How do you think social equity/fairness should be | We all need huge investments... in every neighborhood. Lets build a system that serves all. I'm not afraid of taxes and tolls... but we need LEADERSHIP and a comprehensive plan that we can support |
| 23-1-2018 17:59:16 | How do you think social equity/fairness should be | If more housing were available inside the UGB, people of color and low income wouldn't be evicted from homogenous Portland and forced to commute long distances to conduct their lives. |
| 23-1-2018 17:55:57 | How do you think social equity/fairness should be | Let's make sure that our public transportation serves low income communities |
| 23-1-2018 18:16:56 | How do you think social equity/fairness should be | Improved bikeways, transit, and active transportation options in East Portland and other less affluent areas. |
| 23-1-2018 18:12:15 | How do you think social equity/fairness should be | Metro & TriMet has been in charge for 30+ years. If they can't make a change then time to look for a new leader in the region. |
| 23-1-2018 18:20:34 | How do you think social equity/fairness should be | More quality, safe bicycle routes in all of Portland. Much more transit options, that come more often. Discourage people driving/parking. |

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| 23-1-2018 18:26:34 | How do you think social equity/fairness should be | 1) Stop expanding freeways through black neighborhoods 2) Stop policing Max/busses and giving tickets for not buying a fare 3) Build more affordable housing in central city where PoC don't need cars |
| 23-1-2018 18:32:24 | How do you think social equity/fairness should be | As low income people are forced out of the City they need the ability to drive to work and to have freight move easy to encourage companies to move here or even stay here. |
| 23-1-2018 18:42:13 | How do you think social equity/fairness should be | Strong consideration to minority neighborhoods when projects are considered. Better connectivity for minority neighborhoods. |
| 23-1-2018 18:30:21 | How do you think social equity/fairness should be | Free transit and better dense affordable housing development at light rail and streetcar stops |
| 23-1-2018 18:49:49 | How do you think social equity/fairness should be | Assure that policies promote social equity/fairness. Keep connecting with agencies who work with diverse communities and gather input from citizens of diverse communities to get their input. |
| 23-1-2018 19:14:14 | How do you think social equity/fairness should be | Make sure all areas of the city are equally served. I am not a fan of using race as a reason to deprive some areas of the city while focusing on others. I believe in a city where all are welcome. |
| 23-1-2018 19:02:59 | How do you think social equity/fairness should be | Stop subsidizing driving and adding pollution near lower-income schools, like the \$450,000,000 highway expansion at the Rose Quarter. |
| 23-1-2018 19:14:38 | How do you think social equity/fairness should be | Access to reliable transportation has improved in neighborhoods of higher incomes and neighborhoods that have experienced high levels of gentrification (e.g. North Interstate Corridor). |
| 23-1-2018 19:14:51 | How do you think social equity/fairness should be | Improved access in lower income neighborhoods. Subsidized metro passes (instead of investing in car infrastructure) for low income people. Invest in affordable housing near transit hubs. |
| 23-1-2018 19:17:23 | How do you think social equity/fairness should be | Improve transit service and bike safety in the areas that have more underprivileged people. This increases the number of opportunities they have by making more of the city accessible to them. |
| 23-1-2018 19:25:41 | How do you think social equity/fairness should be | Focus improvements in areas that people have been displaced to (e.g., East Portland). Offer low-income fares to low-income and seniors and free transit to youth. Make sure transit gets people to jobs. |
| 23-1-2018 19:38:05 | How do you think social equity/fairness should be | Far East Side of Portland where people of color are locating due to gentrification of the inner city. Portland City has NEVER been able to live up to its promises of Services after the big annexation |
| 23-1-2018 19:40:33 | How do you think social equity/fairness should be | East Portland deserves as much attention as Ladd's Addition. |
| 23-1-2018 19:47:38 | How do you think social equity/fairness should be | I am not much educated in this aspect, but I think mobility |
| 23-1-2018 19:47:38 | How do you think social equity/fairness should be | More/frequent routes in low-income neighborhoods. More/further connections throughout the metro area. Senior/student discounts. |
| 23-1-2018 19:53:17 | How do you think social equity/fairness should be | Invest in more rapid transit (express train or bus lines) to enable equal access from suburbs to downtown without being reliant on a car. Invest in frequent transit in outer areas. |
| 23-1-2018 19:29:43 | How do you think social equity/fairness should be | Ensure that transportation needed for commutes to the workplace are equivalent in various neighborhoods in the region |
| 23-1-2018 20:01:03 | How do you think social equity/fairness should be | Focusing on making transit available to all, through fare reductions/passes, "ride free" zones, etc. Things like toll roads penalize lower income populations (usually majority people of color). |
| 23-1-2018 20:28:23 | How do you think social equity/fairness should be | affordable housing near transit and retail centers |
| 23-1-2018 20:16:33 | How do you think social equity/fairness should be | Youth Pass! |
| 23-1-2018 20:29:18 | How do you think social equity/fairness should be | Investments should be heavily prioritized for lower income areas, like the 82nd corridor, down McLaughlin to Oregon City, Gresham and the neighborhoods along Glisan east of Providence hospital. |
| 23-1-2018 20:38:04 | How do you think social equity/fairness should be | I don't know |
| 23-1-2018 20:35:56 | How do you think social equity/fairness should be | Make bus service run in underserved communities (especially outer SE and north portland) and make this service reliable and frequent |

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| 23-1-2018 21:13:48 | How do you think social equity/fairness should be | I ride mass transit and see a higher percentage of people of color on public transport than the general population. Rich whites drive their German cars/SUVs and park in employer paid parking. |
| 23-1-2018 21:26:34 | How do you think social equity/fairness should be | YES |
| 23-1-2018 21:26:42 | How do you think social equity/fairness should be | Prioritize better transit service over new transit infrastructure. Sidewalks on every street. Use census data to locate underprivileged populations and do those two things in those areas first |
| 23-1-2018 22:33:24 | How do you think social equity/fairness should be | This is not a racism problem. It |
| 23-1-2018 22:33:24 | How do you think social equity/fairness should be | Easy public transportation to the east side along with concentrated section 8 housing vouchers have caused the area to become poorer than it was 10 years ago. |
| 23-1-2018 20:46:54 | How do you think social equity/fairness should be | I don't know about transportation specifically, but portland has a long racist history so I'm positive it affects transportation access |
| 23-1-2018 22:52:30 | How do you think social equity/fairness should be | It is not easy to live without a car here. Priority needs to be placed on improving the areas that POC current live(the outer rings) and help them get to other places quickly |
| 23-1-2018 23:12:47 | How do you think social equity/fairness should be | I think improvements to rail lines/bus lines should be made so that all neighborhoods have adequate transportation options. |
| 23-1-2018 23:28:06 | How do you think social equity/fairness should be | Free Youth Pass! Invest in the next generation! Add express train for people living on the edge of the metro region, and create a program for low income tickets |
| 23-1-2018 23:40:10 | How do you think social equity/fairness should be | An expansive spoke and wheel network to connect the city, and local connections in poorer communities. |
| 24-1-2018 00:08:03 | How do you think social equity/fairness should be | Community-led decision-making, prioritization of safety investments in communities of concern, anti-displacement measures and link transportation to affordable housing, increase in transit operations |
| 23-1-2018 23:01:04 | How do you think social equity/fairness should be | Better transit access, frequency, and coverage. Better infrastructure for biking and walking, particularly in areas with people of lower income. |
| 24-1-2018 00:39:48 | How do you think social equity/fairness should be | More stops and lines that service all neighborhoods regardless of what the population looks like on the surface |
| 24-1-2018 02:30:36 | How do you think social equity/fairness should be | I don't know. |
| 24-1-2018 02:49:26 | How do you think social equity/fairness should be | A robust TOD policy will enhance job and housing equity in traditionally underserved communiites. |
| 24-1-2018 01:19:11 | How do you think social equity/fairness should be | Work with HUD and the city to support rent protection/anti-displacement measures Identify areas where displaced folks have been relocated and support their needs directly. |
| 24-1-2018 03:30:24 | How do you think social equity/fairness should be | safer, and more affordable active transportation systems. |
| 24-1-2018 03:31:38 | How do you think social equity/fairness should be | I have no idea |
| 24-1-2018 05:09:38 | How do you think social equity/fairness should be | We need to dramatically improve the frequency and reduce the cost of transit service. |
| 24-1-2018 07:21:26 | How do you think social equity/fairness should be | All of society needs access to transportation....the elderly, the disabled, the poor, inner city, the suburbs. |
| 24-1-2018 08:58:37 | How do you think social equity/fairness should be | more light rail/bus routes into the suburbs, stops that are visible, sheltered, and safe |
| 24-1-2018 07:52:20 | How do you think social equity/fairness should be | We are woke. |
| 24-1-2018 15:56:04 | How do you think social equity/fairness should be | More lite rail |

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| 24-1-2018 15:53:59 | How do you think social equity/fairness should be | I think we should improve transportation for communities of color and not focus on whether it is "systemic racism" or economic power or something else. |
| 24-1-2018 14:07:31 | How do you think social equity/fairness should be | Investing in fixing roads - particularly non-conforming roads that are unpaved, and providing a reliable, high quality, affordable public transit network that reduces dependence on cars benefits c.o.c |
| 24-1-2018 15:58:26 | How do you think social equity/fairness should be | Charging tolls, parking fees and higher taxes only impact the less fortunate. The affluent will benefit from these policies through reduced road use and the cost impact won't be a financial burden. |
| 24-1-2018 16:07:50 | How do you think social equity/fairness should be | Programs for various affordability levels in all areas of the city. |
| 24-1-2018 16:09:53 | How do you think social equity/fairness should be | It's going to take a more holistic approach with other city, county, regional, state, and federal agencies and programs, and |
| 24-1-2018 16:09:53 | How do you think social equity/fairness should be | It's going to take a more holistic approach with other city, county, regional, state, and federal agencies and programs, and a robust and concerted effort to seek input from populations most effected |
| 24-1-2018 16:09:53 | How do you think social equity/fairness should be | It's going to take a more holistic approach with other city, county, regional, state, and federal agencies and programs, and a robust and concerted effort to seek input from populations most affected |
| 24-1-2018 16:16:24 | How do you think social equity/fairness should be | Agree there is history of this with redlining |
| 24-1-2018 16:23:50 | How do you think social equity/fairness should be | I have trouble drawing a correlation between social equity and transportation investments. Any investments should be for everyone. |
| 24-1-2018 16:35:19 | How do you think social equity/fairness should be | We have over corrected and inflated this issue. Move on already |
| 24-1-2018 16:36:36 | How do you think social equity/fairness should be | Low income fares. Air quality programs. Safe, welcoming transit system ridden by people from many walks of life. Anti-racism work within active transportation movement. |
| 24-1-2018 16:37:08 | How do you think social equity/fairness should be | I know it's a problem, but compared to other communities, Oregon is doing a lot of work on this which is good. There are many inequities that should also be looked at. |
| 24-1-2018 16:44:15 | How do you think social equity/fairness should be | As a white guy living in a primarily white suburb I'm not sure I'm qualified to say other than we need to listen to people of color in those communities |
| 24-1-2018 16:43:40 | How do you think social equity/fairness should be | It's a question of maintenance, and expansion, lots of older communities need to be updated/maintained which would increase accessibility for all races in that neighborhood. |
| 24-1-2018 16:58:40 | How do you think social equity/fairness should be | East Portland is not as well served. Roads in disrepair, no bike boxes or continuous bike lanes, sidewalks missing, doesn't fit Trimet's hub and spoke transit. Don't know if this is related to racism. |
| 24-1-2018 17:10:03 | How do you think social equity/fairness should be | Make the public transportation options EXCELLENT in lower income, predominantly minority neighborhoods. |
| 24-1-2018 17:08:45 | How do you think social equity/fairness should be | Lower fares available for lower income passengers; housing affordability; job opportunities that foster greater community integration. |
| 24-1-2018 17:27:33 | How do you think social equity/fairness should be | Continue investing in public transportation access to outlying neighborhoods - the places low income families are migrating to because of affordability. |
| 24-1-2018 17:12:14 | How do you think social equity/fairness should be | By extending affordable transportation options into poor socio/economic neighborhoods. |
| 24-1-2018 18:34:03 | How do you think social equity/fairness should be | equal access to quality transportation services |
| 24-1-2018 18:34:33 | How do you think social equity/fairness should be | I have no idea. |
| 24-1-2018 18:44:35 | How do you think social equity/fairness should be | Everyone benefits from a good economy and good transportation is key to this endeavor. I see plenty of minorities using the transportation system, so I am not sure why this subject has come up. |
| 24-1-2018 19:07:53 | How do you think social equity/fairness should be | It never works out. We built the Expo line and now all the low income housing is gentrifying. |

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| 24-1-2018 19:08:37 | How do you think social equity/fairness should be | no improvements needed. The more you give them... The more they will always want ! |
| 24-1-2018 19:49:15 | How do you think social equity/fairness should be | Ask what the neighborhoods need access to, what are the barriers. Do they have local, affordable grocery and other shopping? If not how easy is it for them to travel to affordable food, carry home. |
| 24-1-2018 21:23:04 | How do you think social equity/fairness should be | The max or at least bus rapid transit needs to benefit these communities of color who have systematically been disenfranchised. |
| 24-1-2018 21:26:13 | How do you think social equity/fairness should be | 1) you should attend training to learn about cultural bias, and how to orient your programs and advertising to be more inclusive, 2) you should seek input directly from the affected communities. |
| 24-1-2018 20:15:46 | How do you think social equity/fairness should be | Again, provide clean, safe and fareless public transportation that serves the majority of the city and urban areas. |
| 24-1-2018 21:40:33 | How do you think social equity/fairness should be | Improve public transportation options for low income residents by increasing bus frequency and routes in low income areas. |
| 24-1-2018 21:44:49 | How do you think social equity/fairness should be | There needs to be affordable housing located along frequent transit routes and near jobs. |
| 24-1-2018 21:45:56 | How do you think social equity/fairness should be | While I will not say that we have no issues with racism, we do. However, It is nothing compared to other parts of our country. I also beleive a transportation plan is not the right place to address th |
| 24-1-2018 21:45:56 | How do you think social equity/fairness should be | A transportation plan is not the right place to address racism and social injustice. There are many areas of the portland Metro area that have been left behind when it comes to transportation planni |
| 24-1-2018 21:45:56 | How do you think social equity/fairness should be | A transportation plan is not the right place to address racism and social injustice. There are many areas of the Portland Metro area that have been left behind when it comes to transportation planni |
| 24-1-2018 21:45:56 | How do you think social equity/fairness should be | There are many areas of the Portland Metro area that have been left behind when it comes to transportation planning. including washington county. Can we say West Side Bypass? |
| 24-1-2018 21:45:56 | How do you think social equity/fairness should be | There are many areas of the Portland Metro area that have been left behind when it comes to transportation planning. not just areas of color. including Washington County. Can we say West Side Bypass? |
| 24-1-2018 21:58:52 | How do you think social equity/fairness should be | Transporation Investment has been driven by tunnel vision commitment to Max, Busses and Bikes, Failure to invest in roads has created problems in more than just areas of lower economic status. |
| 24-1-2018 21:58:52 | How do you think social equity/fairness should be | Transporation Investment has been driven by a tunnel vision commitment to Max, Busses, and Bikes, Failure to invest in roads has created problems in more than just areas of lower economic status. |
| 24-1-2018 22:02:21 | How do you think social equity/fairness should be | Tri-Met is good by American standards, but cars still rule in PDX and not everyone can afford them. Transit needs major improvement and should be prioritized above cars in traffic. |
| 24-1-2018 22:14:31 | How do you think social equity/fairness should be | I am a white guy from Lake Oswego, I am not the person to be asking. |
| 24-1-2018 22:48:46 | How do you think social equity/fairness should be | access to mass transit options, including reliability and affordability |
| 24-1-2018 22:48:46 | How do you think social equity/fairness should be | increase of and access to more mass transit options, including reliability, affordability, shorter commute times; less emphasis on freeway expansions |
| 24-1-2018 23:05:33 | How do you think social equity/fairness should be | SIDEWALKS. Bike infrastructure in outer Portland. Frequent bus/MAX service outside the city core that goes to industrial areas. |
| 24-1-2018 23:12:51 | How do you think social equity/fairness should be | More routes |
| 24-1-2018 23:33:22 | How do you think social equity/fairness should be | Equal access, equal safety, equal attention. |
| 25-1-2018 00:04:52 | How do you think social equity/fairness should be | More frequency, more routes, improved reliability, faster service. |
| 25-1-2018 00:05:06 | How do you think social equity/fairness should be | I strongly disagree but the program won't let me change it |

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| 25-1-2018 00:20:39 | How do you think social equity/fairness should be | provide affordable, accessible and safe modes of transportation for all. |
| 25-1-2018 00:29:31 | How do you think social equity/fairness should be | Without knowing the problem, I can't suggest ways to improve it. |
| 25-1-2018 00:45:14 | How do you think social equity/fairness should be | Investments for all will improve investments for those underserved. |
| 25-1-2018 00:47:10 | How do you think social equity/fairness should be | As commerce/manufacturing centers develop and change, transportation nets need to be quickly adjusted to provide region wide access to employment opportunities. |
| 25-1-2018 01:03:45 | How do you think social equity/fairness should be | Steps available in all areas |
| 25-1-2018 01:12:14 | How do you think social equity/fairness should be | Pave gravel streets, put in sidewalks where we do not have any, |
| 25-1-2018 01:13:19 | How do you think social equity/fairness should be | I no longer live in East County, but when I did I could see that the infrastructure out there was lacking. |
| 25-1-2018 01:19:46 | How do you think social equity/fairness should be | The close in agenda the city promotes has only made this worse. Denying conviant access to jobs to outer SE is criminal. All neighborhoods should be developed to be equally desirable!! |
| 25-1-2018 01:28:46 | How do you think social equity/fairness should be | There isn't this problem, life's what you make of it, no ones a victim unless they have that mentality |
| 25-1-2018 01:39:26 | How do you think social equity/fairness should be | By spending and serving all communities equally |
| 25-1-2018 01:47:33 | How do you think social equity/fairness should be | None |
| 25-1-2018 00:59:41 | How do you think social equity/fairness should be | Portland needs to focus on supporting private sector innovation that is already solving this problem like Uber. Transit dollars should be spent on free passes for youth. |
| 25-1-2018 01:48:34 | How do you think social equity/fairness should be | I think that you are trying to hard. Especially when you screwed up the housing system. That's probably where you should start. You've forced people to move father out and now you are thinking equity? |
| 25-1-2018 02:15:38 | How do you think social equity/fairness should be | better facilities for poorer neighborhoods. |
| 25-1-2018 02:16:35 | How do you think social equity/fairness should be | more transit access in poorer neighborhoods and suburban areas |
| 25-1-2018 02:20:01 | How do you think social equity/fairness should be | Invest in underserved areas, assure that more folks have ready access to transportation options. Focus on east Portland. |
| 25-1-2018 02:33:43 | How do you think social equity/fairness should be | Better access to options where POC live. |
| 25-1-2018 02:25:11 | How do you think social equity/fairness should be | Eliminate the DBE program(s) |
| 25-1-2018 03:47:14 | How do you think social equity/fairness should be | Although racism has been a major issue in Oregon since the 1850's, I don't know if has affected the public investment in our transportation system. |
| 25-1-2018 03:49:41 | How do you think social equity/fairness should be | That is absolutely absurd. It is the most asinine statement I have heard in ages. There is simply no evidence to back up that claim. There is nothing to be improved because the problem doesn't exist. |
| 25-1-2018 04:49:15 | How do you think social equity/fairness should be | Invest in east portland by providing those communities with a reliable, frequent, safe and comfortable North-South transit line. |
| 25-1-2018 05:33:32 | How do you think social equity/fairness should be | no crime box on applications, low income incentives for public transportation, affordable healthcare for low income and child care. |
| 25-1-2018 06:45:36 | How do you think social equity/fairness should be | High School kids, in low income school areas, get to ride free all summer long. Partner that with free art events, festival entry, zoo, Omsi, free movie nights. Step it up for the kids. |

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| 25-1-2018 07:42:51 | How do you think social equity/fairness should be | Build more transportation in North and Northeast Portland. MAX trains should be Round Trip ONLY - from Washington County and back, no one way trips to Washington county. Reduce car theft. |
| 25-1-2018 03:49:41 | How do you think social equity/fairness should be | That is a completely asinine statement. It is clear that the second question assumes the first statement to be true. There is no evidence to back it up. Nothing can be done for an imaginary claim. |
| 25-1-2018 09:01:21 | How do you think social equity/fairness should be | I think the 82nd neighborhood is grossly underserved, the new project will help that. |
| 25-1-2018 09:32:10 | How do you think social equity/fairness should be | You're a city for the very wealthy, and the very poor. There is no longer a middle class in Portland. Stop the development cycle to benefit only the wealthy. |
| 25-1-2018 13:26:29 | How do you think social equity/fairness should be | Late night busses. More late busses to outlying areas. Bring back fairless square. Income based fare reductions for tickets and passes. |
| 25-1-2018 13:31:12 | How do you think social equity/fairness should be | East Portland and sidewalk improvements all over Portland. Walking is free and there should also be access to reduced bus passes. |
| 25-1-2018 15:21:34 | How do you think social equity/fairness should be | Free or reduced fares for low income earners should be a top priority. Low and middle income earners struggle to pay the monthly pass. Transit also needs to be more frequent and run earlier/later |
| 25-1-2018 15:50:11 | How do you think social equity/fairness should be | i am sick of hearing this |
| 25-1-2018 16:23:35 | How do you think social equity/fairness should be | Hear the voices of the dispossessed |
| 25-1-2018 16:24:21 | How do you think social equity/fairness should be | First, very few areas have ever been majority minority. So don't assume minority voices speak for any current neighborhood. So, consult with inner city neighborhoods (not select people). |
| 25-1-2018 09:34:11 | How do you think social equity/fairness should be | The focus must be broadened to include housing, access to funding, education, and other related issues. Displacement results in transport inequity and should be an equal target to address problems. |
| 25-1-2018 17:07:03 | How do you think social equity/fairness should be | Improve streets and sidewalks in areas with more diverse populations. Most improvements are focuses on close-in neighborhoods, predominantly white - while the periphery is w/o walks and good roads |
| 25-1-2018 17:14:19 | How do you think social equity/fairness should be | Low cost options |
| 25-1-2018 17:16:16 | How do you think social equity/fairness should be | Decisions on investment should be driven by population needs, not by a perceived social agenda. Data, not feelings please. |
| 25-1-2018 18:16:43 | How do you think social equity/fairness should be | Make public transportation safe, accessible, and affordable regardless of income. |
| 25-1-2018 18:58:41 | How do you think social equity/fairness should be | Discount trimet for people that are underemployed. |
| 25-1-2018 19:14:34 | How do you think social equity/fairness should be | Invest in underserved neighborhoods. |
| 25-1-2018 19:30:03 | How do you think social equity/fairness should be | Better access & frequency in outer eastside neighborhoods |
| 25-1-2018 19:44:50 | How do you think social equity/fairness should be | I think their should be more service provided to East Portland & East Multnomah County where a large portion of the displaced communities of color reside. |
| 25-1-2018 19:52:26 | How do you think social equity/fairness should be | We are all playing on the same field and the same side! Build some more travel capacity for all who live and work or want to work in our community. REALLY! |
| 25-1-2018 20:01:39 | How do you think social equity/fairness should be | not sure |
| 25-1-2018 21:11:15 | How do you think social equity/fairness should be | Get a proper layour of buss lines and metro lines BEFORE you stop building parking. Allow for discounts on rail riding for those under a certain wage. |
| 25-1-2018 21:45:14 | How do you think social equity/fairness should be | Eliminate major roads and highways that bisect and overwhelm communities of color. Ensure that funding for and development of transportation infrastructure is equitable shared |

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| 25-1-2018 22:12:38 | How do you think social equity/fairness should be | make sure that all the rich people also have to ride the bus. do this by ensuring that we are not subsidizing car-based infrastructure in fancy neighborhoods at the expense of poorer neighborhoods |
| 26-1-2018 00:17:35 | How do you think social equity/fairness should be | What does this even have to do with anything? Somehow a road and commute Survey has race questions. Gtfo. |
| 26-1-2018 00:13:09 | How do you think social equity/fairness should be | targeted outreach and incentives |
| 25-1-2018 21:22:22 | How do you think social equity/fairness should be | I have always been in a socio-economic bubble, so I haven't had the experience to comment, but if that does exist, we absolutely need to change it. Being a sanctuary state, that should be a priority. |
| 25-1-2018 22:48:25 | How do you think social equity/fairness should be | Investing where communities need more improvements and developing strategies to allow those same groups to stay in gentrifying areas. |
| 26-1-2018 00:47:30 | How do you think social equity/fairness should be | I'm not sure, but public transportation should be safe, affordable and reliable in all communities of the Portland area, especially in minority and low-income communities |
| 26-1-2018 00:53:26 | How do you think social equity/fairness should be | Invest heavily in improving accessibility and safety in outer eastside where access is spotty, wait times are long, & streets are dangerous to walk on / cross. Implement low-income fare program. |
| 26-1-2018 00:53:26 | How do you think social equity/fairness should be | Invest heavily in improving accessibility and safety in outer eastside where service is spotty, wait times are long, & streets are dangerous to walk on / cross. Implement low-income fare program! |
| 26-1-2018 01:01:00 | How do you think social equity/fairness should be | I'm not sure about this because it seems that people of color are forced to use the public transportation system more because they have been forced to the outskirts to afford housing. |
| 26-1-2018 01:05:45 | How do you think social equity/fairness should be | A proper transportation system with redundant alternate routes will connect more people and allow them greater mobility and economic opportunity. |
| 26-1-2018 02:09:30 | How do you think social equity/fairness should be | Provide living wage work, health care, affordable housing. If people do not have these they have no reason to travel anywhere. |
| 26-1-2018 02:38:47 | How do you think social equity/fairness should be | More attention given to how new transit investments, either actual infrastructure or TODs, are likely to increase gentrification and more exploration into ways to mitigate those effects. |
| 26-1-2018 02:49:40 | How do you think social equity/fairness should be | Better connections and more frequent service improves mobility options for people who are transit-dependent. |
| 26-1-2018 02:56:35 | How do you think social equity/fairness should be | The City has already made huge investments and transportation is offered in communities of color. If the City continues to increase the train system similar to Chicago |
| 26-1-2018 03:18:23 | How do you think social equity/fairness should be | Invest in the outer areas near 82nd and beyond. Consider the needs of the community and what would provide stability for growth. |
| 26-1-2018 03:41:27 | How do you think social equity/fairness should be | I don't see this as an issue, unless you want to make it an issue. we all have access to the same roads. two states can't agree to a bridge between them! we are behind on car infrastructure, and no so |
| 26-1-2018 04:00:41 | How do you think social equity/fairness should be | Address the east Portland, and outer areas with better access to public transportation. Expand services to areas where African American and other minority communities are concentrated. |
| 26-1-2018 04:12:05 | How do you think social equity/fairness should be | Eliminate all transit fares. Transit should be free for everyone. Increase taxes on cars and gasoline. Toll all the freeways, then rip out the freeways and restore the neighborhoods they destroyed. |
| 26-1-2018 04:25:29 | How do you think social equity/fairness should be | Stop prioritizing car travel (the least equitable form of travel) over transit (the most equitable). |
| 26-1-2018 04:42:22 | How do you think social equity/fairness should be | Investing in expanded rail service is a great idea - people of color have been priced out of the greater Portland area. |
| 26-1-2018 05:10:49 | How do you think social equity/fairness should be | More frequent and improve transportation systems in areas with high density of under-privileged/marginalized |
| 26-1-2018 05:10:49 | How do you think social equity/fairness should be | More frequent and improve transportation systems in areas with high density of marginalized social groups. Improved transit stops like covered stops, light to alert bus driver at night. |
| 26-1-2018 05:28:44 | How do you think social equity/fairness should be | Have to provide basics to underserved neighborhoods - sidewalks, crossings, transit service. And couple with strategies to prevent displacement / gentrification so the people there now benefit. |

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| 26-1-2018 05:37:11 | How do you think social equity/fairness should be | Make sure all areas have access to transportation, not just popular areas. |
| 26-1-2018 05:41:06 | How do you think social equity/fairness should be | Really? |
| 26-1-2018 06:22:54 | How do you think social equity/fairness should be | Transportation projects should be based on their ability to provide cost effective benefit to the transportation system and all users. Not set out to benefit certain groups. |
| 26-1-2018 06:31:52 | How do you think social equity/fairness should be | Include people who are most impacted by the decisions in making the decisions. |
| 26-1-2018 09:47:39 | How do you think social equity/fairness should be | Focus more on improved bus service and Bus rapid transit rather than Max. |
| 26-1-2018 10:04:52 | How do you think social equity/fairness should be | We need electric high speed and commuter rail to connect further flung lower income areas to job centers to make it easier to get around without a car |
| 26-1-2018 11:20:22 | How do you think social equity/fairness should be | Involve communities of color in decision making now so as not to perpetuate patriarchal condescension that you can fix errors of the past. |
| 26-1-2018 06:51:28 | How do you think social equity/fairness should be | Treat everyone equally. |
| 26-1-2018 13:37:30 | How do you think social equity/fairness should be | fares should be more affordable. should maybe be something between 1 day and month pass. more bus stops so theyre not as sparse and the busses should be more frequent. maybe even another max line |
| 26-1-2018 12:41:29 | How do you think social equity/fairness should be | Affordable housing development around transportation corridors |
| 26-1-2018 13:52:48 | How do you think social equity/fairness should be | I love MAX, but the cost and time necessary to construct new lines makes it inefficient at improving transit for many Portlanders. Buses are simpler to deploy, transit only lanes would improve service |
| 26-1-2018 14:41:52 | How do you think social equity/fairness should be | decrease costs of transit, but fix the overall issue of taxing people out of their homes and moving them to other areas of the metro area |
| 26-1-2018 14:54:19 | How do you think social equity/fairness should be | Invest more in areas like East Portland where |
| 26-1-2018 14:54:19 | How do you think social equity/fairness should be | Invest more in areas like East Portland where poor people of color have been concentrated. Invest more to catch up with a historic lack of services. |
| 26-1-2018 15:18:31 | How do you think social equity/fairness should be | Stop wiping out "poorer" neighborhoods for road/freeway expansions. the challenge is, so much damage has been done - can you really halt gentrification |
| 26-1-2018 15:18:31 | How do you think social equity/fairness should be | Stop wiping out "poorer" neighborhoods for road/freeway expansions. the challenge is, so much damage has been done - can you really halt or reverse the impact gentrification? |
| 26-1-2018 15:52:18 | How do you think social equity/fairness should be | We need to look at the areas of need and support them. The areas that have seen major improvement are now areas that are predominantly white and middle to higher incomes. We can no longer ignore our c |
| 26-1-2018 15:55:34 | How do you think social equity/fairness should be | This seems like a no-brainer. Invest in communities that are poorer, high in immigrants, that are non-white. The state of general disrepair in many of these communities is pretty clear. |
| 26-1-2018 16:08:05 | How do you think social equity/fairness should be | Access - build MAX lines to poorer neighborhoods. |
| 26-1-2018 16:18:20 | How do you think social equity/fairness should be | Na |
| 26-1-2018 16:38:25 | How do you think social equity/fairness should be | More east to west routes available for SE Portland. |
| 26-1-2018 16:40:41 | How do you think social equity/fairness should be | Better roads, transit, and safety improvements and low pay fares in areas that have been ignored in the region. (SE Foster, 82nd, 122nd, Gresham) |
| 26-1-2018 16:41:32 | How do you think social equity/fairness should be | Housing near transport and near services like quality food and jobs. |

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| 26-1-2018 16:24:22 | How do you think social equity/fairness should be | Ensuring communities of color are part of the decision making process and are respected, listened to, and honored during the process. |
| 26-1-2018 16:44:31 | How do you think social equity/fairness should be | I think there's plenty of white people (East Portland) who also haven't been served. Improve N-S connections, better - separated! - bike lanes, more frequent transit service. |
| 26-1-2018 16:48:44 | How do you think social equity/fairness should be | Transportation investments need to be focused in historically underserved neighborhoods. Improved and more frequent routes would be first, followed by better MAX access, and improved infrastructure. |
| 26-1-2018 16:55:30 | How do you think social equity/fairness should be | Improve options for east portland. |
| 26-1-2018 17:26:17 | How do you think social equity/fairness should be | I don't think it's racial at all. Its the cities focus on the central city that uses all the tax income to update that part of town only. Thousands of people of all colors live farther out. |
| 26-1-2018 17:51:06 | How do you think social equity/fairness should be | First, don't erase minority communities through eminent domain as in the past. Second consult with minority communities when planning transportation including focus groups,surveys, neighborhood meets |
| 26-1-2018 17:10:56 | How do you think social equity/fairness should be | Better safe bike options out beyond 82nd. |
| 26-1-2018 17:57:57 | How do you think social equity/fairness should be | Road improvements should be spread equally across Portland. There are many underserved areas that have huge potholes and no sidewalks. |
| 26-1-2018 18:19:20 | How do you think social equity/fairness should be | Tax the rich!!!! Create and follow a ranking system that will spread the investment equally through the region. This will mean putting the wealthy areas on maintenance for a while. |
| 26-1-2018 18:19:33 | How do you think social equity/fairness should be | How do they benefit less? There a cost, the schedule is the same, and there are more buses in poorer neighborhoods. |
| 26-1-2018 18:21:31 | How do you think social equity/fairness should be | Concentrate on adding sidewalks and traffic lights in outer NE |
| 26-1-2018 18:23:43 | How do you think social equity/fairness should be | Better transit access in East Portland and greater safety in East Portland. It is really dangerous for pedestrians and cyclists in East Portland. |
| 26-1-2018 18:25:06 | How do you think social equity/fairness should be | Increased transportation options to low income areas such as Southeast and Rockwood, but also a strong community awareness campaign, teaching immigrants how to use the system better. |
| 26-1-2018 18:28:25 | How do you think social equity/fairness should be | While the systemic racism is Oregon in prima facie |
| 26-1-2018 18:28:25 | How do you think social equity/fairness should be | While the systemic racism is Oregon in prima facie |
| 26-1-2018 18:28:25 | How do you think social equity/fairness should be | While the abhorrent systemic racism dates to original state constitution, I don't believe you can fix race based discrimination with race based preferences. Move forward treating all fairly and equal. |
| 26-1-2018 18:27:21 | How do you think social equity/fairness should be | Insure that transportation policies don't forget areas that have historically been ignored (North and East Portland) |
| 26-1-2018 18:33:47 | How do you think social equity/fairness should be | All Metro employees need to understand their biases. Earmark some of your budget for your employees to attend the hundreds of talks on bias and racism in the city. |
| 26-1-2018 18:40:39 | How do you think social equity/fairness should be | more transportation in communities of color, better services in general. |
| 26-1-2018 18:46:57 | How do you think social equity/fairness should be | Ensure free or low fare options exist - but ENFORCE FARES ALWAYS. All transit users need to be accountable. |
| 26-1-2018 18:46:57 | How do you think social equity/fairness should be | Ensure free or low fare options exist - but ENFORCE FARES ALWAYS. All transit users need to be accountable. Somehow ensure transit investment doesn't raise property prices. |
| 26-1-2018 18:50:19 | How do you think social equity/fairness should be | More affordable housing by transit, give transit ROW priority, more sidewalks/bike lanes in low-income areas. |
| 26-1-2018 18:52:02 | How do you think social equity/fairness should be | Provide excellent service to everyone. |

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| 26-1-2018 19:31:44 | How do you think social equity/fairness should be | Seems like the people of color that I have known over the years and the area's they live in have just as much access and benefit to all the transportation options I have. |
| 26-1-2018 20:03:38 | How do you think social equity/fairness should be | housing near transit |
| 26-1-2018 20:05:09 | How do you think social equity/fairness should be | Poor people must live on the fringes of the city and commute farther |
| 26-1-2018 20:18:04 | How do you think social equity/fairness should be | More investment in East County neighborhoods. Albina is almost completely white now - please stop spending money to make urban hipsters on bikes happy. |
| 26-1-2018 20:23:32 | How do you think social equity/fairness should be | Stop playing around the edges with slightly more funding in poor areas than rich areas. Delay the SW Corridor project indefinitely and devote all of that funding to East Multnomah county & West WashCo |
| 26-1-2018 20:24:15 | How do you think social equity/fairness should be | At the minimum improving transit options in East Portland and the surrounding metro where an increasing amount of poor people and people of color live. |
| 26-1-2018 20:30:04 | How do you think social equity/fairness should be | Free and reduced price transit cards for residents in low income and historically underserved districts. Free transit for all public school students. No racial profiling. |
| 26-1-2018 21:14:15 | How do you think social equity/fairness should be | Social equity can not just be about POC's. You also must consider details such as that female cyclists face more harassment than male cyclists. |
| 26-1-2018 21:20:20 | How do you think social equity/fairness should be | School districting is systemically racist within the city, as are property tax rates (why would Lents pay a higher tax rate than |
| 26-1-2018 21:20:20 | How do you think social equity/fairness should be | School districting is systemically racist within the city (very economically segregated as well, as are property tax rates (why would Lents pay a higher tax rate than neighborhoods closer to the city?) |
| 26-1-2018 21:18:44 | How do you think social equity/fairness should be | I think people with cars should be taxed, but you should pay for every car you own, and and pay to park on all streets. I |
| 26-1-2018 21:22:01 | How do you think social equity/fairness should be | Not building freeways through historically black neighborhoods is a good start! Focus bike/ped and transit improvements to neighborhoods with community color. |
| 26-1-2018 21:41:17 | How do you think social equity/fairness should be | Competitive programs to incentivize good behavior with little to no additional expense to the taxpayers. An example is toll road credits for transit riders or gift cards for walk/bike/transit. |
| 26-1-2018 21:48:15 | How do you think social equity/fairness should be | 1) You shouldn't be asking white folks like me. Ask POC's. 2) Barring that subsidized mixed-use, low-interest loans for colored businesses below and these should happen off frequent service lines/MAX |
| 26-1-2018 21:52:29 | How do you think social equity/fairness should be | I agree Oregon has a disturbing history of racism. I am not sure that it continues to affect transportation issues, outside issues re of gentrification |
| 26-1-2018 21:52:29 | How do you think social equity/fairness should be | I agree Oregon has a disturbing history of racism. I am not sure that it continues to affect transportation issues, outside of issues re gentrification and relocation. |
| 26-1-2018 21:56:55 | How do you think social equity/fairness should be | More options available to more people (in all parts of town, all hours of day and night) |
| 26-1-2018 22:15:06 | How do you think social equity/fairness should be | Provide rapid transit to high employment areas for individuals that have been forced to outlying areas due to cost of living. |
| 26-1-2018 22:32:35 | How do you think social equity/fairness should be | The recent investments seem to benefit those WITHOUT cars, and to the detriment of those that use automobiles for transportation. Automobile usage is not a racist activity. |
| 26-1-2018 22:39:11 | How do you think social equity/fairness should be | Broader Transit options & reduced/free fares for lower income people. |
| 26-1-2018 22:53:24 | How do you think social equity/fairness should be | By them getting a job! |
| 26-1-2018 22:33:40 | How do you think social equity/fairness should be | Free transit for those in need. No/reduced fines for not having fare. |
| 26-1-2018 23:14:48 | How do you think social equity/fairness should be | Not a priority. This is transportation, not a social program. |

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| 26-1-2018 23:16:02 | How do you think social equity/fairness should be | Increased investments in historically non-white and/or low-income neighborhoods until they share the same access and quality of upkeep as historically wealthy neighborhoods. |
| 26-1-2018 23:16:37 | How do you think social equity/fairness should be | Serve East Portland more effectively |
| 26-1-2018 23:17:05 | How do you think social equity/fairness should be | transportation options in low-income housing areas that connect to employment areas even if transit ridership is currently low. (like the Columbia Corridor) maybe vanpools for workers? |
| 27-1-2018 00:12:45 | How do you think social equity/fairness should be | Expanded bus lines to the outer reaches of the city where people have been displaced because they can't afford to live close-in anymore. Pave unpaved roads, build more sidewalks. |
| 27-1-2018 00:13:35 | How do you think social equity/fairness should be | Location of services & keeping access affordable |
| 27-1-2018 00:17:49 | How do you think social equity/fairness should be | spending a greater portion of funds serving districts that have historically been underfunded |
| 27-1-2018 00:42:53 | How do you think social equity/fairness should be | There needs to be more affordable housing and employment opportunities near transportation hubs and vice versa. |
| 27-1-2018 00:47:54 | How do you think social equity/fairness should be | The city needs to pay more attention to outer east Portland. Ya'll are letting it become a wasteland and spending way more money in the other areas, ignoring it. |
| 27-1-2018 01:32:42 | How do you think social equity/fairness should be | The reason I use a bike as my primary form of transportation is because I am a low-income person of color. We benefit the most when safe, separated bike infrastructure is installed everywhere. |
| 27-1-2018 01:32:42 | How do you think social equity/fairness should be | The reason I use a bike as my primary form of transportation is because I am a low-income person of color. We benefit the most when safe, separated bike infrastructure is installed for us too. |
| 27-1-2018 01:48:26 | How do you think social equity/fairness should be | A rapid expansion of BRT lanes leading into the outer areas of Portland for a quicker trip into downtown, and more cross town bus lines. |
| 27-1-2018 02:01:55 | How do you think social equity/fairness should be | Con |
| 27-1-2018 02:01:55 | How do you think social equity/fairness should be | The needs of Portland's communities of color should be front and center as we make transportation plans. |
| 27-1-2018 00:10:24 | How do you think social equity/fairness should be | I'm not sure |
| 27-1-2018 02:51:18 | How do you think social equity/fairness should be | Capital projects should not be so heavily weighted toward downtown and close-in neighborhoods. Beautification and system reliability should not decrease when investing further away from urban core. |
| 27-1-2018 02:29:12 | How do you think social equity/fairness should be | Make a special Trimet fare for low income people, increase public transit in low income neighborhoods. |
| 27-1-2018 03:02:31 | How do you think social equity/fairness should be | Treat minorities in the same way you treat the majority |
| 27-1-2018 03:31:07 | How do you think social equity/fairness should be | Stop using transportation as a development tool for real estate. This makes the already wealthy holders of real estate more wealthy, increasing inequality and pricing out residents. |
| 27-1-2018 04:40:22 | How do you think social equity/fairness should be | There should be a focus in all serves to incress services to outer areas of Portland |
| 27-1-2018 04:40:22 | How do you think social equity/fairness should be | There should be a focus in all serves to increase services to outer areas of Portland where there has been too little investment for far too long. |
| 27-1-2018 04:23:45 | How do you think social equity/fairness should be | Bike lanes and sidewalks could help accessibility. |
| 27-1-2018 04:47:21 | How do you think social equity/fairness should be | Improved travel options like public transportation and bike mg infrastructure fro all |
| 27-1-2018 04:47:21 | How do you think social equity/fairness should be | Improved travel options like public transportation and safe biking infrastructure for all |

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| 27-1-2018 04:48:12 | How do you think social equity/fairness should be | Transit should no longer be used as a development tool to raise property values instead of concerning itself with improving the lives of the city's residents. |
| 27-1-2018 05:50:18 | How do you think social equity/fairness should be | Plan & implement access to all OUTER Portland neighborhoods for the good of all not living inner Portland areas. |
| 27-1-2018 06:12:12 | How do you think social equity/fairness should be | incentive packages or subsidies to low income people to connect them from their house to the bus/train. |
| 27-1-2018 06:20:18 | How do you think social equity/fairness should be | Increased service in east Portland, late night service and routes, low income fare programs, stop use of armed security and police |
| 27-1-2018 07:15:32 | How do you think social equity/fairness should be | More types of public transportation to lower income areas |
| 27-1-2018 09:30:04 | How do you think social equity/fairness should be | dump the fare police who enforce inequitably |
| 27-1-2018 09:30:04 | How do you think social equity/fairness should be | dump the fare police who enforce inequitably increase the subsidy for operations and drop the marginal fare price |
| 27-1-2018 09:30:04 | How do you think social equity/fairness should be | dump the fare police who enforce inequitably -- that will never be equitable increase the subsidy for operations and drop the marginal fare price |
| 27-1-2018 14:57:26 | How do you think social equity/fairness should be | I think everyone feels gentrified right now - living on the edges is time-consuming. improving access and frequency between the areas where people are moving from and to might help. |
| 27-1-2018 16:03:51 | How do you think social equity/fairness should be | Through fair hiring practices |
| 27-1-2018 16:11:57 | How do you think social equity/fairness should be | Equitable access to services; |
| 27-1-2018 16:44:02 | How do you think social equity/fairness should be | Not just people of color. You generally ignore SE from 92nd east — the unsexy Portland with decades of broken promises from city leaders. |
| 27-1-2018 17:39:44 | How do you think social equity/fairness should be | Connect the white neighborhoods to the black neighborhood - I can go in entire month and not see one black person – it's horrible |
| 27-1-2018 17:56:48 | How do you think social equity/fairness should be | Expand transit options in lower income, more diverse neighborhoods, like outer southeast). |
| 27-1-2018 17:46:49 | How do you think social equity/fairness should be | System coverage increases and reliability where people need it most. Focused and maintained support of a visibly diverse driver and maintenance staff as well as executive / director level staff. |
| 27-1-2018 17:46:55 | How do you think social equity/fairness should be | Listen to Bus Riders United and OPAL! Pay more than lip service to investment in East Portland. Prioritize pedestrian, bike, and transit. |
| 27-1-2018 18:01:01 | How do you think social equity/fairness should be | We need to acknowledge that we have not done thing last fairly in the past and make a conscious |
| 27-1-2018 18:01:01 | How do you think social equity/fairness should be | We need to acknowledge that we have not done things fairly in the past and make a conscious decision to correct the mistakes and and lasting effects from them. |
| 27-1-2018 18:07:05 | How do you think social equity/fairness should be | Oregon needs to make reparations for its ugly past and remedy the radicar problems it still has |
| 27-1-2018 18:10:57 | How do you think social equity/fairness should be | Improve public transit. Make walking and bicycling safer and more convenient. Everyone will benefit. |
| 27-1-2018 18:11:03 | How do you think social equity/fairness should be | Stop profiling by police including transit cops. Improve treatment of people of color. Improve access to transportation in communities of color. Offer free or reduced Driver's Ed to students of color. |
| 27-1-2018 18:19:10 | How do you think social equity/fairness should be | ASK COMMUNITIES OF COLOR WHAT THEY NEED AND LISTEN then do it! |
| 27-1-2018 18:46:45 | How do you think social equity/fairness should be | There should be a focus on improving walkability and bikability, and increasing reliable transit on the east side, particularly east of 82nd Ave. |

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| 27-1-2018 19:03:50 | How do you think social equity/fairness should be | PLEASE improve bus access to all areas of Portland. A bus that only runs every 45 minutes and stops running at 10:30 pm isn't really worthwhile. |
| 27-1-2018 19:37:19 | How do you think social equity/fairness should be | More low income and mixed income housing throughout the metro area, more transportation, parks, trees, community centers and sidewalk maintenance on the East side and beyond 82nd in particular. |
| 27-1-2018 20:01:51 | How do you think social equity/fairness should be | Investment in truly affordable and truly effective transportation to/from far-out areas of Portland is critical. Beater cars for poor folks and widened highways only hurts marginalized communities. |
| 27-1-2018 20:09:10 | How do you think social equity/fairness should be | Involve those communities. Improve transit in other areas than downtown, offer low income fairs. Many people aren't going downtown Show diversity in your marketing |
| 27-1-2018 21:18:26 | How do you think social equity/fairness should be | With gentrification the bus systems are not going to lower income neighborhoods and the people are moving further and further from bus lines. More bus lines to lower income neighborhoods would help. |
| 27-1-2018 20:39:28 | How do you think social equity/fairness should be | Ensure low income options/grants for transport are available. Make sure that commuters have clean and easy access to transportation. Get input from the minority populations. |
| 27-1-2018 21:34:12 | How do you think social equity/fairness should be | By using subsidies, increasing frequency, and partnering with transit organizations to ensure the increase service geography in historically underinvested areas. |
| 27-1-2018 23:21:02 | How do you think social equity/fairness should be | M |
| 27-1-2018 23:21:02 | How do you think social equity/fairness should be | As a public agency, Metro needs to increase minority employees. Also, identify minority neighborhoods and provide low-income fare education, increase the bus' service level in the neighborhoods. |
| 27-1-2018 22:48:29 | How do you think social equity/fairness should be | increased service in poorer communities, including 24 hour service, more routes through and increased frequency. the faster they get to work and come home, the more opportunity & family time for them. |
| 28-1-2018 00:15:17 | How do you think social equity/fairness should be | More public transportation but safety seems to be diminishing |
| 28-1-2018 00:26:09 | How do you think social equity/fairness should be | include poc in planning at the beginning. recognize that serving 'the majority' can underserve poc by definition. |
| 28-1-2018 01:04:25 | How do you think social equity/fairness should be | Probably increased bus service to outlying neighborhoods where the poor and disabled have been pushed because of high rents. |
| 28-1-2018 02:14:14 | How do you think social equity/fairness should be | As low income residents get priced out of inner PDX, safety improvements in more outlying areas are critical. |
| 28-1-2018 00:32:58 | How do you think social equity/fairness should be | bulk discount on trimet tickets. discount for the poor. free for those under the poverty line. pave the dirt roads that still remain in residential neighborhoods. better bus shelters |
| 28-1-2018 02:42:12 | How do you think social equity/fairness should be | No |
| 28-1-2018 03:21:20 | How do you think social equity/fairness should be | Talk with communities of color and ask them what they want. Include them in the process. |
| 28-1-2018 02:51:46 | How do you think social equity/fairness should be | I'm not sure - engage with those communities and ask, and listen to the answers |
| 28-1-2018 15:08:16 | How do you think social equity/fairness should be | Serve East and North Portland with transportation options. Don't road diet the inner streets so they have limited access. We don't road diet E of 82nd anyway. |
| 28-1-2018 15:30:13 | How do you think social equity/fairness should be | I don't know how much of this is a transportation issue, as opposed to a gentrification issue (pushing folks farther and farther away from the job centers). |
| 28-1-2018 16:00:24 | How do you think social equity/fairness should be | Better transit to places like in East Portland (to people who are transit-reliant and have been displaced); these areas have been underfunded and should now be over-funded proportionally. |
| 28-1-2018 16:07:11 | How do you think social equity/fairness should be | Just take a look at 82nd and East of it for an example of poor conditions. To this day lower SE sees road improvements and sidewalk improvements with new drainage, while east pdx can't get sidewalks. |
| 28-1-2018 16:15:32 | How do you think social equity/fairness should be | affordable fairs and broad range of service in low income neighborhoods. |

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| 28-1-2018 16:17:01 | How do you think social equity/fairness should be | Make it accessible to low income groups and youth |
| 28-1-2018 16:36:49 | How do you think social equity/fairness should be | More public transit options, at lower cost. Current cost is too high. |
| 28-1-2018 16:56:30 | How do you think social equity/fairness should be | More affordable and frequent options to communities in need. More AFFORDABLE and welcoming housing inner city/near jobs. Socialized food, medicine, banking, EDUCATION. So much data to support this. |
| 28-1-2018 17:38:41 | How do you think social equity/fairness should be | I don't have any advice |
| 27-1-2018 18:58:41 | How do you think social equity/fairness should be | Ask those communities what is and isn't working for them, and then listen to the answer. Think outside the box. |
| 28-1-2018 18:25:20 | How do you think social equity/fairness should be | All areas of the city should be provided equal transportation and development options |
| 28-1-2018 18:21:34 | How do you think social equity/fairness should be | Inarguable that systematic racism existed and thrived here. Hard to say if it systematically hurts POC today as it relates to public transportation. I would say change stigma around public trans. |
| 28-1-2018 18:03:22 | How do you think social equity/fairness should be | low income people rely more on public transportation as their lifeline. I support more frequent service and maybe some rush hour express routes from downtown to north portland and gresham/clackamas |
| 28-1-2018 18:34:44 | How do you think social equity/fairness should be | City should focus on housing options in gentrified neighborhoods to rehouse displaced communities and there should be good access to safe, reliable transportation there. |
| 28-1-2018 19:00:06 | How do you think social equity/fairness should be | Make transit other than bus available to those neighborhoods. |
| 28-1-2018 20:10:55 | How do you think social equity/fairness should be | When transportation improvements are going to be made, there should be concerted efforts across agencies to invest in low-income housing and support to help resist gentrification |
| 28-1-2018 20:24:44 | How do you think social equity/fairness should be | Through equitable investments in projects across the city. |
| 28-1-2018 19:08:36 | How do you think social equity/fairness should be | Check in with PoC and see what their wants/needs are |
| 28-1-2018 21:18:00 | How do you think social equity/fairness should be | Infrastructure and safety investments outside of the wealthiest/hippest neighborhoods. While we (east Portland) don't even have sidewalks, the city is making westmoreland sidewalks even safer. |
| 28-1-2018 21:27:21 | How do you think social equity/fairness should be | Route availability/frequency increase in underserved communities, and programs for reduced cost transit among economically disadvantaged. |
| 28-1-2018 23:18:28 | How do you think social equity/fairness should be | Create jobs for all. Invest in economic development for all |
| 28-1-2018 21:18:26 | How do you think social equity/fairness should be | Equitable options need to have tangible results. W/r/t congestion pricing, we need to find a way to provide affordable options. Transit access options and frequency to underserved areas must improve |
| 29-1-2018 00:13:07 | How do you think social equity/fairness should be | The "systemic racism" assumes we are all slave owners and is ridiculous. I work with many immigrants who will testify for me. I pay taxes on a system I no longer feel safe using due to harassment. |
| 29-1-2018 00:02:30 | How do you think social equity/fairness should be | Smart, low-bias people should make it a priority to plan transit in ways to benefit those communities. |
| 29-1-2018 01:32:03 | How do you think social equity/fairness should be | Frankly, I'm not sure. I think that linking different modes of transportation up so that no area is left out makes sense. |
| 29-1-2018 01:46:44 | How do you think social equity/fairness should be | Ensure regular and convenient public transit options for communities displaced by recent development and gentrification |
| 29-1-2018 02:33:14 | How do you think social equity/fairness should be | Make sure all neighborhoods have robust public transportation options |
| 29-1-2018 00:30:24 | How do you think social equity/fairness should be | Ask people of color! |

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| 29-1-2018 02:39:02 | How do you think social equity/fairness should be | This is largely and economic and educational issue. Until those are solved, transportation won't help. |
| 29-1-2018 04:42:00 | How do you think social equity/fairness should be | - Focus on livable, people-oriented streets in all parts of town, not just the trendy areas. - Encourage development of affordable housing in areas with good walk/bike/transit areas and vice-versa. |
| 29-1-2018 04:46:32 | How do you think social equity/fairness should be | Often mass transit for marginalized communities is setup to reinforce limited economic opportunities. Engage communities about true needs. |
| 29-1-2018 05:59:04 | How do you think social equity/fairness should be | Do 'communities of color' live in areas not served by the transportation system? Do 'communities of color' not drive or take the bus or ride a bike? Where is considered a 'community of color'? |
| 29-1-2018 06:24:18 | How do you think social equity/fairness should be | Affordable housing in high demand areas with access to great transit. |
| 29-1-2018 06:25:38 | How do you think social equity/fairness should be | I don't know enough about the topic |
| 29-1-2018 07:18:00 | How do you think social equity/fairness should be | Improving transit frequency, more stops around the city, as opposed to the current star-pattern, and listening to the communities affected for their needs. |
| 29-1-2018 10:33:34 | How do you think social equity/fairness should be | Less profiling, diversity in TriMet workers, people of color tend to be poorer (and poor people of all colors) and there for have less money to pay which in turn get in trouble for riding without fair |
| 29-1-2018 13:14:40 | How do you think social equity/fairness should be | Make sure there is greater access to primary mass transit |
| 29-1-2018 14:07:36 | How do you think social equity/fairness should be | Seriously, racism. Systematic racism... how charged can you get in a statement about transportation? |
| 29-1-2018 08:22:35 | How do you think social equity/fairness should be | Improving access into and out of communities that have the greatest need. |
| 29-1-2018 14:44:03 | How do you think social equity/fairness should be | Serve parts of the city further out from downtown better. East Portland is woefully underserved by transit. Fix (grade and pave) unimproved side streets. |
| 29-1-2018 15:22:53 | How do you think social equity/fairness should be | We should invest in transit, walking, and biking as these are the most affordable, healthy travel options for people of all ages and abilities. We also need to provide affordable housing near transit. |
| 29-1-2018 15:44:45 | How do you think social equity/fairness should be | Invest in public transportation instead of more roads. Get people out of their cars and into/onto public transportation. |
| 29-1-2018 16:03:42 | How do you think social equity/fairness should be | Probably access to transportation services - also making sure they have a seat at the planning table. I know that decisions are often made without any sort of input from marginalized communities |
| 29-1-2018 16:09:19 | How do you think social equity/fairness should be | Investment in the transportation networks in East Portland/ N. Portland, etc. Better transit service, safe ped/ bike networks to access jobs |
| 29-1-2018 16:24:17 | How do you think social equity/fairness should be | Providing transportation options that fit the needs and desires of the community members it services. One concern I have is that increased property values will increase gentrification. |
| 29-1-2018 16:34:46 | How do you think social equity/fairness should be | Balance investments to provide quality service to underserved communities |
| 29-1-2018 16:46:40 | How do you think social equity/fairness should be | That's a tough, tough question and I think it's highly situational. Yet it should be considered in each and every instance. |
| 29-1-2018 16:43:10 | How do you think social equity/fairness should be | Treat all areas equally. |
| 29-1-2018 16:54:32 | How do you think social equity/fairness should be | Portland is the whitest. I am white. We push off and gentrify colored neighborhoods with no thought or care of displacement for the people. There needs to be housing regulations first. |
| 29-1-2018 17:43:23 | How do you think social equity/fairness should be | Neighborhoods need to improve, but not push those out who have been living in these areas. Stop moving low-income families to areas with no access |
| 29-1-2018 17:51:40 | How do you think social equity/fairness should be | Mass transit and trails improvements should be focused on low income and communities of color. It must be more nimble, though, because these are constantly changing. |

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| 29-1-2018 18:00:29 | How do you think social equity/fairness should be | I don't see this to be a problem? |
| 29-1-2018 17:07:04 | How do you think social equity/fairness should be | Need to look at all investments through a white supremacy lens. The dominate white culture has led to numerous transportation decisions that have negatively impacted communities of color. |
| 29-1-2018 18:27:14 | How do you think social equity/fairness should be | There are other minority groups and I really hate Metro's focus on one at the expense of others! |
| 29-1-2018 19:00:26 | How do you think social equity/fairness should be | Invest in modes that these communities want in their neighborhood; STRINGENT racial equity trainings for law enforcement |
| 29-1-2018 19:00:26 | How do you think social equity/fairness should be | Invest in modes that these communities want in their neighborhood; comprehensive and frequent racial equity trainings for transit drivers and law enforcement; high-paying jobs for these communities |
| 29-1-2018 19:26:33 | How do you think social equity/fairness should be | Focusing on a safe, well maintained system. |
| 29-1-2018 20:08:25 | How do you think social equity/fairness should be | Increase frequency of service, add new service to all neighborhoods, all lines should be 10 minutes or less, and increaes driving and parking fees to cover the additional costs of better public transi |
| 29-1-2018 20:08:25 | How do you think social equity/fairness should be | Increase frequency of service, add new service to all neighborhoods, all lines should be 10 minutes or less, & increase driving & parking fees to cover the additional costs of better public transit. |
| 29-1-2018 19:28:33 | How do you think social equity/fairness should be | This isn't about race. It's about City of Portland, Metro & Mult. Co. not adequately planning for growth. New buildings erected w/in feet from existing streets doesn't allow for expansion of roads. |
| 29-1-2018 20:19:02 | How do you think social equity/fairness should be | Transparency of the racial past, concrete implementation of how improvements will mitigate our past mistakes and not make them again, directly benefit communities that have been underrepresented. |
| 29-1-2018 21:21:56 | How do you think social equity/fairness should be | Stop throwing away millions in rail systems that focus on affluent areas, invest that money in upgrading the very outdated bus system, which serves a greater population of low income citizens |
| 29-1-2018 22:09:55 | How do you think social equity/fairness should be | strong employment solves most problems |
| 29-1-2018 23:25:14 | How do you think social equity/fairness should be | Link investments in transportation to investments in workforce training and affordable housing for barriered communities. |
| 29-1-2018 23:25:31 | How do you think social equity/fairness should be | I don't know if the statement is true or false, but I don't doubt it. If it is true we should invest relatively more in those communities to start fixing it |
| 29-1-2018 21:33:47 | How do you think social equity/fairness should be | OMG - I cannot believe that I have wasted my time on this stupid survey. |
| 29-1-2018 21:33:47 | How do you think social equity/fairness should be | OMG - I cannot believe that I have wasted my time on this stupid survey. Social equity/fairness - REALLY? |
| 29-1-2018 23:40:23 | How do you think social equity/fairness should be | Transparent EJ analysis. |
| 29-1-2018 23:55:38 | How do you think social equity/fairness should be | I think projects impacting minorities and low income people should be prioritized. |
| 30-1-2018 00:23:58 | How do you think social equity/fairness should be | Transportation should simply be put in where it's needed. Forcing a connection between the issues of racism/social equity with transportation is a stretch. |
| 30-1-2018 00:23:58 | How do you think social equity/fairness should be | Transportation should simply be put in where it's needed. Forcing a connection between the issues of racism/social equity with transportation is rather contrived. |
| 30-1-2018 00:28:54 | How do you think social equity/fairness should be | Has to be combined with policies and maybe subsidies to prevent indirect displacement when rents go up after investments |
| 30-1-2018 02:36:08 | How do you think social equity/fairness should be | Invest in areas that are typically underserved |
| 30-1-2018 03:03:52 | How do you think social equity/fairness should be | It should not play into transportation improvments or investments |

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| 30-1-2018 02:59:29 | How do you think social equity/fairness should be | Does not compute. How is being a human not able to use public transportation |
| 30-1-2018 03:11:41 | How do you think social equity/fairness should be | More transit, sidewalks, and bikeways where they are missing, especially outer east Portland and in unincorporated areas |
| 30-1-2018 03:51:38 | How do you think social equity/fairness should be | I think placing focus on bike lanes and sidewalks will help those without cars be on a more equal playing field with those who can afford them. |
| 30-1-2018 03:51:38 | How do you think social equity/fairness should be | I think placing focus on bike lanes and sidewalks where there aren't any will help those without cars be on a more equal playing field with those who can afford them, making commutes easier for all. |
| 30-1-2018 06:46:55 | How do you think social equity/fairness should be | More public transport to more areas, less expensive |
| 30-1-2018 07:48:27 | How do you think social equity/fairness should be | Quit trying to incite a race/gender war by harping about inequality. Shut up about race and sexuality and worry about economic opportunities and jobs FFS. |
| 30-1-2018 09:09:20 | How do you think social equity/fairness should be | I think you are assuming it is unfair by the nature of the way the question is worded. I don't believe it is unfair currently. Therefore my suggestion is rewording your questions. |
| 30-1-2018 09:58:05 | How do you think social equity/fairness should be | People of color need access to transportation to have the means to improve their economic status, but urban development must also consider how to better encourage people of color to thrive. |
| 30-1-2018 14:50:40 | How do you think social equity/fairness should be | Yes it should be improved through the subject question, but too tough a question to answer here. The gentrification of PDX has just pushed people of color to outer SE PDX and Gresham, witness no jobs. |
| 30-1-2018 15:05:08 | How do you think social equity/fairness should be | More access to communities that need it. |
| 30-1-2018 16:18:10 | How do you think social equity/fairness should be | Provide more bus service to low-income areas. Offer reduced bus fares to people from low-income backgrounds. |
| 30-1-2018 16:44:40 | How do you think social equity/fairness should be | Order improvements by least served areas like Brentwood Darlington, East Portland etc. |
| 30-1-2018 17:57:43 | How do you think social equity/fairness should be | Give alternatives to paying traffic fines or penalties for not having valid transit fares. Replace trimet's leadership (they are racist). Improve public health: air quality and legacy lead exposures |
| 30-1-2018 18:17:25 | How do you think social equity/fairness should be | Access and frequency of service, additional fare structures. The Hop card was a great improvement. |
| 30-1-2018 17:43:51 | How do you think social equity/fairness should be | People of color should be at the table when decisions are. They should be fully engaged in the process. Get this survey out to them and follow up with more connections and meaningful dialogue. |
| 30-1-2018 18:49:40 | How do you think social equity/fairness should be | Well, we could spend money in the communities that need them. For example, do we really need to spend dollars to build the SW Corridor when those billions could be spent where they would help PoC? |
| 30-1-2018 19:36:35 | How do you think social equity/fairness should be | Encourage housing, work and shopping to be in the same space to reduce the need for transportation |
| 30-1-2018 20:56:17 | How do you think social equity/fairness should be | More affordable housing options in gentrified neighborhoods that used to be communities of color, priority to displaced people, more employment options in the area- maybe with preference given. |
| 30-1-2018 21:29:29 | How do you think social equity/fairness should be | More frequent/reliable/efficient public transportation to areas where historically oppressed communities (communities of color in particular) are being forced to relocate |
| 30-1-2018 22:07:11 | How do you think social equity/fairness should be | Complete and healthy streets in communities of color. Better representation for communities of color. |
| 30-1-2018 23:47:13 | How do you think social equity/fairness should be | More public transportation to and from low income areas. People should be able to get to work in under 30 minutes and low income folks should be subsidized. |
| 30-1-2018 23:55:31 | How do you think social equity/fairness should be | 2 ways. One is by creating safe but efficient (faster) transport to outlying areas. Two is bring public transportation to west hills in order to increase density there not just eastwards |
| 31-1-2018 00:02:21 | How do you think social equity/fairness should be | Better coordination/matching of housing and transit investments. |

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| 31-1-2018 00:02:21 | How do you think social equity/fairness should be | Better coordination/matching of housing and transit investments. I do think there's an effort by Metro, TriMet, City of Portland to begin to address these issues. |
| 31-1-2018 02:46:09 | How do you think social equity/fairness should be | there needs to be better transportation options for people living in SE Portland including street car on foster road, better bicycle lanes and affordable housing. |
| 31-1-2018 04:02:31 | How do you think social equity/fairness should be | All areas need transportation whether roads or buses for all people to get to work or for shopping. |
| 31-1-2018 04:50:39 | How do you think social equity/fairness should be | To the extent transportation options are available to all at affordable rates, inequality can be minimized |
| 31-1-2018 07:33:17 | How do you think social equity/fairness should be | not sure, but I think asking the communities of color is essential to finding out. |
| 31-1-2018 14:45:05 | How do you think social equity/fairness should be | Making sure fares are affordable for all; frequent service is distributed fairly and housing along transit is affordable. |
| 31-1-2018 15:54:15 | How do you think social equity/fairness should be | Ask the disadvantaged. |
| 31-1-2018 16:09:56 | How do you think social equity/fairness should be | Make public transportation easily accessible to those communities and offer discounted rates. |
| 31-1-2018 16:17:37 | How do you think social equity/fairness should be | Systemic racism extends far beyond just investment in our transportation system, but the transportation system has outsized potential to help rectify historic injustices, enable greater equity. |
| 31-1-2018 16:30:54 | How do you think social equity/fairness should be | honestly, it's too late to put that horse back in the barn. But if you focus on better transit options in lower-income neighborhoods, that's a start |
| 31-1-2018 18:23:55 | How do you think social equity/fairness should be | Public investment should certainly not diminish |
| 31-1-2018 18:23:55 | How do you think social equity/fairness should be | Public investment should certainly not diminish social equity. |
| 31-1-2018 18:34:58 | How do you think social equity/fairness should be | Tearing up I-5 through the rose quarter and healing the long divided community there. |
| 31-1-2018 18:52:26 | How do you think social equity/fairness should be | I'm not sure. |
| 31-1-2018 19:20:15 | How do you think social equity/fairness should be | Washington County is blessed with diversity and respect. Portland is as white as the bread coming out of Franz Bakery. White Metro Urbanists gentrified inner neighborhoods and drove out others. |
| 31-1-2018 19:54:18 | How do you think social equity/fairness should be | Ensure that fares stay low; provided cheaper passes for low income/elderly individuals |
| 31-1-2018 19:08:17 | How do you think social equity/fairness should be | See people as people and not as a person representative of the whole - |
| 31-1-2018 20:15:07 | How do you think social equity/fairness should be | We should work to keep diverse communities where they are rather than making those neighborhood too expensive for the residents. We should improve active/mass transportation in those areas. |
| 31-1-2018 20:01:56 | How do you think social equity/fairness should be | Ensure that maintenance, repairs, capital improvements and travel options be available to all residents equitably, based on need, not on financial ability to pay |
| 31-1-2018 20:45:40 | How do you think social equity/fairness should be | Improved land use supporting transit accessibility across the city |
| 31-1-2018 20:40:36 | How do you think social equity/fairness should be | Due to gentrification communities of color ended up moving to the outer areas of Portland, which often lack basic transportation infrastructure such as sidewalks, crosswalks, etc. Need more investment |
| 1-2-2018 00:29:02 | How do you think social equity/fairness should be | Increased focus on serving East Portland and Gresham, particularly in maintaining already existing lines. |
| 1-2-2018 02:06:24 | How do you think social equity/fairness should be | I think it is right now. Sorry but people if minority always wants more. |

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| 1-2-2018 03:55:15 | How do you think social equity/fairness should be | Charging tolls, etc. is the opposite of social equity. Toll roads |
| 1-2-2018 03:55:15 | How do you think social equity/fairness should be | Charging tolls, etc. is the opposite of social equity. Toll roads become the haven of the rich, and the tolls disproportionately affect those with lower income levels. |
| 1-2-2018 04:31:44 | How do you think social equity/fairness should be | As gentrification pushes lower income people further from the city core, fast and cheap transportation for them to enter the city for work is extremely important. |
| 1-2-2018 05:39:25 | How do you think social equity/fairness should be | Engaging communities of color - and listening to what they have to say when making decisions about where and how these investments are made in the future. |
| 1-2-2018 12:39:08 | How do you think social equity/fairness should be | More access to transit options to populations that have been pushed out of the center of Portland. |
| 1-2-2018 13:36:43 | How do you think social equity/fairness should be | Think they still have public transportation options to them. |
| 1-2-2018 15:05:26 | How do you think social equity/fairness should be | This issue is not so much a transport issue as it is a housing, education, and employment issue. |
| 1-2-2018 15:29:40 | How do you think social equity/fairness should be | Expand MAX service in areas with high number of people of color and lower income. |
| 1-2-2018 15:37:03 | How do you think social equity/fairness should be | Low income trans passes, expanding max and bus to where low income people can afford to live (e.g., far from inner Portland), sidewalk and protected bike lane on Powell east of 205 |
| 1-2-2018 15:41:22 | How do you think social equity/fairness should be | I think as much as we worry about minorities, also include the poor. these two groups are one in the same investment in schools, job training, and infrastructure, better law enforcement training |
| 1-2-2018 15:55:04 | How do you think social equity/fairness should be | Easier to get transportation for people who work late hours and need to get home in outer Portland |
| 1-2-2018 16:11:41 | How do you think social equity/fairness should be | Lower income folks have more need of affordable housing and transportation options. Portland is doing a poor job of both. Homelessness is a problem for everyone. Camping under bridges isnt an answe |
| 1-2-2018 16:26:22 | How do you think social equity/fairness should be | It shouldn't have anything to do with transportation investments. Projects should be awarded to the most competitive companies. |
| 1-2-2018 16:29:42 | How do you think social equity/fairness should be | Improvements in transit overall - dedicated bus lanes, shelter improvements, frequent schedules will help everyone. |
| 1-2-2018 16:36:12 | How do you think social equity/fairness should be | Investments in underserved communities. The focus should also include underserved communities outside of the City of Portland, such as Forest Grove and Cornelius. |
| 1-2-2018 16:37:25 | How do you think social equity/fairness should be | Some would argue that people of color would not use our transportation system for good uses, like going to work or school. No one is making them live in those communities. Prove that this would help. |
| 1-2-2018 16:38:50 | How do you think social equity/fairness should be | Ensure that communities of color give feedback to proposals and not just go through the "standard process" to say it got done. |
| 1-2-2018 16:56:37 | How do you think social equity/fairness should be | Seek the input of people involved/affected. Prioritize improvements for people who are the most at risk of discriminatory impacts. |
| 1-2-2018 17:33:22 | How do you think social equity/fairness should be | Better government representation for all socio economic classes and ethnicities. |
| 1-2-2018 17:37:40 | How do you think social equity/fairness should be | Affordable housing close to great transit/bike/walking infrastructure. Less gentrification. |
| 1-2-2018 17:38:36 | How do you think social equity/fairness should be | I really don't see this as an issue. I came from LA and the city there is also filled with urban sprawl. The city of Portland has a better transportation system compared to LA. What is really wrong? |
| 1-2-2018 18:17:58 | How do you think social equity/fairness should be | Directed investments to areas that have historically seen less investment, but more than that, ASK THOSE COMMUNITIES WHAT THEY WANT US TO DO TO ADDRESS THIS. |
| 1-2-2018 18:22:24 | How do you think social equity/fairness should be | government should do what it can to ease the burden on communities of color. |

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| 1-2-2018 19:18:03 | How do you think social equity/fairness should be | provide more frequent service - in Vancouver BC, you don't even have to check the schedules for the 99 or Skytrain - another one will be along in a few minutes |
| 1-2-2018 19:03:44 | How do you think social equity/fairness should be | have the same level of service for these underserved communities |
| 1-2-2018 19:29:27 | How do you think social equity/fairness should be | Some rail routes were removed in the 60s-70s rather than improve and expand them to neighborhoods where communities of color could benefit. |
| 1-2-2018 20:17:32 | How do you think social equity/fairness should be | transportation system should deal with commerce and stay out of the social issue. |
| 1-2-2018 20:17:55 | How do you think social equity/fairness should be | Our communities of color are usually among the first to be fractured or displaced by development. Improvements must be made where these communities have been displaced, not just the urban core. |
| 1-2-2018 20:25:39 | How do you think social equity/fairness should be | Increase transit options in areas that currently lack them. |
| 1-2-2018 20:19:30 | How do you think social equity/fairness should be | Provide good bus service |
| 1-2-2018 21:06:57 | How do you think social equity/fairness should be | In my opinion the most multi-cultural place in Portland is Trimet but I do not know the struggles of minorities and cannot speak for them. |
| 1-2-2018 21:18:21 | How do you think social equity/fairness should be | Make sure all communities have access to reliable public transportation and put sidewalks in all neighborhoods. |
| 1-2-2018 16:06:38 | How do you think social equity/fairness should be | Income redistribution |
| 1-2-2018 20:51:09 | How do you think social equity/fairness should be | Proposed improvements should prioritize fairness before efficacy (but still consider both). |
| 1-2-2018 22:41:17 | How do you think social equity/fairness should be | Focus on improving transportation systems' connection to underserved and historically oppressed communities first. |
| 1-2-2018 22:33:59 | How do you think social equity/fairness should be | Increasing the frequency of transit throughout the region. Connecting transit more effectively to jobs. |
| 1-2-2018 22:02:17 | How do you think social equity/fairness should be | Educate more of the population. |
| 1-2-2018 23:58:58 | How do you think social equity/fairness should be | I think transportation options should be provided in an equitable way. |
| 1-2-2018 22:55:13 | How do you think social equity/fairness should be | Bus lanes, more heavily subsidized fares, better service, bus lanes. |
| 2-2-2018 00:10:00 | How do you think social equity/fairness should be | People of color can no longer afford to live close-in where transit options are better. They are forced to move further out where transit options are worse, sidewalks don't exist, and road speeds fast |
| 2-2-2018 00:03:24 | How do you think social equity/fairness should be | Education for those who are not current with the times of races and equality. |
| 2-2-2018 00:09:42 | How do you think social equity/fairness should be | Hard to believe this is an issue. |
| 2-2-2018 00:50:27 | How do you think social equity/fairness should be | so many immigrants here from other countries, do you ask them what they need to get around? speak in languages other than English to learn what people who aren't white need and want. |
| 2-2-2018 01:12:09 | How do you think social equity/fairness should be | There has been some progress here with the light rail expansion but there could be more and affordable ticket prices |
| 2-2-2018 01:06:35 | How do you think social equity/fairness should be | Income based public transport fees. No more free street parking, but income based discounts/waivers of parking passes. |
| 2-2-2018 01:28:13 | How do you think social equity/fairness should be | Ensure bus/public transit, sidewalks are the same quality in all neighborhoods. |

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| 2-2-2018 01:52:05 | How do you think social equity/fairness should be | Extend and expand transportation in the further out places because that's where they're being pushed |
| 2-2-2018 02:06:54 | How do you think social equity/fairness should be | I don't know |
| 2-2-2018 02:22:09 | How do you think social equity/fairness should be | Lower transit fares for low income folks. More public transportation. Equitable attention to transportation needs in communities of color. |
| 2-2-2018 02:39:32 | How do you think social equity/fairness should be | Routing. Transit stops. |
| 2-2-2018 02:58:25 | How do you think social equity/fairness should be | More investment in local infrastructure to limit the need for long-distance transportation. Someone living at 150th and Burnside should have strong community resources where they live |
| 2-2-2018 03:15:58 | How do you think social equity/fairness should be | Offer opportunities to residents in neglected areas to be involved in the planning process, and better transit/pedestrian/etc. connections to employment centers (not just downtown PDX) and shopping. |
| 2-2-2018 03:54:31 | How do you think social equity/fairness should be | Transportation ought to connect people east of 82nd ave to the city better. |
| 2-2-2018 03:31:43 | How do you think social equity/fairness should be | Focus on the areas that are in greatest need of your attention. |
| 2-2-2018 04:00:41 | How do you think social equity/fairness should be | east portland and parts of sw portland were bulldozed to make freeways. car-centric development there and in the historic Metzger neighborhood has caused obesity and abandoned homes. |
| 2-2-2018 04:10:26 | How do you think social equity/fairness should be | Servicing all areas equally for housing, regardless of the ethnicity of the people living there. |
| 2-2-2018 05:21:23 | How do you think social equity/fairness should be | investment in affordable, frequent, safe, reliable public transit assures that transportation barriers to success are minimized |
| 2-2-2018 04:55:07 | How do you think social equity/fairness should be | Frequent service bus lines in east portland |
| 2-2-2018 06:32:08 | How do you think social equity/fairness should be | Improve service to outer neighborhoods where people of color are often displaced to, but also improve the street grid in East Portland so access to transit is as easy as inner East. Needs much funding |
| 2-2-2018 04:53:25 | How do you think social equity/fairness should be | It's a symptom of a larger problem. Transit won't solve it, but transit should keep an eye on what's going on in this sphere and invest in equitable way. |
| 2-2-2018 06:00:12 | How do you think social equity/fairness should be | Invest more in these communities to ensure greater access. Include members from these communities in your planning process, even shift your power to them so that they can decide what works for them |
| 2-2-2018 06:38:25 | How do you think social equity/fairness should be | We don't have sidewalks, bike lanes or light rail in North Tigard. We have HUGE potholes in unmaintained streets. Nobody cries racism. Why is it always about race? Stop. |
| 2-2-2018 07:07:46 | How do you think social equity/fairness should be | I know that systemic racism exists, however I'm not clear about the link to our transportation system. |
| 2-2-2018 07:28:35 | How do you think social equity/fairness should be | Focus on maintaining a safe, frequent, affordable transit and that will be equitable for all. There's already too much broken that needs to be fixed. |
| 2-2-2018 10:14:26 | How do you think social equity/fairness should be | I'm sure minorities don't benefit because they don't have enough access, as most of the areas that they are situated are farther out. Expanding the network would probably help & minimizing harassment. |
| 2-2-2018 15:15:29 | How do you think social equity/fairness should be | I'm not sure but I know it's a problem and I think everyone should have equal opportunity. |
| 2-2-2018 15:51:12 | How do you think social equity/fairness should be | More frequent bus service to poor neighborhoods. |
| 2-2-2018 15:59:27 | How do you think social equity/fairness should be | Subsidized fares, increased accessibility to alternatives including street cars and biking |
| 2-2-2018 16:18:14 | How do you think social equity/fairness should be | Help the working class travel quicker and easier through the metro to get to their jobs. People will spend more in Portland if they can travel quicker. They will stay out of the city if they can't. |

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| 2-2-2018 16:37:13 | How do you think social equity/fairness should be | Improve transit access (eg frequent, express buses from neighborhoods to transit centers) to East Portland and other areas with minority populations. Reduced fares for lower income people. |
| 2-2-2018 16:41:20 | How do you think social equity/fairness should be | low cost housing nearer to transportation hubs. Subsidize public transportation to some degree depending on family income. |
| 2-2-2018 17:26:58 | How do you think social equity/fairness should be | Fix outer Portland roads to be slow and safe. |
| 2-2-2018 17:26:58 | How do you think social equity/fairness should be | Fix outer Portland roads to be slow and safe, with fast transit access to the region |
| 2-2-2018 17:50:09 | How do you think social equity/fairness should be | Your housing costs have skyrocketed and the NE gentrification pushed everyone east. You need to build mass transit (light rail) out through Foster Powell. |
| 2-2-2018 17:56:21 | How do you think social equity/fairness should be | This depends on who defines "social equity", just like "social justice". I want equity and justice for all, not for some, and not at the expense of many for few who are deemed worthy. |
| 2-2-2018 18:45:55 | How do you think social equity/fairness should be | As disadvantaged communities move out of the core (\$\$), provide more reliable, frequent transit to their new locales and to job locales. We no longer have a spoke&wheel city, we need diverse transit. |
| 2-2-2018 18:47:05 | How do you think social equity/fairness should be | Include communities from start to finish in the dialogue of new programs services; then DO NOT abandon them (such as what happened with the SE Powell portion of the SE Division/Powell Corridor plan) |
| 2-2-2018 18:53:02 | How do you think social equity/fairness should be | Free transit access based on income. |
| 2-2-2018 18:24:23 | How do you think social equity/fairness should be | that's tough one to answer as displacement occurs throughout historically PoC communities. |
| 2-2-2018 18:53:06 | How do you think social equity/fairness should be | I think we should concentrate on expanding our public transportation system and making it more affordable. |
| 2-2-2018 18:53:21 | How do you think social equity/fairness should be | We need better bus service and infrastructure in Portland's neglected and far-flung neighborhoods. Too much of a focus on well-heeled inner neighborhoods and big ticket transit. |
| 2-2-2018 18:55:59 | How do you think social equity/fairness should be | Fare enforcement that doesn't give white people the benefit of the doubt. Security that doesn't enforce fare, expanded transit service to low-income areas. More busses to max stops in exurbs. |
| 2-2-2018 18:56:25 | How do you think social equity/fairness should be | Reliable, clean affordable public transport options reduce stress. It is an important, worthy, investment to ensure all Portland citizens have quality public transit options. |
| 2-2-2018 18:56:41 | How do you think social equity/fairness should be | Bring more bus lines into communities of color. Combat gentrification. |
| 2-2-2018 19:12:18 | How do you think social equity/fairness should be | WE WANT TO EXPAND A HIGHWAY THAT ALREADY DIVIDED A BLACK COMMUNITY, BUT SAVED ONE THAT WENT THROUGH A WHITE ONE. GET RID OF HIGHWAYS AND GIVE THE LAND BACK TO DISENFRANCHISED PEOPLE. |
| 2-2-2018 19:14:48 | How do you think social equity/fairness should be | Other than ensuring good levels of service in areas where people may rely more heavily on non-car transport, I'm not sure how transportation investments would address this issue. |
| 2-2-2018 19:26:09 | How do you think social equity/fairness should be | Fix fare enforcement and build more affordable housing near the core. I witness people of color getting tickets for no fare than whites regularly, for example |
| 2-2-2018 19:26:14 | How do you think social equity/fairness should be | I think the racism claim is bullshit. Enough of the PC crap. |
| 2-2-2018 19:50:55 | How do you think social equity/fairness should be | Prioritizing neighborhoods and communities that have been historically underserved first, and other areas and groups secondary. |
| 2-2-2018 20:13:24 | How do you think social equity/fairness should be | Better affordable housing options close to transit. More transit options in to get around within communities with links to larger system. Grove link is a good start and should be in more communities. |
| 2-2-2018 19:55:39 | How do you think social equity/fairness should be | Neighborhoods where there are high numbers of minorities like north Portland and se Portland are falling into disrepair roads are filled with pot holes bus stations are uncomfortable the sidewalks suck |
| 2-2-2018 20:34:08 | How do you think social equity/fairness should be | Requirements for people of color need to be well understood and published - metrics for transportation investment should be established to achieve goals based on requirements. |

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| 2-2-2018 21:12:27 | How do you think social equity/fairness should be | Focus on transportation improvements in communities of color. |
| 2-2-2018 21:19:40 | How do you think social equity/fairness should be | I DON'T APPRECIATE THE INFERRENCE THAT THERE ARE DISPARITIES AT THIS POINT IN TIME. I BELIEVE REVERSE RACISM IS AN ISSUE, BUT NOT WORTH ADDRESSING, AS IT'S IDEOLOGICAL, NOT FACTUAL. |
| 2-2-2018 21:32:40 | How do you think social equity/fairness should be | Charge people from other communities (such as Beaverton) to use the roads in Portland. A congestion tax that goes directly to minority communities / education. |
| 2-2-2018 21:54:55 | How do you think social equity/fairness should be | The housing side of the equation has been much, much worse. |
| 2-2-2018 22:04:54 | How do you think social equity/fairness should be | I think everyone should be given a fair chance. I don't think we should treat any one more special than the other. I'm not sure, or not aware, of how transportation is aiding in racism. |
| 2-2-2018 22:18:37 | How do you think social equity/fairness should be | I feel like Oregon is still very racist, the problem comes from those who have latent biases, as well all have, but many are unaware. I would like to see more emphasis on exploring latent bias. |
| 2-2-2018 22:30:08 | How do you think social equity/fairness should be | If neighborhoods are under-served, that should be rectified. Neighborhoods should be served based on standard demographics without regard to race or economic status. |
| 2-2-2018 22:32:41 | How do you think social equity/fairness should be | there needs to be more investment in communities of color in terms of transportation. Everything from roadway improvement to usable public transit access |
| 2-2-2018 23:19:46 | How do you think social equity/fairness should be | Make sure that there is a good infrastructure in the communities. Infrastructure connect people to opportunities |
| 2-2-2018 22:33:50 | How do you think social equity/fairness should be | I think transportation investments should be focused on where there is a need from capacity and safety standpoints, regardless of other factors. |
| 3-2-2018 00:45:36 | How do you think social equity/fairness should be | Everything should be looked at through an equity lens. |
| 3-2-2018 08:33:48 | How do you think social equity/fairness should be | Fare checkers discriminate. It is not their fault - it is institutionalized, learned racism. |
| 3-2-2018 11:23:09 | How do you think social equity/fairness should be | We have programs to help those in need. people make bad choices. My taxes are getting to the point where they are putting* me in the poor house. Not everyone can sit in the cart.... |
| 3-2-2018 05:51:14 | How do you think social equity/fairness should be | Better connections for outlying areas. Expanded MAX coverage? |
| 3-2-2018 15:52:41 | How do you think social equity/fairness should be | Improved bus lines and quality of buses in areas serving communities of color (esp "newly" serving POC due to displacement) |
| 3-2-2018 15:56:25 | How do you think social equity/fairness should be | I honestly do not know. You need to ask those who are affected by this issue. |
| 3-2-2018 16:13:29 | How do you think social equity/fairness should be | I think this idea is nonsensical and its purveyance is part of Portland's problem. Yes, there have been historical concentrations of different cultures in different parts of the City; but to cherry-p |
| 3-2-2018 16:45:00 | How do you think social equity/fairness should be | Access to transit needs to be expanded especially to areas that are and have been under served for generations. |
| 3-2-2018 17:35:50 | How do you think social equity/fairness should be | WIDER FREEWAYS |
| 3-2-2018 17:26:31 | How do you think social equity/fairness should be | expanded public transit and affordable housing that isn't crappy near transit |
| 3-2-2018 17:05:23 | How do you think social equity/fairness should be | Work with these communities. Make sure their leaders are helping to make decisions. Don't let outside developers decide what happens in traditionally black communities. |
| 3-2-2018 19:11:05 | How do you think social equity/fairness should be | Invest in places where there is a higher dependence on social services |
| 3-2-2018 20:34:34 | How do you think social equity/fairness should be | High speed bus service through disadvantaged areas. |

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| 3-2-2018 20:59:27 | How do you think social equity/fairness should be | Bring people directly affected by the systemic racism to the table - and truly listen to what they say. Even if it isn't what you want to hear. |
| 3-2-2018 23:20:16 | How do you think social equity/fairness should be | Better transit connections between disadvantaged communities and areas with jobs |
| 3-2-2018 22:09:00 | How do you think social equity/fairness should be | The cost of living is so high in the urban areas with greater access to walking and transit so the lower income families move further out of the city. |
| 4-2-2018 06:06:48 | How do you think social equity/fairness should be | Maintaining affordable housing that is close to public transit options. Most people of color are living in super far N Portland or out towards Gresham and not much is happening RE: affordability & max |
| 4-2-2018 12:07:00 | How do you think social equity/fairness should be | use data of lower income areas to be primary arterials for bus use; give longer bus time passes so that people can use the bus to fulfill round trips to grocery stores. |
| 4-2-2018 15:31:19 | How do you think social equity/fairness should be | Increased frequency and quality of service to historically underserved areas; low-cost pass options |
| 4-2-2018 15:49:52 | How do you think social equity/fairness should be | Trimet should stop hiring PPD and moon lighting/Off-Duty police to check Trimet tickets. This in conjunction with Not having PPD be private security for Trimet. This is very despotic. |
| 4-2-2018 15:36:40 | How do you think social equity/fairness should be | LOW INCOME FARES. And then get data from these people (perhaps on signup!) to see how you can continue to improve their lives. |
| 4-2-2018 16:23:19 | How do you think social equity/fairness should be | Increased investment in minority areas while minimizing further displacement |
| 4-2-2018 16:52:39 | How do you think social equity/fairness should be | Social equity should be at the center of transportation investments. People from all marginalized communities should have their opinions heard and be a part of this process rather than an afterthought |
| 4-2-2018 17:08:04 | How do you think social equity/fairness should be | not really sure about this one |
| 4-2-2018 17:09:22 | How do you think social equity/fairness should be | Prioritize low income areas |
| 4-2-2018 17:14:05 | How do you think social equity/fairness should be | Equitable fair programs for those of less means |
| 4-2-2018 17:38:21 | How do you think social equity/fairness should be | Low income pricing |
| 4-2-2018 17:46:10 | How do you think social equity/fairness should be | Yes |
| 4-2-2018 18:21:13 | How do you think social equity/fairness should be | You guy's are awesome. |
| 4-2-2018 18:41:17 | How do you think social equity/fairness should be | Investments should be made wherever they are needed, regardless of who lives nearby. |
| 4-2-2018 18:18:30 | How do you think social equity/fairness should be | More projects in areas outside of central core and policies to protect the affordability of housing around transportation investments. |
| 4-2-2018 18:44:40 | How do you think social equity/fairness should be | More people of color in the highest echelons of Trimet. |
| 4-2-2018 18:56:27 | How do you think social equity/fairness should be | However, I'm white. So my opinion here matters less than what a POC may report. |
| 4-2-2018 18:50:51 | How do you think social equity/fairness should be | Expand transportation services to include areas that will benefit POC. |
| 4-2-2018 19:27:39 | How do you think social equity/fairness should be | Invest in areas that have traditionally seen disinvestment, and give people more assistance to be able to afford housing and transportation. |
| 4-2-2018 18:31:59 | How do you think social equity/fairness should be | The African Americans I come into contact with on public transit think they are more than entitled to rebel! If you say anything to them about what they are doing wrong all you ever hear is the I'mblk |

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| 4-2-2018 19:42:14 | How do you think social equity/fairness should be | Besides the obvious of getting more lines and faster service in low income areas, channels that get folks from suburbs into downtown or Inner pdx business areas need to be improved for speed. BRT! |
| 4-2-2018 19:55:27 | How do you think social equity/fairness should be | I have no idea, other than increasing access to public transit by expanding the network of stops and service and maybe providing lower fare rates for people with low income. |
| 4-2-2018 20:24:06 | How do you think social equity/fairness should be | Very hard question |
| 4-2-2018 20:46:25 | How do you think social equity/fairness should be | Increase frequency of service and add bus stops to poorer areas of the city. Have more options to assist low-income people use transit. |
| 4-2-2018 21:17:55 | How do you think social equity/fairness should be | Transportation favored by rich white people (e.g low-occupancy motorvehicle use) should be taxed and the resulting funds should be used to develop free and frequent mass transit options for all. |
| 4-2-2018 21:57:49 | How do you think social equity/fairness should be | By letting underserved and underrepresented communities make transportation decisions. Work with OPAL. Stop harassing people about fares on the Max. |
| 4-2-2018 19:44:15 | How do you think social equity/fairness should be | Affordable fares, improved safety, making sure metro and tri met decision makers include representatives from these communities. |
| 4-2-2018 22:14:00 | How do you think social equity/fairness should be | I do not know. The problems with gentrification, pushing communities of color to the fringes geographically, cannot be fixed with better transit. |
| 4-2-2018 22:55:28 | How do you think social equity/fairness should be | Made improvements throughout the City. Better law enforcement including reducing speeding. |
| 4-2-2018 22:55:28 | How do you think social equity/fairness should be | Make improvements throughout the City. Better law enforcement including reducing speeding. |
| 4-2-2018 23:16:09 | How do you think social equity/fairness should be | More transit options in areas where persons of color live. |
| 4-2-2018 22:47:59 | How do you think social equity/fairness should be | Make sure that adequate public transport is in poor and minority communities |
| 5-2-2018 00:31:42 | How do you think social equity/fairness should be | This had to come from the heart. Oregonian paper needs to go. |
| 5-2-2018 00:02:33 | How do you think social equity/fairness should be | Not sure. |
| 5-2-2018 03:59:43 | How do you think social equity/fairness should be | More options |
| 5-2-2018 04:13:17 | How do you think social equity/fairness should be | not sure |
| 5-2-2018 05:04:09 | How do you think social equity/fairness should be | Creating/supporting good transit in areas where housing is affordable for lower income people, making sure TriMet remains affordable/there are no tolls put in, working on income inequality. |
| 5-2-2018 05:26:44 | How do you think social equity/fairness should be | I have seen bus drivers question fare for people of color many times while riding Trimet after not having my own ticket analyzed. Also, passes after 9 PM should all be day passes. |
| 5-2-2018 06:55:47 | How do you think social equity/fairness should be | Public transit must be available where the economically repressed live and work. They're being pushed out of PDX proper and so transit must follow--sooner rather than later |
| 5-2-2018 08:59:19 | How do you think social equity/fairness should be | Stakeholders throughout the community need to be engaged - not just the traditional participants. Changes need to be made in tax, property assessment, etc. - so more resources are available. |
| 5-2-2018 16:06:11 | How do you think social equity/fairness should be | Serve all neighborhoods equally. |
| 5-2-2018 15:13:50 | How do you think social equity/fairness should be | Build relationships - don't just go visit traditional community leaders once in a while. Trying using public transport from their areas yourselves. |
| 5-2-2018 16:07:53 | How do you think social equity/fairness should be | Forest Grove and Cornelius, who have large Hispanic populations, are largely ignored by Trimet planning. Max service and bike paths should be extended to these communities to address this oversight. |

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| 5-2-2018 16:29:35 | How do you think social equity/fairness should be | Yes, among many other means. |
| 5-2-2018 16:34:33 | How do you think social equity/fairness should be | Prioritize investments of public transportation infrastructure in areas with a concentration of minority populations affected by racist policies. |
| 5-2-2018 16:48:51 | How do you think social equity/fairness should be | This is a literal, indisputable fact in Portland & Oregon's history!!! TALK TO THE ACTUAL COMMUNITIES MOST EFFECTED BY HISTORICAL DISPARITIES and give them some aspect of decision-making authority |
| 5-2-2018 18:01:52 | How do you think social equity/fairness should be | There is danger of displacement through property value increase when infrastructure investment takes place in historically diverse neighborhoods. How can we prevent this from happening? |
| 5-2-2018 18:25:33 | How do you think social equity/fairness should be | Invest in outer Portland, expanding the freeway repeats the unequal benefit described above |
| 5-2-2018 18:30:18 | How do you think social equity/fairness should be | Alberta/Albina/Mississippi gentrification - perfect recent examples of the burden to communities of color created by Tri-Met and others. Plan your system around most vulnerable communities. |
| 5-2-2018 18:30:18 | How do you think social equity/fairness should be | Alberta/Albina/Mississippi gentrification - perfect recent examples of the burden to COC created by Tri-Met et al. --- Plan your system around most vulnerable communities. |
| 5-2-2018 18:43:34 | How do you think social equity/fairness should be | Communities of color have been pushed out to the far ends of the city, where bus transit into the city center is slow. Unless we have faster options from outer city to inner city, we do an injustice |
| 5-2-2018 20:22:14 | How do you think social equity/fairness should be | Focus on infrastructure spending in East Portland |
| 5-2-2018 20:41:31 | How do you think social equity/fairness should be | It should be an important lens but not limited to race. Income should also a lens. Unincorporated urban areas and places like east PDX suffer from historic underinvestment. Redress that. |
| 5-2-2018 20:43:28 | How do you think social equity/fairness should be | I don't think you can control this. Builders are taking up open space for new buildings etc. In many areas making the area too expensive for those (not nec of color but folks just living there)to stay |
| 5-2-2018 20:44:08 | How do you think social equity/fairness should be | Offer more incentives, passes, discounted rates to get people to use mass transit. |
| 5-2-2018 20:50:48 | How do you think social equity/fairness should be | Comparatively, the transit system here is pretty good however, because most transit systems are limited it restrains minority and low income populations by denying affordable mobility |
| 5-2-2018 20:58:01 | How do you think social equity/fairness should be | Today there is no lack of effort for social equity... especially in transportation projects. In my opinion, there is too much effort placed on making up for the past. |
| 5-2-2018 20:56:18 | How do you think social equity/fairness should be | making transit options more affordable to low income people |
| 5-2-2018 20:58:09 | How do you think social equity/fairness should be | I didn't realize this was a problem... |
| 5-2-2018 21:12:57 | How do you think social equity/fairness should be | Speed and accessibility for disadvantaged groups, enhancing their ability to have shorter commutes for work and school. |
| 5-2-2018 21:14:25 | How do you think social equity/fairness should be | Balance growing transportation network with measures to protect affordable housing & avoid displacement. Lower costs of public transportation. |
| 5-2-2018 21:18:14 | How do you think social equity/fairness should be | I am not sure but affordable housing is a start |
| 5-2-2018 21:37:30 | How do you think social equity/fairness should be | I don't know |
| 5-2-2018 21:43:25 | How do you think social equity/fairness should be | The issues is rather gentrification,as transportation connections to North Portland have been pretty decent in the past. Now with the population pushed to the edge of the region, the story is differen |
| 5-2-2018 21:52:05 | How do you think social equity/fairness should be | Making transportation free for communities in historically disadvantaged areas, or from communities that historically have had less access to resources. |
| 5-2-2018 22:02:54 | How do you think social equity/fairness should be | You know that if you keep shoving the word "racism" into every little thing people begin to actually believe that lie Oregon is not a racist state; hasn't been in over a 100 yrs Quit telling that lie! |

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| 5-2-2018 22:24:10 | How do you think social equity/fairness should be | Don't we all pay the same fare? |
| 5-2-2018 22:28:49 | How do you think social equity/fairness should be | Where people live and work is not Metro's responsibility. Metro should only focus on making its assets safe, efficient and fair to all people. |
| 5-2-2018 22:59:34 | How do you think social equity/fairness should be | I think you have to partner with local government to create community hubs, not just transportation hubs. |
| 5-2-2018 23:03:00 | How do you think social equity/fairness should be | I tried to change to "somewhat agree" but it wouldn't let me. There are a number of areas with only limited access to public transit, which means people there have to have a car or depend on slow bus. |
| 5-2-2018 23:03:25 | How do you think social equity/fairness should be | More reliable service in outlying areas. |
| 5-2-2018 23:06:56 | How do you think social equity/fairness should be | reliable and efficient transit to fu |
| 5-2-2018 23:06:56 | How do you think social equity/fairness should be | reliable and efficient transit to farther out suburbs. |
| 5-2-2018 23:10:58 | How do you think social equity/fairness should be | Stop focusing on "victims" of color and hold everyone to the same standard |
| 5-2-2018 23:30:00 | How do you think social equity/fairness should be | If you live in suburbs |
| 5-2-2018 23:30:00 | How do you think social equity/fairness should be | If you live in suburbs due to |
| 5-2-2018 23:30:00 | How do you think social equity/fairness should be | If you live in suburbs due to the higher rents |
| 5-2-2018 23:30:00 | How do you think social equity/fairness should be | If you live in suburbs due to the higher rents. It will take a lot longer to get to the inner Metro region of PDX. There are less sidewalks pass I-205 and have a greater chance to get run over. |
| 5-2-2018 23:16:10 | How do you think social equity/fairness should be | lower ticket cost |
| 5-2-2018 23:35:46 | How do you think social equity/fairness should be | for lower income offer discounts for transit, offer job opportunities |
| 5-2-2018 23:35:46 | How do you think social equity/fairness should be | for lower income offer discounts for transit, offer job opportunities to military and people of color in the transit system |
| 5-2-2018 23:38:39 | How do you think social equity/fairness should be | I have never seen this to be true. When I take public transit, the population is always diverse. |
| 5-2-2018 23:41:33 | How do you think social equity/fairness should be | Use of automated speed and red-light cameras would take that human bias element out of enforcement. |
| 5-2-2018 23:43:21 | How do you think social equity/fairness should be | At best public transportation is excellent in the downtown core but not good for people of color or poor who must use public transportation to travel to and from the far eastern or western suburbs. |
| 5-2-2018 23:42:20 | How do you think social equity/fairness should be | improved access to E Portland, reduced rates for lower income people (including homeless), ASK underserved community representatives what would make the most impact |
| 5-2-2018 23:45:21 | How do you think social equity/fairness should be | Better service to neighborhoods not in the core of the city, North, Northeast and Southeast are often ignored. Services are concentrated down town and in Southwest Portland. |
| 5-2-2018 23:46:06 | How do you think social equity/fairness should be | More lines (lots of buses, some trains), so that all neighborhoods have plenty of options -- all of them running no less often than 15 minutes apart and cheaper fares. |
| 5-2-2018 23:46:31 | How do you think social equity/fairness should be | Better and affordable transportation options for low income and disabled people who live beyond about 3 or 4 miles of downtown Portland. |
| 5-2-2018 23:47:22 | How do you think social equity/fairness should be | Establish a grid of high-quality, frequent, and fast bus lines throughout the region so that displaced people can continue to use transit effectively. |

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| 5-2-2018 23:46:38 | How do you think social equity/fairness should be | Affordable housing...make investment to keep people in their neighborhoods rather than putting up housing that is not attainable for many people due to cost. |
| 5-2-2018 23:54:17 | How do you think social equity/fairness should be | more light rail and bus lines light rail into Vancouver, WA |
| 5-2-2018 23:57:01 | How do you think social equity/fairness should be | Ensure adequate service to all areas |
| 6-2-2018 00:00:05 | How do you think social equity/fairness should be | Ensure all areas are served equally. Provide education and fare assistance where necessary. |
| 5-2-2018 23:57:17 | How do you think social equity/fairness should be | benefits of living near the city center should be the same for living on the edge of town. |
| 6-2-2018 00:00:20 | How do you think social equity/fairness should be | As lower-income families and |
| 6-2-2018 00:00:20 | How do you think social equity/fairness should be | As lower-income families and people of color are displaced farther from city center to find affordable housing, |
| 6-2-2018 00:00:20 | How do you think social equity/fairness should be | As lower-income families and people of color are displaced farther from city center to find affordable housing, the city has a duty to extend safe, affordable public transit to those areas. |
| 6-2-2018 00:03:48 | How do you think social equity/fairness should be | Better roads and freeways in all areas. Actual 'rapid' transit in all areas for an affordable price. (since we already pay for it in our taxes) |
| 6-2-2018 00:12:37 | How do you think social equity/fairness should be | not |
| 6-2-2018 00:13:01 | How do you think social equity/fairness should be | Bring down the cost of housing so neighborhoods present fewer barriers to all races. (more available land, less fees to build, and smaller payroll taxes for non-economic light rail) |
| 6-2-2018 00:15:35 | How do you think social equity/fairness should be | Up zoning single family neighborhoods of any color is gentrification |
| 6-2-2018 00:17:03 | How do you think social equity/fairness should be | Expand/improve service in low-income & majority-minority areas. |
| 6-2-2018 00:07:48 | How do you think social equity/fairness should be | Invest in better transportation options closer to the poorer areas. |
| 6-2-2018 00:18:43 | How do you think social equity/fairness should be | Extend transportation improvements to East Portland. Neighborhoods with sidewalks, bikeways, access to bus, parks. |
| 6-2-2018 00:24:20 | How do you think social equity/fairness should be | Born poor father died when I was young. Worked hard low wage jobs. Did without saved and rose above my situation. I didnt look at my situation as I was a victim |
| 6-2-2018 00:21:45 | How do you think social equity/fairness should be | More and better roads are needed in ALL neighborhoods. Boston had a multiple year BIG DIG to relieve traffic problems. Think BIG to figure out how to solve Portlands traffic problem that METRO created |
| 6-2-2018 00:27:50 | How do you think social equity/fairness should be | More financial support and development of transit systems in area with greater minority populations, as well as lower economic status |
| 6-2-2018 00:33:55 | How do you think social equity/fairness should be | Increase the reliability, efficiency, and safety of public transportation and active modes of transportation |
| 6-2-2018 00:34:01 | How do you think social equity/fairness should be | Keep transit affordable. Expand coverage and increase frequency every where. Particularly bus service. |
| 6-2-2018 00:34:37 | How do you think social equity/fairness should be | More kinds and affordability of transit options all over the Portland Metro area |
| 6-2-2018 00:35:42 | How do you think social equity/fairness should be | additional transit and active transportation options that are affordable and reliable. |
| 6-2-2018 00:38:08 | How do you think social equity/fairness should be | Affordable housing & shelters in ALL parts of town, transit fares based on income, no tax breaks for gentrifying developers especially close-in |

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| 6-2-2018 00:38:16 | How do you think social equity/fairness should be | The region needs to tie affordable housing investments with transportation improvements. Metro needs to work with PHB, City Council and other jurisdictions to leverage existing/future policy. |
| 6-2-2018 00:42:33 | How do you think social equity/fairness should be | If people from all cultures cannot benefit from the advantages of living here, they will lose out on education, the arts, and recreation that all should be able to enjoy. |
| 6-2-2018 00:39:46 | How do you think social equity/fairness should be | Provide the same transportation alternatives for every neighborhood. |
| 6-2-2018 00:52:44 | How do you think social equity/fairness should be | Base bus service on a combination of routes and income levels. Figure out where the neediest people are and where they work, and build routes that incorporate and reflect that data. |
| 6-2-2018 00:59:37 | How do you think social equity/fairness should be | Sidewalks needed in low-income neighborhoods. More frequent bus service in low-income areas to improve access to employment. |
| 6-2-2018 00:59:38 | How do you think social equity/fairness should be | Make sure there are affordable travel options for all sectors of the city. Safety is a big issue on the max line |
| 6-2-2018 01:10:29 | How do you think social equity/fairness should be | This has nothing to do with transportation. No improvement is necessary for any particular group. |
| 6-2-2018 01:22:06 | How do you think social equity/fairness should be | Unsure |
| 6-2-2018 01:25:34 | How do you think social equity/fairness should be | When we plan roads we never consider "social equality" |
| 6-2-2018 01:34:46 | How do you think social equity/fairness should be | More express bus/MAX service to get between downtown and suburbs more efficiently. |
| 6-2-2018 01:24:41 | How do you think social equity/fairness should be | It seems more necessary for the working poor to commute than for upper class professionals. If we expect them to do location-specific work for dirt cheap wages we should subsidize their travel. |
| 6-2-2018 01:31:40 | How do you think social equity/fairness should be | By lowering the fares across the board. |
| 6-2-2018 01:36:57 | How do you think social equity/fairness should be | no improvement necessary |
| 6-2-2018 01:48:12 | How do you think social equity/fairness should be | Free to all |
| 6-2-2018 01:54:48 | How do you think social equity/fairness should be | Encourage events that allow each community to teach others about their ethnic leanings. |
| 6-2-2018 02:08:16 | How do you think social equity/fairness should be | Build more affordable housing in the desirable neighborhoods |
| 6-2-2018 01:55:08 | How do you think social equity/fairness should be | Ensure that changing communities maintain access to all transportation modes. |
| 6-2-2018 02:16:42 | How do you think social equity/fairness should be | Just concentrate on making an efficient transit system. For instance, buses are more flexible than light rail and can easily and quickly be reconfigured to serve new areas. |
| 6-2-2018 02:20:07 | How do you think social equity/fairness should be | More bus routes. Extension of MAXX, Streetcar? |
| 6-2-2018 02:33:25 | How do you think social equity/fairness should be | Better transit would be helpful. Max lines mostly go to white neighborhoods. |
| 6-2-2018 02:52:02 | How do you think social equity/fairness should be | TriMet needs to hire a woman/minority Gen Mgr to replace old white boy Neil McFarlane. In 50 years only white men have been TriMet's GM. Likewise, there needs to be a woman/minority board chair. |
| 6-2-2018 02:52:48 | How do you think social equity/fairness should be | We absolutely need to do something about gentrification. It is an embarrassment and a blight on this city. The way the city is being developed (profit based) and managed (profit based) is gutting us. |
| 6-2-2018 02:54:45 | How do you think social equity/fairness should be | Color and cultural-blind opportunity |

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| 6-2-2018 03:00:46 | How do you think social equity/fairness should be | Although I know that racism has been a problem in the past, I see no evidence of it in the transportation system. |
| 6-2-2018 03:14:44 | How do you think social equity/fairness should be | Have the ability to live and work where you want and commute efficiently. |
| 6-2-2018 03:22:06 | How do you think social equity/fairness should be | Portland does not have much of a racism issue, not like other areas of the country |
| 6-2-2018 03:49:28 | How do you think social equity/fairness should be | No changes |
| 6-2-2018 03:56:18 | How do you think social equity/fairness should be | Fares set for income levels |
| 6-2-2018 03:41:57 | How do you think social equity/fairness should be | MAX needs to be safer. |
| 6-2-2018 04:07:14 | How do you think social equity/fairness should be | Unsure |
| 6-2-2018 04:13:33 | How do you think social equity/fairness should be | This is out of my pay grade, but not that of those paid to solve such problems. |
| 6-2-2018 04:22:19 | How do you think social equity/fairness should be | I think everyone should share in a good quality of life regardless of income. Public spaces, public services, education. |
| 6-2-2018 04:42:19 | How do you think social equity/fairness should be | I don't see any racial discrimination in Portland transportation system |
| 6-2-2018 04:42:53 | How do you think social equity/fairness should be | Through focused improvement in underserved areas and hiring underserved communities. |
| 6-2-2018 04:51:49 | How do you think social equity/fairness should be | Transportation is for every community member. Get used to different folks... we are all the same deep down. Rise above and make transportation for all not just the poor or socially challenged |
| 6-2-2018 04:55:19 | How do you think social equity/fairness should be | Use the equity map. Put transit near housing and jobs. Plan with employers, businesses, and social service agencies. |
| 6-2-2018 05:11:42 | How do you think social equity/fairness should be | Pay people to car pool or use public transit. |
| 6-2-2018 05:17:08 | How do you think social equity/fairness should be | Are you kidding? How about making it fair to all, and stop pushing special interests above everyone else. More equality for all. |
| 6-2-2018 05:20:10 | How do you think social equity/fairness should be | Do not penalize car ownership of disadvantaged groups. Bus is great but ppl need flexibility too. Even if they're only part time drivers, car ownership gives ppl options. |
| 6-2-2018 05:24:08 | How do you think social equity/fairness should be | More police on max lines. This would show WHO commits crimes. |
| 6-2-2018 05:28:03 | How do you think social equity/fairness should be | Yes, and more meaningful action to prevent communities of color from being displaced by gentrification. |
| 6-2-2018 05:52:41 | How do you think social equity/fairness should be | Youth/senior bus passes. Better bus routes, |
| 6-2-2018 05:55:42 | How do you think social equity/fairness should be | Spend dollars on a per capita basis, |
| 6-2-2018 05:59:02 | How do you think social equity/fairness should be | Provide good quality transit for poc. Friendly, protective policing and transit operators, inclusiveness of govt agencies/services for poc. Cutting the red tape for low income citizens. |
| 6-2-2018 06:06:14 | How do you think social equity/fairness should be | This question would be answered better by an African American, Latino, or an American indian. |
| 6-2-2018 03:25:42 | How do you think social equity/fairness should be | social equity/fairness is not a transportation issue |

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| 6-2-2018 08:29:19 | How do you think social equity/fairness should be | Subsidized passes for individuals living in poverty. |
| 6-2-2018 08:29:19 | How do you think social equity/fairness should be | Subsidized passes for individuals living in significant poverty. |
| 6-2-2018 10:15:07 | How do you think social equity/fairness should be | They shouldn't, transportation officials need to concentrate on getting people from point A to point B in a safe and timely manner. |
| 6-2-2018 11:58:44 | How do you think social equity/fairness should be | By reaching out to the communities that have been disadvantaged. You are not going to get the answers you need by asking middle class white people. |
| 6-2-2018 12:40:40 | How do you think social equity/fairness should be | The tax rate dictates where the money goes. Color of money is the only color the metro sees. |
| 6-2-2018 14:17:37 | How do you think social equity/fairness should be | I have not been here long enough to know this and see evidence of it |
| 6-2-2018 14:18:00 | How do you think social equity/fairness should be | Transportation options need to be equal in all neighborhoods and regions in the metro area |
| 6-2-2018 14:19:15 | How do you think social equity/fairness should be | greater representation by minorities in decision making |
| 6-2-2018 14:52:20 | How do you think social equity/fairness should be | The bus system needs to go where people live and work. If you don't work downtown, you don't benefit from public transportation options as most are routed through the downtown area. |
| 6-2-2018 15:14:38 | How do you think social equity/fairness should be | Continue researching the pros and cons of supporting all people via transportation. |
| 6-2-2018 15:19:06 | How do you think social equity/fairness should be | Seismic upgrades and complete street investments |
| 6-2-2018 15:19:06 | How do you think social equity/fairness should be | Seismic upgrades and complete street investments that prioritize under-served neighborhoods first. |
| 6-2-2018 15:39:02 | How do you think social equity/fairness should be | subsidize public transit through the tax system |
| 6-2-2018 15:48:10 | How do you think social equity/fairness should be | This is an imaginary problem. It doesn't really exist. |
| 6-2-2018 15:40:40 | How do you think social equity/fairness should be | Improve access to public transportation especially in poor/underserved communities. |
| 6-2-2018 16:07:34 | How do you think social equity/fairness should be | Racism/elitism is a problem of the heart. Rev. Martin Luther King Jr. was a Christian Minister, not a politician. Changing hearts will never be accomplished through government. |
| 6-2-2018 16:18:19 | How do you think social equity/fairness should be | just fix and repair all streets and highways |
| 6-2-2018 16:12:09 | How do you think social equity/fairness should be | This is a ridiculous question. Stop being race baiters. Blacks can be President of the United States, NFL players, NBA players- you name it. It's skill verses will not color. |
| 6-2-2018 16:31:03 | How do you think social equity/fairness should be | Yes |
| 6-2-2018 16:24:16 | How do you think social equity/fairness should be | No, it should be addressed elsewhere |
| 6-2-2018 16:36:26 | How do you think social equity/fairness should be | Transportation options should available in poor neighborhoods. |
| 6-2-2018 16:39:41 | How do you think social equity/fairness should be | More frequent and reliable MAX rides, and easy access to tickets. I am not a fan of the digital tickets as I believe this presents a barrier to low income folks. I would rather pay more. |
| 6-2-2018 16:44:05 | How do you think social equity/fairness should be | Silly question. We need to make sure there are good travel options throughout the region. |

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| 6-2-2018 16:42:27 | How do you think social equity/fairness should be | Yes, but not at the cost of bringing the whole system down in the process. |
| 6-2-2018 17:12:52 | How do you think social equity/fairness should be | We should ensure that more affordable housing is available in communities that historically have a higher percentage of POC. Also |
| 6-2-2018 17:12:52 | How do you think social equity/fairness should be | Enact policies that ensure Transit data is NEVER shared with ICE, esp license plate tracking; ensure more affordable, transit oriented, housing is available in communities with high percentage of POC. |
| 6-2-2018 17:37:34 | How do you think social equity/fairness should be | What a load of tripe. |
| 6-2-2018 17:44:49 | How do you think social equity/fairness should be | i think the transit system goes where it is needed most regardless of color |
| 6-2-2018 18:27:05 | How do you think social equity/fairness should be | 81% of the region commutes via auto, including communities of color. Focus on getting people to their jobs and back instead of pigeonholing them into unreliable/inconvenient transit |
| 6-2-2018 18:27:42 | How do you think social equity/fairness should be | Stop this victim mentality and figure out where people live and work and provide needed transport options. |
| 6-2-2018 18:37:48 | How do you think social equity/fairness should be | I think there should be more bus lines and bus service should be more frequent and run later at night in disadvantaged communities, which are often farther away from the city core. |
| 6-2-2018 18:27:50 | How do you think social equity/fairness should be | It seems most people have the same opportunities to catch the bus / train system. |
| 6-2-2018 18:52:03 | How do you think social equity/fairness should be | Bus service has traditionally been good in NE Portland, where minorities used to live. Housing strategies have spread them out, so traditional transit cannot efficiently (cost-wise) focus on them. |
| 6-2-2018 18:54:20 | How do you think social equity/fairness should be | As someone who has been published in peer-reviewed journals on this topic, that statement is facile. |
| 6-2-2018 18:54:20 | How do you think social equity/fairness should be | As someone who has been published in peer-reviewed journals on this topic, the above statement is depressingly facile. The statement only works if we ignore what happened in the housing market. |
| 6-2-2018 19:22:46 | How do you think social equity/fairness should be | We need better access to public transportation to areas where low income and communities of color live. We need to subsidize public transportation to improve quality of life for all. |
| 6-2-2018 19:27:17 | How do you think social equity/fairness should be | Expand bus/train service to places that employment can be obtained. |
| 6-2-2018 19:37:46 | How do you think social equity/fairness should be | Make it easy to get around without a car, even if you live outside of the inner parts of Portland. It is much more difficult to bike/walk/bus east of I-205. Cars are expensive! |
| 6-2-2018 19:39:36 | How do you think social equity/fairness should be | Talking to communities of color, truly engaging them. |
| 6-2-2018 19:40:16 | How do you think social equity/fairness should be | By making walking, biking and public transit a more appealing option than the car. |
| 6-2-2018 19:55:39 | How do you think social equity/fairness should be | Fix the streets and the existing transportation system that all people use. Get off the damn equity bandwagon. We don't need new transportation options, fix existing. |
| 6-2-2018 19:59:09 | How do you think social equity/fairness should be | Investing in 1) safe and convenient walking and biking network, 2) safe routes to school for independent kids, 3) frequent, reliable BRT and 4) affordable housing development near transit |
| 6-2-2018 20:01:29 | How do you think social equity/fairness should be | Why not? or why aren't you doing that now? |
| 6-2-2018 20:04:28 | How do you think social equity/fairness should be | Talk to these communities and ask them what their needs are. Make sure their input is utilized. |
| 6-2-2018 20:10:29 | How do you think social equity/fairness should be | Do no more harm. |
| 6-2-2018 20:10:29 | How do you think social equity/fairness should be | Do no more harm. Transportation itself might not be able to meaningfully address equity, but other measures may (housing and jobs programs, education programs) |

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| 6-2-2018 20:41:40 | How do you think social equity/fairness should be | duh. The core of the city is focused on because it is hyped and higher income. Focus on outlying areas and improving those from within |
| 6-2-2018 21:01:23 | How do you think social equity/fairness should be | We need to correct for historic underinvestment and provide affordable transportation options for households who need it most. Especially via better transit service and safe walking connections to it. |
| 6-2-2018 21:05:31 | How do you think social equity/fairness should be | Have people smarter than I am work on it. |
| 6-2-2018 21:12:22 | How do you think social equity/fairness should be | Unfortunately, it feels like adding MAX service has just increased gentrification (at least on the yellow line). I don't know... |
| 6-2-2018 21:12:22 | How do you think social equity/fairness should be | Unfortunately, it feels like adding MAX service has just increased gentrification (at least on the yellow line). I don't know... Sidewalk infill and marked crossings are a good place to start. |
| 6-2-2018 21:21:41 | How do you think social equity/fairness should be | establish "catch up" resources that are only available to communities that been under-allocated over preceding decades |
| 6-2-2018 21:30:26 | How do you think social equity/fairness should be | Better and faster transit in the less wealthy communities. Give poorer people less time spent on commuting and more time with their families. |
| 6-2-2018 21:44:08 | How do you think social equity/fairness should be | I don't know |
| 6-2-2018 21:54:04 | How do you think social equity/fairness should be | Bus Rapid Transit and bus lanes to connect neighborhoods that are further away from city center. More sidewalks and dedicated (protected) bike lanes in inner and outer Portland for affordable transpor |
| 6-2-2018 22:13:44 | How do you think social equity/fairness should be | I have traveled all over the US and see less racism in Oregon than just about anywhere. My family and my community do not seem to really care about ethnicity. It's about being a good neighbor |
| 6-2-2018 22:40:16 | How do you think social equity/fairness should be | Provide cross transit between workforce housing and employment opportunities to support workers, single parents and employers ease of access. |
| 6-2-2018 21:50:21 | How do you think social equity/fairness should be | Stop isolating poor people of all backgrounds In poverty pockets |
| 6-2-2018 22:44:45 | How do you think social equity/fairness should be | This is BS! The transportation investments shall be based on economic and infrastructural needs and not the social justice! Dont try to kill two birds with one stone here-you'll be left with none. |
| 6-2-2018 22:51:58 | How do you think social equity/fairness should be | Just another name for wealth distribution just improve the system for everyone and stop creating special interest groups |
| 6-2-2018 23:37:32 | How do you think social equity/fairness should be | Better service in poorer neighborhoods, engage less enfranchised communities what they need/want, don't destroy their infrastructure/communities |
| 6-2-2018 23:37:45 | How do you think social equity/fairness should be | We need more transportation options to places with natural interest like oxbow park |
| 6-2-2018 23:49:57 | How do you think social equity/fairness should be | Bicycle infrastructure needs to open up to become more culturally accessible to communities of color. Use should be encouraged within white communities of privilege in order to "share the load" \$\$ |
| 6-2-2018 22:48:24 | How do you think social equity/fairness should be | Not sure |
| 7-2-2018 00:12:30 | How do you think social equity/fairness should be | More transportation options. |
| 7-2-2018 00:27:45 | How do you think social equity/fairness should be | Its transportation, it does not see social anything |
| 7-2-2018 00:08:43 | How do you think social equity/fairness should be | Black and other communities of color should get the same transportation benefits as others, maybe more because they may not have cars or live close to affordable shopping. |
| 7-2-2018 00:42:57 | How do you think social equity/fairness should be | A reliable and reasonably priced transit system that serves all neighborhoods with attention to lower income areas of the region. |
| 7-2-2018 02:06:57 | How do you think social equity/fairness should be | Make it safe for everyone and we will prosper. |

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| 7-2-2018 02:59:33 | How do you think social equity/fairness should be | Bring more jobs and housing to where people of color live |
| 7-2-2018 03:15:55 | How do you think social equity/fairness should be | By ensuring that all communities benefit from improvements. |
| 7-2-2018 03:21:20 | How do you think social equity/fairness should be | I think we need to invest more in areas that are experiencing greater growth due to economic displacement and gentrification like East County, Gresham, Aloah and more - folks are being forced out. |
| 7-2-2018 03:24:12 | How do you think social equity/fairness should be | Better public transportation. Safe and affordable housing options and schools close to transit options. |
| 7-2-2018 03:39:57 | How do you think social equity/fairness should be | I wish I knew. |
| 7-2-2018 03:57:45 | How do you think social equity/fairness should be | i am not interested in what has happened in the past regarding this subject or interested in trying to make up for something that may or may not have happened years ago |
| 7-2-2018 04:06:40 | How do you think social equity/fairness should be | there certainly has been systemic racism but I believe the biggest impacts are socio-economic, not transportation system related. |
| 7-2-2018 04:21:54 | How do you think social equity/fairness should be | I think everyone needs to pay that use it. Why should someone pay for it that does not use it. |
| 7-2-2018 04:21:54 | How do you think social equity/fairness should be | I think everyone needs to pay that use it. Why should someone pay for it that does not use it? |
| 7-2-2018 04:33:40 | How do you think social equity/fairness should be | i think more jobs, organic stores, 24hr fitness centers, malls etc should be out in these areas that require inner city travel |
| 7-2-2018 04:41:45 | How do you think social equity/fairness should be | Better bus or max service to the "white" areas like West Linn and Wilsonville. |
| 7-2-2018 05:18:04 | How do you think social equity/fairness should be | A racially motivated question?Unacceptable. Where's the problem? |
| 7-2-2018 05:31:51 | How do you think social equity/fairness should be | Yes, one of many improvements in social equity that can be improved |
| 7-2-2018 05:36:46 | How do you think social equity/fairness should be | Don't know. |
| 7-2-2018 05:36:07 | How do you think social equity/fairness should be | Perhaps a driving tax. |
| 7-2-2018 06:26:07 | How do you think social equity/fairness should be | Free transportation for low income individuals |
| 7-2-2018 05:52:35 | How do you think social equity/fairness should be | I am a person of color and haven't experienced racism in NE Portland. We have heard that our youth may be suffering from targeting as the transit police try to control crime on the trains. |
| 7-2-2018 08:13:52 | How do you think social equity/fairness should be | tough question. |
| 7-2-2018 14:43:27 | How do you think social equity/fairness should be | extra attention, dollars, in poor neighborhoods |
| 7-2-2018 15:51:00 | How do you think social equity/fairness should be | rapid transit options |
| 7-2-2018 16:09:16 | How do you think social equity/fairness should be | Most low-income people and people of color drive to work because they have to. The bike and transit culture here benefits white middle class people more than people of color. |
| 7-2-2018 16:12:53 | How do you think social equity/fairness should be | East county needs help. |
| 7-2-2018 16:25:32 | How do you think social equity/fairness should be | Start by imagining that you work for minimum wage and have to get yourself and your kids to normal places on public transit as it exists today. In fact, try living that way for a week. |

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| 7-2-2018 16:32:50 | How do you think social equity/fairness should be | Make it affordable for all and make it worth the time to use public transportation. Safety is also a big problem. Am afraid to use the max now, where when it first started it was great. |
| 7-2-2018 16:47:12 | How do you think social equity/fairness should be | PEOPLE MAKE NEIGHBORHOODS NOT THE CITY. SOME PEOPLE DO NOT CARE HOW THINGS LOOK, THEY GET LAZY RUNDOWN BECOME SLUMS NOT BECAUSE OF THE CITY BUT IN MANY CASES DUE TO THE CITY NOT ENFORCING LAWS ETC. |
| 7-2-2018 17:22:40 | How do you think social equity/fairness should be | Equity programs for fare passes, increased transit routes / frequency to more outlying areas. |
| 7-2-2018 18:02:28 | How do you think social equity/fairness should be | Yes. Investments in transportation should be used to benefit all communities. |
| 7-2-2018 18:34:09 | How do you think social equity/fairness should be | Better city planning |
| 7-2-2018 17:45:24 | How do you think social equity/fairness should be | we are in the 21st century, YOU FIGURE IT OUT. Living in the dark ages doesn't help future generations. |
| 7-2-2018 18:34:47 | How do you think social equity/fairness should be | Provide the same infrastructure to all neighborhoods. |
| 7-2-2018 18:35:13 | How do you think social equity/fairness should be | Add more bus lines |
| 7-2-2018 18:35:14 | How do you think social equity/fairness should be | More support on public transit. People are racist, and we need someone to stand up for those who are discriminated against |
| 7-2-2018 18:35:22 | How do you think social equity/fairness should be | Sidewalks and infrastructure should be improved in older and low income communities |
| 7-2-2018 18:35:51 | How do you think social equity/fairness should be | Invest more in communities of color |
| 7-2-2018 18:36:17 | How do you think social equity/fairness should be | N/A |
| 7-2-2018 18:42:47 | How do you think social equity/fairness should be | No answer |
| 7-2-2018 18:51:48 | How do you think social equity/fairness should be | Ask communities of color what they want; ensure that affordable housing and transportation uses a racial equity lens; make this a priority from the top and is enforced |
| 7-2-2018 18:51:48 | How do you think social equity/fairness should be | Ask communities of color what they want; ensure that affordable housing and transportation uses a racial equity lens; make this a priority from the top and is enforced; hire diverse staff members |
| 7-2-2018 19:57:35 | How do you think social equity/fairness should be | Put more buses more frequent and put bus only lanes |
| 7-2-2018 19:36:53 | How do you think social equity/fairness should be | More transportation investments to low income neighborhoods, as well as increased transportation options to recreational areas like oxbow park, blue lake park. |
| 7-2-2018 20:33:08 | How do you think social equity/fairness should be | Maintain what we have to a high standard; Tri Met needs to focus on safety of its customers - which to me means no fare, no entry onto MAX. |
| 7-2-2018 21:22:39 | How do you think social equity/fairness should be | We need more fair housing, but also more safe transportation between lower income neighborhoods. |
| 7-2-2018 21:46:22 | How do you think social equity/fairness should be | Focus on the areas with the greatest poverty |
| 7-2-2018 23:36:14 | How do you think social equity/fairness should be | I think the same question can be asked about the differences between urban/suburban/rural areas. They aren't served equally. I live in Hillsboro, and my transportation options are limited. |
| 7-2-2018 23:36:22 | How do you think social equity/fairness should be | doesn't apply. everyone is equal when they work hard |
| 7-2-2018 23:44:05 | How do you think social equity/fairness should be | Transit availability should be directly related to where people live and work, not related to race, income, or any other protected class. |

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| 7-2-2018 23:46:20 | How do you think social equity/fairness should be | There is racism in Oregon and greater Portland area. I don't know if communities of color benefit less from investment in transportation or not. |
| 7-2-2018 23:49:27 | How do you think social equity/fairness should be | Larger gas tax for those who can afford to buy gas-guzzling SUVs. Charge people to use studded tires in the city (require they purchase a sticker annually). Keep trimet fares reasonably low. |
| 7-2-2018 23:44:03 | How do you think social equity/fairness should be | invest in transportation access to areas where employers pay trimet payroll tax but have no bus service in employment areas. Perhaps the "disadvantaged" would have jobs but simply can't get to them. |
| 7-2-2018 23:53:37 | How do you think social equity/fairness should be | How are communities of color currently benefiting less from public transportation? Everyone pays the same for DMV fees and bus fare. I don't think we need to spend more time and money into this issue. |
| 7-2-2018 23:57:43 | How do you think social equity/fairness should be | racial and social fairness starts with people taking personal responsibility for their behavior. The government makes it too easy for people to blame everyone but themselves for being low income |
| 7-2-2018 23:57:43 | How do you think social equity/fairness should be | racial and social fairness starts with people taking personal responsibility for their behavior. The government makes it too easy for people to blame everyone but themselves for being low income |
| 8-2-2018 00:14:29 | How do you think social equity/fairness should be | Just feeling safe to ride public transportation |
| 8-2-2018 00:42:54 | How do you think social equity/fairness should be | Investment should be targeted toward areas where communities of color are strong, and can be used to enhance other initiatives such as "Right to Return" |
| 8-2-2018 00:31:03 | How do you think social equity/fairness should be | We need to ensure that we are talking to minorities and what will benefit their lives. |
| 8-2-2018 00:44:51 | How do you think social equity/fairness should be | Ask said communities what there specific needs are for transportation in their community. |
| 8-2-2018 00:55:24 | How do you think social equity/fairness should be | I have never heard of any less investments in the transportation system ever having been made to communities of color here in the area. This sounds like race baiting to me ! |
| 8-2-2018 02:46:35 | How do you think social equity/fairness should be | I guess it has nothing to do with you but with the way people is educated in the area |
| 8-2-2018 03:12:21 | How do you think social equity/fairness should be | ya like fixing the road ways. |
| 8-2-2018 03:34:06 | How do you think social equity/fairness should be | Racism has been encourage by behavior of individuals. Respect gets respect. |
| 8-2-2018 03:39:45 | How do you think social equity/fairness should be | Only love and being in relationship with all types of individuals changes society. The less time spent in a car or bus, the more time to volunteer and participate in my community (build relationships) |
| 8-2-2018 03:47:19 | How do you think social equity/fairness should be | Every rider must know they are save and share in costs of anything they value. Balance price to ride with cost to deliver the service for all. Everyone feels better if they contribute ☑ |
| 8-2-2018 04:15:39 | How do you think social equity/fairness should be | It's soo stupid that this is even an issue. |
| 8-2-2018 05:05:11 | How do you think social equity/fairness should be | Provide added subsidy for public transit services in areas hold large minority population. Improve service levels to those areas. |
| 8-2-2018 05:28:33 | How do you think social equity/fairness should be | sidewalks and bike paths in east Portland |
| 8-2-2018 05:12:17 | How do you think social equity/fairness should be | Do not know. |
| 8-2-2018 05:48:52 | How do you think social equity/fairness should be | Racism has nothing to do with who can ride a bus to get where they need to go. |
| 8-2-2018 05:48:34 | How do you think social equity/fairness should be | Systemic racism in Portland was a major factor in the past but I do not believe communities of color benefit less from transit. Communities of color and low income families are the biggest users |
| 8-2-2018 05:55:27 | How do you think social equity/fairness should be | Fund services for people who need help: rent, fair wages, health care, veterans |

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| 8-2-2018 08:55:16 | How do you think social equity/fairness should be | Yes, racism has and does exist. In fact, suggesting that "communities of color" require "public investment in our transportation system", in my opinion is borderline racist. |
| 8-2-2018 14:26:34 | How do you think social equity/fairness should be | The Urban Growth Boundary hurts all lower-income people by artificially increasing housing prices. Abolish the Urban Growth Boundary to give lower-income people CHOICE in housing. |
| 8-2-2018 15:12:49 | How do you think social equity/fairness should be | transportation should be equal across the cities and state. |
| 8-2-2018 15:26:07 | How do you think social equity/fairness should be | I do not owe anyone anything. You pay taxes you have a say if not you have no say. Stop the free handouts |
| 8-2-2018 15:31:46 | How do you think social equity/fairness should be | Expanded access to MAX, busses, and streetcars to start. |
| 8-2-2018 16:31:12 | How do you think social equity/fairness should be | I think everyone should be given equal opportunities to succeed. I think this topic is a greater issue than just transportation investments. |
| 8-2-2018 16:38:42 | How do you think social equity/fairness should be | Give people with low incomes lower bus/max fees. A monthly pass to ride the transit system is more expensive than it is in Los Angeles. |
| 8-2-2018 17:10:16 | How do you think social equity/fairness should be | Greater investment on giving individuals of lower socioeconomic class access to the transportation system. |
| 8-2-2018 17:27:13 | How do you think social equity/fairness should be | Communities of color benefit greater ... lack of safety on public transit dissuades services appealing to greater populations |
| 8-2-2018 17:28:28 | How do you think social equity/fairness should be | Identify ways to approach the questions in a new way, removing the embedded bias and assumptions, ideally to lead to paradigm shift |
| 8-2-2018 17:40:47 | How do you think social equity/fairness should be | I think the people in the communities of color, should be asked what would best serve their needs. |
| 8-2-2018 17:50:14 | How do you think social equity/fairness should be | We need to focus additional resources on areas that have been neglected. It is not enough to simply allocate more when so many are starting from so far behind to begin with. |
| 8-2-2018 18:40:36 | How do you think social equity/fairness should be | Adequate quantities of affordable housing developed in tandem with transit network. Transit fares that reflect income levels. |
| 8-2-2018 19:07:37 | How do you think social equity/fairness should be | Low income areas are overlooked when it comes to new or updated infrastructure. |
| 8-2-2018 19:30:34 | How do you think social equity/fairness should be | Minority communities have always been shortchanged by the powers that be, including unions. Create more job opportunities and advertise, recruit extensively among minorities. |
| 8-2-2018 20:09:20 | How do you think social equity/fairness should be | More options in areas where low-income and minority residents are being pushed to. |
| 8-2-2018 20:13:35 | How do you think social equity/fairness should be | If systemic racism is involved, obviously there are others who are getting shafted. Mainly, however, it is the poor. |
| 8-2-2018 20:30:51 | How do you think social equity/fairness should be | Equal physical access to transportation modes. |
| 8-2-2018 20:31:37 | How do you think social equity/fairness should be | Get rid of the bike lanes |
| 8-2-2018 20:31:42 | How do you think social equity/fairness should be | Expand the lines - people who can't afford to live close to work shouldn't have to commute via bus that takes forever. It'd be nice to be able to work it out for tax \$ to fund a free transit system too |
| 8-2-2018 20:53:27 | How do you think social equity/fairness should be | Stop talking about social equity/fairness and just do it. |
| 8-2-2018 20:47:24 | How do you think social equity/fairness should be | Apply an equity lense to decisions: "Who does this benefit ?" "Who does this harm or leave out ?" |
| 8-2-2018 21:02:28 | How do you think social equity/fairness should be | Improve bus service to low income areas (Division Transit is a good move). Prioritize funding to busses and MAX service towards lower income areas. UPZONE near transit. |

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| 8-2-2018 21:04:52 | How do you think social equity/fairness should be | Ensure that bus service in communities of color is timely, frequent, and bus shelters are in good repair |
| 8-2-2018 21:14:51 | How do you think social equity/fairness should be | Do the Division Transit project - give Division good sidewalks. Make East Portland (east of 205) as much of a priority as Laurelhurst is. Make North Portland a priority. |
| 8-2-2018 22:14:46 | How do you think social equity/fairness should be | Let's build a subway. |
| 8-2-2018 21:03:35 | How do you think social equity/fairness should be | increased accessibility to transit, affordable options |
| 8-2-2018 22:17:13 | How do you think social equity/fairness should be | More safety when walking or riding a bike. Quicker transportation into city centers. Bus stops near gyms, grocery stores (not convenience stores) |
| 8-2-2018 22:17:13 | How do you think social equity/fairness should be | More safety when walking or riding a bike. Quicker transportation into city centers. Bus stops near gyms, grocery stores (not convenience stores), parks, community centers. |
| 8-2-2018 22:22:39 | How do you think social equity/fairness should be | Housing prices are pushing poorer people out to the fringes, which is not something the local government has much control over. |
| 8-2-2018 22:31:44 | How do you think social equity/fairness should be | Invest in traditionally under-served areas in East Portland. Work with multi-cultural and working-class advocacy groups to understand what under-served populations need. |
| 8-2-2018 22:41:03 | How do you think social equity/fairness should be | I'm not informed enough to answer this question fairly. |
| 8-2-2018 22:55:29 | How do you think social equity/fairness should be | none |
| 9-2-2018 01:15:03 | How do you think social equity/fairness should be | Invest where people are least likely to have access to autos and in places where auto usage could be reduced. |
| 8-2-2018 23:16:36 | How do you think social equity/fairness should be | Making transit fare-free and prioritizing investments in historically underserved communities is key. Focus on E Portland. |
| 9-2-2018 00:36:25 | How do you think social equity/fairness should be | I haven't noticed this to be the case. |
| 9-2-2018 01:18:35 | How do you think social equity/fairness should be | The black property owner at 112 NE Killingsworth has been systematically oppressed and restricted from housing a business on his property while the City charged for services he wasn't getting. |
| 9-2-2018 02:44:59 | How do you think social equity/fairness should be | More frequent buses on routes and more routes |
| 9-2-2018 04:09:51 | How do you think social equity/fairness should be | More jobs! |
| 9-2-2018 05:39:04 | How do you think social equity/fairness should be | People are getting priced out of their homes and neighborhoods at a disturbing rate, better and more reliable transit should be available in outer east Portland. |
| 9-2-2018 05:53:33 | How do you think social equity/fairness should be | Race has nothing to do with traffic. Pushing a race or political agenda where its not needed is what is ruining Portland. |
| 9-2-2018 17:03:13 | How do you think social equity/fairness should be | Transportation is not the best vehicle for improving equity/fairness. |
| 9-2-2018 17:17:48 | How do you think social equity/fairness should be | Public transportation should be emphasized over bike lanes. |
| 9-2-2018 18:45:18 | How do you think social equity/fairness should be | Yes |
| 9-2-2018 18:52:53 | How do you think social equity/fairness should be | don't know - I'm not too knowledgeable in that area |
| 9-2-2018 18:52:53 | How do you think social equity/fairness should be | Treat everyone the same. Stop trying to oppress the white people. |

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|-------------------|---|---|
| 9-2-2018 19:08:20 | How do you think social equity/fairness should be | Don't limit investment to rich, white areas. |
| 9-2-2018 19:42:25 | How do you think social equity/fairness should be | Having a multilingual platform, educating those communities about community involvement in city policies. |
| 9-2-2018 19:46:18 | How do you think social equity/fairness should be | better transit to outer lying areas ie like east Portland /Gresham, these are now the few places that are still somewhat affordable especially for renters and others forced out by gentrification. |
| 9-2-2018 20:17:09 | How do you think social equity/fairness should be | The racial frame divides a social justice community that needs to be united. People of color are often neglected because they're poor, not because of skin color. |
| 9-2-2018 20:17:58 | How do you think social equity/fairness should be | add more street car lines in these areas |
| 9-2-2018 20:18:25 | How do you think social equity/fairness should be | quality affordable housing needs to be implemented and no bullshit condos for two people that take up precious real estate. |
| 9-2-2018 20:20:25 | How do you think social equity/fairness should be | Keep transit options safe from crime. Keep them clean. Keep them reliable and on time. |
| 9-2-2018 20:17:35 | How do you think social equity/fairness should be | 1) Ensure all areas of the City of Portland have sidewalks 2) Ensure equitable transit reach in as many neighborhoods as possible 3) Ensure expanded transit listens to underserved communities |
| 9-2-2018 20:32:31 | How do you think social equity/fairness should be | Better coverage and expanding times of coverage to disadvantaged areas. Reduced cost programs for the disadvantaged. |
| 9-2-2018 20:20:49 | How do you think social equity/fairness should be | Invest in providing safe, convenient stations and increased transit options and you'll see ridership increase. |
| 9-2-2018 20:45:43 | How do you think social equity/fairness should be | Would focus more on income than skin color. While often linked, these are not synonymous. Provide rapid, reliable transit options and bikeways from further-out and/or low income areas. |
| 9-2-2018 20:22:53 | How do you think social equity/fairness should be | Focus on improvements in routes in poorer areas. |
| 9-2-2018 20:49:08 | How do you think social equity/fairness should be | Stop playing the 'race' card. Be blind to race. |
| 9-2-2018 20:56:06 | How do you think social equity/fairness should be | Invest in diverse and high poverty areas of the city. Ignore the rich NIMBYs. |
| 9-2-2018 20:58:33 | How do you think social equity/fairness should be | fares |
| 9-2-2018 20:58:33 | How do you think social equity/fairness should be | fares based on economic class? |
| 9-2-2018 20:51:46 | How do you think social equity/fairness should be | more accessible public transit: time and location |
| 9-2-2018 21:04:03 | How do you think social equity/fairness should be | make sure that streets are built and maintained in all parts of the Portland area; make sure that all parts of the area are covered by bus lines |
| 9-2-2018 21:16:28 | How do you think social equity/fairness should be | We must disrupt the stranglehold of private automobile traffic. Vulnerable communities suffer the most from this system – traffic violence, air quality, and the high cost of being auto dependent |
| 9-2-2018 21:21:05 | How do you think social equity/fairness should be | Make sure low income neighborhoods get services and improvements like sidewalks and frequent bus service. |
| 9-2-2018 21:22:40 | How do you think social equity/fairness should be | Dense areas of Washington County need to be given much better bus service. Please look at the demographics & density of residential areas around Nike & investigate if they have enough travel options. |
| 9-2-2018 21:22:40 | How do you think social equity/fairness should be | Please look at the demographics & density of residential areas around Nike & investigate if they have enough travel options—especially bus service, compared to wealthier areas. |
| 9-2-2018 21:31:47 | How do you think social equity/fairness should be | Ensure that all communities benefit. |

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| 9-2-2018 21:37:08 | How do you think social equity/fairness should be | I couldn't say. |
| 9-2-2018 21:37:12 | How do you think social equity/fairness should be | 24-hour bus routes (and light rail, if it can be afforded) to fit schedules |
| 9-2-2018 21:37:12 | How do you think social equity/fairness should be | 24-hour bus routes (and light rail, if it can be afforded) to fit a wider range of schedules |
| 9-2-2018 21:48:40 | How do you think social equity/fairness should be | Make sure people of color can have same access to transportation as those who live in primarily caucasian neighborhoods |
| 9-2-2018 21:46:21 | How do you think social equity/fairness should be | Ensure studies are done that show where certain communities are concentrated and ensure all communities share equally or equitably in expansions of service (more frequent service, new lines, etc) |
| 9-2-2018 22:10:26 | How do you think social equity/fairness should be | Future invest |
| 9-2-2018 22:10:26 | How do you think social equity/fairness should be | Future investments should be located in areas like East Portland, Aloha and other areas where |
| 9-2-2018 22:10:26 | How do you think social equity/fairness should be | Future investments should be prioritized and ranked higher in located in areas like East Portland, Aloha and other areas that have large communities of color. Better connections and faster connections |
| 9-2-2018 22:12:31 | How do you think social equity/fairness should be | The city should provide safe spaces and help protect cultures that have been traditionally been he target of racism. Are you making an effort to seek this same feedback from those communities? |
| 9-2-2018 22:19:31 | How do you think social equity/fairness should be | Investment in improved roads and sidewalks needs to begin in communities of color. |
| 9-2-2018 22:29:17 | How do you think social equity/fairness should be | Gentrification is pushing people of color further out of portland. Their commuted are being extended and availability of housing continues to diminish. |
| 9-2-2018 22:29:17 | How do you think social equity/fairness should be | Gentrification is pushing people of color further out of Portland. Their commute is being extended and availability of housing continues to diminish. |
| 9-2-2018 22:29:17 | How do you think social equity/fairness should be | We need to invest in reliable and efficient transportation systems in areas of high poverty. Transportation should make it so that these folks can reach their job/school w/o a car. |
| 9-2-2018 22:41:34 | How do you think social equity/fairness should be | Prioritization and providing access to a variety of transportation services for all, not just for those in areas where people speak up or have time to work within the public process. |
| 9-2-2018 22:45:00 | How do you think social equity/fairness should be | Frederick Douglas said that race pride is an evil foundation. He said the focus should be on the individual only. Give a hand up not a hand out. Hand outs will not fix current or past racism. |
| 9-2-2018 22:50:34 | How do you think social equity/fairness should be | reforming policy practices to ensure authentic community engagement of the communities most directly impacted by policy change |
| 9-2-2018 22:50:34 | How do you think social equity/fairness should be | I'm white, so my voice isn't central to this conversation, but reforming policy practices to ensure authentic community engagement of the communities most directly impacted by policy change is a start |
| 9-2-2018 22:51:47 | How do you think social equity/fairness should be | More frequent bus service, more affordable housing near downtown |
| 9-2-2018 22:48:52 | How do you think social equity/fairness should be | focus should be on the black community instead of illegal aliens. |
| 9-2-2018 22:47:33 | How do you think social equity/fairness should be | Focusing investments in areas where communities of color live, and improvements to transit regionwide. |
| 9-2-2018 22:55:38 | How do you think social equity/fairness should be | Ease of access should be felt equally for all, regardless of the neighborhood they live or work in. |
| 9-2-2018 22:55:25 | How do you think social equity/fairness should be | I don't have a good answer for this because I believe that tolls could help reduce traffic but people with less income cannot afford tolls. |
| 9-2-2018 23:08:29 | How do you think social equity/fairness should be | Make it safe with easy access to work and schools |

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| 9-2-2018 23:26:57 | How do you think social equity/fairness should be | Treat everyone as equals. Stop enabling false truths. |
| 9-2-2018 23:27:21 | How do you think social equity/fairness should be | Prioritize improvements for vulnerable populations and communities. |
| 9-2-2018 23:36:37 | How do you think social equity/fairness should be | Target investments in low income/underserved areas. |
| 9-2-2018 23:37:09 | How do you think social equity/fairness should be | Equal service for all areas |
| 9-2-2018 23:37:15 | How do you think social equity/fairness should be | We need to make sure our poorest neighborhoods(which largely tend to be minority neighborhoods) have the best access to public transit, subsidized transit and end gentrification |
| 9-2-2018 23:39:32 | How do you think social equity/fairness should be | Consider investment that benefits communities of color, while being mindful of the potential for displacement. |
| 9-2-2018 23:53:13 | How do you think social equity/fairness should be | Make sure investments benefit everyone, not just a certain group/area and don't net harm a segment of the population; minorities benefit when everyone benefits |
| 10-2-2018 00:06:16 | How do you think social equity/fairness should be | Buddy, that's a tough one. I don't really know. Please ask someone who specializes in that area. |
| 10-2-2018 00:31:21 | How do you think social equity/fairness should be | Know how the streets, sidewalks, and greenways look in wealthy white neighborhoods? Quit spending on those neighborhoods until the other ones are caught up. |
| 10-2-2018 00:32:28 | How do you think social equity/fairness should be | As a white person, I feel Oregon's history still feeds a feeling of animosity among people of color. I think - and hope - that attitudes towards communities of color are not what they once were. |
| 10-2-2018 00:32:41 | How do you think social equity/fairness should be | Huh???? |
| 10-2-2018 00:49:21 | How do you think social equity/fairness should be | Free access to public transit for underserved communities |
| 10-2-2018 01:03:01 | How do you think social equity/fairness should be | How many people of color ride a bike? How about better roads and access to transit with out the bike lane? |
| 10-2-2018 01:53:22 | How do you think social equity/fairness should be | Buses / Max / etc should be free -- and in dedicated lanes |
| 10-2-2018 01:09:45 | How do you think social equity/fairness should be | East Portland needs more local government representation. They need sidewalks, safe crosswalks, and thorough coverage of transit. The region lacks access to healthy, affordable food. |
| 10-2-2018 01:25:20 | How do you think social equity/fairness should be | More busses in low income neighborhoods |
| 10-2-2018 02:34:46 | How do you think social equity/fairness should be | Reduced rider fare for those in need. |
| 10-2-2018 02:48:33 | How do you think social equity/fairness should be | Yes |
| 10-2-2018 02:58:06 | How do you think social equity/fairness should be | Expand access to areas that are farther out than they currently reach - ensure routes are reaching areas where these folks work and need them to go. Make stops frequent enough |
| 10-2-2018 03:06:50 | How do you think social equity/fairness should be | Don't tax them out and don't build multi million dollar schools for rich kindergartn kids when inner city high schools are crumbling. |
| 10-2-2018 03:21:35 | How do you think social equity/fairness should be | Services based largely on need |
| 10-2-2018 03:08:57 | How do you think social equity/fairness should be | I don't know. |
| 10-2-2018 03:41:28 | How do you think social equity/fairness should be | Huh? |

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| 10-2-2018 03:42:34 | How do you think social equity/fairness should be | Not sure. |
| 10-2-2018 04:10:39 | How do you think social equity/fairness should be | I feel that transportation is well-networked throughout the city. If there is a weakness to the network, it is navigating efficiently through downtown Portland. |
| 10-2-2018 04:13:21 | How do you think social equity/fairness should be | Tax cars and allow humans to ride Trimet for free. Provide frequent services to where historically underserved populations live. |
| 10-2-2018 04:44:04 | How do you think social equity/fairness should be | Bring back fareless square; create/expand subsidized discount passes |
| 10-2-2018 05:20:25 | How do you think social equity/fairness should be | Transit/housing investments outside the center city particularly in areas with large communities of color. |
| 10-2-2018 06:11:50 | How do you think social equity/fairness should be | We should invest in more cross city public transit. Why for example is there not a max from dense neighborhoods in St. Johns through to the airport but we have WES from Beaverton to Wilsonville? |
| 10-2-2018 06:20:43 | How do you think social equity/fairness should be | Think that focus of investment should be on making sure that transit is affordable and easily accessible to our poorest residents--regardless of whether they are POC or not. And thesis seems dubious |
| 10-2-2018 06:33:30 | How do you think social equity/fairness should be | Historically African Americans have lived |
| 10-2-2018 06:33:30 | How do you think social equity/fairness should be | Historically African Americans have lived in North Portland, where light rail exists. There are great bike paths around there as well. I work in North Portland and find the bus schedule good. |
| 10-2-2018 07:29:24 | How do you think social equity/fairness should be | Public transportation is not represented as well in East Portland as in other areas. There are fewer crosswalks, and sidewalks aren't maintained if they exist at all. And sidewalk lighting? Come on. |
| 10-2-2018 08:12:17 | How do you think social equity/fairness should be | Improvement and maintenance of roads and bike lanes in areas other than central east side Portland. People will only walk, bike, or use public transportation if it feels safe to do so. |
| 10-2-2018 08:28:28 | How do you think social equity/fairness should be | Let marginalized demographics & customers realistically qualify for a low-income pass, be it monthly or weekly. |
| 10-2-2018 13:26:15 | How do you think social equity/fairness should be | I don't use public transportation (TriMet, MAX) because it doesn't feel safe. I'm a person of color. I hear it's tough to use public transportation when it's not in the inner areas. |
| 10-2-2018 13:48:07 | How do you think social equity/fairness should be | Tri-met ticket prices based on income and expanded lines to reach folks living in further-out communities. |
| 10-2-2018 15:38:29 | How do you think social equity/fairness should be | Yes. Every effort should be made to consider and include all people /communities when planning for improved transportation options across the City. |
| 10-2-2018 15:27:42 | How do you think social equity/fairness should be | There's this movement happening called hostile design - it tries to attack designs against humanity. I see our city has invested in these with their sloped benches. Get rid of those for a start. |
| 10-2-2018 16:08:08 | How do you think social equity/fairness should be | Rip out I5 on the east side of the river south of the Fremont bridge (knocked down the marcum bridge). Develop the available land with housing policy that prioritizes return of displaced communities. |
| 10-2-2018 15:23:28 | How do you think social equity/fairness should be | frequent public transportation needs to be available to neighborhoods which are most in need. Outreach to organizations dealing with people of color offering low cost hoppers passes, route education |
| 10-2-2018 16:10:23 | How do you think social equity/fairness should be | More affordable, more frequent bus service |
| 10-2-2018 16:24:48 | How do you think social equity/fairness should be | Spend money based on ridership needs rather than funding provided by district. I would love to ride the MAX all the way into East Portland, but the stops get sketchy looking to take my 4-year-old to. |
| 10-2-2018 16:28:22 | How do you think social equity/fairness should be | Not relevant |
| 10-2-2018 15:58:07 | How do you think social equity/fairness should be | I would classify it more as a misprioritization of economic development with a lack of cultural awareness. Marginalizing one group consistently is racist. |
| 10-2-2018 16:30:42 | How do you think social equity/fairness should be | Affordable housing near transit |

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| 10-2-2018 17:39:24 | How do you think social equity/fairness should be | Take a look around. East side and outer East Portland have been overlooked and underfunded for decades on all types of infrastructure. |
| 10-2-2018 17:52:02 | How do you think social equity/fairness should be | Better access to transit and bike infrastructure for east Portland, sidewalks, crosswalks, and safer and narrower streets |
| 10-2-2018 18:08:34 | How do you think social equity/fairness should be | Expanding the freeway system would help the minorities and ble collar |
| 10-2-2018 18:08:34 | How do you think social equity/fairness should be | Expanding the freeway system would help the minorities and blue collar who |
| 10-2-2018 18:08:34 | How do you think social equity/fairness should be | Expanding the freeway system would help the minorities and blue-collar who because of the cost of housing live in places like Woodburn and Vancouver and must commute the farthest. |
| 10-2-2018 18:03:56 | How do you think social equity/fairness should be | Instituting affordable fare programs. |
| 10-2-2018 18:25:05 | How do you think social equity/fairness should be | How about not bringing social drama into transit planning... everybody needs to get to work... do that. |
| 10-2-2018 18:56:42 | How do you think social equity/fairness should be | Make sure that there is an extensive, reliable, safe transportation network connecting areas with more people of color to the rest of Portland. |
| 10-2-2018 21:42:04 | How do you think social equity/fairness should be | POC generally benefit less in capitalism, however specifically in transit projects they benefit equally or more. To improve fairness reduce crime on mass transit so people won't be afraid to use it. |
| 10-2-2018 22:13:10 | How do you think social equity/fairness should be | Fix east Portland |
| 10-2-2018 21:22:59 | How do you think social equity/fairness should be | I don't think the bulk of any investment should disproportionately benefit any one group of people, whether "advantaged" or "disadvantaged". |
| 10-2-2018 23:05:13 | How do you think social equity/fairness should be | Ensure POC communities have a meaningful voice at the decision-making table; ask POC what their barriers, needs, wants, and solutions are and act on the information; invest resources in POC communitie |
| 10-2-2018 23:15:14 | How do you think social equity/fairness should be | Invest in communities that have been ignored, provide services to clean and maintain public spaces, create access to education and business/work |
| 11-2-2018 02:01:33 | How do you think social equity/fairness should be | Historic under-investment through social equity criteria, expand non-SOV transportation options and make them more affordable, empower communities of color to guide planning and investment decisions |
| 10-2-2018 23:48:46 | How do you think social equity/fairness should be | We haven't lived here long enough to have an awareness of this issue. |
| 11-2-2018 01:06:58 | How do you think social equity/fairness should be | Why are you asking this question instead of stating it as fact? There is no reason to ask this, if it is an issue you don't plan on addressing immediately. It's long overdue. |
| 11-2-2018 02:11:14 | How do you think social equity/fairness should be | Increasing cycling and transit will provide more opportunities for everyone |
| 11-2-2018 02:20:11 | How do you think social equity/fairness should be | Safe ridership and law enforcement |
| 11-2-2018 03:17:50 | How do you think social equity/fairness should be | Ask communities of color what would serve them. As a white person, I don't feel equipped to answer this. |
| 11-2-2018 02:43:54 | How do you think social equity/fairness should be | By having a mandate that 30% of a board is made of minorities , women. |
| 11-2-2018 02:35:32 | How do you think social equity/fairness should be | More frequent service, affordable fares and safer sidewalks. Housing near transit and more affordable housing in city center near jobs to reduce and counteract gentrification |
| 11-2-2018 04:23:56 | How do you think social equity/fairness should be | I don't. The statement above is ridiculous. I have enough respect for the various races not to pander to any of them as helpless victims. Transportation investments are not a racial issue. |
| 11-2-2018 04:39:47 | How do you think social equity/fairness should be | We need to take care of people that haven't had the same opportunities as white people. |

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| 11-2-2018 05:21:52 | How do you think social equity/fairness should be | Free transit for African Americans |
| 11-2-2018 04:42:53 | How do you think social equity/fairness should be | Transit to affordable housing |
| 11-2-2018 06:44:32 | How do you think social equity/fairness should be | No, that's not really possible and it isn't your job anyway. You can help by requesting land value tax and zoning reform. |
| 11-2-2018 07:24:18 | How do you think social equity/fairness should be | Improvements should be made in all neighborhoods. Increased security at public transportation stops. |
| 11-2-2018 14:40:45 | How do you think social equity/fairness should be | Perhaps by keeping an eye on the price of yearly passes. |
| 11-2-2018 14:14:24 | How do you think social equity/fairness should be | All areas of the region gets investments and is based on population density |
| 11-2-2018 17:18:55 | How do you think social equity/fairness should be | Get creative about options further from CBD. On demand services and better access to stations in further out areas. Many ppl love near stations but have to walk on busy roads w/ no sidewalks to access |
| 11-2-2018 18:18:57 | How do you think social equity/fairness should be | Drop the word equity. There are too many wrongs to right. All minorities receive 50-cent roundtrip fares for life. More direct bus stops to parks during summer. |
| 11-2-2018 18:32:11 | How do you think social equity/fairness should be | Transit projects should pave the way for affordable and equitable transit oriented development |
| 11-2-2018 19:21:37 | How do you think social equity/fairness should be | Pushing out POC into more affordable areas of Portland only raises the cost to accommodate. Create affordable housing for low income near investment and resource hubs. |
| 11-2-2018 20:16:15 | How do you think social equity/fairness should be | Transit investments should be based on where the people will ride and pay to ride them. |
| 11-2-2018 20:33:16 | How do you think social equity/fairness should be | Spend more time/money making East Portland streets safer. |
| 11-2-2018 20:57:13 | How do you think social equity/fairness should be | Focused effort to improve affordable housing and transportation opportunities for all. |
| 11-2-2018 21:38:04 | How do you think social equity/fairness should be | More options. Bike lanes, bus/max/street car accessibility. Also construct and repair sidewalks, street lights, garbage cans, street trees. |
| 11-2-2018 21:40:14 | How do you think social equity/fairness should be | Invest in East county- make sure bus system runs where low income people live. |
| 11-2-2018 21:40:14 | How do you think social equity/fairness should be | Invest in East county! Make sure bus system runs where low income people live. Stop your transit police and the police/sheriff's that support them from |
| 11-2-2018 21:40:14 | How do you think social equity/fairness should be | Invest in East county! Stop your transit police and the police/sheriff's that support them from racially profiling people! Support the mentally ill and homeless. |
| 11-2-2018 21:56:54 | How do you think social equity/fairness should be | Continue to focus investment and safety improvements in areas that have high minority and lower income population |
| 11-2-2018 21:49:33 | How do you think social equity/fairness should be | Investments should serve the public equitably. |
| 11-2-2018 22:13:53 | How do you think social equity/fairness should be | Unsure |
| 12-2-2018 00:22:53 | How do you think social equity/fairness should be | We have a terrific system, but it doesn't run often enough. If "frequent service meant "every 10 minutes" instead of every 17, it would making living without the expense of a car truly practical. |
| 12-2-2018 01:17:23 | How do you think social equity/fairness should be | Don't raise housing taxes when new transportation options are installed nearby. |
| 12-2-2018 01:16:48 | How do you think social equity/fairness should be | There is often a correlation between traditionally under served communities, race, and income level. Utilize incentive programs, but build out their options first. |

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| 12-2-2018 01:43:45 | How do you think social equity/fairness should be | Ensure access in socially disadvantaged areas |
| 12-2-2018 04:02:51 | How do you think social equity/fairness should be | Investments should be equitable |
| 12-2-2018 04:59:56 | How do you think social equity/fairness should be | It could start with metro, it has a systemic problem with diversity where the representation of people of color is not shown. Even job opportunities are protected for whites |
| 12-2-2018 05:28:17 | How do you think social equity/fairness should be | Spend more money to get visible near term results in low income under served areas. |
| 12-2-2018 05:35:10 | How do you think social equity/fairness should be | Provide more options in underserved racial minority areas |
| 12-2-2018 06:01:51 | How do you think social equity/fairness should be | Build roads and trains to lower income neighborhoods, link commerce and community services such as schools and libraries to those bright hoods. |
| 12-2-2018 06:19:27 | How do you think social equity/fairness should be | Ensuring low income, underserved people can get reliable, high frequency, and affordable mass transit to and from work good be the difference between a decent living and poverty for a lot of people. |
| 12-2-2018 06:31:42 | How do you think social equity/fairness should be | While housing of all types around transit and mobility structures is good, in order to try and reduce gentrification, near transit, provide some mixed income housing. |
| 12-2-2018 07:16:33 | How do you think social equity/fairness should be | I see that it has improved a lot in the last decade. No toll roads. Frequent stops in lower income neighborhoods for busses. Housing and transportation need to plan together. |
| 12-2-2018 15:48:30 | How do you think social equity/fairness should be | Transportation should be available to everyone at affordable rates. |
| 12-2-2018 15:48:30 | How do you think social equity/fairness should be | Transportation should be available to everyone at affordable rates. It's unfortunate that fareless square is no longer a thing to better help people get around downtown to get services/places needed |
| 12-2-2018 15:57:25 | How do you think social equity/fairness should be | The forces of gentrification in North Portland have pushed out many black families, but this is not a "racist" action. The MAX Yellow Line was built to help give access to many communities of color. |
| 12-2-2018 16:54:06 | How do you think social equity/fairness should be | Invest a larger percentage of transportation budget in traditionally underserved communities. It's not rocket science. |
| 12-2-2018 17:21:08 | How do you think social equity/fairness should be | Reinvestment in areas which are being affected by transit. You look to areas on the east side which had light rail rip through their neighborhoods and they have no fully recovered. |
| 12-2-2018 17:48:17 | How do you think social equity/fairness should be | N/A |
| 12-2-2018 17:46:09 | How do you think social equity/fairness should be | Metro should improve on the existing decision making process to ensure higher levels of involvement in decision making - change the JPACT bylaws. |
| 12-2-2018 17:41:24 | How do you think social equity/fairness should be | Creating affordable housing as part of every single transportation infrastructure project. Ensuring that there is adequate access to transit for all, with frequent and efficient service to whole city. |
| 12-2-2018 19:02:09 | How do you think social equity/fairness should be | Access (physical and fiscal) to transit, bike education and safety. |
| 12-2-2018 19:18:08 | How do you think social equity/fairness should be | no fare enforcement |
| 12-2-2018 19:18:08 | How do you think social equity/fairness should be | complete end to fare enforcement, expand transit service so it is reliable in all parts of the city, maintain and modify roads/sidewalks so walking and cycling are safe and viable everywhere. |
| 12-2-2018 19:25:05 | How do you think social equity/fairness should be | I think its more important to strengthen communities in equitable ways rather than focusing on strictly transit. Transit first model could just gentrify these areas. |
| 12-2-2018 19:25:39 | How do you think social equity/fairness should be | Minimize government involvement and increase the opportunity for private investment (Uber and Lyft being prime current examples). |
| 12-2-2018 19:59:21 | How do you think social equity/fairness should be | Communities of color pull the race card whenever they can. People need to take care of themselves. Get educated, make a living and earn the right to live how you want to. No handouts. |

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| 12-2-2018 20:10:34 | How do you think social equity/fairness should be | Support lower cost housing throughout the metro area, Congestion pricing, with tax credits for lower income as lower income population is often forced to drive more. |
| 12-2-2018 20:13:40 | How do you think social equity/fairness should be | I don't agree with the statement. |
| 12-2-2018 20:43:11 | How do you think social equity/fairness should be | That's the biggest load of BS yet in this survey |
| 12-2-2018 20:45:58 | How do you think social equity/fairness should be | Transportation and safety investments in all areas of Portland- |
| 12-2-2018 20:54:29 | How do you think social equity/fairness should be | better roads |
| 12-2-2018 21:07:44 | How do you think social equity/fairness should be | More fare enforcement. I see many homeless/transient people riding MAX who have not paid the fare. A person who rides the MAX should pay their fair share. |
| 12-2-2018 21:08:17 | How do you think social equity/fairness should be | I think we should maintain, but stop "perfecting" the inner core and start bringing up the fringes of the City to an equal footing. Once that's done, we can think about new things like the Green Loop. |
| 12-2-2018 21:11:16 | How do you think social equity/fairness should be | Ensure transit options are available to communities/neighborhoods with large minority populations. |
| 12-2-2018 20:52:06 | How do you think social equity/fairness should be | Improved maintenance and access to transit services and roads. Especially in East Portland and some northeast neighborhoods, there is a blatant lack of sidewalks, lighting, and sheltered transit stop |
| 12-2-2018 21:24:57 | How do you think social equity/fairness should be | transit oriented development combined with affordable housing, low income fare programs, and stakeholder groups that actually include communities of concern |
| 12-2-2018 21:48:44 | How do you think social equity/fairness should be | Ticket systems cannot rely on complicated or tech dependent systems, as these services are desperately depended on by residents that cannot afford technologies, or struggle with mental illness |
| 12-2-2018 22:00:56 | How do you think social equity/fairness should be | hear from all stakeholders and seek to identify and address unmet needs |
| 12-2-2018 22:06:04 | How do you think social equity/fairness should be | access to city and transit in areas that POC have been pushed out to, bilingual workers on transit system or access to translators easily for issues, guidelines that protect users against hate speech |
| 12-2-2018 22:17:40 | How do you think social equity/fairness should be | Figuring out how to complete transportation improvements without gentrifying and expelling CoC. |
| 12-2-2018 22:21:59 | How do you think social equity/fairness should be | Affordable, new, clean housing near transportation lines that already have the most accessibility. |
| 12-2-2018 22:21:45 | How do you think social equity/fairness should be | build more roads/maintain roads |
| 12-2-2018 22:35:10 | How do you think social equity/fairness should be | Ask those who have been systemically depressed and discriminated against what they want. |
| 12-2-2018 22:41:42 | How do you think social equity/fairness should be | It makes sense to invest in some transit, but please be realistic. People want to drive. A working parent cannot spend an extra two hours a day commuting. A car is faster and more flexible. |
| 12-2-2018 22:50:56 | How do you think social equity/fairness should be | More service to underserved communities. A bus line through Alameda heights and through \$1 million+ home neighborhoods isn't equitable. |
| 12-2-2018 22:53:43 | How do you think social equity/fairness should be | Never happen because of politics of different agencies. |
| 12-2-2018 23:04:07 | How do you think social equity/fairness should be | Transportation investments (I-5) broke up communities of color. We need to look at our motives and our actions to see if those agree with our objectives. |
| 12-2-2018 23:11:50 | How do you think social equity/fairness should be | Makes no sense. No rules keep anyone from using mass transit. |
| 12-2-2018 23:14:14 | How do you think social equity/fairness should be | Improved resources and access distributed to those communities, and less criminalization (ie, of fare dodging) |

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| 12-2-2018 23:16:20 | How do you think social equity/fairness should be | Late-night/early-morning service, increased routes through neighborhoods, discount passes. |
| 12-2-2018 23:11:46 | How do you think social equity/fairness should be | getting feedback specifically from those communities, focusing improvements in areas typically neglected or with larger populations and communities of color. |
| 12-2-2018 23:24:41 | How do you think social equity/fairness should be | Social equity should have no bearing in transportation investments. |
| 12-2-2018 23:28:31 | How do you think social equity/fairness should be | MASSIVELY IMPROVE THE BUS SYSTEM. The metro area needs a bus system that is fast, frequent, affordable, and ubiquitous. That's the only way someone can truly live without a car here. |
| 12-2-2018 23:28:31 | How do you think social equity/fairness should be | MASSIVELY IMPROVE THE BUS & BICYCLE SYSTEM. |
| 13-2-2018 00:14:36 | How do you think social equity/fairness should be | Don't be afraid to build it for the people who will actually use it. Newly wealthy people who live in condos won't use it (unless you also build it for them). |
| 13-2-2018 00:05:06 | How do you think social equity/fairness should be | I'm aware of the basis for this statement as I travel throughout areas of Portland |
| 13-2-2018 00:05:06 | How do you think social equity/fairness should be | I'm unaware of the extent of the basis for this statement as I travel throughout areas of Portland and see buses and MAX stations. However, a lot of NE Portland is not near enough to the MAX |
| 13-2-2018 00:38:08 | How do you think social equity/fairness should be | The system must treat everyone the way that they would like to be treated. Misusing anyone, ejecting them from our system because of race, sexual preferences, religion etc should not be tolerated. |
| 13-2-2018 00:40:14 | How do you think social equity/fairness should be | Better and more roads with little traffic delays. People do not leave their communities because of the poor traffic. |
| 13-2-2018 00:49:49 | How do you think social equity/fairness should be | Covered bus shelters and bench seating should be a priority; people of all ages, races, genders should feel safe on public transit, |
| 13-2-2018 00:49:49 | How do you think social equity/fairness should be | Covered bus shelters and bench seating should be a priority; people of all ages, races, genders should feel safe on public transit. |
| 13-2-2018 01:15:56 | How do you think social equity/fairness should be | Less focus on traveling from the outside into the center of the city and more focus on moving about the neighborhoods and sections of the city. |
| 13-2-2018 01:31:08 | How do you think social equity/fairness should be | Help those in need |
| 13-2-2018 01:42:04 | How do you think social equity/fairness should be | Lack of a max line through North Portland to St. John. The conversation around the freeway expansion next to a neighborhood school that already has clean air issues is pretty awful. |
| 13-2-2018 01:47:49 | How do you think social equity/fairness should be | What?????? |
| 13-2-2018 01:39:25 | How do you think social equity/fairness should be | Unfortunately, I do not have any suggestions for this, though I agree that it is an issue that should be addressed. |
| 13-2-2018 02:32:39 | How do you think social equity/fairness should be | In general no, because transportation should be about transportation, only transportation, and nothing but transportation. But social equity should ensure that certain communities are not targeted. |
| 13-2-2018 02:32:39 | How do you think social equity/fairness should be | In general no, because transportation should be about transportation, only transportation, and nothing but transportation. But social equity should ensure that certain communities are not injured. |
| 13-2-2018 04:51:44 | How do you think social equity/fairness should be | Stop focusing on one class. Social equality is for all not "communities of color" |
| 13-2-2018 06:26:12 | How do you think social equity/fairness should be | Equal access. |
| 13-2-2018 16:23:33 | How do you think social equity/fairness should be | Get the MAX and other RTs into those communities!!! |

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| 13-2-2018 16:56:05 | How do you think social equity/fairness should be | Put more emphasis on making transportation improvements to under-served communities, make a larger effort to get their feedback on planning or to take part in boards or committees. |
| 13-2-2018 17:40:12 | How do you think social equity/fairness should be | I think everyone has equal opportunity to use the system |
| 13-2-2018 17:38:27 | How do you think social equity/fairness should be | Connecting public transit to more neighborhoods, making it easier to access, affordable, and a place where people know they are safe to ride if they are alone. |
| 13-2-2018 17:42:49 | How do you think social equity/fairness should be | Low income = free transit passes. Raise fares for those who can afford it. Institute similar equitable system for road tolling. Build new infrastructure only in areas where communities of color live. |
| 13-2-2018 18:07:18 | How do you think social equity/fairness should be | walkability, easy of use and affordability of housing near transit, subsidy programs for transportation |
| 13-2-2018 18:02:24 | How do you think social equity/fairness should be | I honestly don't know, but I do know that urban renewal projects have pushed populations out which makes their commutes more difficult and car dependent. |
| 13-2-2018 18:09:19 | How do you think social equity/fairness should be | We should be making it easier for disadvantaged people to get around. Prioritize safety and efficiency for all forms of mobility, primarily in low income areas. |
| 13-2-2018 18:12:58 | How do you think social equity/fairness should be | Increase mid-ground fare options for folks between very broke and employer subsidized passes. Increase lighting, safety, and frequency on routes further out. Support newcomers to understand options |
| 13-2-2018 18:17:53 | How do you think social equity/fairness should be | Oregon's constitution banned black people from living in the State... we have no such law anymore. Furthermore, there is no evidence that people of color benefit less from current public investment. |
| 13-2-2018 18:52:37 | How do you think social equity/fairness should be | Bells and whistles like the streetcars are fun and may attract middle-class use. But every community needs good, frequent, flexible options such as buses. |
| 13-2-2018 19:12:36 | How do you think social equity/fairness should be | It shouldn't |
| 13-2-2018 19:13:14 | How do you think social equity/fairness should be | Start running routes continually throughout east county where working class people must get to work. People can't bike to a unskilled labor job e.g. maintenance and physical labor and they can't drive |
| 13-2-2018 19:32:43 | How do you think social equity/fairness should be | We should not be expanding a freeway into Harriet Tubman for example. The "Minnesota freeway" was gutted black neighborhoods and businesses. These neighborhoods have some of the worst air quality. |
| 13-2-2018 19:18:21 | How do you think social equity/fairness should be | No matter what happened 100 years ago, today the Metro, MAX, various bus lines, bike lanes and freeways & highways are open to everybody. The open road isn't racist, that's just dumb. |
| 13-2-2018 19:43:14 | How do you think social equity/fairness should be | Safer public transportation, more employment opportunities in transportation, more sidewalks and safer bike lanes. |
| 13-2-2018 20:19:59 | How do you think social equity/fairness should be | Make sure that people of color who are prominent members of their communities are involved with decisions regarding transportation equity. |
| 13-2-2018 20:36:11 | How do you think social equity/fairness should be | Continue to expand service while maintaining what we have. Tax all to fund a system-wide, fareless system for all. |
| 13-2-2018 21:05:54 | How do you think social equity/fairness should be | Make sure that a) new investments focus on helping communities of color and b) appropriate policies are set up to prevent gentrification |
| 13-2-2018 20:49:23 | How do you think social equity/fairness should be | more transportation options to North Portland and the East side. some mechanism so that buses on certain lines (6 & 73) actually run on time. |
| 13-2-2018 21:19:25 | How do you think social equity/fairness should be | Give me a break |
| 13-2-2018 21:20:33 | How do you think social equity/fairness should be | All people should have access to the same quality of transportation infrastructure. If certain communities have denser demographics (in terms of population,) transportation should accommodate that. |
| 13-2-2018 21:40:25 | How do you think social equity/fairness should be | Focusing transportation and community stability resources in communities of color |
| 13-2-2018 21:50:49 | How do you think social equity/fairness should be | The region consistently favors the west side and areas that have more socioeconomic resources. Additionally provides urban renewal/improvements to the new light rail lines, little investment on east |

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| 13-2-2018 22:05:47 | How do you think social equity/fairness should be | People with less or who need more, should get more. Don't look at costs in isolation, make sure to consider all benefits for people using the system. Use equity analysis to understand who benefits. |
| 13-2-2018 22:12:18 | How do you think social equity/fairness should be | More cross-town bus service, more frequent bus service along with safer crossings and access to safe places to walk and bike in low income areas and communities of color. |
| 13-2-2018 22:33:41 | How do you think social equity/fairness should be | Make all of Portland bike / walk-friendly. Not just the high-earning neighborhoods. The traditionally non-white neighborhoods have the shittiest roads, greatest lack of bike lanes, etc. |
| 13-2-2018 23:02:50 | How do you think social equity/fairness should be | Ask people of color for their ideas, and hire people of color for the jobs that improve transportation investment. It's not difficult. |
| 13-2-2018 23:58:48 | How do you think social equity/fairness should be | communities of color have been historically slighted by every American civic body. This is a redundant question. We all know the answer. |
| 14-2-2018 00:08:04 | How do you think social equity/fairness should be | Increased access to clean transportation options for areas outside of Portland center. This should include easier ways to pay for service and for safety measures to extend to all bus and MAX stops |
| 14-2-2018 00:26:42 | How do you think social equity/fairness should be | It can't. Transportation does not know race or color. |
| 14-2-2018 00:53:51 | How do you think social equity/fairness should be | I lived in a community of color for years. This is not true. there is no difference , I also lived on the west side for years. Same services, schedules. Leading question that's NOT true. |
| 14-2-2018 00:55:58 | How do you think social equity/fairness should be | Anything you do on a regional scale will benefit all. I don't disagree with the systemic racism part of the statement above, but don't think this racism has been reflected in transpo improvements |
| 14-2-2018 02:08:20 | How do you think social equity/fairness should be | At this point transit opportunities exist in all communities and while the prices are higher trimet does offer some programs to help with that |
| 14-2-2018 03:24:28 | How do you think social equity/fairness should be | Get parking fees from employer and parking lots for employees travel options |
| 14-2-2018 02:21:20 | How do you think social equity/fairness should be | Just worry about the pot holes and street maintenance. Roads in disrepair affect everyone through increased maintenance cost for vehicles, including minorities and poorer people. |
| 14-2-2018 01:33:00 | How do you think social equity/fairness should be | Investments targeted to areas with less options, and possibly mitigation efforts for past investments that caused harm. |
| 14-2-2018 06:01:37 | How do you think social equity/fairness should be | I think the fact there are areas of the greater Portland area that didn't allow technically for minority home ownership until the 80s is a bigger issue. |
| 14-2-2018 16:51:43 | How do you think social equity/fairness should be | I'm not an expert in this area, but, as I understand it, there are still areas of town that have a higher black population. Isolation |
| 14-2-2018 16:51:43 | How do you think social equity/fairness should be | This is too complex for 200 characters. |
| 14-2-2018 15:50:33 | How do you think social equity/fairness should be | Complete streets need to be built in lower income neighborhoods where car ownership can be a hardship. |
| 14-2-2018 15:44:23 | How do you think social equity/fairness should be | There should be easy access in all communities. There could be financial assistance for people who need public transportation to get to work, but do not earn enough to cover the expense of travel. |
| 14-2-2018 17:04:00 | How do you think social equity/fairness should be | Well regionally it seems that a lot of focus has been inside the city of Portland, but more minorities and residing in the inner suburbs. More transit options should be available to connect cities |
| 14-2-2018 17:20:36 | How do you think social equity/fairness should be | Discounts offered for users of mass transit(insurance, taxes, prices on merchandise) |
| 14-2-2018 17:55:35 | How do you think social equity/fairness should be | Transportation investments should be prioritized to maximize system completeness and efficiency, and to benefit the highest number of users including most vulnerable populations |
| 14-2-2018 17:57:24 | How do you think social equity/fairness should be | Transportation should be improved/expanded where the majority of activities are (shopping, schools/ colleges, and downtown core). |
| 14-2-2018 18:22:48 | How do you think social equity/fairness should be | I would encourage more diversity of ideology within the city of Portland. |

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| 14-2-2018 18:40:13 | How do you think social equity/fairness should be | Invest in technology that allows for expansion of services and jobs and doesn't just move pollution elsewhere, such as natural gas buses. Proposed electric buses are an expensive dream for the rich. |
| 14-2-2018 18:40:13 | How do you think social equity/fairness should be | Invest in technology that allows for expansion of services and jobs and doesn't just move pollution elsewhere, such as natural gas buses. Proposed electric buses not responsible. |
| 14-2-2018 18:53:27 | How do you think social equity/fairness should be | Increase service to Pleasant Valley and east county in general. |
| 14-2-2018 18:55:24 | How do you think social equity/fairness should be | Means-tested annual passes? Regular and reliable public transport serving less well-off communities to where they work reduces household costs. |
| 14-2-2018 19:22:14 | How do you think social equity/fairness should be | There is no easy answer. As long as there are socio-economic differences, there will be disparity and I am not a fan of communism. |
| 14-2-2018 19:29:19 | How do you think social equity/fairness should be | I don't think it is unfair or unequal. |
| 14-2-2018 22:15:59 | How do you think social equity/fairness should be | The streetcar was a ridiculous indulgence and it's in disrepair (check out the upholstery). Help employers incentivize public transit. Offer transportation pass grants to students/low-income/seniors |
| 14-2-2018 22:49:13 | How do you think social equity/fairness should be | I dunno. You're gonna have to explain this one to me. Is there systemic racism in America? Yeah. But are POC being left out of the metro transportation system? How? I don't follow this here, at all. |
| 14-2-2018 23:08:16 | How do you think social equity/fairness should be | Having a safe and low cost way for people In all areas to access transportation options. |
| 14-2-2018 23:21:58 | How do you think social equity/fairness should be | The problem in itself isn't transportation, it's housing. People who called Portland home are being displaced by rising housing costs that only a minority can afford, which effects ethnic minorities. |
| 14-2-2018 22:56:09 | How do you think social equity/fairness should be | Invest more in areas that have been historically understood - particularly East Multnomah County |
| 14-2-2018 23:53:02 | How do you think social equity/fairness should be | Light rail to Vancouver (even though Clark Co. voted it down/WA legislature dropped ball). Widened freeways. Potholes fixed, PLEASE!!! |
| 15-2-2018 00:31:06 | How do you think social equity/fairness should be | all but very few are immigrants. complaining about |
| 15-2-2018 00:31:06 | How do you think social equity/fairness should be | all but very few are immigrants. complaining about things does not cure them. I was at a distinct disadvantage when I first came here. Worked evened that advantage |
| 15-2-2018 00:56:59 | How do you think social equity/fairness should be | i live in East Portland and i can see it. MORE Transit, SAFER streets. |
| 15-2-2018 03:58:03 | How do you think social equity/fairness should be | Oregon tax reform, meaning voters overturning Measures 5 & 50, legislature raises corporate taxes, institutes more/higher luxury, so-called vice taxes, carbon tax. In turn, more funds given to city. |
| 15-2-2018 04:54:32 | How do you think social equity/fairness should be | Equitable access Connect communities to workplaces |
| 15-2-2018 06:18:53 | How do you think social equity/fairness should be | Build more access to Washington state |
| 15-2-2018 04:50:42 | How do you think social equity/fairness should be | We need to help with wealth creation by subsidizing mortgages for homes near transit. |
| 15-2-2018 16:25:41 | How do you think social equity/fairness should be | Bring up service in disadvantaged areas to the standard level. |
| 15-2-2018 16:31:20 | How do you think social equity/fairness should be | Trimet |
| 15-2-2018 16:45:02 | How do you think social equity/fairness should be | Start spending money on Rockwood. |
| 15-2-2018 17:34:16 | How do you think social equity/fairness should be | keeping prices affordable or even |

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| 15-2-2018 17:34:16 | How do you think social equity/fairness should be | keeping prices affordable or even augmented through current programs. Keep it simple. Not everyone (young, poor, elderly) has access to cell phones or other electronic uses being presented. |
| 15-2-2018 18:01:34 | How do you think social equity/fairness should be | By improving connectivity to all communities and allowing affordable housing close to transit or walk/bike routes. |
| 15-2-2018 18:02:40 | How do you think social equity/fairness should be | Social justice is not a transportation issue, and tax payer dollars should not be wasted on it. |
| 15-2-2018 18:03:12 | How do you think social equity/fairness should be | Provide more access to disadvantaged regions and more affordable transportation options. |
| 15-2-2018 18:05:02 | How do you think social equity/fairness should be | No; education in grade schools. |
| 15-2-2018 18:06:28 | How do you think social equity/fairness should be | With the advent of LYFT and |
| 15-2-2018 18:06:28 | How do you think social equity/fairness should be | With the advent of LYFT +UBER, there's been a paradigm shift; the City's bike rental is a novel expansion. Maybe the old bus system model - one size fits all - should be changed: add a mini buses fleet |
| 15-2-2018 18:06:48 | How do you think social equity/fairness should be | I may be blinded to it but I feel that minorities of any kind are treated very well in Portland compared to other cities I have lived in. |
| 15-2-2018 18:07:32 | How do you think social equity/fairness should be | Yes. Not only for communities of color, but for low income areas of the greater Portland area that coincidentally are also dominated by people of color. |
| 15-2-2018 18:07:40 | How do you think social equity/fairness should be | Maintenance and expansion of existing road and public transit systems should be prioritized in areas to benefit under served and/or minority communities. |
| 15-2-2018 18:11:30 | How do you think social equity/fairness should be | Studies of low-income neighborhoods. |
| 15-2-2018 18:17:55 | How do you think social equity/fairness should be | I think the city should place a strong focus on low income areas, and the outer edges of Portland where lower income households are relocating to. |
| 15-2-2018 18:17:55 | How do you think social equity/fairness should be | I think the city should place a strong focus on low income areas, and the outer edges of Portland. Get some direct line transit into the city from those areas without a ton of stops. |
| 15-2-2018 18:11:43 | How do you think social equity/fairness should be | We need to improve safety and accessibility in lower-income areas outside of the city's core. |
| 15-2-2018 18:23:49 | How do you think social equity/fairness should be | hand up not hand out |
| 15-2-2018 18:26:54 | How do you think social equity/fairness should be | Transportation projects linked to affordable housing projects to prevent further gentrification from pushing people away from the areas with good/many transportation options or away from the central area. |
| 15-2-2018 18:32:38 | How do you think social equity/fairness should be | While I do feel that communities of color have the same access as others in the area, perhaps they feel like they are being profiled by others while using public transportation. |
| 15-2-2018 18:34:15 | How do you think social equity/fairness should be | Promote housing affordability that allow CoC to remain in more transit ready areas. |
| 15-2-2018 18:34:18 | How do you think social equity/fairness should be | I think that social equity has already been adequately addressed in our transportation investments. I strongly believe that we need to put higher prices on road use (tolls, truck tariffs, etc.). |
| 15-2-2018 18:45:45 | How do you think social equity/fairness should be | Invest in keeping public transit clean and safe. It would encourage users of all income levels to access it. Create routes that provide easy access to low income areas. |
| 15-2-2018 18:50:00 | How do you think social equity/fairness should be | Is this a true statement? I have no insight into systemic racism and lack the understand to make an educated suggestion here. I can only say that equality is imperative - but "fairness" is subjective. |
| 15-2-2018 18:42:46 | How do you think social equity/fairness should be | No tolling. More free/low cost alternative transportation services. Incentives for living close to work or taking alt. transportation |

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| 15-2-2018 19:13:47 | How do you think social equity/fairness should be | I believe that people of color and people who are lower income should be listened to and considered in decisions that will impact them. The good old boys/white system needs to expand it focus. |
| 15-2-2018 19:24:32 | How do you think social equity/fairness should be | The Interstate max line is of little use for St. Johns residents |
| 15-2-2018 19:36:03 | How do you think social equity/fairness should be | Good question. Really, I think it's more than transportation. Nevertheless, providing access to good and affordable transportation so people can easily get to work is a good start.. |
| 15-2-2018 19:57:40 | How do you think social equity/fairness should be | No opinion. |
| 15-2-2018 19:56:20 | How do you think social equity/fairness should be | The malinvestment correlates with poverty. Portland invests in wealthier communities disproportionately, whether it is roads, parks or other public investment. |
| 15-2-2018 20:25:04 | How do you think social equity/fairness should be | It is not the history that matters, it is what we are doing today about it. We all have dirt in our background. Racism against non-minorities is equally unfair and reprehensible. |
| 15-2-2018 20:25:21 | How do you think social equity/fairness should be | Public transportation should be free for low income people to help them find jobs further from their homes |
| 15-2-2018 20:47:47 | How do you think social equity/fairness should be | This would require more targeted & localized polling within communities, to find out what the transportation pain-points are. |
| 15-2-2018 20:50:37 | How do you think social equity/fairness should be | Stop targeting people of color as fare evaders at a rate much higher than white passengers |
| 15-2-2018 20:52:56 | How do you think social equity/fairness should be | Improve sidewalks and walkability of neighborhoods. It's nice to have safe walking routes where you don't fear for your life thinking that some driver won't see you while you walk to dinner or the bus |
| 15-2-2018 20:54:08 | How do you think social equity/fairness should be | Housing near transit, expanded rail offerings to farther-out locations |
| 15-2-2018 21:00:05 | How do you think social equity/fairness should be | I don't know how but that certainly seems like one avenue to take. |
| 15-2-2018 21:33:27 | How do you think social equity/fairness should be | I think every major investment project should include an assessment of its social equity/fairness, and those projects that aren't shouldn't be funded |
| 15-2-2018 21:23:08 | How do you think social equity/fairness should be | Go look at 82nd Ave. |
| 15-2-2018 21:00:06 | How do you think social equity/fairness should be | Stop telling people they are victims of society. |
| 15-2-2018 21:41:19 | How do you think social equity/fairness should be | I totally agree with this statement alas to win more people over to it we need to bring up classism and sexism. |
| 15-2-2018 22:07:50 | How do you think social equity/fairness should be | Ensuring that affordable transportation is as available if not more present in poorer communities. |
| 15-2-2018 22:10:46 | How do you think social equity/fairness should be | We can't make up for past mistakes by how we spend money today. We can only make good, objective decisions based on statistics. Priorities should be based on use and need, objectively. |
| 15-2-2018 22:25:36 | How do you think social equity/fairness should be | I lived in the south for years - I don't think we have as much of a problem here as there. I do think that investments should be spread around the region & focused on what people will use |
| 15-2-2018 23:14:09 | How do you think social equity/fairness should be | investments need to be done without impact on affordability of those locations. so we don't keep improving neighborhoods just to price out everyone who is already there. |
| 15-2-2018 23:34:57 | How do you think social equity/fairness should be | It's about where the money is spent - what routes get frequent service and updates, and so on. |
| 15-2-2018 23:30:41 | How do you think social equity/fairness should be | That information should be given by the communities affected by it. A survey of these communities would let you know how to make the best improvements to social equity/fairness. |
| 15-2-2018 23:18:52 | How do you think social equity/fairness should be | Make sure communities of color (or low income or both) have what they need from a transportation system- before large investments in upper income communities. |

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| 16-2-2018 00:39:04 | How do you think social equity/fairness should be | By being equitable in fares charged and mindful of where and when transportation is being offered |
| 16-2-2018 00:35:26 | How do you think social equity/fairness should be | Build buses and Max stations that go to where people live and work frequently and safely. Improve the safety on these systems so POC do not have to be fearful on transit. |
| 16-2-2018 01:10:43 | How do you think social equity/fairness should be | What a B.S. statement... |
| 16-2-2018 00:45:29 | How do you think social equity/fairness should be | Invest in transit and jobs in low income communities. Stop catering to wealthier close in Neighborhoods. |
| 16-2-2018 01:19:48 | How do you think social equity/fairness should be | I haven't lived here long enough to have a strong take on this issue. |
| 16-2-2018 01:58:33 | How do you think social equity/fairness should be | Invest near low income housing. Invest in transit to jobs. Improve pedestrian safety |
| 16-2-2018 02:34:00 | How do you think social equity/fairness should be | Better transportation options in East Portland and the suburbs where more socially and economically disadvantaged folks are being pushed to. |
| 16-2-2018 04:02:16 | How do you think social equity/fairness should be | More diverse involvement |
| 16-2-2018 01:53:29 | How do you think social equity/fairness should be | By serving the greatest number of potential customers, prioritizing those most likely to need to use the system |
| 16-2-2018 04:22:28 | How do you think social equity/fairness should be | equality and responsibility shared by everyone, equally, according to the law. |
| 16-2-2018 04:22:28 | How do you think social equity/fairness should be | equality and responsibility shared equally by ALL who live, work or visit the City and use it's public transportation and streets. ☑ |
| 16-2-2018 06:56:57 | How do you think social equity/fairness should be | Run a Max line through NE to offer a bus alternative |
| 16-2-2018 05:13:20 | How do you think social equity/fairness should be | Public transportation should be affordable for all regardless of race |
| 16-2-2018 08:00:48 | How do you think social equity/fairness should be | Congestion pricing / toll roads will insure that the people of color |
| 16-2-2018 08:00:48 | How do you think social equity/fairness should be | Congestion pricing / toll roads will insure that the people of color in East County will pay more to travel to their jobs outside of downtown where Trimet offers S L O W service or no service. |
| 16-2-2018 11:01:54 | How do you think social equity/fairness should be | Not. |
| 16-2-2018 14:17:47 | How do you think social equity/fairness should be | As low income people are forced to move farther away from the city center because of housing costs need to make sure they have the transit option to get to work / services |
| 16-2-2018 14:28:54 | How do you think social equity/fairness should be | Should be available to all parts of greater Portland without limitations. |
| 16-2-2018 15:49:27 | How do you think social equity/fairness should be | Lower cost bus fares |
| 16-2-2018 16:14:45 | How do you think social equity/fairness should be | Ensure everyone has equal access to a good education and the "equity/fairness" of the transportation system or any system (if indeed there is any inequity) will be irrelevant. |
| 16-2-2018 15:19:41 | How do you think social equity/fairness should be | We keep forgetting about planning the movement of goods. It is an equity issue to keep prices stable instead of artificially raising them because trucks can't use many streets. Fire trucks or buses |
| 16-2-2018 16:40:28 | How do you think social equity/fairness should be | Public transportation is very accessible and affordable. Problem is that there's not enough of it. There's a lack of tram and train routes, both inside the greater Portland area and across Oregon. |
| 16-2-2018 17:17:11 | How do you think social equity/fairness should be | We need to invest in regions outside int city core in non car infrastructure |

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| 16-2-2018 18:48:51 | How do you think social equity/fairness should be | Express transit routes to areas where folks have been displaced. |
| 16-2-2018 19:37:45 | How do you think social equity/fairness should be | More investment in pedestrian, transit and cycling infrastructure. Increased cost for drivers through fuel tax, road pricing, and registration fees to pay for investment above. Period. |
| 16-2-2018 19:54:21 | How do you think social equity/fairness should be | Hire only people who are worse off due to this legacy of systemic racism so that they can build wealth they were excluded from building since ww2. |
| 16-2-2018 19:55:52 | How do you think social equity/fairness should be | ask the people of these groups! |
| 16-2-2018 20:02:00 | How do you think social equity/fairness should be | Fix the f@*^% roads in the poorer neighborhoods. It is unacceptable that neighborhood roads west of 82 are not paved and look like crates on the moon! |
| 16-2-2018 20:02:00 | How do you think social equity/fairness should be | Fix the f@*^% roads in the poorer neighborhoods. It is unacceptable that neighborhood roads west of 82 are not paved and look like crateres on the moon! |
| 16-2-2018 20:13:10 | How do you think social equity/fairness should be | Coordinated investments in transit and housing options for displaced and/or at-risk communities. |
| 16-2-2018 20:02:00 | How do you think social equity/fairness should be | Fix the f@*^% roads in the poorer neighborhoods. It is unacceptable that neighborhood roads west of 82 are not paved and look like craters on the moon! |
| 16-2-2018 20:53:29 | How do you think social equity/fairness should be | Expanded and more frequent services should access areas of historical disinvestment. Provide those areas with more connections. |
| 16-2-2018 21:09:13 | How do you think social equity/fairness should be | They benefit less because they have fewer options in general. Not true to say that communities of color benefit less from investment in our system. |
| 16-2-2018 21:59:23 | How do you think social equity/fairness should be | It doesn't need to be. If people have jobs, affordable housing and reliable transportation, then past issues are not relevant. |
| 16-2-2018 20:31:49 | How do you think social equity/fairness should be | Great bus service to lower income parts of the region. |
| 16-2-2018 22:09:43 | How do you think social equity/fairness should be | Connections of public transportation out to outer Eastside. Many folks from inner Portland have been pushed out because they no longer can afford housing or keeping their house. |
| 16-2-2018 22:43:59 | How do you think social equity/fairness should be | Focus all transit improvement in historically marginalized neighborhoods. Don't invest more money in wealthier areas until the poorer areas have caught up. |
| 16-2-2018 22:51:59 | How do you think social equity/fairness should be | faster, better transportation options including high-speed rail that links suburbs to the inner-city |
| 17-2-2018 00:35:05 | How do you think social equity/fairness should be | have a public transit system that is responsive to our growing areas. Max trains are great but very expensive to build and operate. Must have better park & ride areas. Need rapid bus routes. |
| 17-2-2018 00:54:29 | How do you think social equity/fairness should be | Better access to transportation near low income housing |
| 17-2-2018 02:42:52 | How do you think social equity/fairness should be | Get rid of transit cops. They just racially profiled a man trying to hurry from Line 88 to the 58 for a robbery that happened in the opposite direction of the 58. They hang harassing People of Color. |
| 17-2-2018 05:34:19 | How do you think social equity/fairness should be | Create more lines, stops and also express transit from further outlining areas of Portland. Express service to and from Gresham Beaverton into the city where there are jobs and services. |
| 17-2-2018 05:36:52 | How do you think social equity/fairness should be | Not so many violence.By clearing out all the homeless camps.More police force and more Security on all transportation.And I think Portland and Vancouver can improve their environment by redoing roads |
| 17-2-2018 05:59:15 | How do you think social equity/fairness should be | You are the experts on this. Perhaps stop forcing people of color into East County and greater distances from their daily destinations? |
| 17-2-2018 06:11:36 | How do you think social equity/fairness should be | Do not build new freeways and conserve trees and farmland |
| 17-2-2018 07:10:17 | How do you think social equity/fairness should be | Bring affordable housing as well as enhanced service with new improvements, ESPECIALLY in areas that have a high risk of displacing vulnerable residents. |

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| 17-2-2018 09:20:21 | How do you think social equity/fairness should be | Improve accessibility to low-income transit passes; increase transit options to areas of high need; increase express transit options to reduce long commute times |
| 17-2-2018 17:18:02 | How do you think social equity/fairness should be | TALK to communities of color who have been affected by systemic racism and find out what they think! You can't make decisions about a group - even to benefit - without their input. |
| 17-2-2018 17:29:58 | How do you think social equity/fairness should be | Conscious decision making |
| 17-2-2018 17:45:33 | How do you think social equity/fairness should be | planning routes, fare programs |
| 17-2-2018 17:46:43 | How do you think social equity/fairness should be | POC have been pushed from the city core, to East Portland and the suburbs. Bring the infrastructure to them, focus on affordable housing and access. Deemphasize downtown projects that don't serve them |
| 17-2-2018 18:17:13 | How do you think social equity/fairness should be | Listen to OPAL environmental justice for recommend |
| 17-2-2018 18:17:13 | How do you think social equity/fairness should be | Listen to OPAL environmental justice for recommendations |
| 17-2-2018 18:36:18 | How do you think social equity/fairness should be | Who uses public transportation for work and school as must vs an option must be considered when creating schedules and future line expansions. |
| 17-2-2018 18:44:29 | How do you think social equity/fairness should be | We need MAX lines east to west. I'm being facetious here: but we need a MAX line just to get people out to that island in the middle of I-205 |
| 17-2-2018 20:56:14 | How do you think social equity/fairness should be | Rapid bus routes in and out of downtown Portland. |
| 17-2-2018 21:33:08 | How do you think social equity/fairness should be | TOD with displaced community priority ownership; intentional engagement with low-income and renter communities when new transportation inf. is planned, to make sure their needs are met |
| 17-2-2018 18:56:23 | How do you think social equity/fairness should be | I'm not sure. Education about social equity? |
| 17-2-2018 22:21:59 | How do you think social equity/fairness should be | The housing situation has forced low income people out of the city but Trimet doesn't necessarily serve those new communities. Now their commute is longer. Kids are alone longer. Get service to them. |
| 18-2-2018 00:09:34 | How do you think social equity/fairness should be | Trimet should be held accountable, and be taken over by metro. Trimet should not criminalize poor people, and there should be better access to transportation. Also, bike share programs! |
| 18-2-2018 03:30:02 | How do you think social equity/fairness should be | The majority of funding for transportation should be allocated to those programs that most benefit communities of color and low-income communities. |
| 18-2-2018 01:07:55 | How do you think social equity/fairness should be | Free low income and youth fares. Actual BRT lines at one mile increments from Greeley to 162nd+ and from Columbia to, at least, Powell. Locate BRTOD. |
| 18-2-2018 04:29:20 | How do you think social equity/fairness should be | I don't buy the premise it's unfair to begin with, so... |
| 18-2-2018 06:22:33 | How do you think social equity/fairness should be | More transit oriented development for housing, jobs and services. |
| 18-2-2018 06:22:33 | How do you think social equity/fairness should be | Prioritize transportation planning and projects which connect low-income communities to economic opportunity and to basic goods and services. |
| 18-2-2018 06:22:33 | How do you think social equity/fairness should be | Prioritize transportation planning and projects which connect low-income communities to economic opportunity and to basic goods and services. Increase |
| 18-2-2018 06:22:33 | How do you think social equity/fairness should be | Prioritize transportation planning and projects which connect low-income communities to economic opportunity and to basic goods and services. Increase investment in public transit, walking and biking. |
| 18-2-2018 05:13:22 | How do you think social equity/fairness should be | Affordable housing along light rail lines, including housing impact survey & set aside on Tigard line with priority going to people who would be priced out. |
| 18-2-2018 06:33:14 | How do you think social equity/fairness should be | More funding and services to low income and communities. |

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| 18-2-2018 07:09:47 | How do you think social equity/fairness should be | Simply keep the most vulnerable populations in mind. |
| 18-2-2018 19:23:01 | How do you think social equity/fairness should be | Poor neighborhoods should have better transportation options. We need to improve the job market for everyone. |
| 18-2-2018 20:51:34 | How do you think social equity/fairness should be | Everyone already has access to public transportation. |
| 18-2-2018 21:02:53 | How do you think social equity/fairness should be | MAX was first installed on the more diverse East side. However, transit should be more frequent & of diverse types in low income & elderly/disabled areas where it may be needed more. |
| 20-2-2018 01:31:33 | How do you think social equity/fairness should be | I agree that racism in Oregon is systemic and deeply rooted, however I think public investment |
| 20-2-2018 01:31:33 | How do you think social equity/fairness should be | I agree that racism in Oregon is systemic and deeply rooted, however in terms of public transportation I think minority populations have the same opportunity to benefit as any other racial class. |
| 18-2-2018 07:09:47 | How do you think social equity/fairness should be | Simply: keep the most vulnerable populations (people with disabilities and low incomes, communities of color) in mind. |
| 19-2-2018 03:22:25 | How do you think social equity/fairness should be | Increased investment in roads, sidewalks and transit in minority and low income neighborhoods. |
| 19-2-2018 03:49:36 | How do you think social equity/fairness should be | Transit Oriented Development plan that is broadly supported by State, County, Municipal government and private sector participants. |
| 19-2-2018 16:50:07 | How do you think social equity/fairness should be | Stop focusing on race and give everyone equal treatment |
| 19-2-2018 18:12:50 | How do you think social equity/fairness should be | this is a complex issue that transportation system alone can't fix. |
| 20-2-2018 00:02:50 | How do you think social equity/fairness should be | Walkable schools and cycling are important to me. |
| 20-2-2018 00:02:50 | How do you think social equity/fairness should be | systemic racism? That verbiage of systematic was probably unecessary. And causes me to disagree. I don't believe its systematic. |
| 20-2-2018 00:32:55 | How do you think social equity/fairness should be | Build the transportation systems where they would be the most used |
| 20-2-2018 00:52:54 | How do you think social equity/fairness should be | Historically underserved communitites or those |
| 20-2-2018 00:52:54 | How do you think social equity/fairness should be | Historically underserved communities or those at rist of dispalcement or recently dispalced should be the 1st priority when makeing investments going forward. |
| 20-2-2018 00:52:54 | How do you think social equity/fairness should be | Historically underserved communities and/or those at risk of displacement or recently displaced should be the 1st priority when making investments going forward. |
| 20-2-2018 00:52:54 | Any additional comments on transportation priorit | I support raising taxes to fund active transportation infrastructure and programs. NOT expanding or building more highways. |
| 20-2-2018 00:32:55 | Any additional comments on transportation priorit | More MAX lines |
| 19-2-2018 18:12:50 | Any additional comments on transportation priorit | I only strongly support this if the money is managed well. we need serious planning and not just fixing and building things haphazardly and without controls - which is what appears to be happening now |
| 19-2-2018 18:54:03 | Any additional comments on transportation priorit | That depends on who has to pay the "taxes and fees". The communities of color who live farther from their jobs or need the most work in their neighborhoods? |
| 19-2-2018 17:59:31 | Any additional comments on transportation priorit | Toll bridges to Washington state, where a major impact on our clogged roads is from, plus too many semi trucks. |
| 19-2-2018 18:12:50 | Any additional comments on transportation priorit | I only strongly support this if the money is managed responsibly. |

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| 20-2-2018 01:31:33 | Any additional comments on transportation priorit | I think taxes should continue to be tied to those who commute daily, and incentives should continue to be provided to public transit goers. |
| 18-2-2018 21:02:53 | Any additional comments on transportation priorit | Eventually, the MAX and streetcar lines will need to go underground through downtown to speed up service, capacity, safety, and avoid traffic problems in the city. What is TriMet planning about that? |
| 18-2-2018 20:51:34 | Any additional comments on transportation priorit | Everyone benefits from transportation projects - everyone needs to help fund them (not just vehicle owners). |
| 18-2-2018 20:51:34 | Any additional comments on transportation priorit | Everyone benefits from transportation projects - everyone needs to help fund them (not just those who own and drive vehicles). |
| 18-2-2018 19:23:01 | Any additional comments on transportation priorit | When you add a tax you are compounding the poverty problem. |
| 18-2-2018 07:09:47 | Any additional comments on transportation priorit | Section 3 showed up blank on both my Firefox and Chrome browsers. I was not able to rate strategies. |
| 18-2-2018 05:13:22 | Any additional comments on transportation priorit | High speed bus/rail, no Rose Quarter freeway expansion, a widely accessible and funded low-income fair program on Trimet, sidewalks & infrastructure in East Portland/unincorporated Clackamas County |
| 18-2-2018 06:22:33 | Any additional comments on transportation priorit | Increase significantly investment in public transit systems and in walking and biking facilities and create minimum levels-of-service for each |
| 18-2-2018 06:22:33 | Any additional comments on transportation priorit | Increase significantly investment in public transit systems and in walking and biking facilities. |
| 18-2-2018 06:22:33 | Any additional comments on transportation priorit | Increase significantly investment in public transit systems and in walking and biking infrastructure and create minimum levels-of-service for each to facilitate consistent funding. |
| 18-2-2018 04:29:20 | Any additional comments on transportation priorit | Receive enough now. Quit whining for more simply because you misuse what you get. |
| 18-2-2018 03:30:02 | Any additional comments on transportation priorit | I strongly support this as long as this increased revenue is allocated to programs that benefit communities of color and low income communities. |
| 17-2-2018 22:22:33 | Any additional comments on transportation priorit | As long as they support those paying for them. Bikers pay for bike Lanes, etc. |
| 17-2-2018 22:21:59 | Any additional comments on transportation priorit | We are already paying and Id pay more. More routes, speedier service, broader scope of locations. |
| 17-2-2018 22:13:49 | Any additional comments on transportation priorit | Sources of funding need to be based on use, i.e. gas taxes vs car registration, peak-use tolls vs car registration (not everyone drives on heavily-used roads), road-use fees for EV's who don't use gas |
| 17-2-2018 21:33:08 | Any additional comments on transportation priorit | Raising taxes is fine; raising fares is not. Low-income individuals should not be responsible for funding these improvements. No regressive taxation. |
| 17-2-2018 20:56:14 | Any additional comments on transportation priorit | Costs and taxes are increasing too rapidly. I don't consider my taxes well-spent now, and don't think paying more will be a good investment: e.g., the bridge that never got built across the Columbia. |
| 17-2-2018 18:44:29 | Any additional comments on transportation priorit | I strongly support taxing developers to pay for it. This is their mess. I strongly oppose taxing homeowners to pay for it. We are already overburdened w school bonds, and everything else. |
| 17-2-2018 18:36:18 | Any additional comments on transportation priorit | It would be outstanding to have an affordable bike share program not apart of Nike. |
| 17-2-2018 18:17:13 | Any additional comments on transportation priorit | Any fee increases must have equity involved. As a nonprofit employee I can barely afford using public transit, and I know many others making less or working swing hours are more impacted |
| 17-2-2018 17:46:43 | Any additional comments on transportation priorit | I know we have to pay for this but I'm hopeful we can do so with creative budgeting that doesn't rely heavily on additional taxes. Affordable living is a huge issue and more tax burden is just that. |
| 17-2-2018 17:29:58 | Any additional comments on transportation priorit | Better transit access to east county and Clackamas county/oregon city |
| 17-2-2018 09:20:21 | Any additional comments on transportation priorit | Transportation is typically a leading contributor to climate change. I would strongly support an increase in taxes to improve public transit. |

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| 17-2-2018 06:11:36 | Any additional comments on transportation priorit | We must not build any new freeways. We need a fast commuter rail system, directly from Portland to Hillsboro, Gresham, and Vancouver to make being stuck in traffic the less desirable option. |
| 17-2-2018 05:59:15 | Any additional comments on transportation priorit | Take the gas tax squandered on bicycles and put it to good use in more mass transit. |
| 17-2-2018 05:05:18 | Any additional comments on transportation priorit | Unclog the 26/405 interchange! There are traffic delays on eastbound 26 so many hours every day. |
| 17-2-2018 02:42:52 | Any additional comments on transportation priorit | Fees are consumer taxes. If you want to increase equity you can't tax the poor. Until I hear the |
| 17-2-2018 02:42:52 | Any additional comments on transportation priorit | Fees are consumer taxes. If you want to increase equity you can't tax the poor. Until I hear the taxes and fees will not be absorbed by the consumers I will be hesitant to support this. |
| 17-2-2018 00:35:05 | Any additional comments on transportation priorit | Must use the \$\$ for wide variety of transportation which includes the possibility of building new (toll) roads. |
| 16-2-2018 22:51:59 | Any additional comments on transportation priorit | If it's regional, state-wide and even connected to Vancouver and other areas in Washington. We need comprehensive connectivity and a new corridor plan |
| 16-2-2018 22:43:59 | Any additional comments on transportation priorit | Gas taxes and freeway tolls are a great solution, both for discouraging single-occupancy auto use and for funding transit improvements. We need to consciously move away from car culture. |
| 16-2-2018 21:59:23 | Any additional comments on transportation priorit | People would support raised fees if they're sure they went directly to transportation projects & were used wisely. But people do not feel confident. Seeing a bunch of road worker lean on shovels = no. |
| 16-2-2018 21:09:13 | Any additional comments on transportation priorit | Think creatively! Incentivize programs to allow people to work from home - daily taking the load off roads. Stop with all the non essentials like new light rail until basic road maintenance is met. |
| 16-2-2018 20:53:29 | Any additional comments on transportation priorit | Freight vehicles are not the same as cars. Freight should be prioritized over cars. |
| 16-2-2018 20:18:13 | Any additional comments on transportation priorit | I would like more truthfull information as to where our current tax money goes. |
| 16-2-2018 20:13:10 | Any additional comments on transportation priorit | As a pedestrian I am hit or almost hit by a car weekly. Drivers need to look both ways before crossing sidewalks when leaving or entering of-road areas (like parking lots). |
| 16-2-2018 20:02:00 | Any additional comments on transportation priorit | More incentives and education campaigns on why and how PDX became different from the rest of the country in terms of transportations. This will help get people on board. |
| 16-2-2018 19:41:27 | Any additional comments on transportation priorit | We have and where's the change. No more, learn to spend what you have better |
| 16-2-2018 19:55:52 | Any additional comments on transportation priorit | this has to go hand in hand with low and middle income wage growth. and i have to see the benefits. right now i have two kids. i can't take transit and add 40 minutes to my commute (out of room) |
| 16-2-2018 19:54:21 | Any additional comments on transportation priorit | Fund it with a strongly progressive income tax that taxes wealth accumulation more heavily than labor. |
| 16-2-2018 19:37:45 | Any additional comments on transportation priorit | Absolutely. It is far too cheap to drive and that is why so many people do it. |
| 16-2-2018 18:48:51 | Any additional comments on transportation priorit | Support hinges on responsible spending |
| 16-2-2018 19:29:01 | Any additional comments on transportation priorit | I feel bike commuting is going to be the easiest way to save traffic congestion on our roadway but that bikers should have to pay for those improvements, too. |
| 16-2-2018 15:19:41 | Any additional comments on transportation priorit | Is more money the answer? Good priorities and follow through are needed!!!! |
| 16-2-2018 16:14:45 | Any additional comments on transportation priorit | Oregon has raised gas taxes twice in the past 8 years. Spend the money more judiciously (meaning end the ridiculous "prevailing wage" requirement)! |
| 16-2-2018 15:49:27 | Any additional comments on transportation priorit | Gas tax |

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| 16-2-2018 14:17:47 | Any additional comments on transportation priorit | The more we wait to fix our transportation the more it will cost |
| 16-2-2018 08:00:48 | Any additional comments on transportation priorit | No toll roads, no matter what pretty name you put on them they are still an abomination. You can paint stripes on a donkey but that doesn't make it a zebra. |
| 16-2-2018 07:44:46 | Any additional comments on transportation priorit | WA state is against supporting a toll on I-5, but when I'm stuck in gridlock trying to get to north Portland & all the cars around me have WA plates, I think it's only fair they should share costs. |
| 16-2-2018 06:56:57 | Any additional comments on transportation priorit | No new I5 bridge without rail transit to Vancouver |
| 16-2-2018 01:55:31 | Any additional comments on transportation priorit | It depends on what taxes/fees are being raised and what that money would pay for. I do NOT support one cent for freeway expansion. |
| 16-2-2018 04:02:16 | Any additional comments on transportation priorit | Instead of building wider, build higher. For example the elevated 217 would be express from I-5 to 26 |
| 16-2-2018 01:23:25 | Any additional comments on transportation priorit | This tax should come from businesses and not from low income families or people. |
| 16-2-2018 00:45:29 | Any additional comments on transportation priorit | Expanded transit. Tolls/fees for highway and road use. |
| 16-2-2018 01:10:43 | Any additional comments on transportation priorit | Enforce current fares, including the homeless that ride for free. |
| 16-2-2018 00:35:26 | Any additional comments on transportation priorit | I would want to fund it via taxes rather than the price of riding the bus so that the contributions are coming from those who are more economically affluent. |
| 15-2-2018 23:18:52 | Any additional comments on transportation priorit | NOTE: Funding- lower income folks may need to get a little bit of a break somehow on increasing their transportation costs. |
| 15-2-2018 21:41:19 | Any additional comments on transportation priorit | I think zone parking needs to happen. I think we need a bridge from vancouver to here and we need to have a toll bridge. We also need to force Washington people who work here to take public transit. |
| 15-2-2018 21:00:06 | Any additional comments on transportation priorit | I would support specific taxes that support specific projects. I do not support increased taxes that go to projects with little return. Getting rid of bottlenecks on our highways I do support. |
| 15-2-2018 21:33:27 | Any additional comments on transportation priorit | I strongly support raising taxes/fees to build a subway system. Also I strongly support a toll on the interstate bridges. |
| 15-2-2018 20:47:47 | Any additional comments on transportation priorit | Thanks for soliciting our feedback. |
| 15-2-2018 19:56:20 | Any additional comments on transportation priorit | I do NOT want NEW tax methods. I would strongly support increasing the gas and tire tax to disincent driving and tax clean cars a little. Same with a tax on studded tires west of the Cascades. |
| 15-2-2018 20:18:37 | Any additional comments on transportation priorit | Besides buses and the Max I feel the railroad track system in the Portland area should be used more for commuters besides just freight. |
| 15-2-2018 19:57:40 | Any additional comments on transportation priorit | Do something about the Highway 26 bottleneck! |
| 15-2-2018 19:36:03 | Any additional comments on transportation priorit | As usual, depends on how much the fees are increased.. |
| 15-2-2018 19:24:32 | Any additional comments on transportation priorit | Home owners in Multnomah county are footing the bill for everything. There must be another way to suck the money out of the people who live here. |
| 15-2-2018 19:13:47 | Any additional comments on transportation priorit | When funds are raised it should be clear what they are going to be used for and then a summary of how they were used and what was accomplished should be promoted with the same vigor as the tax and fee |
| 15-2-2018 18:50:00 | Any additional comments on transportation priorit | We need to use our current tax dollars more wisely. Paying for arts programs and other pet projects over roads, safety and other essential social infrastructure is appalling. |
| 15-2-2018 18:45:45 | Any additional comments on transportation priorit | I think taxes are too high as it is. The government needs to find ways to better manage the money they have. Individuals have to learn to live within diminishing means, the government should too. |

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| 15-2-2018 18:40:27 | Any additional comments on transportation priorit | Stop taxing the poor in Portland. |
| 15-2-2018 18:34:08 | Any additional comments on transportation priorit | Maintenance across Portland. |
| 15-2-2018 18:34:18 | Any additional comments on transportation priorit | I think that our priorities have been somewhat backwards. We need to put a much higher price on road and bridge use. This will lead to greater use of mass transit, bike, and ped options. |
| 15-2-2018 18:34:15 | Any additional comments on transportation priorit | Fix the roads. Its like driving in a warzone. Get rid of the freight trains!!!! They are so slow and block cars, bikes, and pedestrains for sooooooo long. |
| 15-2-2018 18:32:38 | Any additional comments on transportation priorit | I feel like there are ways to fund transportation without raising taxes. There are several programs that need to be evaluated for efficiency and effectiveness before being funded in the future. |
| 15-2-2018 18:23:49 | Any additional comments on transportation priorit | first use what you have effectively then raise |
| 15-2-2018 18:18:36 | Any additional comments on transportation priorit | Depends on the structuring of said fees/taxes and their final allocation... |
| 15-2-2018 18:11:30 | Any additional comments on transportation priorit | Reducing single-occupancy vehicle trips, especially for commuting, will be crucial to maintaining capacity with our current system. We should not plan to accommodate more cars. We need to move forward |
| 15-2-2018 18:07:40 | Any additional comments on transportation priorit | Support raising taxes such as a gas tax or vehicle purchase tax, but do not support increasing public transit rider fees. |
| 15-2-2018 18:09:57 | Any additional comments on transportation priorit | I would only support a massive upgrade of the entire freeway system in the PDX area. The infrastructure is outdated and inadaquate. Compared to comorable cities in the country we are FAR behind. |
| 15-2-2018 18:10:52 | Any additional comments on transportation priorit | There needs to be equality - those who use the roads need to help pay |
| 15-2-2018 18:06:46 | Any additional comments on transportation priorit | I would only support a one-way bridge tax or toll from commuters entering Oregon from Washington. I would not support an increase in any other tax like gas or light rail/Max. |
| 15-2-2018 18:06:48 | Any additional comments on transportation priorit | Toll Roads |
| 15-2-2018 18:06:48 | Any additional comments on transportation priorit | Toll Roads yes, Sales tax Yes, Luxury taxes yes, Property taxes NO. |
| 15-2-2018 18:06:28 | Any additional comments on transportation priorit | Seems to me that data could be used to split bus route service into a) peak ad b) off peak with larger buses for "a" and a smaller mini bus fleet for "b" - as bus replacement are needed, add minis |
| 15-2-2018 18:05:02 | Any additional comments on transportation priorit | If it goes to actual transit improvements; NOT if it goes to inflated benefit packages. |
| 15-2-2018 18:03:12 | Any additional comments on transportation priorit | Repair/maintenance of our roads and bridges--as much as I support better transit facilities, these seem to be focused on the city center, which doesn't need it as much. Cars need to get around too. |
| 15-2-2018 18:02:40 | Any additional comments on transportation priorit | Maintain and improve bridges and roads to withstand natural disasters. |
| 15-2-2018 18:01:34 | Any additional comments on transportation priorit | An increased emphasis on non-automobile transportation options. Safer walking/bike routes that allow for faster travel times with less automobile interaction. |
| 15-2-2018 18:01:44 | Any additional comments on transportation priorit | Please raise the gas tax to fund transportation. I drive and believe a small increase in the gas tax can make a better city for us all. |
| 15-2-2018 17:34:16 | Any additional comments on transportation priorit | Those who ride should pay with whatever system they can use (school, |
| 15-2-2018 17:34:16 | Any additional comments on transportation priorit | Those who ride should pay with whatever system they can use with their situation. Businesses buying monthly passes as an incentive. Smaller communities paying their share if services are studied. |
| 15-2-2018 16:45:02 | Any additional comments on transportation priorit | I would like to see the effects of Bill Sizemore's leveling bill reversed |

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| 15-2-2018 16:45:02 | Any additional comments on transportation priorit | I would like to see the effects of Bill Sizemore's leveling bill reversed so taxes are more fair for those of us who have less access to services funded by the county and metro. |
| 15-2-2018 16:45:02 | Any additional comments on transportation priorit | I would like to see the effects of Bill Sizemore's 1990's tax bill reversed so taxes are more fair for those of us who have less access to services and projects funded by the county and metro. |
| 15-2-2018 16:17:01 | Any additional comments on transportation priorit | A regional approach means addressing the folks in Vancouver who need to take I-5 to and from Portland. It's awful. |
| 15-2-2018 16:25:41 | Any additional comments on transportation priorit | Improved transportation to/from Clark county WA. Current bus service is underutilized and subject to traffic delays from private vehicles. |
| 15-2-2018 04:50:42 | Any additional comments on transportation priorit | I want to understand how my investments will reduce travel times and provide real options for getting around the region. |
| 15-2-2018 05:04:05 | Any additional comments on transportation priorit | Freeway ramps are too short and drivers fail to get to speed before meeting into traffic and causing accidents. Fix the short metered ramps. Educate drivers. |
| 15-2-2018 04:54:32 | Any additional comments on transportation priorit | I'd support taxes over fees. Fees can more greatly impact the end user who it's there to serve. |
| 15-2-2018 03:58:03 | Any additional comments on transportation priorit | If the 'burbs make development like Orenco Station, or Fairview Village the norm, they'd get more money from Metro, state. If not, bupkis for shiny new fat roads, 'cept walkable industrial streets. |
| 15-2-2018 03:00:32 | Any additional comments on transportation priorit | I'd like to see more investment by the private sector. Oregon employers are greatly affected when their Washington-resident employees can't make it across the r |
| 15-2-2018 03:00:32 | Any additional comments on transportation priorit | I'd like to see more investment by the private sector. Oregon employers are greatly affected when their Washington-resident employees can't make it across the river in a timely fashion. |
| 15-2-2018 00:56:59 | Any additional comments on transportation priorit | Tax the cars. Tax the businesses that pull people in from the suburbs. Strategic Tolls, idk. |
| 15-2-2018 00:31:06 | Any additional comments on transportation priorit | one cannot force people out of their cars, the freeways and arteries must be available for commuting |
| 14-2-2018 23:53:02 | Any additional comments on transportation priorit | I pay Oregon income tax because I work over here. Some system should be set up if there are going to be tolls to WAVE WA residents "value pricing" if we work in OR, and pay OR taxes. |
| 14-2-2018 23:21:58 | Any additional comments on transportation priorit | Legislature needs to be specifically dedicated for these purposes. As long as that is the case, and not an vaguely structured policy (i.e. a way for you to pay off PERS), I am in full support. |
| 14-2-2018 23:14:35 | Any additional comments on transportation priorit | I favor targeted and identified city and county transportation funding plans, but strongly oppose regional or statewide funding schemes offering ambitious plans and promises but seldom any pavement |
| 14-2-2018 22:49:13 | Any additional comments on transportation priorit | We need to move some auto subsidies to other forms of transportation. Did y'all see the BikePortland link to some |
| 14-2-2018 22:49:13 | Any additional comments on transportation priorit | We need to move some auto subsidies to other forms of transportation. Did y'all see the BikePortland link to some Canadian |
| 14-2-2018 22:49:13 | Any additional comments on transportation priorit | We need to move some auto subsidies to other forms of transportation. Did y'all see this the other day? https://tinyurl.com/yagnydk4 |
| 14-2-2018 22:49:13 | Any additional comments on transportation priorit | We need to move some auto subsidies to other forms of transportation. Did y'all see this the other day? https://tinyurl.com/zfd3eog |
| 14-2-2018 22:15:59 | Any additional comments on transportation priorit | Better manage the funding already being collected. I like to contribute, but my property taxes have over-arched my cost of living pay increases for many years, reducing my quality of life. |
| 14-2-2018 18:56:45 | Any additional comments on transportation priorit | I only support tolls if an alternative mode of transportation is provided. Toll the highways, but expand max across the river. |
| 14-2-2018 19:22:14 | Any additional comments on transportation priorit | Since (16 wheelers) by far cause the most damage to transportation infrastructure, highways and secondary roads (have you noticed the four grooves in the concrete) fix that and this issue will go away |

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| 14-2-2018 18:55:24 | Any additional comments on transportation priorit | I'm not well informed enough on current funding structures to make a qualified judgement. |
| 14-2-2018 18:53:27 | Any additional comments on transportation priorit | Increase service to Pleasant Valley |
| 14-2-2018 18:28:29 | Any additional comments on transportation priorit | It's about time to get over this aversion to a sales tax. |
| 14-2-2018 18:22:48 | Any additional comments on transportation priorit | The State of OR and City of Portland cannot keep the roads clear during an snow/ice storm. Also the State of OR spends over 600 million on illegal aliens. Reduce spending before raising taxes! |
| 14-2-2018 18:09:35 | Any additional comments on transportation priorit | If more funding is actually needed, I don't mind paying more for it, but I strongly suspect that some of our transportation funding is finding its way into the pockets of criminals. |
| 14-2-2018 17:55:35 | Any additional comments on transportation priorit | I support increasing fuel taxes and fees on gasoline-powered vehicles, particularly those with least efficient fuel economy |
| 14-2-2018 17:20:36 | Any additional comments on transportation priorit | Parking fees required for street parking and parking structures. More redesign of secondary roads to limit safe passage through corridors for pedestrian and bike riders |
| 14-2-2018 17:26:13 | Any additional comments on transportation priorit | NO TOLLS, Institute a mileage tax. |
| 14-2-2018 17:18:12 | Any additional comments on transportation priorit | Already have are paying for this through gas taxes, car taxes and other taxes. Work within your means. |
| 14-2-2018 15:44:23 | Any additional comments on transportation priorit | I would love to see more security personnel. |
| 14-2-2018 15:44:23 | Any additional comments on transportation priorit | I would love to see more security personnel on the max. |
| 14-2-2018 06:01:37 | Any additional comments on transportation priorit | I would never support more taxes to put in more art installations at Tri-Met stops. Work on the actual infrastructure and I would pay more. |
| 14-2-2018 05:41:19 | Any additional comments on transportation priorit | I would need to understand how the additional funds would be managed and spent before entertaining this idea. |
| 14-2-2018 02:21:20 | Any additional comments on transportation priorit | No tolls. Tolls be used to exclude groups from certain areas of a city. Gas taxes work. And can also be better used locally. |
| 14-2-2018 03:24:28 | Any additional comments on transportation priorit | More funding for employee options |
| 14-2-2018 02:08:20 | Any additional comments on transportation priorit | It is time for Trimet and Metro to live within their budget. |
| 14-2-2018 00:55:58 | Any additional comments on transportation priorit | I heard Metro talk about big ticket transpo projects. I asked why fixing the Hwy 26 East bottleneck at the tunnel was not on the list. Was told that nothing can be done. But something has to be done! |
| 14-2-2018 00:53:51 | Any additional comments on transportation priorit | Major projects, bridges should be paid with Tolls. Road Maint is a budget item Salem and the cities need to make priority's. |
| 14-2-2018 00:26:42 | Any additional comments on transportation priorit | Use existing money wisely. Don't pave over bad roads with inferior results, (i.e., roads look bad as originally or worse in little time. Actually do the work,there is no use of having simple project |
| 13-2-2018 23:58:48 | Any additional comments on transportation priorit | Gas tax. Do it and make it hurt. Parking fees: if you're going to have meters, charge enough that you lower demand for spaces. it should be \$10 per hour to park downtown. it will encourage transit use |
| 13-2-2018 23:02:50 | Any additional comments on transportation priorit | The city of Portland already has plenty of funds. Stop wasting them on condo development, police excess, and programs that don't actually help anyone (like homeless sweeps). |
| 13-2-2018 23:19:48 | Any additional comments on transportation priorit | Until TriMet gets its costs more in line with other transit companies in the US I will not vote for any new taxes. The benefits paid are WAY out of line with other transits. We can't afford it. |
| 13-2-2018 22:33:41 | Any additional comments on transportation priorit | Pass the cost on to the heaviest industrial users and polluters. No reason those of us who don't use the roads should have to shoulder the burden of keeping them in place for the abusers. |

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| 13-2-2018 22:12:18 | Any additional comments on transportation priorit | I support congestion pricing and raising the cost to drive and park. Most people who can afford to drive and park should be paying for those who can't. |
| 13-2-2018 22:05:47 | Any additional comments on transportation priorit | Dedicated bus lanes. Reduce number of car lanes. You have got to get people to experience that riding bus and MAX is faster and more convenient than a personal automobile. |
| 13-2-2018 21:50:49 | Any additional comments on transportation priorit | I could support some of the investment but I feel like East Portland (east of 82nd) continues to get the shaft and I don't trust government to fix it because they have had time to make improvements |
| 13-2-2018 21:20:33 | Any additional comments on transportation priorit | If you want people to use public transit, it must be made convenient, comfortable and affordable. That means a park-n-ride at every MAX stop, convenient schedules and routes, and incentive pricing. |
| 13-2-2018 21:19:25 | Any additional comments on transportation priorit | We already pay some of the highest taxes in the country. How about focusing on infrastructure and chartered duties instead of spending on special programs time and again. We have a spending problem, |
| 13-2-2018 20:19:59 | Any additional comments on transportation priorit | I would like to see East Portland get a stronger focus. Many people of color have been displaced out here and struggle with longer and trickier commutes. Also safety for kids who walk to school. |
| 13-2-2018 19:43:14 | Any additional comments on transportation priorit | I think there should be an opportunity to access federal funds for infrastructure projects to help with this. |
| 13-2-2018 19:18:21 | Any additional comments on transportation priorit | There is already more than enough funding raised by taxes to keep the roads up to standards. Rather, bureaucrats and politicians should stop wasting our tax dollars on non-road related projects. |
| 13-2-2018 19:32:43 | Any additional comments on transportation priorit | Automobiles have been over-subsidized all the way back to the 1920s and has created not negative legacies. It is time to end those subsidies. Invest in placemaking not more expensive systems. |
| 13-2-2018 19:16:01 | Any additional comments on transportation priorit | Things cost money. Let's invest in more jobs that provide and repair our city infrastructure. Let's spend money on quality materials. |
| 13-2-2018 19:16:01 | Any additional comments on transportation priorit | Things cost money. Let's invest in more jobs that provide and repair our city infrastructure. |
| 13-2-2018 19:13:14 | Any additional comments on transportation priorit | STOP WASTING OUR MONEY YOU! We have unused water houses -- you throw our tax money about like it's growing on trees. Audit every single department, cut the excess and fund this city responsibly |
| 13-2-2018 18:52:37 | Any additional comments on transportation priorit | Biking and walking need to be safer. |
| 13-2-2018 18:17:53 | Any additional comments on transportation priorit | We must raise taxes in order to pay for an efficient society. Hopefully we can raise taxes on the wealthy to improve the lives of the non-wealthy and disadvantaged, but who knows. |
| 13-2-2018 18:12:58 | Any additional comments on transportation priorit | The current transit system has a large budget, and little 'customer care' ex: calling for concerns and having no response. Advancing community partnerships is better leverage than a larger budget. |
| 13-2-2018 18:02:24 | Any additional comments on transportation priorit | Grade separated Max through downtown so we can get rid of the ridiculous two-car limit to trains. BRT, that is separated from car traffic. Actual network of protected bike lanes. More housing++. |
| 13-2-2018 18:07:18 | Any additional comments on transportation priorit | It depends on the programs. |
| 13-2-2018 17:42:49 | Any additional comments on transportation priorit | Don't raise prices across the board. You must allow for income-based exemptions or you will further decrease ridership and access among middle and lower income users. |
| 13-2-2018 17:38:27 | Any additional comments on transportation priorit | I'm looking forward to a future where most people don't need cars. |
| 13-2-2018 15:27:23 | Any additional comments on transportation priorit | Only if funds are guaranteed to used for that express purpose. |
| 13-2-2018 17:18:10 | Any additional comments on transportation priorit | It would depend on what they were allocated for. I don't mind paying higher taxes but I want to make sure that those taxes go to what are priorities. |
| 13-2-2018 16:56:05 | Any additional comments on transportation priorit | Fewer highway improvements, more public transit. More express buses and frequent service. |
| 13-2-2018 16:23:33 | Any additional comments on transportation priorit | And if taxes or fees are raised get people in charge that know how to spend WISELY!!! |

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| 13-2-2018 06:26:12 | Any additional comments on transportation priorit | We have more people than what our infrastructure can support. |
| 13-2-2018 04:51:44 | Any additional comments on transportation priorit | We have to manage our household budgets without seeking funds elsewhere, so should government. If you want a "raise" to fund projects, we tax payers (and you're one too) talk to the State for funding |
| 13-2-2018 02:32:39 | Any additional comments on transportation priorit | There is already plenty of revenue, that is being spent poorly. We need to reduce the waste. That means total, full stop on light rail - that means killing off Southwest Corridor, ending WES. |
| 13-2-2018 01:47:49 | Any additional comments on transportation priorit | Ptiority1 is roads. Trinket is a joke and is unusable for the majority of employees in the area due to extremely long commute times and high costs. |
| 13-2-2018 01:42:04 | Any additional comments on transportation priorit | Would like to see some forward thinking around our priorities when it comes to investing in transit and active transportation. Let's see designated bus lanes, more greenways and protected bike lanes. |
| 13-2-2018 00:49:49 | Any additional comments on transportation priorit | Funding should help improve safety - peace officers, station agents. I'm feeling less and less safe riding MAX on a daily basis. |
| 13-2-2018 00:40:27 | Any additional comments on transportation priorit | I would very much like to see a bicycle licensing fee of say \$15 or \$20 dollars a year to help pay for new bike paths as well. I think it is unreasonable that drivers are paying for bike paths!! |
| 13-2-2018 00:38:08 | Any additional comments on transportation priorit | Most taxation tend to be regressive, so I would first support raising rates or fees to cover expansion and maintenance. |
| 13-2-2018 00:38:08 | Any additional comments on transportation priorit | Most taxation tends to be regressive, so I would first support raising rates or fees to cover expansion and maintenance. But we must be able to safely connect people from home to work. |
| 13-2-2018 00:05:06 | Any additional comments on transportation priorit | The City of Portland has not utilized the current funding wisely and adding more burden on taxpayers and visitors won't change this dilemma. We need good talent at the planning table not more money. |
| 12-2-2018 23:51:17 | Any additional comments on transportation priorit | I would support, but to earn that support I'd need to be convinced my dollars will make a difference. |
| 12-2-2018 23:28:31 | Any additional comments on transportation priorit | Congestion pricing on the Interstate highways. Meters and permits for street parking EVERYWHERE west of I-205. |
| 12-2-2018 23:24:41 | Any additional comments on transportation priorit | We should work with the budget we already have. Use it more wisely. |
| 12-2-2018 23:11:50 | Any additional comments on transportation priorit | Use the money you already have |
| 12-2-2018 22:55:03 | Any additional comments on transportation priorit | If we want the services, we need to be willing to pay for them. |
| 12-2-2018 22:53:43 | Any additional comments on transportation priorit | I work for Clackamas County DTD and we need to get better at getting more value for |
| 12-2-2018 22:53:43 | Any additional comments on transportation priorit | I work for Clackamas County DTD and we need to get better at getting more value out of our projects because if we get more funding will mean more waste and over spending from what I have seen at CC |
| 12-2-2018 22:50:56 | Any additional comments on transportation priorit | I would like to see increases to underserved communities and decreases to wealthier communities before an increase in funding (via fees or taxes) is brought to the table. |
| 12-2-2018 22:41:42 | Any additional comments on transportation priorit | We seem to have enough taxes already. Where is all the marijuana tax money going? |
| 12-2-2018 22:21:59 | Any additional comments on transportation priorit | There is no public transportation where I live in the rural community so I feel that rural areas are under represented in transportation access, access to jobs, groceries, medical clinics. |
| 12-2-2018 22:02:31 | Any additional comments on transportation priorit | You do not need more money... you need to figure out how to make it work with what you have and stop the careless and wasteful spending. |
| 12-2-2018 21:48:44 | Any additional comments on transportation priorit | Photo enforcement of hwy 26 east through tunnel is desperately needed. |
| 12-2-2018 21:24:57 | Any additional comments on transportation priorit | we need congestion pricing, developer-paid underground parking, on-street parking meters in all inner neighborhoods and commercial corridors that are paired with transit/pedestrian/bikeway access |

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| 12-2-2018 20:52:06 | Any additional comments on transportation priorit | Large corporations need to pay their fair share through increased payroll taxes and corporate taxes. Too often this burden is disproportionate for small businesses and single owner companies. |
| 12-2-2018 21:08:17 | Any additional comments on transportation priorit | Please go big on transportation tax requests. Recurring 10 cent gas tax increases only serve to make people feel like they're constantly being asked for more. Go for \$.30 or more. |
| 12-2-2018 21:07:44 | Any additional comments on transportation priorit | I would rather pay for Transportation costs indirectly, through taxes, than directly with an increased fare. |
| 12-2-2018 20:54:29 | Any additional comments on transportation priorit | I would strongly support funding for better roads but not for more bike lanes or max lines |
| 12-2-2018 20:45:58 | Any additional comments on transportation priorit | I would also favor an increase in transportation taxes and fees targeted toward the higher earning households in the greater Portland area (not sure how it's possible, but would be ideal) |
| 12-2-2018 20:46:29 | Any additional comments on transportation priorit | While it may be possible to personally convince me that such a payment scheme is necessary, it would be everyone who would be paying. I am not comfortable advocating for/against in such a broad way. |
| 12-2-2018 20:46:29 | Any additional comments on transportation priorit | While it may be possible to personally convince me that such a payment scheme is necessary, it would be everyone who would be paying. i |
| 12-2-2018 20:46:29 | Any additional comments on transportation priorit | While it may be possible to personally convince me that such a payment scheme is necessary, it would be everyone who would be paying. It is better to err on side of caution for their benefit. |
| 12-2-2018 20:43:11 | Any additional comments on transportation priorit | Quit paying for unnecessary extras for people that refuse to work and pay for transportation with the current tax money |
| 12-2-2018 20:13:40 | Any additional comments on transportation priorit | If the taxes and fees go to improving capacity then yes. It's ridiculous that |
| 12-2-2018 20:13:40 | Any additional comments on transportation priorit | If the taxes and fees go to improve capacity then yes. It's ridiculous that we only have 2 lanes in each direction on I-5 thru downtown Portland. We should have at least 4 lanes in each direction. |
| 12-2-2018 20:10:34 | Any additional comments on transportation priorit | About time for a larger gas tax. Fuel is too cheap for many people to consider alterntive transportation. |
| 12-2-2018 19:59:21 | Any additional comments on transportation priorit | I support paying for improvements that serve those that pay for them. The auto driver is not a cash cow to tap for everything. All should pay, equally. |
| 12-2-2018 19:25:39 | Any additional comments on transportation priorit | Transportation services should be entirely supported through direct user fees, not general taxation. This applies to freight, passenger vehicles, pipelines, air travel and inland waterways. |
| 12-2-2018 19:25:05 | Any additional comments on transportation priorit | Portland residents are some of the most heavily taxed in the country |
| 12-2-2018 19:18:08 | Any additional comments on transportation priorit | tax the hell out of rich people & corporations to pay for this stuff. Nike, Intel, Amazon, Google, UnderArmor, Adidas, Merritt Paulson, Phil Knight, all of em. Make them pay for it. |
| 12-2-2018 19:02:09 | Any additional comments on transportation priorit | I already feel heavily taxed. |
| 12-2-2018 17:41:24 | Any additional comments on transportation priorit | I will gladly support bonds for transportation infrastructure that provides alternatives to single-occupancy vehicle use. |
| 12-2-2018 17:46:09 | Any additional comments on transportation priorit | Please focus on equity, safety, and reducing VMT. |
| 12-2-2018 17:21:08 | Any additional comments on transportation priorit | This would depend on the amount and package. Taxes are already a burden compared to most states. |
| 12-2-2018 16:42:44 | Any additional comments on transportation priorit | I think it's important as taxes and fees are raised to support transit, that affordability for lower income individuals is taken into account. |
| 12-2-2018 16:54:06 | Any additional comments on transportation priorit | My taxes are already super high due to Measure 52 |
| 12-2-2018 16:54:06 | Any additional comments on transportation priorit | After considering property + income taxes, my taxes are already extremely high. I think |

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| 12-2-2018 16:54:06 | Any additional comments on transportation priorit | After considering property + income + art taxes, my taxes are already very high... with potholed roads, homeless camps all over the city, and needles and litter in the streets, I am not impressed with |
| 12-2-2018 16:54:06 | Any additional comments on transportation priorit | After considering property + income + art taxes, my taxes are already very high... with potholed roads & homeless camps all over the city, I am dubious about the city's ability to manage tax revenue. |
| 12-2-2018 15:57:25 | Any additional comments on transportation priorit | I would prefer tolls to any increase in the gas tax since the tolls are a pure user fee and make paying for a service seem more real to people. |
| 12-2-2018 15:48:30 | Any additional comments on transportation priorit | I don't think that taxes/fees need to be increased - what needs to happen is executive salaries at TriMet need to be drastically cut. |
| 12-2-2018 06:19:27 | Any additional comments on transportation priorit | The has tax had not risen in a long time, and individuals driving internal combustion cars alone is exactly what should be discouraged. I drive an EV and would be ok with fee's on those too. |
| 12-2-2018 05:28:17 | Any additional comments on transportation priorit | Strengthen region's earthquake resiliency, do large transportation improvements like new I-5 bridge over Columbia w/ MAX service, bury I-5 thru downtown, new local bridge to Jantzen Beach and Vancourv |
| 12-2-2018 04:59:56 | Any additional comments on transportation priorit | Reaching out to people of color is important. |
| 12-2-2018 01:17:23 | Any additional comments on transportation priorit | We need to tax privately-owned and single-occupancy motor vehicles more heavily so they're a deterrent and people are forced to consider more equitable means of transportation. |
| 11-2-2018 22:13:53 | Any additional comments on transportation priorit | No matter what is done to improve mass transit and bike lanes, people are still going to drive their cars. Please improve the freeway system so it's easier to navigate expeditiously. |
| 11-2-2018 21:56:54 | Any additional comments on transportation priorit | Please toll users of highways and charge vehicle registration fees by mile driven. |
| 11-2-2018 21:40:14 | Any additional comments on transportation priorit | No Trimet jail! |
| 11-2-2018 20:19:09 | Any additional comments on transportation priorit | though, increasing income inequality should drive us to a less regressive way of raising the money needed for our city's future. |
| 11-2-2018 19:21:37 | Any additional comments on transportation priorit | Tax those using fossil fuels. |
| 11-2-2018 19:48:29 | Any additional comments on transportation priorit | I cannot afford more fees for living here in portland. I've honestly reached my limit. |
| 11-2-2018 18:18:57 | Any additional comments on transportation priorit | Tax only those individuals making over \$150K/yr otherwise you're defeating the purpose of establishing an equitable transportation infrastructure |
| 11-2-2018 15:37:29 | Any additional comments on transportation priorit | As long as you tax the car drivers who need any incentive to take transit or bike anyway, I think it's great. Everybody is having babies & at 16 they all want a car. Does anybody look ahead? Tax cars |
| 11-2-2018 15:03:07 | Any additional comments on transportation priorit | I do not know |
| 11-2-2018 07:24:18 | Any additional comments on transportation priorit | As long as there were programs to keep costs as low as possible for students or low income populations. |
| 11-2-2018 06:44:32 | Any additional comments on transportation priorit | Land value tax |
| 11-2-2018 06:44:32 | Any additional comments on transportation priorit | Land value tax. Or some georgism hack that gets around the Constitution. |
| 11-2-2018 05:41:08 | Any additional comments on transportation priorit | If the money was genuinely tracked and used accordingly I'd be fine with it. As a property owner I pay significant taxes and can't tell how the money is actually used. |
| 11-2-2018 04:39:47 | Any additional comments on transportation priorit | We need to encourage people to use public transportation. |
| 11-2-2018 04:23:56 | Any additional comments on transportation priorit | transportation taxes are already high, and ODOT is continually undertaking large ambitious projects. No need to ramp up the effort. |

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| 11-2-2018 02:35:32 | Any additional comments on transportation priorit | More transit options, coverage and frequency. Focus on enhancing transit options so the region is less dependent on individual auotmobiles |
| 11-2-2018 03:17:50 | Any additional comments on transportation priorit | It depends |
| 11-2-2018 02:20:11 | Any additional comments on transportation priorit | Jobs will improve safety and quality of life |
| 11-2-2018 02:11:14 | Any additional comments on transportation priorit | Protected cycling lanes along major streets, such as Burnside, would be a great improvement. |
| 11-2-2018 01:06:58 | Any additional comments on transportation priorit | As long as that revenue goes to programs that directly positively impact the communities least served by our systems, like people of color, low income folks, older people, and people with disabilities. |
| 11-2-2018 02:01:33 | Any additional comments on transportation priorit | Regional bond measure, |
| 11-2-2018 02:01:33 | Any additional comments on transportation priorit | Regional bond measure, value pricing, Uber/Lyft fees |
| 10-2-2018 23:05:13 | Any additional comments on transportation priorit | Listen to renters, listen to low-income folks, listen to single parents, listen to POC and other traditionally marginalized communities |
| 10-2-2018 21:42:04 | Any additional comments on transportation priorit | I'm willing to pay a little more, but I am adamantly against any project that reduces auto lanes (i.e. bike lanes, "road diets" -terrible ideas) |
| 10-2-2018 18:56:42 | Any additional comments on transportation priorit | In general, I feel strongly that we need more public transportation and more walking/biking infrastructure and fewer cars. Extending public transit service later and more frequently will help many, |
| 10-2-2018 18:08:34 | Any additional comments on transportation priorit | My strong support is for only expanding the freeway/highway systems. Max is a waste of money for how little percentage of the transit needs it serves. |
| 10-2-2018 17:39:24 | Any additional comments on transportation priorit | Gas tax in my opinion is the most fair tax. You pay for what you use. I would support an increase in the gas tax IF the funding would ONLY go to roads, bridges and freeway improvements and expansion |
| 10-2-2018 16:28:22 | Any additional comments on transportation priorit | Traffic is bad here; we've been in denial for too long |
| 10-2-2018 16:24:48 | Any additional comments on transportation priorit | Infrastructure and education is the only way you're going to get more usage of the system. |
| 10-2-2018 16:08:08 | Any additional comments on transportation priorit | Use taxes to nudge people out of their cars. Do not raise taxes on active transportation options. Use congestion pricing. |
| 10-2-2018 15:27:42 | Any additional comments on transportation priorit | Shift the money around instead of asking us for more. You guys are good at that. |
| 10-2-2018 15:38:29 | Any additional comments on transportation priorit | Portland needs to re-focus and prioritize improved infrastructure for walking/biking/public transit options. |
| 10-2-2018 13:48:07 | Any additional comments on transportation priorit | Portland is somewhat bike friendly but improvement is needed; educating DRIVERS as to what the rules are would be helpful. Vancouver BC's bike lanes would be an excellent role model for Portland! |
| 10-2-2018 09:13:39 | Any additional comments on transportation priorit | STATE SALES TAX for the love of god. |
| 10-2-2018 13:26:15 | Any additional comments on transportation priorit | I would support raising funds to fix roads and bridges. There are potholes all over. Not sure how to collect the funds, though, equitably. How does one collect from those who do not live in Pdx? |
| 10-2-2018 08:12:17 | Any additional comments on transportation priorit | I would have strongly supported this before I became a homeowner, & would still likely vote for a ballot measure that allocated these funds wisely. Currently, 20% of my income goes to property taxes. |
| 10-2-2018 07:29:24 | Any additional comments on transportation priorit | It depends on how the funds are raised. Taxes raised on anything having to do with automobiles has my vote. |
| 10-2-2018 06:33:30 | Any additional comments on transportation priorit | We are overtaxed. (Truly.) We have finite funds. Let's use the funds wisely. |

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| 10-2-2018 06:20:43 | Any additional comments on transportation priorit | Do not use transportation money for affordable housing initiatives. |
| 10-2-2018 06:11:50 | Any additional comments on transportation priorit | Parking fees are way to low to discourage driving. We should charge tolls across our bridges for autos into downtown. That would help to change peoples habits. We need to fund our public transit. |
| 10-2-2018 04:59:21 | Any additional comments on transportation priorit | More sidewalks and safer crossings for pedestrians (abolish right turns on red lights), slower speeds on NE Broadway and Sandy Blvd. |
| 10-2-2018 05:20:25 | Any additional comments on transportation priorit | my biggest priority is faster and more frequent transit, followed by active transportation options |
| 10-2-2018 04:13:21 | Any additional comments on transportation priorit | Or just ban cars. |
| 10-2-2018 04:10:39 | Any additional comments on transportation priorit | Do NOT raise property taxes further. There is already inequity on how much those taxes are raised. Look elsewhere. |
| 10-2-2018 03:08:57 | Any additional comments on transportation priorit | I am all for biking, public transit, max lines and other non car transportation. I oppose spending money on greater car transportation on highways and freeways. My dream is slower cars and safer roads |
| 10-2-2018 03:02:21 | Any additional comments on transportation priorit | better use of state, county, city funds would go a long ways. much money is wasted through unnecessary steps to get things done |
| 10-2-2018 02:34:46 | Any additional comments on transportation priorit | We need more protected bike lanes, especially downtown. |
| 10-2-2018 02:54:09 | Any additional comments on transportation priorit | Raise gas taxes |
| 10-2-2018 02:54:09 | Any additional comments on transportation priorit | Raise gas taxes and Oregon needs a sales tax on motor vehicles |
| 10-2-2018 01:53:22 | Any additional comments on transportation priorit | All of that beautiful work on the Orange Line Max between Holgate and Division |
| 10-2-2018 01:53:22 | Any additional comments on transportation priorit | All of that beautiful work on the Orange Line Max between Holgate and Division and just one brief section of separated bikeway. Every time I'm through there I love the public investment, but ... |
| 10-2-2018 01:53:22 | Any additional comments on transportation priorit | All of that beautiful work on the Orange Line Max between Holgate and Clinton and just one brief section of separated bikeway. Every time I'm through there I love the public investment, but ... rage. |
| 10-2-2018 02:05:42 | Any additional comments on transportation priorit | Those funds can come from a less regressive funding source than ticket sales |
| 10-2-2018 01:03:01 | Any additional comments on transportation priorit | I already pay a lot in taxes and fees to have transportation priorities met, sadly the city is more interested in satisfying a few than the masses |
| 10-2-2018 01:00:33 | Any additional comments on transportation priorit | I would support taxes and tolls if it meant fixing our road traffic problems. We do NOT need more alternate travel options. We need to FIX OUR ROADS AND IMPROVE THEM! |
| 10-2-2018 00:32:41 | Any additional comments on transportation priorit | I - 84 into Portland must be engineered to properly handle the increase in vehicle traffic with more offramp exits from Gresham into Portland. I - 5 and I - 205 need more engineering studies. Bridge? |
| 10-2-2018 00:32:28 | Any additional comments on transportation priorit | We're always willing to do our fair share to fund necessary improvements. |
| 10-2-2018 00:31:21 | Any additional comments on transportation priorit | I know I'll end up paying more, but definitely keep any new fees away from the more vulnerable citizens. Folks like me can afford it. |
| 10-2-2018 00:04:40 | Any additional comments on transportation priorit | As long as the taxes/fees are going to projects/improvements that are clearly expressed to the public paying! |
| 9-2-2018 23:53:13 | Any additional comments on transportation priorit | Make TriMet functional so that people *want* to ride it and service and the agency is rider-oriented |
| | | Guarantee travel time through congestion pricing |
| | | Do not spend limited money widening freeways |

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| 9-2-2018 23:39:32 | Any additional comments on transportation priorit | Priority should be on investment that will move large groups of people such as rail and bus rapid transit. |
| 9-2-2018 23:27:21 | Any additional comments on transportation priorit | The fees should be equitable and progressive to benefit vulnerable populations. |
| 9-2-2018 23:20:36 | Any additional comments on transportation priorit | I prefer the model of paying for what you use so increasing the gas tax, implementing tolling, etc. would be my preference. |
| 9-2-2018 23:08:29 | Any additional comments on transportation priorit | Yes if the funding is for road expansions. There has been a lot of effort spent on capacity for public transportation but little to no effort given to expanding the capacity of roads for vehicles. |
| 9-2-2018 23:05:07 | Any additional comments on transportation priorit | Everything is already so taxed, it needs to be spent more effecetnly. With the new money coming in from the tax on Marajauan, funds should be redsitubuted. It is hard to imagine needing ever more wh |
| 9-2-2018 23:05:07 | Any additional comments on transportation priorit | Everything is already so taxed, it needs to be spent more effecetnly. With the new money coming in from the tax on Marajauan, funds should be redistributed. It is hard to imagine needing ever more w |
| 9-2-2018 23:05:07 | Any additional comments on transportation priorit | Everything is already so taxed, it needs to be spent more effecetnly. With the new money coming in from the tax on Marijuana, funds should be redistributed. It is hard to imagine needing ever more w |
| 9-2-2018 23:10:30 | Any additional comments on transportation priorit | You should use a graduated progressive income tax that is focused on people earning over \$75,000, or couples making over \$125,000. Don't use regressive taxes like property taxes or fees. |
| 9-2-2018 23:15:10 | Any additional comments on transportation priorit | There are too many taxes already for homeowners. |
| 9-2-2018 22:47:33 | Any additional comments on transportation priorit | The focus must be on transit, walking, and biking. This is the only way we can meet our established climate change and mode share goals. This will lead to improved health outcome and social equity. |
| 9-2-2018 22:11:40 | Any additional comments on transportation priorit | I am not opposed to additional taxes and fees to make walking and biking safer in the Portland area. However, I am opposed to using that money to widen highways |
| 9-2-2018 22:48:52 | Any additional comments on transportation priorit | Stop wasting money. |
| 9-2-2018 22:50:34 | Any additional comments on transportation priorit | We need fewer cars on the road. I believe that is the bottom line. Accommodating personal vehicles exacerbates current problems, but reducing personal vehicles ameliorates all problems. |
| 9-2-2018 22:45:00 | Any additional comments on transportation priorit | Government spending is out of control and there is little accountability. Privatizing transportation will greatly improve results and costs. |
| 9-2-2018 22:41:34 | Any additional comments on transportation priorit | The gas tax needs to go up significantly to help fund more efficient, healthy, and sustainable travel options. |
| 9-2-2018 22:19:31 | Any additional comments on transportation priorit | I'm tired of spending on bike lanes no one uses and I can't use due to physical disability. Make smaller energy efficient, nonpolluting & safer cars. Increase downtown parking. |
| 9-2-2018 22:12:31 | Any additional comments on transportation priorit | Taxes that are clearly defined and I could easily see that they were being spent on biking and public transportation specifically, I would support them, but I will not support taxes that support cars. |
| 9-2-2018 21:37:12 | Any additional comments on transportation priorit | I strongly support a prog |
| 9-2-2018 21:37:12 | Any additional comments on transportation priorit | I strongly support a highly progressive tax rate, especially on companies. |
| 9-2-2018 21:35:46 | Any additional comments on transportation priorit | Depends on how much, when, and how often. Too many school bonds the last few years has really raised property taxes |
| 9-2-2018 21:31:47 | Any additional comments on transportation priorit | The fees need to have benifits clearly seen and felt. Punnishing cars without other clear alternative options wouldnt help low income. |
| 9-2-2018 21:31:26 | Any additional comments on transportation priorit | Affordable housing for all to live near work |
| 9-2-2018 21:21:05 | Any additional comments on transportation priorit | Would like to see dense walkable development along MAX lines improve. Riding the train through Beaverton and Hillsboro, I see a lot of parking lots. |

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| 9-2-2018 21:16:28 | Any additional comments on transportation priorit | We absolutely need (a lot) more revenue to deliver a more sustainable and equitable transportation system. |
| 9-2-2018 20:58:33 | Any additional comments on transportation priorit | I am a daily bike commuter, please fix the potholes in our roads. |
| 9-2-2018 20:56:06 | Any additional comments on transportation priorit | I support making it more expensive to drive. |
| 9-2-2018 20:45:43 | Any additional comments on transportation priorit | We must reduce vehicle miles as the region grows. Use combination of tolls, bonds/taxes, and fees on automotive travel (especially single occupancy) to fully fund rapid transit and protected bikeways. |
| 9-2-2018 20:32:31 | Any additional comments on transportation priorit | If social equity is taken into account. |
| 9-2-2018 20:18:25 | Any additional comments on transportation priorit | the prices need to stay the same. |
| 9-2-2018 20:17:58 | Any additional comments on transportation priorit | Audit the entire organization and use publicly available performance metrics to measure efficiency and keep the public aware of operations. |
| 9-2-2018 20:17:09 | Any additional comments on transportation priorit | Tax wasteful and destructive behaviors, such as driving cars where there isn't room for them. We could fund everything that way, instead of taxing good things like income and sales. |
| 9-2-2018 19:46:18 | Any additional comments on transportation priorit | when paving and maintaining roadways please give priority to all modes of transport, don't just pave the middle/auto lane and leave the shoulder/bike lane in the same deplorable condition, sidewalks t |
| 9-2-2018 19:42:25 | Any additional comments on transportation priorit | Taxes are inevitable but they climb higher than wages do, be cautious of how much fees would be to the average income or below income resident. Especially applicable to east county compared to west. |
| 9-2-2018 19:08:20 | Any additional comments on transportation priorit | Quality of infrastructure should no depend on the financial status of residents and owning a home doesn't mean you can afford more taxes. Don't tax people out of their homes. |
| 9-2-2018 18:52:53 | Any additional comments on transportation priorit | Stop taking away driving lanes for bike traffic. Start making the bikers obey the laws. I have almost hit so many bikers because they feel they dont need to follow the laws, like stopping at intersect |
| 9-2-2018 18:52:53 | Any additional comments on transportation priorit | I'm very much looking forward to the creation of new bike/walk-only routes for commuting that are separate from automobile traffic. I believe this would be a major quality of life enhancement. |
| 9-2-2018 18:34:13 | Any additional comments on transportation priorit | We need dedicated funding. Do not let any additional funds go to a "general" fund to be squandered like they have been for decades |
| 9-2-2018 17:17:48 | Any additional comments on transportation priorit | Property taxes in Pdx are too high and are driving people out. We cannot sustain the current system of putting the onus onproperty owners |
| 9-2-2018 17:21:33 | Any additional comments on transportation priorit | I would prefer to reallocate tax dollars into this area. Taxes are ridiculously high in the west hills. Would like to see where my tax dollars are spent and apply more to this area. |
| 9-2-2018 17:03:13 | Any additional comments on transportation priorit | Public transport should be much less expensive to discourage the use of private vehicles. |
| 9-2-2018 17:10:50 | Any additional comments on transportation priorit | don't raise taxes or fees, charge tolls tax employers per employee for requiring employees 2B at work between 7:00 and 9:00 AM |
| 9-2-2018 05:53:33 | Any additional comments on transportation priorit | As long as it included freeway expansions and a new columbia river bridge Id pay quite a bit more. |
| 9-2-2018 01:44:25 | Any additional comments on transportation priorit | Taxes should not just be levied on gasoline. All motorists, even those who drive electric cars (like mine), should be asked to pay. |
| 9-2-2018 01:18:35 | Any additional comments on transportation priorit | WE ALREADY PAY MULTIPLE REDUNDANT TAXES FOR THIS SHIT. While I am all for infrastructure improvements, use the money already being paid, DO NOT levy new fees & taxes. |
| 9-2-2018 00:36:25 | Any additional comments on transportation priorit | Build new roadways/freeways and toll them to pay for them. People will pay for a quicker commute. |
| 9-2-2018 01:15:03 | Any additional comments on transportation priorit | Implement a carbon tax that is refunded to individuals. This will properly add the cost of poor air quality to products and provide funds to all to offset the higher cost of retail items. |

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| 8-2-2018 22:55:29 | Any additional comments on transportation priorit | none |
| 8-2-2018 22:31:44 | Any additional comments on transportation priorit | Reach out to the East Portland Action Plan transportation committee for guidance and feedback on priorities. |
| 8-2-2018 22:22:39 | Any additional comments on transportation priorit | I will vote no on the 2020 bond measure unless the SW MAX line is specifically designed to accommodate longer than 2 car trains. |
| 8-2-2018 22:22:39 | Any additional comments on transportation priorit | I will vote no on the 2020 bond measure unless the SW MAX line is specifically designed to accommodate longer than 2 car trains in the future without significant reconstruction. |
| 8-2-2018 22:17:13 | Any additional comments on transportation priorit | I put somewhat support because I feel like we already pay enough taxes to get the things done we need. Time to start taxing Washington residents who use our roads and dont pay for them. Support tolls! |
| 8-2-2018 21:14:51 | Any additional comments on transportation priorit | East Portland. |
| 8-2-2018 21:04:52 | Any additional comments on transportation priorit | Would not support new freeway expansion. |
| 8-2-2018 21:02:28 | Any additional comments on transportation priorit | Sales tax towards transit and road improvements. |
| 8-2-2018 21:01:35 | Any additional comments on transportation priorit | Start taxing users of other or alternate forms of transportation for use of infrastructure that is built for their sole use. |
| 8-2-2018 20:53:27 | Any additional comments on transportation priorit | As long as driving is cheap, people won't be motivated to change. Driving needs to cost more (tolls, registration fees, gas tax etc.). ESPECIALLY through raising parking rates in downtown. |
| 8-2-2018 20:31:42 | Any additional comments on transportation priorit | I don't support raising fares, but taxing or raising money in other ways, absolutely. |
| 8-2-2018 20:31:42 | Any additional comments on transportation priorit | I don't support raising fares, but taxing or raising money in other ways, absolutely. Fares are so high that I could afford it, but it's cheaper & faster to commute via my car, so I don't use Tri-Met |
| 8-2-2018 20:31:37 | Any additional comments on transportation priorit | Get rid of the bike lanes that only serve single riding middle class people with too much time on their hands. |
| 8-2-2018 20:30:51 | Any additional comments on transportation priorit | The vast majority of people much prefer auto travel over mass transit, so the major focus should be to improve highway and road conditions. |
| 8-2-2018 20:13:35 | Any additional comments on transportation priorit | You already have enough money. Spend it better. |
| 8-2-2018 20:13:35 | Any additional comments on transportation priorit | You already have enough money. Spend it better. Also, your Tab 3 "RATE STRATEGIES" isn't loading. |
| 8-2-2018 20:09:20 | Any additional comments on transportation priorit | With one caveat - taxes should be progressive, targeted. We rely heavily on taxes already. Redistribution is important. Tax car sales, raise gas taxes, levy use |
| 8-2-2018 20:09:20 | Any additional comments on transportation priorit | With one caveat - taxes should be progressive, targeted. We rely heavily on taxes already. Redistribution is important. Tax car sales, raise gas taxes, levy new use/excise taxes or tolls. It works. |
| 8-2-2018 19:30:34 | Any additional comments on transportation priorit | I would gladly do it if the politicians and agency were honest and spent the money exactly as they claim instead of constantly diverting funds for their purposes. No hope that will happen. |
| 8-2-2018 20:07:00 | Any additional comments on transportation priorit | As in Seattle, Raleigh, Indianapolis, LA and other cities that have passed transit funding packages in recent years, this should be a transit-focused effort. No concessions to increasing road capacity |
| 8-2-2018 19:07:37 | Any additional comments on transportation priorit | Extra fees and taxes are okay, as long as I know EXACTLY where the money is going to. If the increase doesn't benefit society as a whole, then it's not a good use of money. |
| 8-2-2018 18:40:36 | Any additional comments on transportation priorit | User fees for highways that duplicate transit network make sense. As an option to auto user fees, increased parking at transit node points provide drivers a way to avoid user fees if they wish to. |
| 8-2-2018 17:50:14 | Any additional comments on transportation priorit | We need a 21st Century transportation system. This doesn't mean more highways and wider roads. It means moving people efficiently through transit. Land use is critical. More density please |

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| 8-2-2018 17:40:47 | Any additional comments on transportation priorit | I drive 500-1000miles per week, as a home infusion nurse. I work in Washington and Oregon. The ice storm last year was AWFUL. "Welcome to Oregon... we are trying to kill you." is what it was like :(|
| 8-2-2018 17:28:28 | Any additional comments on transportation priorit | I think the increases in fees are warranted; but should be offset with reductions in other areas, such as regional government staffing, open space acquisition |
| 8-2-2018 17:27:13 | Any additional comments on transportation priorit | For safety and reliability |
| 8-2-2018 16:38:42 | Any additional comments on transportation priorit | Create a sales tax. It would piss people off at first, but the state would greatly benefit from it in the long run. |
| 8-2-2018 16:31:12 | Any additional comments on transportation priorit | I think our tax money needs to be spent the right way the first time. People are moving to the Portland area rapidly so you're already getting more tax money to fund this. |
| 8-2-2018 15:31:46 | Any additional comments on transportation priorit | So long as those who need it most are given free passes or discounted fares. |
| 8-2-2018 15:26:07 | Any additional comments on transportation priorit | You raise my taxes and I will vote you out |
| 8-2-2018 15:12:49 | Any additional comments on transportation priorit | Cleanliness of users is an issue. |
| 8-2-2018 14:26:34 | Any additional comments on transportation priorit | The tunnel on Highway 26 is backed up ALL DAY EVERY DAY. |
| 8-2-2018 08:55:16 | Any additional comments on transportation priorit | There are more than enough taxes to fund a major infrastructure upgrade - we just shouldn't be wasting what we already get on frivolous programs that fund groups for political gain. |
| 8-2-2018 05:55:27 | Any additional comments on transportation priorit | if taxes and fees increase, then only rich people will live in our region |
| 8-2-2018 05:48:52 | Any additional comments on transportation priorit | Unless you live, work, shop or go to school within walking distance, you will have to commute. Accessibility is necessary for all. |
| 8-2-2018 05:05:11 | Any additional comments on transportation priorit | Happy ro pay more for demonstrably improved efficiency and service. |
| 8-2-2018 04:15:39 | Any additional comments on transportation priorit | I oppose because because people following the law have to pay for those on the Road that don't are getting away with it. |
| 8-2-2018 00:47:45 | Any additional comments on transportation priorit | My family's small business had started out paying Tri-Met taxes in the 70s and has paid more than our fair share of public transportation taxes all these years yet have yet to find 1 who uses it |
| 8-2-2018 03:47:19 | Any additional comments on transportation priorit | As long as they apply equally to all |
| 8-2-2018 03:39:45 | Any additional comments on transportation priorit | If I felt the funds were wisely spent, I would gladly support. I've see a lot of shoddy roadwork. No taxpayer should have to foot that bill. Hold people accountable to provide quality roads/transport |
| 8-2-2018 03:34:06 | Any additional comments on transportation priorit | Money for improvements has to come from somewhere. |
| 8-2-2018 03:12:21 | Any additional comments on transportation priorit | the problem is we have bozos in charge of the circus that is public transportation. |
| 8-2-2018 02:46:35 | Any additional comments on transportation priorit | If it is for the benefit of everybody I wouldn't mind |
| 8-2-2018 00:55:24 | Any additional comments on transportation priorit | I would support this funding, as long as it being used to truly improve things in the area. I'm always fearful of government programs going awry with misguided appropriation of funds and goals. |
| 8-2-2018 00:42:54 | Any additional comments on transportation priorit | Users have experienced a lot of fare increases over recent years and this has driven ridership down |
| 8-2-2018 00:07:05 | Any additional comments on transportation priorit | Oppose, more taxes, your going to tax everyone to death! Maybe if the state's and county's spent there money better it would help. Classic example is our new round a bout on Hwy 47! |

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| 7-2-2018 23:53:37 | Any additional comments on transportation priorit | I much prefer Metro, and all other government entities, more efficiently utilize the dollars they already receive rather than raise taxes and fees. |
| 7-2-2018 23:56:13 | Any additional comments on transportation priorit | The legislature just passed increases in a number of transportation taxes and fees. |
| 7-2-2018 23:49:27 | Any additional comments on transportation priorit | raising the gas tax raises costs the most for those who can afford to drive, without putting as much burden on those who bike, walk, or use public transit. |
| 7-2-2018 23:52:42 | Any additional comments on transportation priorit | The government gets enough of my money, reduce the waste fraud and abuse first, reduce unnessisay government assistance pr and then if you need more money ask me and I'll support higher ta |
| 7-2-2018 23:52:42 | Any additional comments on transportation priorit | The government gets enough of my money, reduce the waste fraud and abuse first and reduce unnecessary government assistance programs and then if you need more money ask me and I'll support higher taxes |
| 7-2-2018 23:52:42 | Any additional comments on transportation priorit | The government gets enough of my money, reduce the waste fraud and abuse first and reduce unnecessary government assistance programs and then if you need more money ask me and I'll support higher tax |
| 7-2-2018 23:46:20 | Any additional comments on transportation priorit | Money has to be earmarked for very specific transportation projects. It should not go into the general fund. We need to see results for investment of our tax dollars. |
| 7-2-2018 23:44:05 | Any additional comments on transportation priorit | 24 hour service will be ideal, especially in Washington Co., where shift work is common and shifts start or end outside of typical (8a-5p) schedules that are common in Downtown Portland. |
| 7-2-2018 23:36:22 | Any additional comments on transportation priorit | nope |
| 7-2-2018 23:36:14 | Any additional comments on transportation priorit | As a small business owner, I already pay way to much in TriMet taxes for services that don't benefit me and/or I'm afraid to use (Max, because it is unsafe). |
| 7-2-2018 22:06:17 | Any additional comments on transportation priorit | The current budget can be allocated much more efficiently. |
| 7-2-2018 21:57:39 | Any additional comments on transportation priorit | I want a forward-thinking plan that addresses population growth and climate change issues. |
| 7-2-2018 21:22:39 | Any additional comments on transportation priorit | I would prefer to pay more in taxes than make the fairs go up. As a non-white person, I think that the Max is already expensive for the safety risk of riding it. |
| 7-2-2018 20:57:53 | Any additional comments on transportation priorit | Depends on what percent of funding goes to priorities and how much to management |
| 7-2-2018 20:33:08 | Any additional comments on transportation priorit | TriMet needs to relax its take on expanding and make what it has safer/stronger first; ODOT and PDOT need to focus on maintaining roads and increasing lane size where needed |
| 7-2-2018 19:43:23 | Any additional comments on transportation priorit | Portland's tax revenues are already expanding due to economic and population growth. I want to see today's money spent more wisely before I commit to more taxes. Stop wasting my money on lightrail. |
| 7-2-2018 19:57:35 | Any additional comments on transportation priorit | Bus only Lanes please!!! |
| 7-2-2018 18:42:47 | Any additional comments on transportation priorit | Need to figure a way beside taxes |
| 7-2-2018 18:35:15 | Any additional comments on transportation priorit | Public transportation is pretty important |
| 7-2-2018 18:35:22 | Any additional comments on transportation priorit | I am willing to pay more for programs that benefit the greater good ☑ |
| 7-2-2018 17:45:24 | Any additional comments on transportation priorit | transportation should not be this hard. We limit commute lanes, we do not plan ahead for wider highways an exits are too close together for merging traffic coming into fast traffic. |
| 7-2-2018 18:34:09 | Any additional comments on transportation priorit | Expand capacities and adding new routes |
| 7-2-2018 18:02:28 | Any additional comments on transportation priorit | When we can bike anywhere in the city without breathing |

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| 7-2-2018 18:02:28 | Any additional comments on transportation priorit | When we can bike anywhere in the city without breathing big breaths of car exhaust, that will be an excellent day :) |
| 7-2-2018 17:22:40 | Any additional comments on transportation priorit | Improving safety is important; however it needs to be balanced with the actual reality of traffic patterns - making roads 2 lanes is not the answer! This will just force traffic into higher risk zones |
| 7-2-2018 16:47:12 | Any additional comments on transportation priorit | YES BUT NOT TRAVEL FEES, TOLLS THESE ARE SELF DEFEATING |
| 7-2-2018 16:34:34 | Any additional comments on transportation priorit | Not spending on things like changing speed limits on side to 20 mph and the signs and enforcement that goes along with it. What lame reasoning for this: cutting down on injury and death @ 25mph! |
| 7-2-2018 16:32:50 | Any additional comments on transportation priorit | We are taxed to death as it is. Now you want us to pay more for something that we won't use because of the cost, time, and safety. Make it affordable and safe for everyone. |
| 7-2-2018 16:25:32 | Any additional comments on transportation priorit | Depends entirely on which fees and upon whom they fall... |
| 7-2-2018 16:12:53 | Any additional comments on transportation priorit | The city needs to do an indepdent audit |
| 7-2-2018 16:12:53 | Any additional comments on transportation priorit | The city needs to do an independent audit of its self. I think they would find money or ways to do things differently to save money at the city government level. Business have dne |
| 7-2-2018 16:09:16 | Any additional comments on transportation priorit | I would not be in support of raising taxes because it will not benefit me. The region wouldn't spend it on the things that are important to me, such as more street connections, widening vista ridge. |
| 7-2-2018 08:13:52 | Any additional comments on transportation priorit | The use of cars is so incredibly harmful to our community - taxes and fees should be limited to that usage category and they should be enormous. Address equity concerns via housing/transit. |
| 7-2-2018 05:36:07 | Any additional comments on transportation priorit | I'm perfectly happy paying more to support the public transportation system, but only if it improves the issues previously stated. I shouldn't have to take 2 trains and a bus to get to school. |
| 7-2-2018 05:36:46 | Any additional comments on transportation priorit | Taxes are already pretty high. Maybe we need to look at using them more wisely. Speed limits do not need to be reduced. They are already too low. |
| 7-2-2018 05:31:51 | Any additional comments on transportation priorit | Reliable, equitable transportation is necessary is very important. Oregon has many battles and n |
| 7-2-2018 05:31:51 | Any additional comments on transportation priorit | Reliable, equitable transportation is necessary is very important. Oregon has many battles and must choose, tax payer fatigue is real in our state and especially in Portland. Focus and transparency. |
| 7-2-2018 05:32:35 | Any additional comments on transportation priorit | As a home owner and taxpayer, it's really hard to support an increase in taxes with so much wasteful spending at the state and local government taking place. |
| 7-2-2018 04:41:45 | Any additional comments on transportation priorit | I think businesses (whether retail or manufacturing) need to step up to help fund so customers or employees can get to them easier. But they would just pass that cost along to those people. |
| 7-2-2018 04:21:54 | Any additional comments on transportation priorit | I think transportation improvements have been deferred for other special projects. Eastside still has unimproved streets! I have seen new paving project on good roads while other roads have potholes |
| 7-2-2018 03:54:01 | Any additional comments on transportation priorit | I want maintence PBOT budgets increased to be back to previous amount. Roads and public property have suffered. Fix and clean. I'm ashamed of the trash and bad roads. |
| 7-2-2018 03:57:45 | Any additional comments on transportation priorit | money has not been wisely spent in the past and not sure money would be spent on what I consider a priority one of the big mistakes I can not forget is when the Sunset Transit was under built |
| 7-2-2018 03:15:55 | Any additional comments on transportation priorit | the state has enough tax revenue. It is just spending it in the wrong places. |
| 7-2-2018 02:59:33 | Any additional comments on transportation priorit | If we don't then all roads in the metropolitan area will look like Portland's potholed roads |
| 7-2-2018 02:06:57 | Any additional comments on transportation priorit | What have you done with all the monies you have already raised? How many more flower pots do we need on the street? |
| 7-2-2018 00:42:57 | Any additional comments on transportation priorit | Impose fees equal to gas tax on all electric or hybrid vehicles. License and tax bikes so they contribute an equitable amount. No such thing as a free ride. |

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| 7-2-2018 00:12:30 | Any additional comments on transportation priorit | We desperately need a sales tax!! |
| 6-2-2018 23:55:37 | Any additional comments on transportation priorit | fees need to go to benefit the people that pay them, e.g. commuting drivers, biking commuters, neighborhood walkability. I think the current transportation policies are against commuting public. |
| 6-2-2018 23:49:57 | Any additional comments on transportation priorit | Don't take money out of other pools of grant funding. Consider supporting efforts to increase taxes on corporations - through your professional affiliations if you can't lobby |
| 6-2-2018 23:37:45 | Any additional comments on transportation priorit | We need more investment in bike infrastructure to get more people riding. There are still so many safety gaps. It's a real obstacle for many, |
| 6-2-2018 23:37:32 | Any additional comments on transportation priorit | Get busses and HOVs moving more efficiently before building more light rail. PLEASE. |
| 6-2-2018 22:51:58 | Any additional comments on transportation priorit | Vehicles without roads are useless we spend well over 80% of our transportation costs on the vehicles we drive |
| 6-2-2018 22:40:16 | Any additional comments on transportation priorit | Funding needs to follow need by the workforce and business. Dollars need to focus on asset management, followed by new investment. Lowest funding source should be cyclist unless taxed for use. |
| 6-2-2018 22:13:44 | Any additional comments on transportation priorit | I'm rarely in support of taxes while there is still waste in the government. No one seems to want to make the difficult decisions...only throw money at the problem. I balance my budget by cutting. |
| 6-2-2018 21:54:04 | Any additional comments on transportation priorit | I think it is crucial we use the funds we already have more wisely. Increase taxes on vehicles and driving in the inner-city. Allocate funds towards alternate transportation NOT freeways or driving. |
| 6-2-2018 21:44:08 | Any additional comments on transportation priorit | would like to see bus our shuttle from end of green line to Clackamas County Red Soils campus |
| 6-2-2018 21:30:26 | Any additional comments on transportation priorit | I cannot afford property tax increases, or gas taxes. I am taxed out. It is seriously affecting my ability to remain live in my home in the future. |
| 6-2-2018 21:12:22 | Any additional comments on transportation priorit | I would love to see tolls on I-5 and I-205. People from Clark Co get all the benefits of our tax dollars improving roadways, and yet pay nothing. Maybe tolls would finally convince them to allow MAX? |
| 6-2-2018 21:05:31 | Any additional comments on transportation priorit | Get the SW Corridor Plan going with light rail to Tualatin and I hope I live long enough to see a new Interstate Bridge. |
| 6-2-2018 21:01:23 | Any additional comments on transportation priorit | Provided those funds do not go to freeway expansion projects. |
| 6-2-2018 20:41:40 | Any additional comments on transportation priorit | Taxes have already once again been levied, and funds created where there was none such as the bike tax, new auto tax, etc. The only funding increase I'd support is tolling or congestion pricing. |
| 6-2-2018 20:01:29 | Any additional comments on transportation priorit | Keep experimenting and trying new things, but don't get sucked into thinking technology will take care of our problems. Find human solutions. |
| 6-2-2018 19:59:09 | Any additional comments on transportation priorit | I would strongly support a gradual congestion toll to the inner city, which options for free park&ride before toll. |
| 6-2-2018 19:55:39 | Any additional comments on transportation priorit | Please stop with the equity, diversity, inclusion, ect BS. Don't make transportation a social issue. Just focus on what we have and make improvements. We all use the roads, buses, trains ect. |
| 6-2-2018 19:40:16 | Any additional comments on transportation priorit | We need to focus more on what will work best in the future rather than on what we have now, which won't work well in the future. |
| 6-2-2018 19:39:36 | Any additional comments on transportation priorit | Metro should reward good stewardship, rather than bailing out agencies who've done a terrible job of asset management. |
| 6-2-2018 19:37:46 | Any additional comments on transportation priorit | This depends on where the money is coming from. Who would be burdened by these fees or taxes? |
| 6-2-2018 19:07:34 | Any additional comments on transportation priorit | Mass transit reliability improvements, for sure. |
| 6-2-2018 18:54:20 | Any additional comments on transportation priorit | Depends on the pricing and how its implemented. Requiring cleaner freight trucks is easier than charging freight companies higher usage fees and it results in similar benefits. |

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| 6-2-2018 18:52:03 | Any additional comments on transportation priorit | Focus spending on the automobile and trucks. Over 90 % of transportation uses these modes. |
| 6-2-2018 18:27:50 | Any additional comments on transportation priorit | It would depend on if I felt they were absolutely necessary. |
| 6-2-2018 18:37:48 | Any additional comments on transportation priorit | In particular, a progressive tax. For example, a local property transportation levy based on residences that have 1. no garage 2. a one car garage 3. a two car garage 4. > 2 car garage. |
| 6-2-2018 18:27:42 | Any additional comments on transportation priorit | Politicians will keep spending on pet projects. Why give them more to waste? |
| 6-2-2018 18:27:05 | Any additional comments on transportation priorit | Depends on the funding mechanism and where those resources are used. \$4+ billion spent on light rail and regionwide share of mass transit commuters is lower now than 1980 (10% to 6%). Roads. |
| 6-2-2018 17:44:49 | Any additional comments on transportation priorit | transit needs to find ways to cut costs not increase them |
| 6-2-2018 17:55:01 | Any additional comments on transportation priorit | Gas tax should be much higher. Vehicle registration should be based on vehicle size and weight. Vehicles should not be allowed to tamper with exhaust systems or install oversized tires. No studs. |
| 6-2-2018 17:37:34 | Any additional comments on transportation priorit | I have already paid the taxes, stop stealing from the General (Slush) fund & pay for the work already. |
| 6-2-2018 17:12:52 | Any additional comments on transportation priorit | Raise the gas tax and vehicle registration fees to fund better public transit, pedestrian and bicycle infrastructure. |
| 6-2-2018 16:51:31 | Any additional comments on transportation priorit | I think transportation investments mostly benefit car drivers. I do drive, and I would support paying a usage fees to drive. |
| 6-2-2018 16:44:05 | Any additional comments on transportation priorit | Fares can increase. Most importantly, we need to have a sure system that make sure all riders are paying which they currently do not do. COLLECT THE FARES. |
| 6-2-2018 16:39:41 | Any additional comments on transportation priorit | Cleaner MAX's would be nice. I feel unsafe and have not ever once had my ticket checked in 4 years of using it. |
| 6-2-2018 16:36:26 | Any additional comments on transportation priorit | No tolls. |
| 6-2-2018 16:36:26 | Any additional comments on transportation priorit | This question is way too broad. No toll fees. Perhaps a gas tax. The greater Portland area did a poor job in planning the transportation system years ago. Why would anyone build a draw bridge on I-5 |
| 6-2-2018 16:31:03 | Any additional comments on transportation priorit | We should not increase rider fees. |
| 6-2-2018 16:12:09 | Any additional comments on transportation priorit | You have enough money. Spend it wisely. If that means recruiting contracts from out of state to do the work for less - do that! |
| 6-2-2018 16:18:19 | Any additional comments on transportation priorit | Should have used the funding that we had on road and bridge repair instead creating bike friendly roads |
| 6-2-2018 16:07:34 | Any additional comments on transportation priorit | Nope. Oregon needs to cut the size and scope of government. Our agencies are growing like cancer. We have |
| 6-2-2018 16:07:34 | Any additional comments on transportation priorit | Nope. Oregon needs to cut the size and scope of government. Our agencies are growing like cancer. We need to double our federal interstate highway capacity..mostly federal dollars. |
| 6-2-2018 15:48:10 | Any additional comments on transportation priorit | Focus should be on reducing congestion by increasing capacity. NOT by reducing it or forcing people to other modes. |
| 6-2-2018 15:19:06 | Any additional comments on transportation priorit | I want to see effective and efficient use of existing public funds before I'll support tax/fee increases. More transparency of current funding. |
| 6-2-2018 15:14:38 | Any additional comments on transportation priorit | Bike lanes on interstate avenue for the whole length. The inconsistency creates very dangerous interactions between cyclists and drivers |
| 6-2-2018 14:52:20 | Any additional comments on transportation priorit | Light rail investments are not going to pay off long term. The cost per mile is outrageous when compared to putting a bus on the road. I strongly encourage you to think of the daily commuter. |

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| 6-2-2018 14:19:15 | Any additional comments on transportation priorit | Remember safety is not only maintenance, but personal safety during travel among other passengers |
| 6-2-2018 14:18:00 | Any additional comments on transportation priorit | I'm not opposed to increasing some taxes or fees but tolling our freeways is not the right way to do so. |
| 6-2-2018 14:17:37 | Any additional comments on transportation priorit | Yes, only if it expanded non toll vehicular options |
| 6-2-2018 12:40:40 | Any additional comments on transportation priorit | Oregian's pay a ton in taxes! I will not vote for anymore taxes, I give Oregon enough in taxes. |
| 6-2-2018 11:58:44 | Any additional comments on transportation priorit | How do you raise some transportation taxes and fees without disadvantaging the populations you are trying to help? |
| 6-2-2018 10:15:07 | Any additional comments on transportation priorit | ODOT and Portland Area local governments have wasted over half a billion dollars in the past few years. STOP IT!!!! They have enough money, stop wasting it!!!! |
| 6-2-2018 08:30:26 | Any additional comments on transportation priorit | More information needed to answer |
| 6-2-2018 06:06:14 | Any additional comments on transportation priorit | Fees should be based at least partially on ability to pay. A city or county income tax. |
| 6-2-2018 05:59:02 | Any additional comments on transportation priorit | Would like max to Oregon City, fix 82nd avenue. Have bus/bike only/friendly streets. |
| 6-2-2018 05:28:03 | Any additional comments on transportation priorit | I support a carbon tax on petroleum to be paid by the end users. It would generate revenue and lead to reductions in emissions. |
| 6-2-2018 05:24:08 | Any additional comments on transportation priorit | I live within my means. So should OUR government |
| 6-2-2018 05:20:10 | Any additional comments on transportation priorit | I think we could spend current taxes and fees more diligently. |
| 6-2-2018 05:17:08 | Any additional comments on transportation priorit | I doubt what I think the fees should be used for would be what Metro would use them for. |
| 6-2-2018 05:11:42 | Any additional comments on transportation priorit | Quit wasting substantial funds on expanding MAX. Put any additional funds to increasing car pooling, |
| 6-2-2018 05:11:42 | Any additional comments on transportation priorit | Quit wasting substantial funds on expanding MAX. Put any additional funds to increasing car pooling, and increasing existing bus/MAX usage. |
| 6-2-2018 04:55:19 | Any additional comments on transportation priorit | I share the goal of fewer cars on the roads, but no parking causes huge push-back. Take this a step at a time--respect the neighborhoods' input. Stop with the big apartment buildings with zero parking |
| 6-2-2018 04:13:33 | Any additional comments on transportation priorit | This has to be equitable. |
| 6-2-2018 04:10:38 | Any additional comments on transportation priorit | I would support increased fees for cars, parking or toll roads |
| 6-2-2018 04:05:57 | Any additional comments on transportation priorit | Raise taxes and fees for driving in order to support improvements to transit and active transportation. |
| 6-2-2018 03:56:18 | Any additional comments on transportation priorit | no |
| 6-2-2018 03:49:28 | Any additional comments on transportation priorit | Shorter commutes, maybe by adding more express routes. Add business commuter lines, so I don't have to sit next to dangerous, Pot smelling , homeless, gutter punks and general down and out scum. |
| 6-2-2018 03:22:06 | Any additional comments on transportation priorit | Funding is available just not allocated correctly |
| 6-2-2018 03:35:46 | Any additional comments on transportation priorit | Make sure housing and transit improvements are tied to each other so not to price people out of areas are new development occurs along new transit i.e. SW Corridor |

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| 6-2-2018 03:14:44 | Any additional comments on transportation priorit | You have plenty of money but you don't use it effectively. Build more roads or improve the ones you have. |
| 6-2-2018 03:00:46 | Any additional comments on transportation priorit | Raise the Gas Taxes. Higher taxes will help reduce the traffic and help fund better maintenance of the roads. |
| 6-2-2018 02:54:45 | Any additional comments on transportation priorit | Strongly support a significant carbon tax on fossil fuels. |
| 6-2-2018 02:52:48 | Any additional comments on transportation priorit | Please don't raise taxes through another property tax. Our rental house is at low income rates, but eventually we do have to pass these taxes on to renters to break even. |
| 6-2-2018 02:52:02 | Any additional comments on transportation priorit | TriMet's \$500,000,000 budget could save \$\$ by eliminating fare inspectors -- how much do they "collect" in fines annually?? Only 17% of TriMet revenues are from fares-make the system free to riders. |
| 6-2-2018 02:33:25 | Any additional comments on transportation priorit | Max improvements and expansion and freeway safety improvements are top priorities. |
| 6-2-2018 02:24:18 | Any additional comments on transportation priorit | Funding should be used for active transportation improvements and for maintenance. Funding should NOT be used for expanding freeway capacity. Congestion should be managed through pricing, etc. |
| 6-2-2018 02:16:42 | Any additional comments on transportation priorit | As long as the area insists on pursuing boondoggles like light rail, I am totally opposed to providing more money to the system that makes these irrational choices. |
| 6-2-2018 02:15:39 | Any additional comments on transportation priorit | When I tried to insert what my strongest preference is this survey said thanks for the suggestion and did not allow me to put in relationship to what the metro preferences are |
| 6-2-2018 02:11:07 | Any additional comments on transportation priorit | Tax bikes and people that use our streets that cars use |
| 6-2-2018 02:08:16 | Any additional comments on transportation priorit | I support raising taxes that will be spent on transportation goals that improve the quality of life in portland and does not place commute times above all else |
| 6-2-2018 01:54:48 | Any additional comments on transportation priorit | The transportation system is for ALL. Many people who use it cannot afford a car and increasing the cost of taking a bus or using the MAX may make it difficult for that population. |
| 6-2-2018 01:31:40 | Any additional comments on transportation priorit | or, you can lean out the bureacracy you support and find the money that way rather than expecting the taxpayer to always foot the bill. |
| 6-2-2018 01:24:41 | Any additional comments on transportation priorit | They would have to be means tested. \$100 registration fee, for example is chump change to some, a fortune to others. |
| 6-2-2018 01:34:46 | Any additional comments on transportation priorit | I would be willing to pay more for improved bus services, but am less interested in big ticket items like additional light rail lines. |
| 6-2-2018 01:25:34 | Any additional comments on transportation priorit | Fix Cornelius Pass - it is a vital link to medical facilities and jobs. Don't stall - get Cornelius Pass widened and safe for us to travel |
| 6-2-2018 01:10:29 | Any additional comments on transportation priorit | We need less regulation and much lower taxes and fees. |
| 6-2-2018 00:59:38 | Any additional comments on transportation priorit | Make streets safe for walking. Walking is not comfortable with speeding traffic even if there are sidewalks. |
| 6-2-2018 00:59:37 | Any additional comments on transportation priorit | Congestion pricing should be studied. |
| 6-2-2018 00:54:09 | Any additional comments on transportation priorit | I am so god damn tired of supporting the poor. |
| 6-2-2018 00:52:44 | Any additional comments on transportation priorit | Move to electric buses that are smaller and more frequent. |
| 6-2-2018 00:39:46 | Any additional comments on transportation priorit | A user oriented fee system would be the fairest. |
| 6-2-2018 00:50:42 | Any additional comments on transportation priorit | Charging people to ride public transportation is akin to charging people to ride elevators in tall buildings. |

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| 6-2-2018 00:42:33 | Any additional comments on transportation priorit | I'm unable to see that our funds are always wisely spent. It took forever to get a new Sellwood bridge in place. The I-5 bridge cost a fortune and was never even started. |
| 6-2-2018 00:38:16 | Any additional comments on transportation priorit | User-based fees are important, with a provision for lower-income families. |
| 6-2-2018 00:37:00 | Any additional comments on transportation priorit | While no one wants to pay more taxes or fees, I am familiar enough with the realities of our transportation system and the limited funding to know we need to do something before our roads deteriorate. |
| 6-2-2018 00:38:08 | Any additional comments on transportation priorit | Developers, large businesses, businesses that clog the streets with trucks, & huge corporations should be heavily taxed |
| 6-2-2018 00:34:01 | Any additional comments on transportation priorit | I'm not keen on big massive projects that benefit a few. Would prefer to see lots of smaller projects related to coverage and frequency that benefit many. \$2.50 is already a hefty fee when you're po |
| 6-2-2018 00:33:55 | Any additional comments on transportation priorit | Please actually prioritize active transportation and transit instead of just saying it. |
| 6-2-2018 00:27:50 | Any additional comments on transportation priorit | Please continue to expand bike infrastructure to make biking more safe AND ACCESSIBLE |
| 6-2-2018 00:24:20 | Any additional comments on transportation priorit | Cost of living in Portland is already too high compared with say Seattle that has much higher wages. Pdx is becoming more unaffordable each year based on average wages. |
| 6-2-2018 00:20:58 | Any additional comments on transportation priorit | Raise the corporate tax rate- they benefit from using our roads, they should pay more, especially since the wear and tear from shipping/transportation/construction vehicles is probably greater. |
| 6-2-2018 00:15:35 | Any additional comments on transportation priorit | It is time the bicyclists pay their own way for the infrastructure they utilize and transit riders pay a greater share for what they utilize. Quit extorting motorists to pay for alternatives!!! |
| 6-2-2018 00:13:01 | Any additional comments on transportation priorit | We could build more transport for less if we paid attention to cost-benefit ratios. We need better roads, less density, use express busses on better roads, expand housing with builders ad infrastrluct |
| 6-2-2018 00:12:37 | Any additional comments on transportation priorit | When I retired, I figured that I would use my car less and use the bus as I did when I was commuting. It would also give a nice half mile walk to and from. You then re-routed line 36 & it is now 2 mil |
| 6-2-2018 00:03:48 | Any additional comments on transportation priorit | Tolls are a terrible idea. Metro has tried raising Max prices, but it is too unreliable and costly 4 a person to use. People that work for corporations such as nike get a huge break but not reg folk |
| 6-2-2018 00:04:50 | Any additional comments on transportation priorit | Oregon needs a sales tax period, instead of tacking on taxes that everyone votes for, but not everyone has to pay. |
| 5-2-2018 23:47:22 | Any additional comments on transportation priorit | With the changing landscape of federal tax laws, I would support a local sales tax or increased payroll tax over property and income tax increases. |
| 5-2-2018 23:43:21 | Any additional comments on transportation priorit | Better expanded freeways. If possible a 24 hour public transportation system that does not close down in bad weather or Holidays |
| 5-2-2018 23:41:33 | Any additional comments on transportation priorit | A complete network of sidewalks and bike lanes, regularly maintained, helps to keep our region's residents safe and healthy. |
| 5-2-2018 23:38:39 | Any additional comments on transportation priorit | The homeless population is becoming a problem as they congregate where the bus stops to panhandle. This can make people wary of taking the buses. |
| 5-2-2018 23:35:46 | Any additional comments on transportation priorit | toll bridge and toll gates for commuters from Washington and California and Nevada and Idaho |
| 5-2-2018 23:30:00 | Any additional comments on transportation priorit | I am for electric cars but they do not pay gas taxes. I am for tolls too. I AM NOT FOR SALES TAXES EITHER. |
| 5-2-2018 23:10:58 | Any additional comments on transportation priorit | You can't tax us to death. |
| 5-2-2018 23:06:56 | Any additional comments on transportation priorit | Transit should be supported by everyone through taxes and fees and not on a use basis. People who ride bikes or commute small distances (like me) still rely on transportation for economic growth |
| 5-2-2018 23:06:56 | Any additional comments on transportation priorit | Transit should be supported by everyone through taxes & fees and not on a use basis (toll). People who ride bikes or commute small distances (like me) still rely on transportation for economic growth |

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| 5-2-2018 23:03:25 | Any additional comments on transportation priorit | More Max trains to Hillsboro |
| 5-2-2018 23:03:00 | Any additional comments on transportation priorit | More light rail is worth the investment, and to more areas. |
| 5-2-2018 22:59:34 | Any additional comments on transportation priorit | Depends on what the priorities are and what the price tag is. |
| 5-2-2018 22:28:49 | Any additional comments on transportation priorit | Increase the gasoline tax. Do NOT make a congestion tax! |
| 5-2-2018 22:24:10 | Any additional comments on transportation priorit | Having reliable transportation trumps all issues. We need to get to work or school on time AND our streets should be cleared of snow and ice as quickly as cities in the east do |
| 5-2-2018 22:14:32 | Any additional comments on transportation priorit | My support for increased taxes and user fees would depend completely on what they were. |
| 5-2-2018 22:02:54 | Any additional comments on transportation priorit | How about we get rid of METRO, privatize the Zoo and take that money and give it back to the Counties to improve their communities and roads? |
| 5-2-2018 21:52:05 | Any additional comments on transportation priorit | While I currently feel like transportation tickets in the city are more expensive than what most people in my demographic can afford, if its the only option i may consider it. |
| 5-2-2018 21:43:25 | Any additional comments on transportation priorit | Very much against tollways, would like an Oregon wide Vignette as Switzerland has had for over 30 years |
| 5-2-2018 21:02:55 | Any additional comments on transportation priorit | I can go on about a suggested package I've had for a while that focuses on a lot, however 10 cents of a gas tax increase will do about the bridges and thats it. |
| 5-2-2018 21:18:18 | Any additional comments on transportation priorit | I'm against increasing fees but I support raising taxes for transportation |
| 5-2-2018 21:12:57 | Any additional comments on transportation priorit | Leverage more PPPs. Follow examples from places like Virginia. Explore feasibility of a company like Transurban to replace the I-5 Columbia River bridge and supplement with HOT lanes. |
| 5-2-2018 20:58:09 | Any additional comments on transportation priorit | No new tax methods! But raising existing methods (e.g. gas tax) are good. |
| 5-2-2018 20:50:48 | Any additional comments on transportation priorit | Jack the taxes. There are no taxes Oregon compared to the midwest and northeast. Go to Minnesota where is snows like hell but has excellent roads. But guess what? People actually have to pay taxes |
| 5-2-2018 20:44:08 | Any additional comments on transportation priorit | I work in government, and it is no secrete that governmental agency's waste money. If you budget and spend responsibly, you would not have to increase taxes. |
| 5-2-2018 20:43:28 | Any additional comments on transportation priorit | Too much of a blanket statement. Tax and fees on whom? Businesses, they would just pass it down. To people who don't use the system thru payroll tax, already been there. use the current money wisely |
| 5-2-2018 20:41:31 | Any additional comments on transportation priorit | The low-cost high-return investments are in walking, biking, and in encouraging sustainable development and incremental investment where those modes can be improved. |
| 5-2-2018 20:22:14 | Any additional comments on transportation priorit | Please start congestion pricing and increase parking fees! |
| 5-2-2018 18:25:33 | Any additional comments on transportation priorit | Not to pay for the freeway expansion. I would pay for alternatives willingly |
| 5-2-2018 18:01:52 | Any additional comments on transportation priorit | Currently it is equally convenient for me to drive OR bus to work. If it was less convenient for me to drive, and bussing was incentivized in some way, i would bus more. |
| 5-2-2018 16:48:51 | Any additional comments on transportation priorit | Make the wealthier and businesses pay first, protect low-income working families who are already pushed out |
| 5-2-2018 16:48:51 | Any additional comments on transportation priorit | Make the wealthier and businesses pay first, protect low-income working families who are already pushed out in the region |
| 5-2-2018 16:34:33 | Any additional comments on transportation priorit | I would support fees for commuters from Vancouver and taxes on Wealthy Urban and Suburban areas such as Lake Oswego and southwest Portland. |

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| 5-2-2018 16:29:35 | Any additional comments on transportation priorit | A general tax - perhaps a property tax - would be better because a tax on transportation alone would negatively affect those who are already disproportionately affected by social equity issues. |
| 5-2-2018 16:07:53 | Any additional comments on transportation priorit | Increased Max service to Forest Grove and Cornelius to address social and racial inequalities. More bike paths in these |
| 5-2-2018 16:07:53 | Any additional comments on transportation priorit | Increased Max service to Forest Grove and Cornelius to address social and racial inequalities against hispanic farmworkers. More transit options in these communities, including bike paths. |
| 5-2-2018 15:13:50 | Any additional comments on transportation priorit | Drivers need to stop saying, "Well, bikes and walkers need to do a better job of being seen." Instead, they need to start expecting to see us on roads and crosswalks. |
| 5-2-2018 15:26:11 | Any additional comments on transportation priorit | I would like to see C-Tran Express expand its operating times and a new line to service east Portland beyond Lloyd District. |
| 5-2-2018 08:59:19 | Any additional comments on transportation priorit | Right now cars are supported too much in the system. I strongly support taxing drivers and using those funds to better support other elements of transportation. |
| 5-2-2018 06:55:47 | Any additional comments on transportation priorit | Look, my partner and I make more money than is possibly fair in a socially just world. If trimet had an income-based fare system, we'd gladly pay more to help out. |
| 5-2-2018 08:11:39 | Any additional comments on transportation priorit | If they are used wisely. Such as when the max was built it would have been smart to say for now it will be on the streets but we are planning in the future to remove it from city streets and plan it. |
| 5-2-2018 05:26:44 | Any additional comments on transportation priorit | I would not have supported this when I was lower income, since fees greatly limited my ability to find work (I ended up getting remote positions because of transit fees) |
| 5-2-2018 04:13:17 | Any additional comments on transportation priorit | more bike, ped projects and expansion of existing bike, ped routes |
| 5-2-2018 00:31:42 | Any additional comments on transportation priorit | Make business community pay their fair share, ie Nike, Columbia Sports Wear and Intel. |
| 4-2-2018 22:55:28 | Any additional comments on transportation priorit | Corporate tax rates are too low. Raise taxes on corporations. |
| 4-2-2018 21:57:49 | Any additional comments on transportation priorit | They must all come from a diverse group of people, specifically the people who rely on public transportation systems to get to work and live their daily lives. |
| 4-2-2018 21:17:55 | Any additional comments on transportation priorit | I support large increases in gas taxes, large increases in licensing/registration fees, and large progressive congestion pricing. These funds should be used for mass transit and active transportation. |
| 4-2-2018 20:46:25 | Any additional comments on transportation priorit | Bottom line, the city needs more bus service. Increase frequency to schools; such as the PCC system, MHCC, PSU, U of P. Increase frequency to East Portland |
| 4-2-2018 20:24:06 | Any additional comments on transportation priorit | Provided we actually meet these priorities. Would like to see us function more like WSDOT. I feel as if Washington seems to be very serious when it comes to their infrastructure |
| 4-2-2018 20:24:06 | Any additional comments on transportation priorit | Provided we actually meet these priorities. Would like to see us function more like WSDOT. I feel as if Washington State is a lot more serious when it comes to their infrastructure. |
| 4-2-2018 20:24:06 | Any additional comments on transportation priorit | Provided we actually meet these priorities. Would like to see us function more like WSDOT. I feel as if Washington State is a lot more serious when it comes to their interstate infrastructure. |
| 4-2-2018 19:55:27 | Any additional comments on transportation priorit | Public transportation is critical for relieving the stress on our region caused by massive amounts of cars, trucks, and other vehicles driving around with relatively few people riding in them. |
| 4-2-2018 19:42:14 | Any additional comments on transportation priorit | Taxes for transport should benefit those underserved by the system and general system improvements, NOT things like the useless streetcar/ OHSU shuttle- general projects for the ge |
| 4-2-2018 19:42:14 | Any additional comments on transportation priorit | Taxes for transport should benefit those underserved by the system and general system improvements, NOT things like the useless streetcar/ OHSU shuttle- general projects for the general public please. |
| 4-2-2018 19:27:39 | Any additional comments on transportation priorit | I think we need to finally establish a sales tax or gross receipts business tax to give us another funding mechanism for transportation and other needs. |
| 4-2-2018 18:56:27 | Any additional comments on transportation priorit | I support higher taxes and fees to fund public transit expansion, but not road building. |

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| 4-2-2018 18:41:17 | Any additional comments on transportation priorit | Depends. State and local taxes are already quite high. People want to see better value for their tax money. That said, I would support an even higher gas tax. |
| 4-2-2018 18:21:13 | Any additional comments on transportation priorit | Please keep up the good work. |
| 4-2-2018 17:46:10 | Any additional comments on transportation priorit | I feel as if raising taxes scares people away from voting yes as often times taxes are raised but there is no discernible difference |
| 4-2-2018 17:08:04 | Any additional comments on transportation priorit | remove the homeless and riff raff from trimet. |
| 4-2-2018 16:52:00 | Any additional comments on transportation priorit | I support taxes / bonds, but not tolls. |
| 4-2-2018 15:53:44 | Any additional comments on transportation priorit | Improving max lines, safety, and more costs money. It makes sense to pay for those improvements |
| 4-2-2018 15:49:52 | Any additional comments on transportation priorit | Taxes are Theft and Trimet is teaming up with Pdx municipal govnt to land speculate to bring in top dollar/new money. Tax the corporate parasites who Gentrify this town, and the richer colonials. |
| 4-2-2018 06:06:48 | Any additional comments on transportation priorit | We are taxed too much as it is. Get better at balancing the budget. |
| 3-2-2018 23:20:16 | Any additional comments on transportation priorit | I prefer higher taxes to higher fares. |
| 3-2-2018 20:59:27 | Any additional comments on transportation priorit | Congestion pricing (whatever the language used) is crucial and should be tested and evaluated prior to making large investments in infrastructure. Transit: light rail, exclusive bus lanes, Amtrak! |
| 3-2-2018 20:59:46 | Any additional comments on transportation priorit | More frequent MAX service, faster MAX service (tunnel through downtown!), more dedicated bus lanes. |
| 3-2-2018 17:05:23 | Any additional comments on transportation priorit | I'm very upset about the transit money used to build a jail and further enforcement. We don't need more cops and more jails. I'd much rather see that money used to build better infrastructure. |
| 3-2-2018 17:35:50 | Any additional comments on transportation priorit | MORE AND WIDER, FREEWAYS AND HIGHWAYS |
| 3-2-2018 16:13:29 | Any additional comments on transportation priorit | Needs and priorities should be determined using supply/demand research and data (travel demand...) not based on the income or skin-color of residents or users. |
| 3-2-2018 16:11:23 | Any additional comments on transportation priorit | Nothing is free, however tax burden should be equitable. Those who have benefitted from the housing boom here- affluent neighborhoods- should fund the improvement of marginal low income neighborhoods. |
| 3-2-2018 15:56:25 | Any additional comments on transportation priorit | I would change how tickets are assessed. Make it based on a percentage of income. |
| 3-2-2018 15:52:41 | Any additional comments on transportation priorit | You can stop advertising with your funds. Trimet already had a monopoly. |
| 3-2-2018 05:51:14 | Any additional comments on transportation priorit | Along with this question, you should ask people's income or how much they currently pay in transportation taxes and fees and how much they would be willing to pay. |
| 3-2-2018 08:33:48 | Any additional comments on transportation priorit | If you're going to tax residents, make it for fare free for all residents. |
| 3-2-2018 08:33:48 | Any additional comments on transportation priorit | If you're going to tax residents, make it for fare free for all residents. County wide - as far as Trimet services. |
| 3-2-2018 00:45:36 | Any additional comments on transportation priorit | I am happy to pay for things that work. Multi-modal transportation options, safe pedestrian and bike networks, and improving mass transit. I do not support investment into single-occuoancy cars. |
| 2-2-2018 22:33:50 | Any additional comments on transportation priorit | The area has not had a new major highway in a long time. While limiting growth is a hallmark of the metro area, it is time to build capacity into the system. Seismic upgrades are important, too. |
| 2-2-2018 23:19:46 | Any additional comments on transportation priorit | Hwy 26 connecting Beaverton to Portland/I 405 North & south, and 217 need relief! Alternative solutions to minimize traffic. |

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| 2-2-2018 23:19:46 | Any additional comments on transportation priorit | Hwy 26 connecting Beaverton to Portland/I 405 North & I5 south, and 217 need relief! Alternative solutions to minimize traffic. More direct max trains from Hillsboro to PDX Airport. |
| 2-2-2018 22:32:41 | Any additional comments on transportation priorit | I'd support an increase in taxes if the funds were used on local projects that helped all of the region. I don't want pothole fixing or new high speed roads, I want long term infrastructure creation |
| 2-2-2018 22:30:08 | Any additional comments on transportation priorit | It all depends upon the proposal for improvements and the proposal for funding to meet them. |
| 2-2-2018 21:55:13 | Any additional comments on transportation priorit | Support added taxes for infrastructure expansion and upgrades |
| 2-2-2018 22:04:54 | Any additional comments on transportation priorit | In support to some extent. There needs to be a serious review on transportation in the area. I would spread spending out and re-access over 20 years at least and not require all up front. |
| 2-2-2018 22:04:54 | Any additional comments on transportation priorit | In support to some extent. There needs to be a serious review on transportation in the area. Do in increments and reassess after every goal. |
| 2-2-2018 21:54:55 | Any additional comments on transportation priorit | The current ideas that are being tossed around are quite frankly, stupid. |
| 2-2-2018 21:21:17 | Any additional comments on transportation priorit | Traffic issues are making the area unlivable and we are continuing to add houses without a traffic plan that can absorb the growth. South Hillsboro is a perfect example of poor planning for roads. |
| 2-2-2018 21:19:40 | Any additional comments on transportation priorit | I ONLY SUPPORT IT WITH TH |
| 2-2-2018 21:19:40 | Any additional comments on transportation priorit | I ONLY SUPPORT IT WITH THE INTENTION THAT THE FUNDS GO TOWARD ACTUAL IMPROVEMENT, MANAGED RESPONSIBLY. NOT WASHINGTON STATE TRAFFIC BEING 'TOLLED', WITH THE FUNDS IMPROVING NYBERG AND BOONES FERRY |
| 2-2-2018 20:34:08 | Any additional comments on transportation priorit | Tolls for new N/S bypass; standard fees/mile for all vehicles instead of gas tax - to be assessed as part of bi-annual license fees. |
| 2-2-2018 20:15:07 | Any additional comments on transportation priorit | Need to develop an user fee for all modes of transportation. All modes should pay their way |
| 2-2-2018 19:55:39 | Any additional comments on transportation priorit | 1 repair infrastructure it's falling apart 2 build new ways to move around or expand current ways to move around and 3 make public transportation something that everyone wants to use build a subway! |
| 2-2-2018 20:13:24 | Any additional comments on transportation priorit | With more automobiles using alternative fuels (electric) need more options than gas tax. Bike taxes to contribute to separated bike lanes. |
| 2-2-2018 19:50:55 | Any additional comments on transportation priorit | I strongly support raising taxes and fees, but not if they are used exclusively for freeways (like I-5 widening). We need more bike/ped/transit investment, not SOV. |
| 2-2-2018 19:47:43 | Any additional comments on transportation priorit | We just had the gas tax forced on everyone, no more fees and taxes bleeding us dry! We can't afford it. Watch the employees' paychecks and spending instead. |
| 2-2-2018 19:26:09 | Any additional comments on transportation priorit | Depends on how the \$ will be spent and how the \$ will be audited |
| 2-2-2018 19:12:18 | Any additional comments on transportation priorit | Stop subsidizing highways and use that money for discounted transit or free transit. |
| 2-2-2018 18:57:04 | Any additional comments on transportation priorit | Add 5 cents a gallon every month to the gas tax for a few years. Use the money to provide better non-single user care transit options. |
| 2-2-2018 18:55:59 | Any additional comments on transportation priorit | Expand Sunday service, please. |
| 2-2-2018 18:53:21 | Any additional comments on transportation priorit | Portland has become far too car-centric. Traffic is a nightmare and drivers are more aggressive than ever. We need to discourage driving especially at peak hours and fund alternatives. |
| 2-2-2018 18:53:06 | Any additional comments on transportation priorit | I support expansion of public transit, as well as street design and projects that benefit the future of transportation (biking, transit and walking), and not just catering to single-occupant vehicles. |
| 2-2-2018 18:24:23 | Any additional comments on transportation priorit | No More Freeways. No Widening. Reduce congestion via tolls. It's still to cheap to drive here. Toll the Columbia River Crossing with variable congestion pricing |

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| 2-2-2018 18:49:14 | Any additional comments on transportation priorit | Property taxes in Portland are already out of control/insanely high. Funding everything the state does through property taxes is extremely problematic. Excise/Sales tax & cut prop taxes to 1/10th. |
| 2-2-2018 18:51:05 | Any additional comments on transportation priorit | I'm okay with paying more, but honestly don't fully trust Tri-Met as currently constituted to spend the money wisely. |
| 2-2-2018 18:51:05 | Any additional comments on transportation priorit | I'm okay with paying more, but honestly don't fully trust Tri-Met as currently constituted to spend the money wisely. The emphasis on non-bus and the "hop pass" investments is misplaced. |
| 2-2-2018 18:47:05 | Any additional comments on transportation priorit | Those who can pay more should or the region will continue to deteriorate. Tax companies, the rich and middle-class, etc. |
| 2-2-2018 18:45:55 | Any additional comments on transportation priorit | Remember everyone is only temporarily able-bodied. Accommodate temporary and permanent ability changes. People can break a leg or have surgery, then heal, or heal but have different needs. |
| 2-2-2018 17:56:21 | Any additional comments on transportation priorit | Only the Coder Kids and government workers get the big paychecks. Every-day people like us work two or more jobs just to get by, and face ever-increasing taxes and "fees". Working gigs, one must drive |
| 2-2-2018 17:50:09 | Any additional comments on transportation priorit | I'd like to see where the current revenue is being spent first and whether more revenue is needed or reallocation of existing revenue would cover initiatives. |
| 2-2-2018 17:26:58 | Any additional comments on transportation priorit | Focus on the land use / transportation relationship, which means you should be working on housing policies and expanding housing in accessible locations (central Portland). |
| 2-2-2018 16:37:13 | Any additional comments on transportation priorit | I stand at bus stops and see car after car with ONE person. Changing this norm is essential as population increases. |
| 2-2-2018 16:18:14 | Any additional comments on transportation priorit | No more taxes. Redistribute current taxes. |
| 2-2-2018 15:59:27 | Any additional comments on transportation priorit | With the increased use of apps like WAZE more car commuters are using neighborhood streets to avoid traffic congestion. Please increase the use of roundabouts and speed bumps to deter speeders. |
| 2-2-2018 15:51:12 | Any additional comments on transportation priorit | In e.g. New York City and Mexico City public transit is more convenient than driving, because the service is so frequent, there are so many subways (subways are much easier to use than buses). |
| 2-2-2018 10:14:26 | Any additional comments on transportation priorit | Sure! I'm a fan of Trimet as a daily user so I would like to think the more money you throw the better outcomes you get. Hopefully it wouldn't reverse on me.. |
| 2-2-2018 06:38:25 | Any additional comments on transportation priorit | Where is that \$200 million for thinking about building the new Interstate Bridge? |
| 2-2-2018 06:38:25 | Any additional comments on transportation priorit | Where is that \$200 million for thinking about building the new Interstate Bridge? Meh, oh well? How about managing the money you already have? I would have no problem with a voluntary bicycle license |
| 2-2-2018 06:32:08 | Any additional comments on transportation priorit | Raise the gas tax by several dollars, triple registration fees and change the OR constitution to allow the funds to be used for transit operations as well as low-income housing along transit corridors |
| 2-2-2018 04:10:26 | Any additional comments on transportation priorit | We need more options for east west freeways. 26 and 84 are way over crowded. |
| 2-2-2018 04:00:41 | Any additional comments on transportation priorit | I do think Portland needs a much lower income tax combined with far lower property taxes combined with a ban on metal-studded car tires. Oregon needs higher fees on cars and gasoline. |
| 2-2-2018 03:54:31 | Any additional comments on transportation priorit | This depends on how means of funding will be written and implemented. |
| 2-2-2018 02:39:32 | Any additional comments on transportation priorit | Not necessarily those I think are important, but rather those that enhance the system as a whole. |
| 2-2-2018 02:22:09 | Any additional comments on transportation priorit | In recent years, Portland traffic makes me want to move somewhere else. |
| 2-2-2018 02:06:54 | Any additional comments on transportation priorit | How else do we get it done? |
| 2-2-2018 01:52:05 | Any additional comments on transportation priorit | Higher speed and Lower prices |

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| 2-2-2018 01:12:09 | Any additional comments on transportation priorit | I think protected bike lanes are very important going forward |
| 2-2-2018 00:50:27 | Any additional comments on transportation priorit | A sales tax seems more fair than raising property taxes for transportation. Since people who don't live here use our roads as they pass through (Washington!) they should have to pay too. |
| 2-2-2018 00:03:24 | Any additional comments on transportation priorit | I'd gladly helpo support if it actually improved our roads and congestion on weekdays. |
| 2-2-2018 00:10:00 | Any additional comments on transportation priorit | I would support it if I believed the city |
| 2-2-2018 00:10:00 | Any additional comments on transportation priorit | I would support it if I believed the city would use the money wisely. I have zero confidence this city uses my tax money well. There is so much waste it's ridiculous. |
| 1-2-2018 23:58:58 | Any additional comments on transportation priorit | Higher tax on automobile ownership and parking. |
| 1-2-2018 23:53:30 | Any additional comments on transportation priorit | A fee increase would make me drive more. |
| 1-2-2018 22:02:17 | Any additional comments on transportation priorit | We have enough taxes already! Taxing isn't the solution. We already get tricked into paying taxes for the schools constantly due to misappropriation of funds. How can we be guaranteed spending? |
| 1-2-2018 21:18:21 | Any additional comments on transportation priorit | Studies have shown that incentives don't work to make people drive less. What we need to do is to make it less convenient to drive and more convenient to take public transportation/bike/walk. |
| 1-2-2018 21:06:57 | Any additional comments on transportation priorit | I understand that taxes are necessary but I, like many other Portlanders, feel that there is alot of wasted tax payer dollars out there. |
| 1-2-2018 20:17:55 | Any additional comments on transportation priorit | Driving is a privilege, not a right, yet we don't treat it that way, by and large. If Portland is to stay livable, we need to make sure that the working class has access to its amenities. |
| 1-2-2018 20:17:32 | Any additional comments on transportation priorit | our system today is dealing with to much planning and not enough building of transportation, let get rid of the planners and start building road to keep up with growth. |
| 1-2-2018 19:29:27 | Any additional comments on transportation priorit | I support public fees increases but never privatization of public highways or toll fees. |
| 1-2-2018 19:40:29 | Any additional comments on transportation priorit | We need leaders who see the importance of transportation, and not the need to continue to raise taxes and/or add additional fees. They will soon price everyone out of town with no one left to ride! |
| 1-2-2018 19:18:03 | Any additional comments on transportation priorit | raie |
| 1-2-2018 19:18:03 | Any additional comments on transportation priorit | raise gas taxes to pay for transit |
| 1-2-2018 18:22:24 | Any additional comments on transportation priorit | i would love to see more gas tax increases at all levels of government. |
| 1-2-2018 18:17:58 | Any additional comments on transportation priorit | We have a wide variety of transportation infrastructure challenges, but need to increase funding to address pressing needs. Prioritize active transit options and reduce individual, solo vehicle use. |
| 1-2-2018 17:38:36 | Any additional comments on transportation priorit | I drive an electric car and have since 2014. I rarely pay the gas tax that was intended for street projects. I would support a different formula for calculating public funding. |
| 1-2-2018 17:37:40 | Any additional comments on transportation priorit | I would support raising taxes for more transit/walking/bike infrastructure, but not for cars/freeways. Cars are the problem! |
| 1-2-2018 17:33:22 | Any additional comments on transportation priorit | Funding is not the problem. Elected and appointed officials need to be prudent and more diligent in budgeting and spending the income sources they already have access to. |
| 1-2-2018 16:38:50 | Any additional comments on transportation priorit | As housing gets more expensive, more families and individuals are living out in Washington and Clackamas County. Metro should assist with MAX funding to increase the number of trains during rush hour. |
| 1-2-2018 16:37:25 | Any additional comments on transportation priorit | Politicians have been misappropriating tax dollars for years on projects that have little to no effect on traffic congestion. I wouldn't agree to give one extra cent to have them do what they should |

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| 1-2-2018 16:29:42 | Any additional comments on transportation priorit | More usage-based, wear-based fees. (I'm looking at you, studded tires. For example.) Congestion pricing. Parking reform. |
| 1-2-2018 16:26:22 | Any additional comments on transportation priorit | Government funds are misappropriated already. Tax payers shouldn't be giving more money, the government should be spending it appropriately, not wasting several million dollars on Columbia Crossing |
| 1-2-2018 16:11:41 | Any additional comments on transportation priorit | Use fees are an equitable way to raise funding. Pay to play, so to speak. |
| 1-2-2018 15:55:04 | Any additional comments on transportation priorit | Need a small sales tax so that homeowners are not always footing the bill, we support every thing |
| 1-2-2018 15:41:22 | Any additional comments on transportation priorit | More roads and bridges |
| 1-2-2018 15:29:40 | Any additional comments on transportation priorit | I would gladly pay extra if a Tri-Met pass was granted to me because I live in PDX. Add endorsement to my license so I could use it to use any Tri-Met service. |
| 1-2-2018 15:29:40 | Any additional comments on transportation priorit | I would gladly pay extra if a Tri-Met pass was granted to me because I live in PDX. Add endorsement to my license so I could use it on any Tri-Met service. Discount for non-profit workers. |
| 1-2-2018 15:05:26 | Any additional comments on transportation priorit | Raise gas taxes and reduce fares. |
| 1-2-2018 13:36:43 | Any additional comments on transportation priorit | I don't feel money is wisely spent now. The people that control the purse strings need to use the money like it is their personal bank acct. Realize there are people not wise with money. |
| 1-2-2018 01:53:03 | Any additional comments on transportation priorit | Raise fuel taxes... |
| 1-2-2018 04:52:42 | Any additional comments on transportation priorit | The City of Portland just raised gas taxes and nothing appears to have been done with the revenue. |
| 1-2-2018 04:31:44 | Any additional comments on transportation priorit | I do not like the idea of tolls for highway usage, much as I don't like sales tax. |
| 1-2-2018 04:31:44 | Any additional comments on transportation priorit | I dislike highway tolls as much as I dislike sales tax. They would simply push people on to side streets. Let's support funding through gas, vehicle, parking, and other methods. |
| 1-2-2018 03:55:15 | Any additional comments on transportation priorit | The time lost at the gas wasted while sitting in traffic costs us more than fixing the system. |
| 1-2-2018 02:06:24 | Any additional comments on transportation priorit | If it us like the 10 cent fuel tax Portland has, I am totally against. I have stats directly from PBOT that shows only 32.35% of the fuel tax is going to repair roads instead if the 56% we voted on. |
| 1-2-2018 00:29:02 | Any additional comments on transportation priorit | I think transit is a public good and should be paid for primarily from a progressive income tax, and a corporate tax on employers whose workforces rely on public transportation. |
| 1-2-2018 00:29:02 | Any additional comments on transportation priorit | I think transit is a public good and should be paid for primarily from a progressive income tax, specifically targeted at business owners whose fortunes rely on a workforce using public transit. |
| 31-1-2018 20:40:36 | Any additional comments on transportation priorit | Portland has a good transportation system, but it could use improvement to make this a truly bike & pedestrian friendly city outside of the very close-in areas. |
| 31-1-2018 22:48:45 | Any additional comments on transportation priorit | If it is to build more dedicated bus routes that make traveling by public transit the faster option, then I would support this. |
| 31-1-2018 20:45:40 | Any additional comments on transportation priorit | A healthy transportation policy lies at the intersection of every element of equity, livability, and health in the city. Metro manages money well - it seems like money well spent |
| 31-1-2018 20:15:07 | Any additional comments on transportation priorit | I don't think the bicycle tax was a good way to raise money for bicycle infrastructure. We need to find ways to raise money without disincentivizing good behaviors. |
| 31-1-2018 19:54:18 | Any additional comments on transportation priorit | Implement tolls for high traffic periods including to/from Washington Implement sales tax in Oregon for non-Oregon residents within 50 miles of the Oregon Washington border. |
| 31-1-2018 19:20:15 | Any additional comments on transportation priorit | Transportation is a utility and should be charged accordingly, including on bicycles. People are willing to pay for congestion relief, but Metro has to recognize it's a real problem in WashCo |

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| 31-1-2018 19:01:20 | Any additional comments on transportation priorit | MAX and WES rail service is a costly, hard to access and unreliable solution to our transportation system. We need a more point to point convenient system, like the auto now provides. |
| 31-1-2018 18:34:58 | Any additional comments on transportation priorit | Please aggressively tax me, as a relatively high earner, to provide reduced/free fares for everyone on trimet & other essential transportation improvements. |
| 31-1-2018 18:23:55 | Any additional comments on transportation priorit | Taxes and tolls should vary with use, i.e. mileage and fuel taxes are preferred over flat taxes like registration fees. |
| 31-1-2018 18:18:46 | Any additional comments on transportation priorit | We have recently raised the gas tax through state-wide legislation. We need to work through that before adding more cost on top of that. |
| 31-1-2018 16:30:54 | Any additional comments on transportation priorit | GAS TAX!!! |
| 31-1-2018 18:05:45 | Any additional comments on transportation priorit | We need more highways and expanded roads to keep up with future growth. A west side bypass would help relieve a lot of congestion across Portland. |
| 31-1-2018 16:17:37 | Any additional comments on transportation priorit | I support road building through paying my taxes. Drivers should support transit options in just the same way. |
| 31-1-2018 16:09:56 | Any additional comments on transportation priorit | Public transportation should be inexpensive to encourage use across the board. |
| 31-1-2018 15:54:15 | Any additional comments on transportation priorit | I'm opposed to a mile tax because it penalizes efficient vehicles. Why not a weight-mile tax like on freight? |
| 31-1-2018 14:45:05 | Any additional comments on transportation priorit | Would support taxes for sidewalks, bike lanes, and fast reliable clean transit. I think drivers should bear the cost burden of some non-essential upgrades to driving infrastructure. |
| 31-1-2018 07:33:17 | Any additional comments on transportation priorit | find out the barriers that keep people in cars, and find out how to overcome them... health and community and reputation benefits to be had! especially mental health gains from people walking/biking. |
| 31-1-2018 06:40:11 | Any additional comments on transportation priorit | Protected bike lanes are a necessity to creating a sustainable and accessible biking infrastructure that people of all ages can use, like we see in European countries such as Holland. |
| 31-1-2018 04:02:31 | Any additional comments on transportation priorit | Many that I talk to feel we are already overly taxed for all things ran by government agencies. Measures on ballots when passed are not always used as intended. So why vote them in. |
| 31-1-2018 00:27:30 | Any additional comments on transportation priorit | I think I would want to make sure we are using our taxes in wise ways before I would just want to raise more taxes. |
| 30-1-2018 23:55:31 | Any additional comments on transportation priorit | Fees or taxes should be increased but not regressively. |
| 30-1-2018 23:47:13 | Any additional comments on transportation priorit | Public transit is more important than widening freeways. Expand the rails. Connect the orange line and blue line in oregon city. |
| 30-1-2018 22:07:11 | Any additional comments on transportation priorit | No half-measures. Have some confidence in ideas that evidence and research show to be effective. Ignore the haters. |
| 30-1-2018 19:36:35 | Any additional comments on transportation priorit | Washington state residents need to pay a share to improve transportation. Tolls on bridge crossings into the state. |
| 30-1-2018 19:13:20 | Any additional comments on transportation priorit | Maintenance of what we currently have should be valued over new building; accountability and results are key |
| 30-1-2018 19:50:21 | Any additional comments on transportation priorit | I would have to know how much the fees would be raised and what exactly would be changed. This is too open ended. |
| 30-1-2018 18:49:40 | Any additional comments on transportation priorit | Increase taxes, not fees. Make the wealthy pay, not the poor. Cordon pricing downtown. |
| 30-1-2018 18:17:25 | Any additional comments on transportation priorit | Do more with what you already have. Demonstrate a real need for additional funding if asking for it. |
| 30-1-2018 17:57:43 | Any additional comments on transportation priorit | This issue cannot be looked at in isolation. It ties in with childcare inequities, healthcare, and any other area where access makes a difference |

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| 30-1-2018 17:15:27 | Any additional comments on transportation priorit | If only 25% of trimet's budget comes from fairs, raise all existing taxes so it would be 'free'. Right now trimet is slow, expensive, and inconvenient for any where I go. |
| 30-1-2018 17:15:12 | Any additional comments on transportation priorit | Trumpet is not a well oiled machine. It is administration heavy and costs are too high. The culture needs to be changed. |
| 30-1-2018 16:44:40 | Any additional comments on transportation priorit | People in Brentwood Darlington and East Portland are disproportionately taxed already. Gas tax, corporate tax, or other is better. |
| 30-1-2018 15:05:08 | Any additional comments on transportation priorit | Freeway traffic to getting too heavy. Max is not safe or convenient to Happy Valley. |
| 30-1-2018 14:50:40 | Any additional comments on transportation priorit | NO TOLLING PERIOD!! Raise the gas tax for the entire metro region, make bicyclists pay something to have their bike lanes. Endure fare compliance on all Tri Met vehicles and especially on MAX. |
| 30-1-2018 13:16:16 | Any additional comments on transportation priorit | We already had a gas tax. We've already raised gas tax and car registration fees. Yet cars aren't the only ones using the roads. No more taxes and fees. |
| 30-1-2018 09:09:20 | Any additional comments on transportation priorit | need to do a better job managing the funds you have. Stop creating bike lanes in a city where business still needs cars to function. Be better stewards and start charging bikers fees for registration |
| 30-1-2018 07:48:27 | Any additional comments on transportation priorit | You get plenty of money. Fire some high paid diversity police and use the resources you've got for the job you're supposed to be doing. |
| 30-1-2018 03:51:38 | Any additional comments on transportation priorit | Only if there is absolutely no way to improve the current budget enough to cover the costs of new investments. Taxes are hard on us all so the more we can do to prevent them from rising, the better. |
| 30-1-2018 03:11:41 | Any additional comments on transportation priorit | Invest in transit, and safe bikeways and walkways immediately. We cannot afford to wait. |
| 30-1-2018 02:59:29 | Any additional comments on transportation priorit | We are taxed already. No new freeways have been built in 40 years and now it's taken its hardship on us and you want to tax us to use our own freeways? |
| 30-1-2018 03:03:52 | Any additional comments on transportation priorit | You have enough money |
| 30-1-2018 03:05:17 | Any additional comments on transportation priorit | No max in Oregon city |
| 30-1-2018 00:18:59 | Any additional comments on transportation priorit | I've never been taxed so highly as in Oregon. I would like to see all work done more efficiently and transportation funds available as a result |
| 30-1-2018 00:28:54 | Any additional comments on transportation priorit | We need a sales tax of some kind (maybe it's a surcharge on services or VAT) to help fund transportation and other investments (education, etc) |
| 29-1-2018 23:51:41 | Any additional comments on transportation priorit | I strongly support lowering fare rates, especially for vulnerable populations (youth, low-income, elderly) and creating incentives for people to walk/bike/take transit/do anything but drive!!!! |
| 29-1-2018 23:51:41 | Any additional comments on transportation priorit | I strongly support lowering fare rates, especially for vulnerable populations (low-income, youth, elderly) and creating incentives for people to walk/bike/take transit/do anything but drive!!!! |
| 29-1-2018 23:55:38 | Any additional comments on transportation priorit | I think the debate on particular topics is interesting and should influence the final decision - eg I5 Rose Quarter expansion - reduces traffic but should that \$ be spent there or on safety. |
| 29-1-2018 23:40:23 | Any additional comments on transportation priorit | Needed capacity expansion should not be held hostage to improvements for other less efficient modes. |
| 29-1-2018 23:39:11 | Any additional comments on transportation priorit | Again, I think that these need to be thought out. Toll roads are a tax on those who are priced out of the city instead of the rich that can by a million dollar house in Laurelhurst or the west hills |
| 29-1-2018 23:25:31 | Any additional comments on transportation priorit | I would strongly favor user fees over taxes. Tolls, per mile charges etc.... If taxes are necessary it should not be a property tax or other regressive taxes |
| 29-1-2018 23:25:14 | Any additional comments on transportation priorit | Preserve the current system and invest in technological or operational solutions before investing in new capital projects. |
| 29-1-2018 22:09:55 | Any additional comments on transportation priorit | I would rather have HONEST appraisal of current levels and work from there, with no tax/fees increase. |

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| 29-1-2018 21:21:56 | Any additional comments on transportation priorit | Express bus lines are greatly needed for areas of town not served by light rail, and areas more than 5 miles from city center. Consider bus line connecting Woodstock, Sellwood, and SW Macadam-DT |
| 29-1-2018 20:19:02 | Any additional comments on transportation priorit | Raising fares doesn't seem like the way to accomplish this as it |
| 29-1-2018 20:19:02 | Any additional comments on transportation priorit | Raising fares doesn't seem like the way to accomplish this as it directly harms the populations you would be trying to benefit from this action. |
| 29-1-2018 19:28:33 | Any additional comments on transportation priorit | Don't tax people for moving to where they can afford to live. Make the streets/roads flow the way they should. |
| 29-1-2018 20:08:25 | Any additional comments on transportation priorit | As long as you are raising the taxes and fees on cars and not transit fares. |
| 29-1-2018 20:18:59 | Any additional comments on transportation priorit | Bus stops lighted during nighttime |
| 29-1-2018 19:26:33 | Any additional comments on transportation priorit | Stop investing in expensive freeway expansion. Fix bottlenecks. Maintain what we have to limit burden on future generations. |
| 29-1-2018 19:00:26 | Any additional comments on transportation priorit | Better discounts for students in higher ed; let phone app tickets roll up to month pass like with HopPass; give orgs working with houseless/ low-income comms free HopPasses (no initial charge at least |
| 29-1-2018 18:00:29 | Any additional comments on transportation priorit | Raising taxes is the last thing that should happen. Create a one time substantial fee for new out of state residents. The stream of people moving here from out of state create a drain on our resources |
| 29-1-2018 17:51:40 | Any additional comments on transportation priorit | Any fees and taxes need to be easily administered to the customer. I'll balk at the work rather than the cost. Must increase equity. Must be paired with accessible, less expensive options, transit. |
| 29-1-2018 17:43:23 | Any additional comments on transportation priorit | More transit to low-income areas |
| 29-1-2018 16:54:32 | Any additional comments on transportation priorit | I don't mind paying taxes, but I see my taxes wasted on roads and transportation. I want to decided where my money goes rather than to just repaving the same section of highway. |
| 29-1-2018 16:43:10 | Any additional comments on transportation priorit | The taxes for the roads were already misspent on other "pet" programs. Please no more max or bike lanes, we need Good, fast roads. |
| 29-1-2018 16:41:18 | Any additional comments on transportation priorit | Please consider expanding commuter rail like from salem because that's were a lot of traffic is coming from and from vancouver vancouver. Also consider bridge replacements. |
| 29-1-2018 16:16:47 | Any additional comments on transportation priorit | I would be agreeable to funding if the plan includes expanding the roads and freeways not taking road lanes away. Roads need to be a priority - not just funding public transportation. |
| 29-1-2018 16:24:17 | Any additional comments on transportation priorit | The new Transportation Bill passed in Salem already increases our taxes for transportation projects. I would like to see innovative funding options, rather than more taxes. |
| 29-1-2018 16:09:19 | Any additional comments on transportation priorit | I think congestion tolling, variable pricing makes sense on our freeways to fund other services (bus, transit, maintenance) |
| 29-1-2018 16:03:42 | Any additional comments on transportation priorit | As long as the fees/ taxes go towards a community program -so often they go towards bikes/bike lanes and that doesn't include a majority of people living outside of Portland commuting in |
| 29-1-2018 15:44:45 | Any additional comments on transportation priorit | If it translates to less drivers, improved safety and better enforcement of traffic laws. Driving these days can be downright scary, threatening and simply awful. |
| 29-1-2018 15:22:53 | Any additional comments on transportation priorit | Support gas taxes, congestion pricing, income tax. Oppose increased transit fares, bike tax. |
| 29-1-2018 14:07:36 | Any additional comments on transportation priorit | Really? More taxes? You have got to be kidding me. |
| 29-1-2018 13:14:40 | Any additional comments on transportation priorit | Existing fees and taxes are sufficient just woefully mismanaged. |
| 29-1-2018 10:33:34 | Any additional comments on transportation priorit | This would need to be more for people who can affords these taxes/cars in effort to clear up roads for drivers as well |

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| 29-1-2018 05:59:04 | Any additional comments on transportation priorit | Infrastructure is not keeping up with population growth. I would like to see large employers and developers bear more responsibility for growth and maintenance of infrastructure. |
| 29-1-2018 04:42:00 | Any additional comments on transportation priorit | I would gladly pay higher property taxes to set Portland "Copenhagenize" our transportation. |
| 29-1-2018 04:36:30 | Any additional comments on transportation priorit | We need more transportation to and from Sherwood. |
| 29-1-2018 02:39:02 | Any additional comments on transportation priorit | This points back to the social equity issue. Raising fees disproportionately effects black and poverty communities... |
| 29-1-2018 02:33:14 | Any additional comments on transportation priorit | Expand the Max line a lot. |
| 29-1-2018 01:46:44 | Any additional comments on transportation priorit | Strong i |
| 29-1-2018 01:46:44 | Any additional comments on transportation priorit | Strong incentives for commuters to use public transit and add more routes and transit frequency to reach more population. Make downtown parking expensive and transit convenient and safe. |
| 29-1-2018 01:32:03 | Any additional comments on transportation priorit | I am not opposed to funding well-thought-out ideas. But detailed explanations are necessary to gain support for funding priorities. |
| 29-1-2018 00:02:30 | Any additional comments on transportation priorit | I would like to see some funding come from anticipated increased ridership. Taxes should not be tied to property. Limit fee increases to increase ridership. |
| 29-1-2018 00:13:07 | Any additional comments on transportation priorit | As previously stated, I am taxed out. I work a LOT of hours and quite frankly tired of being forced to pay more for systems I won't use. |
| 28-1-2018 23:18:28 | Any additional comments on transportation priorit | Would support increased revenue gor increased surface capacity |
| 28-1-2018 21:27:21 | Any additional comments on transportation priorit | Depending on how those taxes and fees were levied. Taxes and fees for those using mass transit seems counterproductive, whereas increasing fees associated with private auto ownership/use may be fair. |
| 28-1-2018 21:18:00 | Any additional comments on transportation priorit | As long as the tax is equitable and does not disproportionately impact low income families. |
| 28-1-2018 20:10:55 | Any additional comments on transportation priorit | This depends where the fees and taxes go. I already feel the fare price is inaccessible for some. I would support Portland Metro taxes being used to support priorities |
| 28-1-2018 19:00:06 | Any additional comments on transportation priorit | You reduced a speed limit by 5 mph and are changing all of the signs in the area for it instead of enforcing the speed limit. You can find the money from what you have just stop making poor decisions. |
| 28-1-2018 18:10:38 | Any additional comments on transportation priorit | Oregon needs to use the money it already and stop mismanaging funds. |
| 28-1-2018 18:21:34 | Any additional comments on transportation priorit | Particularly for light rail and especially for BIKES!!!! |
| 28-1-2018 18:25:20 | Any additional comments on transportation priorit | Funds should be spent on projects noot so much on admin and surveys |
| 28-1-2018 17:38:41 | Any additional comments on transportation priorit | I would be more in support of this if low income or those in need had access to discounted rates. |
| 28-1-2018 16:56:30 | Any additional comments on transportation priorit | The caveat is lack of transparency to where those tax dollars are going. Not interested in funding CEO's vacations or street repair in only wealthy neighborhoods. \$ for edu needs to go to in need area |
| 28-1-2018 16:36:49 | Any additional comments on transportation priorit | However, I oppose taxes/fees for additional Interstate highway re-construction and expansion (rather than maintenance). |
| 28-1-2018 16:15:32 | Any additional comments on transportation priorit | I strongly support increased taxes if it results in lower transit fares and less automobile traffic. Otherwise, I only mildly support them. |
| 28-1-2018 16:07:11 | Any additional comments on transportation priorit | But it would have to be allocated to lower income areas that have historically been ignores and not funded. |

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| 28-1-2018 16:00:24 | Any additional comments on transportation priorit | I support: tolling; higher gas tax; and sales tax. I do NOT support higher property taxes b/c the current tax system that hurts ppl in more modest nbhoods (we pay more of a % of our house's value) |
| 28-1-2018 15:30:13 | Any additional comments on transportation priorit | Nobody likes paying taxes, but considering for every \$1 spent by a SOV driver, society spends around \$10 indirectly, it's only fair. |
| 28-1-2018 02:51:46 | Any additional comments on transportation priorit | Increasing taxes and fees in a progressive way is good. Regressive revenue increases harm the social equity goals. |
| 28-1-2018 02:59:32 | Any additional comments on transportation priorit | It depends. |
| 28-1-2018 02:42:12 | Any additional comments on transportation priorit | Bikeways in the SW hills |
| 28-1-2018 01:04:25 | Any additional comments on transportation priorit | Improved sidewalks with curb cuts for those in wheelchairs. Street maintenance to prepare for driverless cars. |
| 28-1-2018 01:04:25 | Any additional comments on transportation priorit | Improved sidewalks with curb cuts for those in wheelchairs. You are just not going to get Portlanders out of their cars, so emphasis needs to be on pedestrian safety. |
| 27-1-2018 22:48:29 | Any additional comments on transportation priorit | better use of existing funds. why are we always increasing rates/taxes rather than prioritizing the incredible amount of taxes, fees, and funds we already pay? |
| 27-1-2018 23:21:02 | Any additional comments on transportation priorit | Stop building any more MAX ... rather increase bus' services, provide lower fares to |
| 27-1-2018 23:21:02 | Any additional comments on transportation priorit | Stop expanding MAX (too costly)... rather increase bus' services, Streetcar's service and provide lower fares to disadvantaged population. |
| 27-1-2018 21:34:12 | Any additional comments on transportation priorit | Would prefer the taxes and fees work in a way that encourage people to take other means of transportation besides a car- meaning they may affect single-occupancy vehicles more so than transit riders. |
| 27-1-2018 21:18:26 | Any additional comments on transportation priorit | I would strongly support funding for improvements to Vancouver, WA and Beaverton/Hillsboro Oregon. This would improve rush hour traffic immensely. |
| 27-1-2018 20:09:10 | Any additional comments on transportation priorit | A north south bike greenway with separated bike lanes. Rail extended further north on MLK. Involve the Black community |
| 27-1-2018 20:01:51 | Any additional comments on transportation priorit | I support taxes on single occupancy vehicles and use of tolls to fund better pedestrian, bicycle, and public transit options. |
| 27-1-2018 19:37:19 | Any additional comments on transportation priorit | Making it less affordable for low income people to live and work here is counterproductive. Take the money from the corporate interests who profit off cheap labor and desperation. |
| 27-1-2018 18:46:45 | Any additional comments on transportation priorit | I think building new MAX and street car lines to access more of the region not connected via train is important. And increased bus service with dedicated lanes and signal priority. |
| 27-1-2018 18:19:10 | Any additional comments on transportation priorit | Because that further marginalized those with low incomes, you can't fix a problem by making it worse first... |
| 27-1-2018 18:11:03 | Any additional comments on transportation priorit | What about the recent gas tax |
| 27-1-2018 18:11:03 | Any additional comments on transportation priorit | What about the recent gas tax? |
| 27-1-2018 18:10:57 | Any additional comments on transportation priorit | More, more frequent , and more affordable, transit service. More, safer, bicycle routes. Improved pedestrian access and safety throughout the transportation system. Make driving more expensive. |
| 27-1-2018 18:10:57 | Any additional comments on transportation priorit | More, more frequent, and more affordable transit service. More, and safer, bicycle routes. Improved pedestrian access and safety throughout the transportation system. Make driving more expensive. |
| 27-1-2018 18:07:05 | Any additional comments on transportation priorit | I strongly oppose toll roads |
| 27-1-2018 18:01:01 | Any additional comments on transportation priorit | The answer is not to increase taxes on the people that make less than \$400,000/yr. |

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| 27-1-2018 17:46:55 | Any additional comments on transportation priorit | As for all of Oregon, fair corporate taxation is desperately needed. RAISE IT. |
| 27-1-2018 16:45:34 | Any additional comments on transportation priorit | Provide family fares, currently it is much cheaper for a family to drive than to take transit. Consider adding transit fare to event tickets. |
| 27-1-2018 16:44:02 | Any additional comments on transportation priorit | I'd like to see you allow outside contracts aka bidding process without cronies. You guys waste money right now, you don't get more until you streamline what you have. |
| 27-1-2018 16:11:57 | Any additional comments on transportation priorit | Proof that we are managing existing funding efficiently and practice stewardship of public dollars. |
| 27-1-2018 16:03:51 | Any additional comments on transportation priorit | Sidewalks are just as important as a well built transportation system. Give people the option to safely walk everywhere (especially SW) |
| 27-1-2018 14:57:26 | Any additional comments on transportation priorit | There are a lot of loud voices that are anti-whatever, but I say diversify the options. We all have different needs - I like park & rides for max commuting, and bike paths for fun. The listening helps |
| 27-1-2018 07:15:32 | Any additional comments on transportation priorit | Already too expensive. I would pay more in some select situations |
| 27-1-2018 08:13:36 | Any additional comments on transportation priorit | No more Light rails. I cannot emphasize this enough. And again, I am a transit reliant rider. Focus on BRT & buses in general. Maintain them, increase frequency, service hours, make consistent! |
| 27-1-2018 06:20:18 | Any additional comments on transportation priorit | Increased taxes, yes. No fare hikes unless we're getting dramatic increases in service and low income fare programs are available. |
| 27-1-2018 06:12:12 | Any additional comments on transportation priorit | I would strongly support any taxes or fees to build housing near transit, especially light rail. Also funding for buses/trains. |
| 27-1-2018 05:50:18 | Any additional comments on transportation priorit | Highway tolls are a good beginning to fund those priorities. |
| 27-1-2018 05:16:31 | Any additional comments on transportation priorit | Manage the money that you have. |
| 27-1-2018 05:16:31 | Any additional comments on transportation priorit | Manage the money that you have. We are low income and hard to pay taxes we already owe. |
| 27-1-2018 04:48:12 | Any additional comments on transportation priorit | The true cost of automobile ownership must be passed on to the user, including the externalities that are currently passed on to the community in the form of emissions and the loss of life. |
| 27-1-2018 04:23:45 | Any additional comments on transportation priorit | I don't care about car-ease infrastructure. Enough with car coddling, big-energy partnerships. Aggressive accelerate alternative options to the one-car-per-person mentality we are brainwashed with. |
| 27-1-2018 04:40:22 | Any additional comments on transportation priorit | I think that the focus should be on making sure that the great bikeways, sidewalks, and TriMet access that the center of Portland has should be shared by the rest of the Metro area |
| 27-1-2018 03:31:07 | Any additional comments on transportation priorit | Taxes, yes. Fees, no. |
| 27-1-2018 03:02:31 | Any additional comments on transportation priorit | None. |
| 27-1-2018 02:58:26 | Any additional comments on transportation priorit | We have GOT to fund transit more. Transit becomes much more efficient as way MORE people use it. Driving becomes far LESS efficient as way more people attempt to be on our roads simultaneously. |
| 27-1-2018 02:51:18 | Any additional comments on transportation priorit | Portland as a city, and its transportation planning in particular, should be bold and innovative. It should connect all communities easily and equitably to jobs, services, shopping and recreation. |
| 27-1-2018 01:48:26 | Any additional comments on transportation priorit | Build BRT lines in the suburbs to connect areas of density and job centers, working around the MAX lines, along with building high-quality cycle paths and pedestrian facilities. |
| 27-1-2018 01:32:42 | Any additional comments on transportation priorit | Portland is falling behind cities like Seattle and Minneapolis in innovative bicycle infrastructure. Please upgrade our system from mere paint on the road to physically separated bike lanes. |
| 27-1-2018 00:47:54 | Any additional comments on transportation priorit | We are getting massive money from our legalization of Marijuana. Start using it as public servants, rather than schmoozing donors. |

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| 27-1-2018 00:42:53 | Any additional comments on transportation priorit | The rate strategies section of this survey did not work. |
| 27-1-2018 00:17:49 | Any additional comments on transportation priorit | please don't put ice on the roads. bring more bus services to the outlying areas around sherwood |
| 27-1-2018 00:16:26 | Any additional comments on transportation priorit | I feel as if our taxes are already very high here and that Nothing gets done. |
| 26-1-2018 23:55:55 | Any additional comments on transportation priorit | I don't understand why we've had so many people move here I, which means more taxes are received, but it doesn't appear that extta revenue has been used for transportation issues. |
| 26-1-2018 23:17:05 | Any additional comments on transportation priorit | Current funds should be better prioritized before new taxes are started. It is already expensive enough to pay for transit fare and/or car insurance and maintenance. |
| 26-1-2018 23:16:37 | Any additional comments on transportation priorit | Serve East Portland more effectively |
| 26-1-2018 22:53:24 | Any additional comments on transportation priorit | We need our major roads and Hyw. expanded and improved. Hardly anything has been done in last 20 years and the population has almost doubled |
| 26-1-2018 22:39:11 | Any additional comments on transportation priorit | I would prefer that paper tickets not be discontinued. They are a valuable option for marginalized groups. |
| 26-1-2018 22:32:35 | Any additional comments on transportation priorit | This is a loaded question at best. The word "some" comes into play, and is not defined. We need taxes to pay for our transportation infrascructure, but |
| 26-1-2018 22:32:35 | Any additional comments on transportation priorit | This is a loaded question at best. The word "some" comes into play, and is not defined. We need taxes to pay for our transportation infrastructure, but what and how much isn't defined. |
| 26-1-2018 22:15:25 | Any additional comments on transportation priorit | No freeway expansion. More greenways. |
| 26-1-2018 22:31:18 | Any additional comments on transportation priorit | Congestion pricing needs to happen. A VMT is also likely necessary in the foreseeable future. |
| 26-1-2018 21:56:55 | Any additional comments on transportation priorit | Preserve what we have: no studded tires, increased fees for larger/heavier vehicles, increase parking rates and expand pay to park areas |
| 26-1-2018 21:52:29 | Any additional comments on transportation priorit | Auto traffic is terrible, and there is no viable public transportation option for my commute. |
| 26-1-2018 21:48:15 | Any additional comments on transportation priorit | 100% support raising taxes, taxes that I will happily pay. 100% opposed to raising fees on transit users as I see how it disproportionately hurts our poorest/most vulnerable neighbors. |
| 26-1-2018 21:41:17 | Any additional comments on transportation priorit | I believe tolling to pay for improvements to a facility is a good model as users pay for the facility. |
| 26-1-2018 21:22:01 | Any additional comments on transportation priorit | I am okay with paying more for taxes because I know that my priorities (bike/ped/transit) align with what Metro is doing, BUT we already have higher taxes than most places. Can \$ not be |
| 26-1-2018 21:22:01 | Any additional comments on transportation priorit | I am ok with paying more for taxes when I know that my priorities align with what Metro is doing, BUT we already have higher taxes than most places- so it makes me feel like \$ can be reallocated. |
| 26-1-2018 21:18:44 | Any additional comments on transportation priorit | Infrastructure fix and in courage the use of public trans but need to improve reliability and reduce time to get to hillsboro etc as many people work out there, encourage carpooling by driver occupanc |
| 26-1-2018 21:14:15 | Any additional comments on transportation priorit | The last time this was done there was a sin tax instituted on bicycle sales. When the ability to craft sane legislation is demonstrated I will support an increase. |
| 26-1-2018 21:20:20 | Any additional comments on transportation priorit | If it is a luxury tax, alcohol tax, marijuana tax, or increase in income tax for high earners I would support it. Any blanket tax disproportionately impacts people of lower income. |
| 26-1-2018 20:28:08 | Any additional comments on transportation priorit | You have enough money, use it wisely ☹ |
| 26-1-2018 20:30:04 | Any additional comments on transportation priorit | Instead of raising tr |

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| 26-1-2018 20:30:04 | Any additional comments on transportation priorit | It's OK to raise transportation taxes and fees as long as they are not raised for bike, walk, or transit users. The only taxes and fees that should be raised should be on car and truck/road users. |
| 26-1-2018 20:30:04 | Any additional comments on transportation priorit | It's OK to raise transportation taxes and fees as long it's only on car and truck/road users. https://www.theguardian.com/environment/2015/may/18/fossil-fuel-companies-getting-10m-a-minute-in-subsidie |
| 26-1-2018 20:30:04 | Any additional comments on transportation priorit | It's OK to raise transportation taxes and fees as long it's only on car & truck/road users. stop taxing transit & bikes & bring fossil fuels in line with other modes: https://tinyurl.com/yanxnbc8 |
| 26-1-2018 20:28:02 | Any additional comments on transportation priorit | residents have experienced a lot of tax increases over the years already and wages have not caught up. |
| 26-1-2018 20:28:02 | Any additional comments on transportation priorit | living in Forest Grove, the transportation benefits are limited and the mass transit into the city is too slow to use. taxes continue to increase but wages haven't |
| 26-1-2018 20:18:04 | Any additional comments on transportation priorit | I would support an increase for sidewalks and paved roads where they don't already exist, and for road maintenance, but the money would need to be exclusively earmarked for only those items. |
| 26-1-2018 20:05:09 | Any additional comments on transportation priorit | I support multi-modal transportation but it seems to come at the expense of neglecting road infrastructure in the Metro area |
| 26-1-2018 20:12:30 | Any additional comments on transportation priorit | Some of those fees could be partially deductible on state taxes based on income levels. |
| 26-1-2018 19:31:44 | Any additional comments on transportation priorit | Government should look for ways to work within budgets like it's citizens do & make the money they have work at it's best & look for ways to eliminate excess spending & allocate fund more appropriatel |
| 26-1-2018 19:31:44 | Any additional comments on transportation priorit | Government should look for ways to work within budgets like it's citizens do, make the money they have work at it's best & look for ways to eliminate excess spending & allocate fund more appropriately |
| 26-1-2018 18:52:02 | Any additional comments on transportation priorit | Not really. Typically, I would say yes. But I don't think we're managing our current funding well. |
| 26-1-2018 18:50:19 | Any additional comments on transportation priorit | Fee increases should discourage single occupancy vehicles. Should not hit low-income transit riders. |
| 26-1-2018 18:40:39 | Any additional comments on transportation priorit | stop neglecting those of us who live out in The Numbers. we are part of Portland too! |
| 26-1-2018 18:33:47 | Any additional comments on transportation priorit | Increase bus service that travels N<->S. Very often if you need to catch a train, you need to hop a bus going north or south to connect. Those lines are notoriously limited. |
| 26-1-2018 18:27:21 | Any additional comments on transportation priorit | I strongly suppo |
| 26-1-2018 18:27:21 | Any additional comments on transportation priorit | I strongly support congestion pricing to appropriately reflect the true cost of single occupancy vehicles and to reinvest the funds collected in equitable expansion of transportation choices. |
| 26-1-2018 18:28:25 | Any additional comments on transportation priorit | There is clear need for more maintenance \$. We as a community are making the choice to defer near term costs result in increased life cycle costs and significant negative impacts to the future economy |
| 26-1-2018 18:25:06 | Any additional comments on transportation priorit | I see that many buses have low ridership. We need commuter buses with dedicated lanes. Look to Amsterdam! Please improve service to Mt Hood Community College...a dedicated bus at peak times? |
| 26-1-2018 18:23:43 | Any additional comments on transportation priorit | We should focus on dense, transit-oriented development |
| 26-1-2018 18:23:43 | Any additional comments on transportation priorit | We should focus on dense, transit-oriented development. We should not invest in expanded automobile-oriented infrastructure, such as freeway expansion. Improving public transit is also more equitable. |
| 26-1-2018 18:21:31 | Any additional comments on transportation priorit | Bicycles should be licensed and taxed, as are cars and trucks and motorcycles. The metro region (including the suburbs) should tax vehicles .When I lived in St. Louis, the city taxed personal property |
| 26-1-2018 18:19:33 | Any additional comments on transportation priorit | Stop taxing the hell out of your residents. We can't afford it any more.We're already the 10th highest tax state in the country... |
| 26-1-2018 18:19:20 | Any additional comments on transportation priorit | VERY progressive taxation paired with free fairs and agressive street redesign projects and increased transit investment. |

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| 26-1-2018 17:57:57 | Any additional comments on transportation priorit | Spend existing money wisely! Use money earmarked for roads instead of adding timer lines!! |
| 26-1-2018 17:33:32 | Any additional comments on transportation priorit | If the additional funding can come from taxes that don't disproportionately impact those living in poverty, then I'm for it. Otherwise, I don't think the money should come from higher fares. |
| 26-1-2018 17:51:06 | Any additional comments on transportation priorit | Increase gas taxes to pay for public transit. Also, no questions about climate change. Transportation is major contributor. Denser housing with good public transit can reduce trips. |
| 26-1-2018 17:26:17 | Any additional comments on transportation priorit | Until Portland fixes the inequity in property taxes collection and distribution I will not vote for another bond. |
| 26-1-2018 17:24:17 | Any additional comments on transportation priorit | Money needs to be better managed. Toll roads are NOT acceptable. |
| 26-1-2018 17:01:18 | Any additional comments on transportation priorit | FIX THE BUDGET-you have enough money, use it better!!! |
| 26-1-2018 16:54:22 | Any additional comments on transportation priorit | Use the money more effectively. Too much has been spent on "consultants" and "studies." Other cities have functional harmony between all transportation groups, just copy them. |
| 26-1-2018 16:48:44 | Any additional comments on transportation priorit | I feel that the current transportation dollars could be spent more wisely and altering routes to be more equitable shouldn't require a tax increase. |
| 26-1-2018 16:40:41 | Any additional comments on transportation priorit | Every time a local RTP project is funded -- a camera crew should be out there and it should be on the NEWS discussing fundings, why this needed, who benefits, etc. |
| 26-1-2018 16:38:25 | Any additional comments on transportation priorit | Funds for projects have been taxed higher on the Eastside of Portland and funds are disproportionately being spent on the Westside and Downtown. |
| 26-1-2018 16:08:05 | Any additional comments on transportation priorit | Reset the priorities, don't raise the fees and taxes. |
| 26-1-2018 15:55:34 | Any additional comments on transportation priorit | Programs should be in place to make sure low-income people still have access to the services they need. |
| 26-1-2018 15:52:18 | Any additional comments on transportation priorit | I believe in taking care of eachother. We need transit to be more affordable. 100 a month is a lot to spend on tickets. |
| 26-1-2018 15:13:51 | Any additional comments on transportation priorit | In general I support paying taxes for things that make our collective lives better. I would be worried, however, that raising taxes would actually go to road construction despite the negative affect. |
| 26-1-2018 15:08:51 | Any additional comments on transportation priorit | I'd prefer if transport funds came from state taxes, rather than increased fares. To discourage driving, trimet prices must remain low. Income-based trimet pass prices would improve equity. |
| 26-1-2018 14:54:19 | Any additional comments on transportation priorit | More frequent MAX and bus is needed to compete with auto. Figure it out. |
| 26-1-2018 14:41:52 | Any additional comments on transportation priorit | Zero vision is a joke, if that is a priority then focus on vulernable road users |
| 26-1-2018 14:41:52 | Any additional comments on transportation priorit | Zero Vision er I mean Vision Zero, is a joke, if that is a priority then focus on vulnerable road users and not cars. |
| 26-1-2018 13:37:30 | Any additional comments on transportation priorit | funding should not come from increased trimet fees. they should come from other trabsportation taxes that don't disproportionally affect people with less money who need trimet the most |
| 26-1-2018 11:20:22 | Any additional comments on transportation priorit | Be specific. Don't sell me ideas. I'll want to know what I'm buying and be sure it'll get done. |
| 26-1-2018 10:04:52 | Any additional comments on transportation priorit | We need cordon pricing, congestion pricing and a carbon tax |
| 26-1-2018 09:47:39 | Any additional comments on transportation priorit | I would support congestion pricing |
| 26-1-2018 06:22:54 | Any additional comments on transportation priorit | More aggressively build for a multi-modal future. Need to find smarter, cheaper way to maintain and expand existing system (both road and manfc). All highway areas should be min 3 lane, cover i405. |

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| 26-1-2018 05:41:06 | Any additional comments on transportation priorit | Dont spend \$200 million on a useless study |
| 26-1-2018 05:37:11 | Any additional comments on transportation priorit | Depends - not if it would be used for bigger highways! |
| 26-1-2018 05:28:44 | Any additional comments on transportation priorit | Depends on what's being funded and how big the ask is, but if you get the right package and the right amount, I think we need to be willing to pay for what we want. |
| 26-1-2018 04:01:36 | Any additional comments on transportation priorit | Instead of increasing taxes, please manage better what we already have. |
| 26-1-2018 04:12:05 | Any additional comments on transportation priorit | Increase taxes on cars, gas, income, and property, especially luxury property and parking lots. Toll all freeways. Reduce all transit user fees to \$0 so we get the maximum value and return. |
| 26-1-2018 04:00:41 | Any additional comments on transportation priorit | Businesses should contribute more. Consider sliding scale for transit passes based on income. |
| 26-1-2018 03:41:27 | Any additional comments on transportation priorit | depends upon where the money is spent, cars - yes, bikes - no. bikes don't move people. you keep taking car lanes for bikes and the congestion compounds. this is not smart public policy or planning. |
| 26-1-2018 02:40:27 | Any additional comments on transportation priorit | Share the road = Share the taxes |
| 26-1-2018 02:56:35 | Any additional comments on transportation priorit | I would only support funding to increase highway size - need more lanes |
| 26-1-2018 02:49:40 | Any additional comments on transportation priorit | We need to invest to support growth; certainly can't depend on federal programs as in the past unless the composition of the US Senate and House changes.... |
| 26-1-2018 01:58:56 | Any additional comments on transportation priorit | 82nd Avenue needs to be transferred to city management. Treating as a state highway is a disservice to the communities it traverses. I also strongly encourage a higher priority on adding street trees. |
| 26-1-2018 02:09:30 | Any additional comments on transportation priorit | Transportation instead of the need for a vehicle. |
| 26-1-2018 01:05:45 | Any additional comments on transportation priorit | Why can't Oregon provide the same level of transportation improvement that other states do? It's time to look at successful models and choose what works instead of the tired emphasis on uniqueness. |
| 26-1-2018 01:01:00 | Any additional comments on transportation priorit | It depends on the type of fee/tax. My husband and I work from home and only drive maybe 100 miles total between both of us in one week. I don't want to foot a big bill for something I'm not using. |
| 26-1-2018 00:53:26 | Any additional comments on transportation priorit | Tax car owners/drivers for the congestion, pollution, and danger to pedestrians they create. Use the funds to increase transit service and reduce fares to encourage people to drive less (or not at all) |
| 26-1-2018 00:47:30 | Any additional comments on transportation priorit | Why do the taxes need to be raised? I would need explanations for this. Why can't funds be used more wisely and more carefully as is? |
| 26-1-2018 00:13:09 | Any additional comments on transportation priorit | Look comprehensively at providing multiple opportunities for new technology in vehicles, fuels and the infrastructure needs. |
| 25-1-2018 22:12:38 | Any additional comments on transportation priorit | I strongly support taxes and fees on cars, but strongly oppose taxes and fees on public transport. Cars should be subsidizing public transport |
| 25-1-2018 21:45:14 | Any additional comments on transportation priorit | There needs to be a commuter train between Salem and Vancouver. In addition tolls should go all the way to Salem and every highway that feeds the Metro region. |
| 25-1-2018 21:11:15 | Any additional comments on transportation priorit | Right now I oppose because I don't like how my \$\$ are being spent. between poorly laid out bus lines, stupid sidewalk changes THAT LOSE PARKING, and losses of development parking, I won't fund. |
| 25-1-2018 21:31:35 | Any additional comments on transportation priorit | Refer to the voters the opportunity to remove the restriction in the Oregon Constitution that does not allow road user tax revenues for public transportation. |
| 25-1-2018 19:52:26 | Any additional comments on transportation priorit | ODOT and PDOT have to many employees and not enough workers. Add capacity to our valuable system and we have more tax revenue. |
| 25-1-2018 19:44:50 | Any additional comments on transportation priorit | Up to this point, I do not believe the funds raised through taxes, fees, & bonds have been prioritized/spent well. Until some responsibility can be demonstrated, I cannot support higher taxes and fees |

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| 25-1-2018 19:14:34 | Any additional comments on transportation priorit | include tolling |
| 25-1-2018 18:58:41 | Any additional comments on transportation priorit | Slowing traffic, improving walkability on SW residential arterials such as Garden Home, Taylor's Ferry, etc. |
| 25-1-2018 18:16:43 | Any additional comments on transportation priorit | Make driving alone the most expensive way to travel around town, especially for in-region highway use. Employ congestion pricing in centers. Tax carbon and dedicate proceeds for transportation. |
| 25-1-2018 17:53:34 | Any additional comments on transportation priorit | Manage the money available better. |
| 25-1-2018 18:16:55 | Any additional comments on transportation priorit | I would support this as long as the government body in charge of the spending is careful with the money and accountable for it. |
| 25-1-2018 17:16:16 | Any additional comments on transportation priorit | Use what you have more wisely, like every household in Oregon must do. We don't have bottomless pockets! |
| 25-1-2018 17:14:19 | Any additional comments on transportation priorit | West side bypass |
| 25-1-2018 17:14:19 | Any additional comments on transportation priorit | West side bypass. I would connect I 5 to 99 and run to Scholls Sherwood then across Clark hill to 219 |
| 25-1-2018 17:07:03 | Any additional comments on transportation priorit | Don't rely on gas tax increases. We're moving toward more hybrid and electric cars, which makes this more well-off population who can afford these cars not pay their faire share for infrastructure |
| 25-1-2018 17:09:59 | Any additional comments on transportation priorit | Fix PERS!! The money is there. |
| 25-1-2018 17:01:35 | Any additional comments on transportation priorit | I would support increased funding only if there is a clear vision and plan with accountability. |
| 25-1-2018 09:34:11 | Any additional comments on transportation priorit | Taxes over user fees. Roads are heavily subsidized for cars well above what gas taxes contribute. I don't appreciate my taxes going to freeways just like many drivers don't appreciate bike/ped |
| 25-1-2018 16:24:21 | Any additional comments on transportation priorit | Taxes are the fairest way to do this. Gas taxes are the easiest way to collect on per/mile basis (not perfect, but). Vehicle (and tire) purchase tax will get at heavier vehicles that use more gas. |
| 25-1-2018 16:23:35 | Any additional comments on transportation priorit | Traffic is so bad now! And not everyone, because of age or disability, can easily use public methods. Please don't punish drivers the way you've been doing and seem to plan to! |
| 25-1-2018 15:37:10 | Any additional comments on transportation priorit | No road tolls though |
| 25-1-2018 13:31:12 | Any additional comments on transportation priorit | Gas tax? Where is that money? What are the plans for that? |
| 25-1-2018 13:26:29 | Any additional comments on transportation priorit | Raise the fares, but only if you're going to give reduced fares to low icome riders and bring back fairless square. |
| 25-1-2018 09:32:10 | Any additional comments on transportation priorit | You already have so much money you don't even know how to spend it. Your tax base is expanding exponentially with development. Quit spending it on strangling those of us who work. |
| 25-1-2018 09:01:21 | Any additional comments on transportation priorit | I think transit funding should be of national importance over local. |
| 25-1-2018 07:42:51 | Any additional comments on transportation priorit | Fund roads from the top of the money pile. Police, Fire, Emergency services use roads to get there! Then let us vote on all the pet programs that we don't want. Dare you. |
| 25-1-2018 06:45:36 | Any additional comments on transportation priorit | I'm pretty certain the funding is there if you look hard enough. Inceased population is an increased tax base... |
| 25-1-2018 05:33:32 | Any additional comments on transportation priorit | This should be funded by our government since it is infustructure. Those who have moved here with higher income have advantage of being able to afford high cost, those who have been here 20 Years cant |
| 25-1-2018 04:49:15 | Any additional comments on transportation priorit | As long as there was accountability and promised investments in bus/light rail and pedestrian infrastructure, I would support it. I'm a huge fan of raising taxes to provide active transportation! |

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| 25-1-2018 05:29:54 | Any additional comments on transportation priorit | Combined with better PBOT spending efficiency |
| 25-1-2018 03:49:41 | Any additional comments on transportation priorit | We already have crippling taxes. With these higher gas taxes, a new income tax, and the idea of tolls on the freeways, you are driving people out. They will leave if you don't stop extorting them. |
| 25-1-2018 02:25:11 | Any additional comments on transportation priorit | It's a user fee not a tax ... |
| 25-1-2018 02:41:39 | Any additional comments on transportation priorit | public transportation should be convenient enough and inexpensive enough that it is the commuters ride of choice. We need to move sov's to the lowest level of priority so it is slow and expensive. |
| 25-1-2018 02:41:55 | Any additional comments on transportation priorit | Should have toll roads |
| 25-1-2018 02:20:01 | Any additional comments on transportation priorit | Provided they are designed to be equitable and are spent efficiently and effectively. |
| 25-1-2018 02:16:35 | Any additional comments on transportation priorit | biking and walking infrastructure needs huge improvements in out Portland and suburban areas |
| 25-1-2018 02:15:38 | Any additional comments on transportation priorit | I'm happy to pay for any improvements that are not intended to benefit single occupant vehicles. |
| 25-1-2018 01:48:51 | Any additional comments on transportation priorit | It seems to me that if every citizen who could afford it paid a little more in taxes we could have free public transportation for all! Imagine that! How cool would that be?!?! |
| 25-1-2018 01:59:36 | Any additional comments on transportation priorit | Oregon needs to fix their budget before more taxes are created. |
| 25-1-2018 01:48:34 | Any additional comments on transportation priorit | You've already raised the fees associated with registering vehicles. You lied about a gas tax that we passed. I think YOU can do better with our money. |
| 25-1-2018 00:59:41 | Any additional comments on transportation priorit | I would need to see the details. Fares should go UP for seniors and down for younger people. |
| 25-1-2018 01:47:33 | Any additional comments on transportation priorit | Build a westside tollway around Portland |
| 25-1-2018 01:39:26 | Any additional comments on transportation priorit | More frequent service. The bus in my neighborhood only runs once an hour and it is not realistic for me to use it without it running much more often. |
| 25-1-2018 01:39:26 | Any additional comments on transportation priorit | More frequent service. The bus in my neighborhood only runs once an hour and only during "rush" hour on weekdays. It is not realistic for me to use it without it running much more often, daily, later. |
| 25-1-2018 01:28:46 | Any additional comments on transportation priorit | You already get way more than any other state gets for taxes and fees! Learn how to spend it wisely! No more! |
| 25-1-2018 01:19:46 | Any additional comments on transportation priorit | No more taxes!! |
| 25-1-2018 01:13:19 | Any additional comments on transportation priorit | Raising fees such as gas tax and registration is ok. Tolling the roads is not. |
| 25-1-2018 01:12:14 | Any additional comments on transportation priorit | I think the city, county and government in general should cut nonessential positions and programs and fix the system from within before asking for another dime, |
| 25-1-2018 01:03:45 | Any additional comments on transportation priorit | All departments want a little tax, all that adds up to a large portion of everyone's income. |
| 25-1-2018 01:07:50 | Any additional comments on transportation priorit | It's hard to support an increase in taxes and fees when we already have an increase in taxes and fees. Sell wood bridge is an example of mult co paying to support clack co. Put a toll on it |
| 25-1-2018 00:28:22 | Any additional comments on transportation priorit | Depends on what the taxes are and how they are applied. It also depends if they will be dedicated to transportation or not. Will the city use them as required. |
| 25-1-2018 00:04:52 | Any additional comments on transportation priorit | That depends on the nature of the taxes or fees. Without specifics, I cannot answer your question. |

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| 24-1-2018 23:33:22 | Any additional comments on transportation priorit | Pedestrian safety |
| 24-1-2018 23:05:33 | Any additional comments on transportation priorit | I would like to redistribute funding from maintaining the car status quo to incentivizing non-car travel. Make it difficult to drive by car daily! |
| 24-1-2018 22:48:46 | Any additional comments on transportation priorit | access to transit options for those with disabilities, including level boarding for bus and train platforms |
| 24-1-2018 22:14:31 | Any additional comments on transportation priorit | We need more money to modernize our transportation infrastructure. We need more light rail, BRT, wider highways, better bike infrastructure. We need it all and we can't keep kicking the can. |
| 24-1-2018 22:02:21 | Any additional comments on transportation priorit | Everyone should have to pay for parking, including residents who park on the street. I also support congestion tolling, with revenues going toward improved transit and bike and pedestrian ways. |
| 24-1-2018 21:58:52 | Any additional comments on transportation priorit | Depends on the project. I live in Sherwood and city on the SHerwood City Council. |
| 24-1-2018 21:58:52 | Any additional comments on transportation priorit | Depends on the project. I live in Sherwood and sit on the Sherwood City Council. Our community has been left behind with little investment from Metro, yet we still pay taxes to Metro. |
| 24-1-2018 21:45:56 | Any additional comments on transportation priorit | Metro's focus on rail, busses and bikes has left large areas behind. We are seeing signifigant congestion and probems in washington county. |
| 24-1-2018 21:45:56 | Any additional comments on transportation priorit | Metro's focus on rail, buses and bikes has left large areas behind. We are seeing significant congestion and problems in Washington County. we need bigger roads, a west side bypass etc... |
| 24-1-2018 21:44:49 | Any additional comments on transportation priorit | Yes, as long as we first assure we are using our existing taxes and fees efficiently and wisely. |
| 24-1-2018 21:40:33 | Any additional comments on transportation priorit | I would vote for transportation taxes if the money is well spent to positively impact the whole metro region and not just one highway or one neighborhood. We need a big plan to inspire big change. |
| 24-1-2018 21:23:04 | Any additional comments on transportation priorit | The areas of town that are lowest income should benefit from protected Bike lanes and increased public transit access. |
| 24-1-2018 19:49:15 | Any additional comments on transportation priorit | As we age it is harder to afford even our rising property taxes so ... we know our taxes pay for all the things we like to have. Perhaps increasing # of riders to help offset costs. |
| 24-1-2018 19:07:01 | Any additional comments on transportation priorit | Put the money we currently have budgeted towards road expansion for key bottlenecks in the greater metro area. Additionally, focus on encouraging private companies to invest in parking in SE PDX |
| 24-1-2018 19:07:53 | Any additional comments on transportation priorit | Gas tax. You use it, you pollute and contribute to respiratory disease, you should pay. |
| 24-1-2018 18:44:35 | Any additional comments on transportation priorit | Increase the gas tax, DON'T do the mileage tax or any other vastly complex system that would punish the people. |
| 24-1-2018 18:50:00 | Any additional comments on transportation priorit | If communities want more access to transportation options, they're going to have to pay for them. |
| 24-1-2018 18:34:33 | Any additional comments on transportation priorit | My support would depend on what specifically the funds were being used for. |
| 24-1-2018 17:27:33 | Any additional comments on transportation priorit | Equity, inclusion - Remember PEOPLE WITH DISABILITIES when talking about INCLUSION! |
| 24-1-2018 16:43:40 | Any additional comments on transportation priorit | I would rather have a lower property taxes supplemented by a low SALES tax (which all buyers contribute to) or a low yearly fee added to car registrations/transit passes-because not everyone owns cars |
| 24-1-2018 16:44:15 | Any additional comments on transportation priorit | The region needs everything from more Light Rail and bus rapid transit to community/neighborhood and business park shuttles |
| 24-1-2018 16:37:08 | Any additional comments on transportation priorit | We have to get stronger at discouraging car use. It's automatic, too easy and cheap, for too many people. |
| 24-1-2018 16:23:50 | Any additional comments on transportation priorit | We are so behind many other areas of the country as far as creating capacity for travel. Our traffic is a problem that seems to get talked about but there is no action. |

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| 24-1-2018 16:16:24 | Any additional comments on transportation priorit | I am put off by raising taxes as a small business owner as I'm already paying over 40% taxes. The government needs to be more effective in how they use the money they already receive. |
| 24-1-2018 16:09:53 | Any additional comments on transportation priorit | It is not just the citizenry's responsibility but also the regional businesses. It's wonderful that so many participate in offering their employees transit passes; expand program to non-employees? |
| 24-1-2018 16:07:50 | Any additional comments on transportation priorit | ODOT & Major Metro backbones: counties, cities and states should be working together to collect funds from the actual users. Tolling is one of the only ways to do this and its is justified solution. |
| 24-1-2018 15:58:26 | Any additional comments on transportation priorit | If the benefits are tangible and improve the lives of the majority, then I would be in favor of a moderate increase in transportation investments. |
| 24-1-2018 15:52:10 | Any additional comments on transportation priorit | We are taxed to much for to little. Paying taxes in Oregon is the equivalent of a bad investment. |
| 24-1-2018 15:53:59 | Any additional comments on transportation priorit | I-5 at Rose Garden & I-84, CRC version 2.0, consider westside freeway |
| 24-1-2018 05:09:38 | Any additional comments on transportation priorit | We should raise transportation taxes and fees on cars to pay for a better bike infrastructure and a better transit system. Buses should come every 10 minutes. |
| 24-1-2018 03:31:38 | Any additional comments on transportation priorit | I ride a bike often and would be amenable to registration of bikes in some form. |
| 24-1-2018 03:30:24 | Any additional comments on transportation priorit | Transit needs to take priority when making investment decisions, then active transportation options |
| 24-1-2018 02:49:26 | Any additional comments on transportation priorit | Apply an equity lens to all future major capital improvement projects. |
| 24-1-2018 02:30:36 | Any additional comments on transportation priorit | While I support improvements for walking, biking, and mass transit, you cannot ignore the fact that most people still drive cars! |
| 24-1-2018 01:07:47 | Any additional comments on transportation priorit | We already pay taxes for roads. Stop using our money for other nonsense and take care of this important necessity first, without additional tolls. |
| 24-1-2018 00:39:48 | Any additional comments on transportation priorit | There needs to be some "express" routes for people who live near the ends of the lines and have hardships when having to stop at every stop between downtown and home. It takes too long to arrive. |
| 23-1-2018 23:01:04 | Any additional comments on transportation priorit | It's still too cheap to drive in this town. PLEASE charge more for parking and require parking permits for the entire central city!!! |
| 23-1-2018 23:40:10 | Any additional comments on transportation priorit | I will approve any increase if the funds are clearly marked for transportation that is NOT car focused. Any road expansion is a step backwards. |
| 23-1-2018 23:28:06 | Any additional comments on transportation priorit | charge people living closer in and with higher incomes. |
| 23-1-2018 22:52:30 | Any additional comments on transportation priorit | It seriously depends on the project. I don't have alot of trust when it comes to how previous projects have panned out in terms of helping the communities that need it most |
| 23-1-2018 22:33:24 | Any additional comments on transportation priorit | Top priority should be roads for cars. Not rain garden medians and sidewalks pits that aren't maintained. Enforced payment for riding on public transportation and security onboard should increase. |
| 23-1-2018 21:26:42 | Any additional comments on transportation priorit | We need something BIG to be proposed. Otherwise it's just not motivating, and will get watered down to meaninglessness. |
| 23-1-2018 21:13:48 | Any additional comments on transportation priorit | Asphalt and room for cars cost us plenty. So does air pollution. I don't think car drivers pay their fair share. More public transit would even benefit drivers by reducing traffic. |
| 23-1-2018 20:38:04 | Any additional comments on transportation priorit | Bicycle and pedestrian safety infrastructure. More buffered bike lanes or cycle tracks. More traffic calming structures in high traffic and pedestrian areas. |
| 23-1-2018 20:29:18 | Any additional comments on transportation priorit | As a bus driver, I could drive more efficiently if stops had obstructions such as poles moved away from the curb and if clearance for turns was improved. It's not glamorous, but little things matter. |
| 23-1-2018 20:16:33 | Any additional comments on transportation priorit | tax people living close in and |

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| 23-1-2018 20:16:33 | Any additional comments on transportation priorit | tax people living close in and if you increase ticket cost then create a low income program for tickets |
| 23-1-2018 20:28:23 | Any additional comments on transportation priorit | tolls and congestion pricing |
| 23-1-2018 20:01:03 | Any additional comments on transportation priorit | I am against toll roads, and "congestion pricing". Raising taxes on gas should be done with an eye toward accommodations for lower income populations (waivers, reimbursements, income tax credits, etc. |
| 23-1-2018 19:47:38 | Any additional comments on transportation priorit | CLEAN, separated bike paths! more walk/bike connections! Southwest Corridor light rail! |
| 23-1-2018 19:40:33 | Any additional comments on transportation priorit | The problem is PEOPLE IN CARS. We somehow need to make it extremely attractive for some of these folks to get around using different modes of travel. |
| 23-1-2018 19:38:05 | Any additional comments on transportation priorit | Huge Supporter of MAX and upcoming SW Corridor in Combination of expanded bus services with top priority on Far East Side that take residents to new work locations that MAY NOT be in downtown |
| 23-1-2018 19:38:05 | Any additional comments on transportation priorit | Huge Supporter of MAX and upcoming SW Corridor in Combination of expanded bus options with top priority on Far East Side. I will NOT vote METRO Bonds that include ANY affordable housing funds |
| 23-1-2018 19:25:41 | Any additional comments on transportation priorit | It's time to price congestion. It's only fair that those who drive during rush hour pay for road expansion. |
| 23-1-2018 19:17:23 | Any additional comments on transportation priorit | Do not add anymore single occupancy lanes miles to our system. Improve infrastructure for high capacity/smaller vehicles (bus, MAX, bikes). |
| 23-1-2018 19:14:51 | Any additional comments on transportation priorit | No more highways. |
| 23-1-2018 19:14:38 | Any additional comments on transportation priorit | The citizens should help decide what transportation options the region needs. Projects like the Portland Streetcar come at the expense of helping to improve regional connections in East Portland. |
| 23-1-2018 19:02:59 | Any additional comments on transportation priorit | If we stop spending hundreds of millions on highways, and remove subsidized car storage, we'll have plenty of resources as is. |
| 23-1-2018 19:14:14 | Any additional comments on transportation priorit | There is enough money in the system to fund our priorities. Bond measures are making affordability of homes we own less and less possible. |
| 23-1-2018 18:46:36 | Any additional comments on transportation priorit | Raise gas tax; congestion pricing |
| 23-1-2018 18:49:49 | Any additional comments on transportation priorit | I strongly support this, but at the same time wages are not even with affordable housing and/or standard of living. Increased taxes also means less income. Consider other alternatives as well. |
| 23-1-2018 18:30:21 | Any additional comments on transportation priorit | Expand the max and streetcar, invest in separated bike infrastructure and bus only lanes |
| 23-1-2018 18:32:24 | Any additional comments on transportation priorit | We must widen I5, 205 and 217 before we fund anything else. Freight is the economic engine for this area. |
| 23-1-2018 18:26:34 | Any additional comments on transportation priorit | Raise our taxes to fund transit, biking, and walking. Let's turn Portland into a leader in clean transportation. If taxes are going to highways, parking garages, etc. don't raise taxes. |
| 23-1-2018 18:16:56 | Any additional comments on transportation priorit | Surveys are fine, but more action is needed. |
| 23-1-2018 17:59:16 | Any additional comments on transportation priorit | As long as funding is used for identified projects and purposes--not on surveys and planning studies, I'm happy to pay. Our region is not keeping pace with the travel needs of our growing population |
| 23-1-2018 17:52:47 | Any additional comments on transportation priorit | You get what you pay for |
| 23-1-2018 17:52:05 | Any additional comments on transportation priorit | Maintain current assets. Stop building new things, which raise the maintenance obligation. |
| 23-1-2018 17:12:38 | Any additional comments on transportation priorit | There is plenty of money collected from Gas Taxes, stop spending on things OTHER than roads, bridges, and maintenance! Tear out all the Max Lines and replace them with multiple lanes of Freeways! |

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| 23-1-2018 17:29:52 | Any additional comments on transportation priorit | Like I said in my previous comment...naive tax & spend liberal... |
| 23-1-2018 16:06:15 | Any additional comments on transportation priorit | The state needs to adjust their budget using the road use taxes for the roads and let |
| 23-1-2018 16:06:15 | Any additional comments on transportation priorit | The state needs to adjust their budget using the road use taxes for the roads not bike lanes or light rail. |
| 23-1-2018 17:17:30 | Any additional comments on transportation priorit | I believe we need to provide a variety of services in a variety of areas, to allow ridership to increase. If there is no service in an area, |
| 23-1-2018 17:17:30 | Any additional comments on transportation priorit | I believe we need to provide a variety of services in a variety of areas, to allow public transportation as an option for the most amount of people. |
| 23-1-2018 14:57:10 | Any additional comments on transportation priorit | Yes to bus lanes and SW corridor! |
| 23-1-2018 14:07:23 | Any additional comments on transportation priorit | When the US congress reduced taxes and by that reduction will cause a one trillion dollar deficit |
| 23-1-2018 14:07:23 | Any additional comments on transportation priorit | When the US congress reduced taxes and by that reduction will cause a one trillion dollar additional deficit |
| 23-1-2018 14:07:23 | Any additional comments on transportation priorit | When the US congress reduced taxes and by that reduction will cause a one trillion dollar additional deficit and is talking about reducing social welfare programs there is no way I will support additi |
| 23-1-2018 08:56:41 | Any additional comments on transportation priorit | Safety and easy access to transit, bike lanes and sidewalks |
| 23-1-2018 06:54:09 | Any additional comments on transportation priorit | Too vague of a question. In general, yes, but not through housing oriented fees—through vehicle fees and behavior yes! |
| 23-1-2018 06:19:17 | Any additional comments on transportation priorit | The plans that have circulated thus far have been woefully lacking in consideration for those who live south of downtown Portland. |
| 23-1-2018 04:52:49 | Any additional comments on transportation priorit | As a middle class person I'm happy to pay a little more, but I'm concerned that these increases will disproportionately affect people who can least afford it. |
| 23-1-2018 07:01:10 | Any additional comments on transportation priorit | Priority #1 - Transform Lake Oswego Trolley line into multi-use path opening trans. corridor between Clackamas and Multnomah counties. Develop alt safe SW cycling route NOT via Riverview Cemetery. |
| 23-1-2018 05:14:53 | Any additional comments on transportation priorit | Tax the rich. Progressive fees/ticketing. Sliding scales that don't cap out. |
| 23-1-2018 04:29:34 | Any additional comments on transportation priorit | You already just increased gas tax for this...what other tax would it be on our property tax? |
| 23-1-2018 04:25:59 | Any additional comments on transportation priorit | No more roads. We don't need extra places to put even more cars. |
| 23-1-2018 04:12:32 | Any additional comments on transportation priorit | Depends on what priorities metro chooses to fund. |
| 23-1-2018 03:56:36 | Any additional comments on transportation priorit | As long as it was sliding scale and increased accessibility. Also please no more transit gentrification. It is avoidable. |
| 23-1-2018 03:43:05 | Any additional comments on transportation priorit | I support a public bank that could underwrite bond measures. We'd get more for our money. |
| 23-1-2018 02:57:12 | Any additional comments on transportation priorit | As long as the taxes are used for transportation! |
| 23-1-2018 02:18:57 | Any additional comments on transportation priorit | It depends on which fee. Higher trimet fares would reduce usage, so that would be counterproductive. |
| 23-1-2018 02:40:28 | Any additional comments on transportation priorit | More and safer biking and walking options (separated from car traffic). More transit options in traditionally lower income areas or areas that have faced discrimination. |

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| 23-1-2018 02:16:14 | Any additional comments on transportation priorit | We have raised taxes before and East Portland is consistently still left with roads full of potholes (incl bike streets), unsafe crossings, neighborhoods without sidewalks. |
| 23-1-2018 01:46:25 | Any additional comments on transportation priorit | I would support raising taxes to improve MAX access-- however-- this support depends on the state figuring out sustainable funding models for other priorities such as education. |
| 23-1-2018 01:41:53 | Any additional comments on transportation priorit | Reality check, no matter how much I support the ideal I can't afford more taxes unless wages increase substantially. Solve that! |
| 23-1-2018 01:38:54 | Any additional comments on transportation priorit | HELL YEAH. |
| 23-1-2018 01:26:51 | Any additional comments on transportation priorit | I don't want to ban cars... I want them to become the least desirable option for getting around because the other modes are so much better! |
| 23-1-2018 01:16:19 | Any additional comments on transportation priorit | We need to make investments that increase safe active travel, clean up our air, and fix historic injustices toward communities of color. |
| 23-1-2018 01:14:40 | Any additional comments on transportation priorit | Certainly support, but congestion pricing needs to happen as well. |
| 23-1-2018 00:41:40 | Any additional comments on transportation priorit | yes if it helps congestion |
| 23-1-2018 00:23:32 | Any additional comments on transportation priorit | Gas tax could be \$5/gal and we might not quite break even. Tire tax (especially studded tires) too. Instead of a bike tax, give people free bikes / e-bikes (require . |
| 23-1-2018 00:23:32 | Any additional comments on transportation priorit | Gas tax could be \$5/gal and not yet break-even. Tire tax (especially studded tires.) Instead of a bike tax, give people free bikes / e-bikes / bikeshare pass. Bike lockers at all transit centers! |
| 23-1-2018 00:12:32 | Any additional comments on transportation priorit | Dedicated express bus lines for further out neighborhoods. Dedicated bus lanes. More busses during peak hours to reduce crowding a wait times. |
| 23-1-2018 00:01:16 | Any additional comments on transportation priorit | Prioritize better bike lanes, a MAX out to Tigard, and more street cars, such as up MLK or other high traffic areas in less affluent communities. |
| 22-1-2018 23:55:12 | Any additional comments on transportation priorit | We deeply subsidize auto usage: "free" parking in the public ROW/no tolling+congestion fees/PDC investing in parking garages/etc. Our priorities are manifested daily; so many empty words w/out action. |
| 22-1-2018 23:51:12 | Any additional comments on transportation priorit | It's time for congestion pricing, not freeway expansion. |
| 22-1-2018 23:39:09 | Any additional comments on transportation priorit | Generally, I always support taxes to improve services. But it's getting harder to support increased taxes with rising medical costs, cost of living, and lower wages. |
| 22-1-2018 23:29:00 | Any additional comments on transportation priorit | As the most diverse spot in the entire state of Oregon, Gateway is an opportunity for us to TRULY walk our talk... BE that equitable, sustainable, forward-thinking city. |
| 22-1-2018 23:03:21 | Any additional comments on transportation priorit | As long as those fees are structured to be progressive in impact. |
| 22-1-2018 23:01:25 | Any additional comments on transportation priorit | If those dollars are actually seen on the ground in the community I live in...and dispersed equally throughout the city. |
| 22-1-2018 22:55:36 | Any additional comments on transportation priorit | I always vote yes on more taxes for mass transportation..... |
| 22-1-2018 22:51:31 | Any additional comments on transportation priorit | Portland should consider tolls or other charges to make it more expensive to drive during peak hours to encourage taking transit. |
| 22-1-2018 22:41:03 | Any additional comments on transportation priorit | I fully support tolling on I-205 and I-5, at least during weekdays maybe 7am-7pm. Low income individuals could buy passes at a discounted rate. DMV fees shouldn't increase substantially. |
| 22-1-2018 22:42:30 | Any additional comments on transportation priorit | make sure to charge those benefitting most (drivers) to subsidize those who are helping the system have less congetion: bus riders and cyclists (and walkers to a lesser extent) |
| 22-1-2018 22:25:35 | Any additional comments on transportation priorit | Less money spent on roadway widening, more on pedestrian and transit services |

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| 22-1-2018 22:23:24 | Any additional comments on transportation priorit | Unfortunately Oregon has a history of failure when it comes to government run programs. Every month we here of another State or City Department failing to do the basic job they are paid to do. |
| 22-1-2018 22:21:53 | Any additional comments on transportation priorit | Any increase in rates from tax payers should be requested for very specific projects. I would not support a general tax increase. I need to be able to hold the city accountable. |
| 22-1-2018 22:18:38 | Any additional comments on transportation priorit | Please put the toll on the i5/205 bridge from Vancouver. Please spare the people who live here and pay taxes here. Let the out of state commuters pay the toll. |
| 22-1-2018 22:11:41 | Any additional comments on transportation priorit | I support taxes, but with HB 2017 |
| 22-1-2018 22:11:41 | Any additional comments on transportation priorit | I absolutely believe in and support taxes for transportation infrastructure and services. With HB 2017 being a PERMANENT payroll tax, I do not think it will be publicly supported or viable to |
| 22-1-2018 22:11:41 | Any additional comments on transportation priorit | I absolutely support taxes for transportation infrastructure and services. With HB 2017 being a PERMANENT payroll tax, I would oppose any additional taxes for at least 10 years - until we see outcomes |
| 22-1-2018 22:11:21 | Any additional comments on transportation priorit | I can't get my kids to and from their activities without my car. Most of these "priorities" are for sin |
| 22-1-2018 22:11:21 | Any additional comments on transportation priorit | I can't get my kids to and from their activities without my car. Most of these "priorities" are for single |
| 22-1-2018 22:11:21 | Any additional comments on transportation priorit | I can't get my kids to and from their activities without my car. Most of these "priorities" are for single people going to work and back. |
| 22-1-2018 22:06:01 | Any additional comments on transportation priorit | We need investments in all transportation modes |
| 22-1-2018 22:00:08 | Any additional comments on transportation priorit | Start eliminating parking downtown. Tolling tends to be regressive, so an investment in transit and other modes need to offset. |
| 22-1-2018 21:49:26 | Any additional comments on transportation priorit | Oregon has some of the lowest corporate/business taxes in the country. Maybe tax them instead? |
| 22-1-2018 21:43:31 | Any additional comments on transportation priorit | We need to reduce SOV's. We need driving to be a less convenient and affordable option in Greater Portland. |
| 22-1-2018 21:01:49 | Any additional comments on transportation priorit | Tax the rich |
| 22-1-2018 20:24:45 | Any additional comments on transportation priorit | I have issues with how our transportation \$ are spent. If we coordinated the spending of the feds, State, and local funds to look at the overall picture, (holistically) instead of making seperate, unr |
| 22-1-2018 19:54:49 | Any additional comments on transportation priorit | More cross county direct lines and less attention to downtown core |
| 22-1-2018 19:54:01 | Any additional comments on transportation priorit | raise gas taxes, parking fees, registration fees based on weight/length, charge a lot to use studded tires, fines for vehicle mods-large tires, loud exhaust |
| 22-1-2018 19:40:13 | Any additional comments on transportation priorit | If I thought that there was a reasonable chance that these taxes and fees would increase the road capacity and reduce automobile commute time, I might. Congestion pricing hurts the poor. |
| 22-1-2018 19:16:31 | Any additional comments on transportation priorit | You already get enough of our tax money! The answer isn't always to tax us more, we demand that you start using OUR money more wisely! If I have to budget my money, so do YOU! |
| 22-1-2018 19:06:40 | Any additional comments on transportation priorit | I will not support a "compromise" measure that includes motor vehicle infrastructure, such as highway widening or improvements to car-dominated bridges. The motor vehicle has been subsidized enough. |
| 22-1-2018 19:12:09 | Any additional comments on transportation priorit | There is plenty of money and business interest to fund. Don't need to assess more taxes! |
| 22-1-2018 19:01:13 | Any additional comments on transportation priorit | We all want to travel with ease, make it your life's mission! Otherwise, find another occupation! |
| 22-1-2018 18:59:21 | Any additional comments on transportation priorit | If taxes are the answer to funding these changes it will only come back around to benefit the wealthy. Poor people are having to pay more taxes for help that should be a basic human right. |

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| 22-1-2018 18:41:30 | Any additional comments on transportation priorit | If we quit getting taxed to death on everything else. Fix PERS, spend our tax money more wisely. To much waste. |
| 22-1-2018 18:38:09 | Any additional comments on transportation priorit | It would be nice to find an option other than a gas tax, since alternative cars are on the rise in our region and the use of fossil fuels is discouraged. Like WA per mile tax |
| 22-1-2018 18:24:21 | Any additional comments on transportation priorit | ...finishing last comment: ...not based on where the request is coming from (see Seattle street light repair process) |
| 22-1-2018 18:24:09 | Any additional comments on transportation priorit | Get your budget in place and follow it. I am so tired of misuse of funds and management of our tax dollars. Get the marijuana bill to pay for what it was intended for, and the gas tax. Get it straight |
| 22-1-2018 18:23:51 | Any additional comments on transportation priorit | As a homeowner I have seen my property tax double with all the approved ballot measures (many of which I have voted for) and starting to feel "taped out" with all the fees. |
| 22-1-2018 18:14:14 | Any additional comments on transportation priorit | 1) Please just expand roads to handle more traffic. 2) Maintain what we already have invested in. 3) Ruggedize and over-improve where possible to enable prosperity to spread. |
| 22-1-2018 18:09:18 | Any additional comments on transportation priorit | Think long term, no more diesel buses change to electric now |
| 22-1-2018 18:06:24 | Any additional comments on transportation priorit | We need to find funding other than the gas tax. |
| 22-1-2018 18:06:50 | Any additional comments on transportation priorit | We need roads and more lanes on the freeway. If we add bike lanes then add car lanes as well. This city needs to move. The majority of people drive and will always drive. |
| 22-1-2018 18:01:50 | Any additional comments on transportation priorit | The region has a good reputation for our transit system, but I think we are resting on our laurels. If we are serious about reducing congestion, consider tolling roads to make better bike/ped/transit |
| 22-1-2018 17:59:27 | Any additional comments on transportation priorit | Transit funding must come from those who have excess money. Flat fees or tolls are regressive and go against the goal of social equity. The wealthy must pay a higher rate than the poor, or it fails. |
| 22-1-2018 17:56:55 | Any additional comments on transportation priorit | depends greatly upon the focus and cost. Gov has a poor history of using Gas taxes for Bike transportation while allowing roads to deteriorate. |
| 22-1-2018 17:28:09 | Any additional comments on transportation priorit | But only with a focus on regional congestion relief. |
| 22-1-2018 17:43:11 | Any additional comments on transportation priorit | Transportation spending in Oregon is haphazard and inefficient. \$180 million for WES is a great example of wasted money. WES serves no real purpose. Yet daily I see empty and nearly empty trains. |
| 22-1-2018 17:41:26 | Any additional comments on transportation priorit | Add express lines to max similar to the NYC subway. |
| 22-1-2018 17:33:43 | Any additional comments on transportation priorit | Businesses doing well in Portland need to pay their fair share. |
| 22-1-2018 17:29:39 | Any additional comments on transportation priorit | Yes, historically, our nation has paid very little into the "transportation utility." I value low-effort transportation and will pay for it! Getting around is WAY more valuable than cable TV. |
| 22-1-2018 17:05:01 | Any additional comments on transportation priorit | Businesses and gov't budget should provide free or near free transit for the public. That's a more cost effective approach. |
| 22-1-2018 17:26:41 | Any additional comments on transportation priorit | Regional/ local area commercial parking structures to enable removal of on-street parking for space reallocation to bikes/peds/transit? |
| 22-1-2018 17:24:18 | Any additional comments on transportation priorit | I wouldn't support it unless the money were earmarked for road and highway improvements and expansions. |
| 22-1-2018 17:17:28 | Any additional comments on transportation priorit | More transit at later times. My partner is a shift worker who's never been able to have a job in Portland that transit actually serviced. Lack of options hurts lower income workers. Raise my taxes plz |
| 22-1-2018 17:12:55 | Any additional comments on transportation priorit | tolls on the freeways, no free parking on any street in the city. |
| 22-1-2018 17:06:34 | Any additional comments on transportation priorit | Bring back fareless square. Bring back Trimet's Owl services. Bring back the proactive sidewalk inspection program. Add landscaping encroachment inspection to the sidewalk inspection program. |

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| 22-1-2018 17:02:25 | Any additional comments on transportation priorit | Have a transportation "utility fee statewide. All pay then. Even people who don't drive benefit from a transportation system that delivers their food to the store and a fire truck to their home. |
| 22-1-2018 16:46:40 | Any additional comments on transportation priorit | Cost of driving (gas tax, vehicle fees, parking etc.) should be required to cover full social cost (climate change, road injuries, air quality); these funds can support transportation option expansion |
| 22-1-2018 16:56:20 | Any additional comments on transportation priorit | I am new to the City and have been using my hop fast pass but rarely see anyone else using it on the streetcar. Unless they all have passes, I would prefer investments in enforcement. |
| 22-1-2018 16:50:32 | Any additional comments on transportation priorit | I'm getting tired of EVERYTHING being a property tax. Let's toll some roads and BRIDGES during peak hours. |
| 22-1-2018 16:37:20 | Any additional comments on transportation priorit | Bike and pedestrian safety is my number one priority for improving transportation in the area, followed by increased access and frequent service for public transportation. Then widen 26 and 217! |
| 22-1-2018 16:13:05 | Any additional comments on transportation priorit | Depends on where exactly the funds will be going. |
| 22-1-2018 15:51:07 | Any additional comments on transportation priorit | Drivers should more directly pay for their individual impacts to the system.... including me. I commute on I-5 in an SOV. |
| 22-1-2018 15:45:24 | Any additional comments on transportation priorit | As long as the funds go toward increasing capacity for primarily roads and highways. |
| 22-1-2018 15:36:19 | Any additional comments on transportation priorit | Tolls on highway / freeways. I don't own a car or drive, and I understand that these bring goods to my use - still, I'd like to see more people using public transit or bikes for their commute. |
| 22-1-2018 15:34:03 | Any additional comments on transportation priorit | My financial support would depend on the solution/s proposed. PBOT and ODOT waste a lot of money. Wash Cty keeps digging up the same streets over and over (DIG ONCE) |
| 22-1-2018 15:34:03 | Any additional comments on transportation priorit | My financial support depends on solution/s proposed. PBOT & ODOT waste a lot of money. Wash Cty digs the same streets over n over (DIG ONCE) no coordination ST closures leaving people in a lurch. |
| 22-1-2018 15:22:37 | Any additional comments on transportation priorit | We are a high tax state, I have I suppose to raise tax in cigarettes, alcohol and marijuana.. to support this |
| 22-1-2018 15:22:37 | Any additional comments on transportation priorit | We are a high tax state, I have not seen our taxes are spent in a good priority. I support to raise tax in cigarettes, alcohol and marijuana.. to support this |
| 22-1-2018 14:33:10 | Any additional comments on transportation priorit | Overhaul on trimet and metro |
| 22-1-2018 15:21:10 | Any additional comments on transportation priorit | Hwy 26 across Powell bridge lacks a direct pass through to the west side. We need a more direct efficient way through from east to west. Make it so. |
| 22-1-2018 06:26:00 | Any additional comments on transportation priorit | Taxes should be progressive, i.e., be higher for wealthier folks |
| 22-1-2018 06:14:19 | Any additional comments on transportation priorit | It would be nice to have a branch line of the Yellow MAX go down Lombard to St Johns. I am looking forward to using a ped-bike bridge crossing at 7th Ave over the I-84! |
| 22-1-2018 05:08:08 | Any additional comments on transportation priorit | Building more roads or wider roads or wider freeways is ridiculous |
| 22-1-2018 04:59:13 | Any additional comments on transportation priorit | Be much more aggressive in implementing transportation innovation projects/programs and advancing new funding mechanisms for transit and active transportation. |
| 22-1-2018 04:29:17 | Any additional comments on transportation priorit | Raise the gas tax to fund options and to encourage use of more fuel efficient vehicles. |
| 22-1-2018 04:07:57 | Any additional comments on transportation priorit | Fees for bikes should be considered given the city's desire to increase bike lanes and bike transit options. |
| 22-1-2018 04:14:51 | Any additional comments on transportation priorit | We are already paying gas taxes and others. I see a lot of waste in the construction of roads that are too small, too full of stop lights, not value stream mapped for efficiency. |
| 22-1-2018 04:14:51 | Any additional comments on transportation priorit | We are already paying gas taxes and others fees. I see a lot of waste in the construction of roads that are too small, too full of stop lights, not value stream mapped for efficiency. |

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| 22-1-2018 02:57:14 | Any additional comments on transportation priorit | Not able to comment on above without more specifics on the taxes and fees proposed. Overall, still need to keep transportation options affordable for the average citizen. |
| 22-1-2018 02:47:27 | Any additional comments on transportation priorit | I would consider raising transportation fees and taxes if we actually spend the current funding where it is supposed to go and on making use of the current transportation system rather than expanding. |
| 22-1-2018 01:12:52 | Any additional comments on transportation priorit | We need tolling. Or call it a VMT tax. Or congestion pricing (or anti-congestion pricing). |
| 22-1-2018 00:10:50 | Any additional comments on transportation priorit | Road usage charges |
| 21-1-2018 23:19:50 | Any additional comments on transportation priorit | How about pricing Curbs and Roads appropriately? Parking & Curb access should cost money. Having metal boxes sit alongside the curb for 96% of the time should not be free. |
| 21-1-2018 23:16:28 | Any additional comments on transportation priorit | My issue with this is that more and more low income and POC are being pushed to the outskirts of pdx. This tax burden will fall on them as they more likely need cars. |
| 21-1-2018 23:03:40 | Any additional comments on transportation priorit | Encourage use of alternative transports. Widen streets, add bike lanes, ADA accessible sidewalks and curbs, proper crosswalks, more bike parking and stricter codes to enforce sharing the roads safely. |
| 21-1-2018 22:49:00 | Any additional comments on transportation priorit | Shouldn't come from riders. Focus on private-public partnerships, value-capture taxes, additional revenue from zoning increase. MAX SW corridor could be paid by land-lease/value-capture/land-value tax |
| 21-1-2018 22:38:39 | Any additional comments on transportation priorit | Obviously the trick is to ensure tax/fee increases are going to those who can afford it without deterring them from using transit! |
| 21-1-2018 22:35:21 | Any additional comments on transportation priorit | I would not support taxes that do not address traffic congestion. That must be the focus. I support investments in transit, bike and ped so long as car congestion relief is the vast majority focus. |
| 21-1-2018 22:31:51 | Any additional comments on transportation priorit | Taxes are too high already, find the money elsewhere in the budget. Make it a priority ! Too much wastefully spending now on non essential pet projects |
| 21-1-2018 22:21:04 | Any additional comments on transportation priorit | People in Portland are over taxed now. They feel oppressed from excessive taxation. It hurts homeowners & renters. People can't pay off taxes nor are taxes sunset without another tax being imposed. |
| 21-1-2018 21:39:43 | Any additional comments on transportation priorit | Don't waste it on more freeways. Use it for the transportations system for the next century, not the last century. |
| 21-1-2018 19:44:08 | Any additional comments on transportation priorit | We badly need more routes and more frequent service in the outer-Portland areas (Clackamas, Gresham, Milwaukie, etc.) |
| 21-1-2018 19:48:12 | Any additional comments on transportation priorit | I think it's important to get everyone housed before spending any money on transportation. |
| 21-1-2018 19:48:12 | Any additional comments on transportation priorit | I think it's important to get everyone housed before spending any money on transportation. I am opposed to widening or re-routing any of our roadways. |
| 21-1-2018 18:49:15 | Any additional comments on transportation priorit | We should be supporting the low-polluting |
| 21-1-2018 18:49:15 | Any additional comments on transportation priorit | We should be supporting the low-polluting transportation modes of the future. |
| 21-1-2018 18:31:37 | Any additional comments on transportation priorit | I think a smart place to start would be to ensure that riders are actually paying to ride public transit. The MAX ticketing system blows my mind (in a bad way) compared to other major cities |
| 21-1-2018 16:40:46 | Any additional comments on transportation priorit | The only "increase" I want is for MAX, Streetcar and WES riders to pay more in fares; P&R users to pay to park their cars, and require MAX/Streetcar property owners to pay more in property taxes. |
| 21-1-2018 15:55:26 | Any additional comments on transportation priorit | We need better, wider and improved roads. The vast majority of people drive cars vs bike or take public transit. This is an area where Portland has been behind our growth and needs to improve. |
| 21-1-2018 15:13:23 | Any additional comments on transportation priorit | No |
| 21-1-2018 09:51:20 | Any additional comments on transportation priorit | 24 hour transit to PDX. |

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| 21-1-2018 07:50:40 | Any additional comments on transportation priorit | There needs to be better management of existing funds. No more tax breaks for developers who are ruining neighborhoods by demolishing perfectly good homes & replacing them with overpriced condos. |
| 21-1-2018 07:09:15 | Any additional comments on transportation priorit | We need more bridges and MAX from Washington to Oregon. |
| 21-1-2018 06:25:22 | Any additional comments on transportation priorit | Tax heavily what you don't want, and subsidize what you do. I badly want auto use charged on a weight*miles basis. |
| 21-1-2018 05:54:49 | Any additional comments on transportation priorit | I think everyone benefits from public transit, either directly (as a means to get to work), or indirectly (reduced traffic); for that reason I support increased taxes over increased fees. |
| 21-1-2018 05:45:40 | Any additional comments on transportation priorit | What transportation taxes and fees? Question is to broad and people who need help can't afford more fees & taxes. Bicycles should require license and insurance; they had the bulk of trans improveme nocost |
| 21-1-2018 05:24:56 | Any additional comments on transportation priorit | This isnt worded properly. I would support raising taxes. |
| 21-1-2018 05:01:33 | Any additional comments on transportation priorit | I would pay taxes for the expansion of freeways throughout the Portland and surrounding areas. I do not support any funding for unnecessary public transportation (light rail) |
| 21-1-2018 05:24:51 | Any additional comments on transportation priorit | We have the most expensive employee benefit system for our transit system. It could be done cheaper and better by contracting it out to a private corporation. |
| 21-1-2018 04:47:36 | Any additional comments on transportation priorit | All of us benefitted from the taxes & support of earlier generations to build the transportation & utility infrastructure |
| 21-1-2018 04:47:36 | Any additional comments on transportation priorit | All of us benefitted from the taxes & support of earlier generations to build the transportation & utility infrastructure we have today - so yes I support raising taxes & fees |
| 21-1-2018 02:21:40 | Any additional comments on transportation priorit | There's plenty of money through taxation and fees. Too much administration and poor work product that don't last is wasting funding. Take a look at how dollars are being spent. |
| 21-1-2018 04:37:32 | Any additional comments on transportation priorit | Fair use road pricing must be implemented to combat auto congestion before any freeway widening is even considered. |
| 21-1-2018 02:31:04 | Any additional comments on transportation priorit | Keep fares on public transit low. Prioritize low income neighborhoods. Encourage transit use by |
| 21-1-2018 02:31:04 | Any additional comments on transportation priorit | Keep fares on public transit low. Prioritize low income neighborhoods. Encourage transit use by instituting congestion pricing and increasing the price of long term (all day) parking in the downtown |
| 21-1-2018 01:42:58 | Any additional comments on transportation priorit | Please, tax me to improve transit. You will not hear a complaint from me. |
| 21-1-2018 01:22:50 | Any additional comments on transportation priorit | We are highly taxed and seniors living on a fixed income. Taxes are driving us out of our home. Stop it already! |
| 21-1-2018 01:22:25 | Any additional comments on transportation priorit | An example: I would support more traffic cops if I can see them on the roads more and pulling people over. I need evidence that if I pay for increased funding, there will be results. |
| 21-1-2018 00:49:11 | Any additional comments on transportation priorit | Extend the max to Oregon City |
| 21-1-2018 00:14:08 | Any additional comments on transportation priorit | I think more people need to get out of isolated |
| 21-1-2018 00:14:08 | Any additional comments on transportation priorit | I think more people need to get out of isolated areas and really see the needs in the community. Solving problems takes taxes and fees. |
| 20-1-2018 23:49:35 | Any additional comments on transportation priorit | When planning transportation options, the aging demographics must be a major consideration to maintain the quality of life in the region |
| 20-1-2018 23:11:08 | Any additional comments on transportation priorit | What will these monies be used for? More Portland centric transit? Outer areas where so many people live struggle for mobility. |
| 20-1-2018 23:28:03 | Any additional comments on transportation priorit | VERY in favor of an increased gas tax |

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| 20-1-2018 22:54:35 | Any additional comments on transportation priorit | We need to think of creative funding ideas and budgets need to be overseen by regular citizens and kept tight. Just throwing money at problems NEVER solves them. |
| 20-1-2018 22:44:47 | Any additional comments on transportation priorit | Do not spend money on road or freeway expansion |
| 20-1-2018 22:49:37 | Any additional comments on transportation priorit | Let's focus on road maintenance and improvement first; our closest cross street is in terrible shape! It has multiple potholes, has been repaired numerous times, and just needs to be repaved. |
| 20-1-2018 22:29:31 | Any additional comments on transportation priorit | For me to agree, trimet needs to show greater commitment to the community, show they care about affordable housing close-in (west of 102nd) and not chasing big construction projects in Tigard. |
| 20-1-2018 22:13:28 | Any additional comments on transportation priorit | I'd be totally fine with \$1or \$2 per gallon gas tax to help fund road maintenance and transportation packages. Let's be bold and have a world class system. |
| 20-1-2018 21:17:24 | Any additional comments on transportation priorit | Require adequate off street parking for all new housing construction. |
| 20-1-2018 21:16:55 | Any additional comments on transportation priorit | Would like to see MAX expanded to Oregon City and Lake Oswego and service improved to the Wilsonville and Clark County areas. |
| 20-1-2018 20:52:14 | Any additional comments on transportation priorit | I feel fees and taxes need to be appropriately used for what they are intended for, not for side or "pet projects" of politicians in office. If the taxes and fees currently in place are exhausted |
| 20-1-2018 19:36:45 | Any additional comments on transportation priorit | It's hard to support new revenue when current leadership - state and city - seem hellbent on only building new roads and freeways. |
| 20-1-2018 19:32:43 | Any additional comments on transportation priorit | Only if it goes to smart and less costly alternatives. Less fancy light rail and street cars and more more fast bus lanes and common sense cheaper fixes. I see too much spent on pedestrian bridges and |
| 20-1-2018 19:25:29 | Any additional comments on transportation priorit | lived in Clackamas County for 35 years then moved to our family farm in Ridgefield. I would support funding but am not currently in the Metro service area. Consider solutions that address bistate is |
| 20-1-2018 19:17:32 | Any additional comments on transportation priorit | Use the monsy you are already getting by elimiating the waste and fraud that is always present when Democrsts run things. |
| 20-1-2018 19:17:32 | Any additional comments on transportation priorit | Use the money you are already getting by eliminating the waste and fraud that is always present when Democrats run things. |
| 20-1-2018 19:11:19 | Any additional comments on transportation priorit | Money should NOT be used for light rail that only serves very few people and is too slow. Westside bypass needs to be built with another bridge over Columbia that can be tolled. |
| 20-1-2018 19:07:29 | Any additional comments on transportation priorit | Spend on what we use. Do not disproportionately subsidize trains over busses, busses over cars, electric cars over fueled cars etc. We "use" roads and bikes, but spend disproportionately more on transit |
| 20-1-2018 19:01:20 | Any additional comments on transportation priorit | I've been priced out of Portland. I lived in Maplewood for 22 years and recently sold my house. I plan on moving out of the state soon and will not be affected by any new taxes. |
| 20-1-2018 19:01:20 | Any additional comments on transportation priorit | I've been priced out of Portland. I sold my house of 22 years because I couldn't afford to live there anymore on a public sector job's wages. I'm probably going to move out of the area entirely. |
| 20-1-2018 18:56:54 | Any additional comments on transportation priorit | Often the spending requirements for additional fees and taxes are set up loosely and the money ends up being used for other things or is a collection debacle like the arts tax |
| 20-1-2018 18:56:35 | Any additional comments on transportation priorit | I desperately want the nation to pass a carbon tax but if they can't I would support some version of that at the state level to fund these priorities. |
| 20-1-2018 18:51:58 | Any additional comments on transportation priorit | I oppose raising taxes and fees as PDOT and ODOT have wasted millions. |
| 20-1-2018 18:34:21 | Any additional comments on transportation priorit | Need a strong focusing on maintaining what we have not new, expensive auto infrastructure. |
| 20-1-2018 18:34:21 | Any additional comments on transportation priorit | I would like to see the taxes we pay now used in appropriate ways. |
| 20-1-2018 18:28:49 | Any additional comments on transportation priorit | Strongly support more buses, cheap fares; do not support tremendous investments like light rail that don't improve equity or shift with changing needs |

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| 20-1-2018 18:21:55 | Any additional comments on transportation priorit | I would like people to see our transportation network as an economic multiplier for the region. It's not a federal aid project or welfare for well-connected businesses. |
| 20-1-2018 18:17:37 | Any additional comments on transportation priorit | no |
| 20-1-2018 17:52:37 | Any additional comments on transportation priorit | just so long as the funding is not used to reduce car traffic and give it to bike lanes |
| 20-1-2018 17:18:38 | Any additional comments on transportation priorit | maintenance & continued expansion of mass transit options, i.e max |
| 20-1-2018 17:16:47 | Any additional comments on transportation priorit | Ensure any new money is used well. See where current waste is, no outrageous pensions and salaries. |
| 20-1-2018 16:13:47 | Any additional comments on transportation priorit | Road tax on bikes. I ride my bike on city sr |
| 20-1-2018 16:13:47 | Any additional comments on transportation priorit | Road tax on bikes. I ride my bike on city streets and bike paths |
| 20-1-2018 16:47:06 | Any additional comments on transportation priorit | We need to stop this one-project-at-a-time stuff. Go the Seattle, LA, Nashville routes! Let's raise a lot of money to make transit awesome for EVERYONE in this region, not just SW. |
| 20-1-2018 16:00:11 | Any additional comments on transportation priorit | Strongly support raising taxes, including auto tolls for the freeways, to fund free-for-all public transit. |
| 20-1-2018 15:16:35 | Any additional comments on transportation priorit | Commuting by car harms the environment and puts strain on infrastructure. If you drive into Portland, you need to pay the real price. |
| 20-1-2018 15:29:36 | Any additional comments on transportation priorit | I greatly support tolling I-5 bridge. I absolutely do not support tolling the rest of I-5 as it would just push even more traffic into the neighborhoods. But incentivizing people is the way to go. |
| 20-1-2018 15:09:51 | Any additional comments on transportation priorit | Taxes through voter referendum are not always the way to go. Give legislators the chance to make a bill and push it through. Voters are not always the smartest creators of laws/taxes. ☹ |
| 20-1-2018 15:05:26 | Any additional comments on transportation priorit | Support, but with STRONG qualifier. If it doesn't include vast improvements in arterials, or is focused on bikes and such, No. LA is doing right. Balance. |
| 20-1-2018 14:54:57 | Any additional comments on transportation priorit | Safety from the angry mentally ill TriMet riders. Have police toss them off the vehicle. |
| 20-1-2018 14:53:08 | Any additional comments on transportation priorit | Westside bypass for I-5 which runs through the center of Washington County & joins up with I-5 north of Vancouver, so through traffic can stay out of Portland & vitalize westside economic development |
| 20-1-2018 14:32:14 | Any additional comments on transportation priorit | A bicycle commuter, I would be open to discussing how the bicycle community can contribute- so long as there is a guarantee that it will get cars off the road. and tolls on cars! |
| 20-1-2018 07:40:17 | Any additional comments on transportation priorit | Our roadways need to be priced for reliability Transit must be competitive with SOVs Highway improvements must improve/include transit and bike facilities |
| 20-1-2018 06:46:30 | Any additional comments on transportation priorit | Public transportation, especially buses |
| 20-1-2018 07:22:18 | Any additional comments on transportation priorit | Honest to God I don't care how high my taxes are if they're being spent on worthwhile causes, and this is a worthwhile cause. |
| 20-1-2018 07:28:35 | Any additional comments on transportation priorit | We have to provide transportation for all the people coming here. That means we need a fully functional transit system and we don't have one now. ☹ |
| 20-1-2018 07:15:34 | Any additional comments on transportation priorit | No guarantees to the taxpayer how "slush fund" money get's used. Lots of waste thus far, so you would have to demonstrate you know you have the right answers, period. |
| 20-1-2018 06:42:20 | Any additional comments on transportation priorit | I don't think money is spent wisely and I don't agree with some of the priorities of the past |
| 20-1-2018 06:40:11 | Any additional comments on transportation priorit | Electrification of public transit, improved bike and pedestrian safety and access, lower transit fares (or more waiver programs and incentives), and putting both Powell and 82nd under City control. |

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| 20-1-2018 06:31:40 | Any additional comments on transportation priorit | The most effective form of taxation for transportation alternatives to car travel would be decongestion pricing on the highways and other roads in Portland. |
| 20-1-2018 06:16:54 | Any additional comments on transportation priorit | Equity in transportation means that users should pay to support the system. Without tolls, roads are congested. With tolls, congestion is reduced. |
| 20-1-2018 06:05:12 | Any additional comments on transportation priorit | less bike lanes / streets that are not used. spend tax dollars more wisely. |
| 20-1-2018 05:48:00 | Any additional comments on transportation priorit | "Somewhat support" because I am probably able to afford any increase of taxes/fees. |
| 20-1-2018 05:00:42 | Any additional comments on transportation priorit | Non-automobile modes should have priority over automobiles. Exclusive bus lanes should be created. |
| 20-1-2018 05:37:25 | Any additional comments on transportation priorit | Institute congestion pricing to reduce and more evenly spread vehicle traffic. Invest in transit and bike/walk infrastructure so people have options. |
| 20-1-2018 05:21:40 | Any additional comments on transportation priorit | No tolls. |
| 20-1-2018 05:18:22 | Any additional comments on transportation priorit | Our taxes are already very high...I love what I get for our buy-in, but I am not sure how much more we can afford - we have a 2000sf home in SW on the smallest lot allowed and our taxes are \$8800/yr |
| 20-1-2018 05:10:05 | Any additional comments on transportation priorit | Money well spent on tangible visible improvements that benefit the many over the few is always a good investment; a win-win. |
| 20-1-2018 05:03:38 | Any additional comments on transportation priorit | We are already paying through the nose for TRI-MET. Check your property-tax statement. We need VALUE FOR MONEY which we are NOT getting. |
| 20-1-2018 05:00:44 | Any additional comments on transportation priorit | Cars - especially sov's should have the lowest priority and the highest cost. I support high parking costs, congestion pricing and tolls. Public transportation, walking and cycling are top priority |
| 20-1-2018 04:55:20 | Any additional comments on transportation priorit | Bring back the big ideas and guts to make it happen. Be the best transit city on the west coast. |
| 20-1-2018 04:17:46 | Any additional comments on transportation priorit | People who drive during rush hour impose congestion costs on others which often exceed the value of public transport. Congestion tolls can subsidize more sustainable choices. |
| 20-1-2018 04:17:25 | Any additional comments on transportation priorit | just repeating my last statement. people have to accept responsibility for respecting what is provided for us. pride and the realization that we all have to do our part to keep in nice, make it work |
| 20-1-2018 04:13:15 | Any additional comments on transportation priorit | Increasing the gas tax may be an effective way to |
| 20-1-2018 04:13:15 | Any additional comments on transportation priorit | A higher gas tax may encourage more use of shared or non-fossil-fuel transit, but it would hurt those that lack access to alternative modes of transit. Targeted credits may help mitigate that. |
| 20-1-2018 04:10:15 | Any additional comments on transportation priorit | perhaps congestion and slow traffic is a way to "ration" driving. If not, traffic engineers could re-strip streets, re-set signals, make signals responsive to traffic in the moment and other clever |
| 20-1-2018 03:56:53 | Any additional comments on transportation priorit | I support raising taxes and lowering user fees. |
| 20-1-2018 03:55:19 | Any additional comments on transportation priorit | Cancel SW Corridor and Division BRT...bring back CRC + Vancouver light rail, start the Downtown Subway. We need to upgrade to a world class transit system to move the needle on mode share. |
| 20-1-2018 03:52:46 | Any additional comments on transportation priorit | As long as long income people are not affected. |
| 20-1-2018 03:38:11 | Any additional comments on transportation priorit | It's important to try to distribute the burden of higher costs so it doesn't fall more heavily on the people who can least afford it. |
| 20-1-2018 03:37:25 | Any additional comments on transportation priorit | Oregon has enough taxes, what is lacking is the political will to drive practical transportation improvements versus social policies. |
| 20-1-2018 03:32:16 | Any additional comments on transportation priorit | Taxes/use fees that discourage driving should be used to subsidize transit. Congestion pricing |

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| 20-1-2018 03:03:35 | Any additional comments on transportation priorit | A change in Oregon Revised Statutes to allow cities and counties to acquire and build roads in urban reserve areas to support traffic displaced from overburdened urban systems is recommended. |
| 20-1-2018 03:07:12 | Any additional comments on transportation priorit | Fund the basics first. Then talk to me about needing money for the optional stuff. |
| 20-1-2018 03:07:07 | Any additional comments on transportation priorit | currently gasoline is way too inexpensive....raise the price, decrease driving |
| 20-1-2018 02:58:39 | Any additional comments on transportation priorit | You already waste too much money. |
| 20-1-2018 02:48:12 | Any additional comments on transportation priorit | Strong and safe public transportation systems are important to me. And I'd be more than willing to help pay for it. |
| 20-1-2018 02:45:43 | Any additional comments on transportation priorit | Thank you for asking! |
| 20-1-2018 02:36:05 | Any additional comments on transportation priorit | While creating taxes and fees may be one way to fund transportation priorities, these should not only go to individuals but also businesses. |
| 20-1-2018 02:25:34 | Any additional comments on transportation priorit | depends on how it is done - logical and responsible and equitable |
| 20-1-2018 02:19:28 | Any additional comments on transportation priorit | If there is a serious review of how current funds are spent and reallocated based on agreed upon priorities, I would support additional taxes. However, I don't support it now...sorry, but the city do |
| 20-1-2018 02:09:16 | Any additional comments on transportation priorit | We direly need more revenue to fund a major system-wide mass-transit expansion, as Seattle & others have done. Do NOT raise more money for freeways; Don't mix transit & highways in a ballot measure. |
| 20-1-2018 02:17:26 | Any additional comments on transportation priorit | Those sources have already been raised! |
| 20-1-2018 02:16:52 | Any additional comments on transportation priorit | I would support raising taxes if that money went to expanding drastically the protected bike lane network and pedestrians access and reducing access for automobiles. |
| 20-1-2018 02:14:57 | Any additional comments on transportation priorit | Raises taxes and fees based on worth & size of vehicles, tax the hell out of trucking companies & the railroads, higher taxes for corporations esp. ones whose employees commute by car |
| 20-1-2018 02:11:32 | Any additional comments on transportation priorit | Fees and tax increases should be focused on six-figure income people.. |
| 20-1-2018 02:06:43 | Any additional comments on transportation priorit | Poor people cannot manage more taxes and fees. We are creating a new underemployed and impoverished class within this city. |
| 20-1-2018 02:04:50 | Any additional comments on transportation priorit | The most important issue is traffic congestion |
| 20-1-2018 02:04:50 | Any additional comments on transportation priorit | The most important issue is traffic congestion, which makes travel time unpredictable and contributes to social stress. |
| 20-1-2018 02:02:36 | Any additional comments on transportation priorit | I'd like MAX express trains to Hillsboro and Gresham. |
| 20-1-2018 02:03:33 | Any additional comments on transportation priorit | Have to make sure that any taxes or fees for transportation are distributed fairly - can't just go into infrastructure - have to move toward social equity. |
| 20-1-2018 02:02:24 | Any additional comments on transportation priorit | Why are you building new sidewalks while many residents are still driving on gravel roads? Why are you still allowing development on these roads without charging developers the true costs to fix them? |
| 20-1-2018 02:02:08 | Any additional comments on transportation priorit | Our current pay one fare for all day should be kept. Compared to other cities, the public transit options in Portland are great and affordable. Without continued work, PDX can continue to lead. |
| 20-1-2018 02:00:44 | Any additional comments on transportation priorit | This is where local and large businesses need to step up. The middle and lower income population cannot afford another tax or assessment. |
| 20-1-2018 01:59:20 | Any additional comments on transportation priorit | Tax the hell out of cars and use the money to fund actual beneficial modes. Discourage cars while funding what we want to fund. It just only makes sense. |

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| 20-1-2018 00:22:20 | Any additional comments on transportation priorit | Most of what I've indicated support for should not require large new spending. |
| 20-1-2018 00:11:24 | Any additional comments on transportation priorit | Sure, in general I would have a strong opinion about it either way if that is the question here. If the proposal is a good one and the money is well spent I would support efforts to raise funds. |
| 20-1-2018 00:17:44 | Any additional comments on transportation priorit | Just redirect current highway money to other modes, without having to raise additional revenue. |
| 19-1-2018 23:53:10 | Any additional comments on transportation priorit | NO - Tolls on our roads and highways |
| 19-1-2018 23:53:10 | Any additional comments on transportation priorit | NO - Tolls on our roads and highways, unless to create wholly new |
| 19-1-2018 23:53:10 | Any additional comments on transportation priorit | NO - Tolls on our roads and highways, unless to create wholly new corridors, like a Westside Bypass or a new automated Freight Specific Truck Lane. New encumbered Road Maintenance Fee on ODL |
| 19-1-2018 22:59:55 | Any additional comments on transportation priorit | Need to have fare stations for MAX so that riders cannot ride free. Need to have registration fees for bicycles. Need to have bus routes that serve more people. |
| 19-1-2018 22:50:57 | Any additional comments on transportation priorit | The assertion that adding capacity simply creates difficulties is absurd. We cannot, and do not, wish to be constrained to one lane each way for every road, nor should we stop with an arbitrary 3 lan |
| 19-1-2018 22:31:09 | Any additional comments on transportation priorit | Leery of more property taxes. We already add lots for schools and Measure 5 compression makes rates very unfair. We need more equitable tax system -- user fees, sales tax, and other ideas. |
| 19-1-2018 22:25:09 | Any additional comments on transportation priorit | I am strongly opposed to the freeway expansion projects included in the transportation package. Imagine what we could do for transit with that much money. Freeway expansion is anti environment. |
| 19-1-2018 22:16:04 | Any additional comments on transportation priorit | The reason I "somewhat support" is that I want my dollars spent judiciously--not wasted. |
| 19-1-2018 20:44:57 | Any additional comments on transportation priorit | Our region has not done a superior job of pro-actively addressing transportation problems, thinking Hwy 217. |
| 19-1-2018 20:40:28 | Any additional comments on transportation priorit | The gas tax is a great way to make money and tax people without them feeling they are being gauged. |
| 19-1-2018 20:03:14 | Any additional comments on transportation priorit | Only if it sends an economic signal to reduce single occupancy trips. |
| 19-1-2018 19:43:08 | Any additional comments on transportation priorit | I wouldn't support a tax that tries to give something to everyone. No more freeways. Build infrastructure that supports our goals and maintain what we have. |
| 19-1-2018 20:02:10 | Any additional comments on transportation priorit | Portland's tax base is high b/c it is an exceptionally prosperous region. I have to wonder why the public sector always wants to raise taxes if it's tax base is consistently increasing substantially. |
| 19-1-2018 19:25:13 | Any additional comments on transportation priorit | Metro, the counties, and the state have lost a lot of credibility as the region experiences the growing pains of traffic gridlock and housing affordability. Better listening required. |
| 19-1-2018 19:33:59 | Any additional comments on transportation priorit | Seismic resilience has to be the highest priority from now until all major roads and our airport has been retro-fitted. |
| 19-1-2018 19:11:08 | Any additional comments on transportation priorit | Dealing with NIMBYism is costly and affects transportation options. Metro has done a good job of getting people to understand equity trade-offs. Good luck to you! |
| 19-1-2018 19:03:07 | Any additional comments on transportation priorit | Don't build highways to fund transit ever again. Grow up! |
| 19-1-2018 18:58:45 | Any additional comments on transportation priorit | I would support increased taxes to help fund these, especially if these investments benefit the greater good, but there should still be resources/programs in place for low-income groups. |
| 19-1-2018 18:20:22 | Any additional comments on transportation priorit | Don't overlook disincentives to driving such as parking pricing and tolling |
| 19-1-2018 18:14:38 | Any additional comments on transportation priorit | Funding needs to be linked to tech changes. We can no longer rely on gas tax. |

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| 19-1-2018 16:42:27 | Any additional comments on transportation priorit | We need to be honest--cars are not going away for good and bad reasons, lets invest in the people and economy for a better standard of living by taking care of what we have, expanding (westside bypass |
| 19-1-2018 16:37:06 | Any additional comments on transportation priorit | I support raising taxes to help pay for the transportation I use daily if it accomplishes transit priorities. If taxes help add bus lines, add light rail, separate bike lanes and improve service do it |
| 19-1-2018 16:25:32 | Any additional comments on transportation priorit | Show me where a community raises money and I will show you what it cares about. |
| 19-1-2018 16:20:56 | Any additional comments on transportation priorit | I would support taxes and fees for long-term projects related to permanent housing affordability near transit. |
| 19-1-2018 16:20:51 | Any additional comments on transportation priorit | big pedestrian, bike and transit improvements needed |
| 19-1-2018 16:11:23 | Any additional comments on transportation priorit | I work in government so I am aware of waste in funding by those not skilled to manage funds and/or people. I encourage matching the right skillset in the staff and create a more efficient workforce. |
| 19-1-2018 06:10:08 | Any additional comments on transportation priorit | Everyone uses transportation but it seems homeowners and car owners always get hit with more taxes |
| 19-1-2018 15:40:27 | Any additional comments on transportation priorit | City Hall has done an extremely poor job managing money and projects for the public at large also extra \$ from tax/fee might mean reallocation of funds already dedicated to this |
| 19-1-2018 14:34:38 | Any additional comments on transportation priorit | Transit. Bike and pedestrian facilities. |
| 19-1-2018 13:57:33 | Any additional comments on transportation priorit | Transportation is the back bone of any metro region, we need to fund it accordingly. |
| 19-1-2018 13:37:44 | Any additional comments on transportation priorit | At least I would feel like my money was going to a good cause. |
| 19-1-2018 04:08:37 | Any additional comments on transportation priorit | Different transportation modes need to complement each other, without significantly prioritizing one of the others. |
| 19-1-2018 03:19:24 | Any additional comments on transportation priorit | funding all seems to go to bicycle lanes and trimet. I have a hard time supporting transportation packages any |
| 19-1-2018 03:19:24 | Any additional comments on transportation priorit | funding seems to go to bicycle lanes and trimet. I have a hard time supporting transportation packages any when roads are not improved and auto transportation is frowned upon by the ruling metro gvmt |
| 19-1-2018 03:38:57 | Any additional comments on transportation priorit | Feel there is a bias toward the west side of the Portland geographic area for transportation. There should be a West Side By-Pass built. |
| 19-1-2018 02:57:13 | Any additional comments on transportation priorit | Raise the GAS TAX state wide. Collect higher registration for Pick-up trucks and large SUVs. |
| 18-1-2018 23:05:20 | Any additional comments on transportation priorit | would support raising taxes and fees only if everyone paid not just drivers of cars (gas tax0 or businesses |
| 19-1-2018 01:47:39 | Any additional comments on transportation priorit | It would have to be done in a way that doesn't tax people who make enough to not qualify for reduced fare programs, yet really couldn't afford another tax. |
| 18-1-2018 22:25:25 | Any additional comments on transportation priorit | Toll roads, congestion pricing. |
| 18-1-2018 21:58:12 | Any additional comments on transportation priorit | I generally support taxes and fees when they benefit the greater good, as long as the increase is reasonable. |
| 18-1-2018 19:24:05 | Any additional comments on transportation priorit | We are paying tolls soon. My gas tax went up in PDX. I can't answer without you saying who pays and how they will pay. A loaded question without specificity. |
| 18-1-2018 21:16:36 | Any additional comments on transportation priorit | Dedicated bus lanes are needed on most major arterials. |
| 18-1-2018 19:25:11 | Any additional comments on transportation priorit | The source of increased funding for transportation requires careful consideration. There is too much reliance in the region on the property tax. |

| | | |
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| 18-1-2018 19:02:19 | Any additional comments on transportation priorit | I do not think the fares should be reduced except for low income (transit needs to be cheaper than driving to incentivize its use). Investments must focus on equity and increasing transit use. |
| 18-1-2018 16:48:01 | Any additional comments on transportation priorit | No new taxes or fees! Increase the gas tax- it's already a perfect tax- higher for those who use more fuel! |
| 18-1-2018 01:34:46 | Any additional comments on transportation priorit | Slowing speeds of autos for safety and building network of protected bikeways offer highest returns on investment. |
| 18-1-2018 04:52:12 | Any additional comments on transportation priorit | Sales Tax yes please! Don't tax property any more. |
| 17-1-2018 18:42:46 | Any additional comments on transportation priorit | Parking! Price it, we give way too much public space away to car storage. Then use the \$ to fund transit improvements and TDM programs. I am fine adding a lane to I-5 in the RQ, but congestion |
| 17-1-2018 18:42:46 | Any additional comments on transportation priorit | Parking! Price it, we give way too much public space away to car storage. Then use the \$ to fund transit improvements and TDM programs. I am ok adding a lane to I-5 in the RQ, but congestion price it! |
| 17-1-2018 16:00:57 | Any additional comments on transportation priorit | User fees such as tolls. |
| 17-1-2018 00:35:17 | Any additional comments on transportation priorit | I do not support increasing funding for freeways unless it comes from congestion pricing |
| 30-1-2018 03:18:15 | What does quality of life mean to you | Ease of living everyday life so that something like commuting to work doesn't rule your life in an outsized way. |
| 11-2-2018 12:00:37 | What does quality of life mean to you | It is a hazard to get atound |
| 11-2-2018 13:31:43 | What does quality of life mean to you | When I bike across town, I feel like I'm taking my life into my hands. As an experienced biker. & the less direct, safer (but still dangerous) alternate routes make me feel like a second-class residen |
| 11-2-2018 13:31:43 | What does quality of life mean to you | When I bike across town, I'm literally taking my life into my hands. As an experienced biker. The less direct, safer (but still dangerous) alternate routes make me feel like a second-class resident. |
| 11-2-2018 15:27:43 | What does quality of life mean to you | The natural landscape is beautiful, but I question the desire for growth. Why do we need more people? It's not inevitable, only if you make it enticing and available. |
| 11-2-2018 14:59:10 | What does quality of life mean to you | I'm afraid congested streets are impacting quality of life. Too many vancouver commuters in cars! We need a bridge crossinh. Also, intel should be pressured to privatize a bus system for their campuse |
| 11-2-2018 14:12:46 | What does quality of life mean to you | In the context of transportation needs, it means that all communities have access to affordable, reliable modes of transportation in a safe, equitable manner. |
| 11-2-2018 16:01:19 | What does quality of life mean to you | Safe, community that cares for each other. A place you can afford to live and work. |
| 11-2-2018 19:49:53 | What does quality of life mean to you | Amount of time spent dealing with stressors - like cost of living, jobs, commutes vs amount of time spent feeling satisfied and engaged in meaningful activities. |
| 11-2-2018 19:22:09 | What does quality of life mean to you | It's good but it's getting worse in Portland due to city leaders being ineffective. Quality of life is good schools, family, affordability, things to do, community |
| 11-2-2018 18:41:10 | What does quality of life mean to you | Safe streets for everyone and clean air |
| 11-2-2018 22:29:30 | What does quality of life mean to you | Clean air and water. Affordable transportation options. Social and economic equality. |
| 11-2-2018 23:11:34 | What does quality of life mean to you | Feeling safe in the area, accessibility to different services, walkable neighborhoods. |
| 12-2-2018 00:01:24 | What does quality of life mean to you | I am lucky to have bought a house before prices went up and to not , so far, be priced out of it. |
| 12-2-2018 03:00:51 | What does quality of life mean to you | A sense of belonging to a neighborhood, clean air, ability to have an opinion that may be different from another's. Personal safety. Knowing my neighbors and being able to trust them with a house key |

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| 12-2-2018 17:25:54 | What does quality of life mean to you | I am able to turn up the heat when I'm cold, go to bed when I'm tired, eat what I want and enjoy a day off when I want to go some place outside of Portland. ☺ |
| 14-2-2018 04:37:46 | What does quality of life mean to you | quickly decreasing due to traffic and developers running the show |
| 14-2-2018 04:37:46 | Why did you choose to live in the greater Portlan | Partner |
| 12-2-2018 17:25:54 | Why did you choose to live in the greater Portlan | I was born here, so was my father. My mother and grandmother were born in LaGrande. I'm frustrated by all the people moving her wanting to "improve" our way of life. |
| 12-2-2018 03:00:51 | Why did you choose to live in the greater Portlan | It was quality of life, diversity, proximity of good doctors and hospitals, variety of good inexpensive eateries, bookstores, |
| 12-2-2018 21:18:18 | Why did you choose to live in the greater Portlan | born here, raised here, staying here, beautiful here. |
| 12-2-2018 00:01:24 | Why did you choose to live in the greater Portlan | I have always lived her, as has most of my family. |
| 12-2-2018 00:12:27 | Why did you choose to live in the greater Portlan | Affordability and quality of life. Both of these have taken a hit in the last few years, but still better than most cities on the west coast. |
| 12-2-2018 01:33:28 | Why did you choose to live in the greater Portlan | Employment |
| 11-2-2018 23:11:34 | Why did you choose to live in the greater Portlan | Initially because I was raised here, but I choose to stay because I love Portland. |
| 11-2-2018 22:29:30 | Why did you choose to live in the greater Portlan | I don't have a car so I really like the bus and Max service. I live close to a park too. |
| 11-2-2018 18:41:10 | Why did you choose to live in the greater Portlan | Access to nature and small town feel with big city perks. Like good restaurants and museums |
| 11-2-2018 19:22:09 | Why did you choose to live in the greater Portlan | I was born here |
| 11-2-2018 20:27:56 | Why did you choose to live in the greater Portlan | I was born here and have lived here most of my life. I like how friendly and progressive the city is. |
| 11-2-2018 16:01:19 | Why did you choose to live in the greater Portlan | Work opportunities and options |
| 11-2-2018 15:40:31 | Why did you choose to live in the greater Portlan | Family |
| 11-2-2018 14:12:46 | Why did you choose to live in the greater Portlan | My family and work place are in this area. I also prefer access to convenient city living |
| 11-2-2018 14:59:10 | Why did you choose to live in the greater Portlan | Easy city living with access to nature. That has really changed! so much building with few parking spaces. Commuting has gotten really bad across metro area. Feel like this city has sold out. |
| 11-2-2018 15:27:43 | Why did you choose to live in the greater Portlan | Natural beauty/resources and moderate population density. |
| 11-2-2018 13:31:43 | Why did you choose to live in the greater Portlan | to grow a garden |
| 11-2-2018 13:31:43 | Why did you choose to live in the greater Portlan | I moved here in early 2013 because I had heard that Portland was the best place in the US for biking safely. I hear that's no longer true. |
| 11-2-2018 13:31:43 | Why did you choose to live in the greater Portlan | I moved here in early 2013 because I had heard that Portland was the best place in the US for walking and biking safely. |
| 11-2-2018 12:00:37 | Why did you choose to live in the greater Portlan | Born here and grew up here |

| | | |
|--------------------|---|--|
| 30-1-2018 03:18:15 | Why did you choose to live in the greater Portlan | I grew up in Oregon but I stay because Portland is livable. I have always worked less than a 15 bike ride from my residence. Congestion on the roads, highways and freeways will be the reason I leave |
| 30-1-2018 03:18:15 | Any additional comments on transportation priorit | Bike and pedestrian streets |
| 11-2-2018 12:00:37 | Any additional comments on transportation priorit | Support as long as my car fees and taxes don't go to bike infrastructure |
| 11-2-2018 13:31:43 | Any additional comments on transportation priorit | I would not support any taxes or fees that increase funding for private motor vehicles, and would like to see Portland decrease spending in |
| 11-2-2018 13:31:43 | Any additional comments on transportation priorit | I would not support any taxes or fees that increase funding for private motor vehicles. |
| 11-2-2018 15:40:31 | Any additional comments on transportation priorit | As long as the legislation is well designed and is not regressive in nature. |
| 11-2-2018 14:59:10 | Any additional comments on transportation priorit | For a bridge crossing, sure. |
| 11-2-2018 19:22:09 | Any additional comments on transportation priorit | City needs to reprioritize transportation priorities. Bike lanes will not fix everything. It is a pipe dream to think bikes and max will solve all of our transportation problems. |
| 11-2-2018 20:27:56 | Any additional comments on transportation priorit | As long as it's not from property taxes, which are already way too high (I pay almost \$8000 year already). I think most Portland home owners have property tax fatigue. |
| 11-2-2018 15:27:43 | Any additional comments on transportation priorit | Transport has high costs and should. Too much stuff is entitled and therefore less appreciated. |
| 11-2-2018 18:41:10 | Any additional comments on transportation priorit | inforcement of existing traffic laws and strong emphasis on safety on public transportation |
| 11-2-2018 22:29:30 | Any additional comments on transportation priorit | Gas tax please. |
| 11-2-2018 23:11:34 | Any additional comments on transportation priorit | I will strongly support using funds for another MAX line, especially if it goes up to Vancouver. I would also strongly support funds to support a more robust bicycle network. |
| 12-2-2018 03:00:51 | Any additional comments on transportation priorit | This city has repeatedly squandered tax funds on special projects, lied about availability of sufficient funding, deferred necessary spending, creatEd unfunded liabilities (COP joining PERS) |
| 12-2-2018 00:12:27 | Any additional comments on transportation priorit | Until the city can gain back the confidence with the public in regards to how efficiently they can spend our tax dollars I am not eager to offer them more revenue. |
| 12-2-2018 17:25:54 | Any additional comments on transportation priorit | Trimet has been eating from the government table for long enough it's time they give back and provide quality transportation for everyone. |
| 12-2-2018 17:25:54 | How do you think social equity/fairness should be | Make sure that ALL communities are accessible, not just the inner city. |
| 12-2-2018 00:01:24 | How do you think social equity/fairness should be | Invest in transit where people are and where they use it, reversing a policy that favored using it a development tool or a suburban bribe. |
| 12-2-2018 00:12:27 | How do you think social equity/fairness should be | I agree minority neighborhoods are generally underserved in most of the city provided services, but I think it's more a function of lack of voice on the council and not systemic as noted above. |
| 11-2-2018 22:29:30 | How do you think social equity/fairness should be | Lower cost. I see that when I take the bus that the people using the bus are really poor. |
| 11-2-2018 23:11:34 | How do you think social equity/fairness should be | More access to affordable public transportation option. |
| 11-2-2018 18:41:10 | How do you think social equity/fairness should be | I am not sure. Ask people of color from our community |
| 11-2-2018 19:22:09 | How do you think social equity/fairness should be | More investment in car and bus options. The amount of investment in bikes has become extremely unfair on a per capita basis |

| | | |
|--------------------|---|--|
| 11-2-2018 20:27:56 | How do you think social equity/fairness should be | Making the commute into & out of suburbs more affordable (in both time cost and monetary cost) would be a start. Ran out of space to write more. |
| 11-2-2018 14:12:46 | How do you think social equity/fairness should be | More options for travel, lower fares, more service availability |
| 11-2-2018 14:59:10 | How do you think social equity/fairness should be | I don't know. |
| 11-2-2018 15:27:43 | How do you think social equity/fairness should be | I work in social services. While there is some merit to the s |
| 11-2-2018 15:27:43 | How do you think social equity/fairness should be | I work in social services and could argue against the notion of systemic causes. Forget looking at demographic maps, build a system that treats the whole area holistically equal. Quit pandering. |
| 11-2-2018 13:31:43 | How do you think social equity/fairness should be | Focus transportation investments in locations with communities of color. |
| 11-2-2018 13:31:43 | How do you think social equity/fairness should be | Focus transportation investments in the most-neglected locations with communities of color. |

Public comment report

Public comments on priorities for our transportation future for the 2018 Regional Transportation Plan

April 2018

APPENDIX C: COMMENTS RECEIVED, LETTERS

February 15, 2018

Portland Bureau of Transportation,
Re: Request of TSP Funding for Sullivan's Gulch Trail by Feb. 17, 2018 deadline

We, as the reinvigorated Sullivan's Gulch Trail Committee, are dedicated to the implementation of the SG Trail Concept that was approved by the Portland City Council on July 25, 2012. We speak for the 15 neighborhood associations, 3 neighborhood coalitions, 3 business organizations, developers and nearby institutions.

We believe that the Portland Bureau of Transportation is not implementing true "Vision Zero" goals by choosing to place bikeways on streets with dangerous intersections instead of funding the Sullivan's Gulch Trail, the ultimate in safety, efficiency and connectivity. Safety should not be sacrificed to save money on painted vehicle/bike lanes when there are better alternatives. Therefore, PBOT's bikeway planning should prioritize developing off-street trails and on-street bikeways that avoid streets with speed limits over 25mph.

New bridges force new traffic patterns, therefore citizens will legally demand that senior PBOT individuals coordinate safe connections during bridge construction. As part of new SG Bridge planning across I-84, PBOT needs to find funding now to land the SG Bridge onto the SG Trail with a 2,200 ft. connector under congested traffic arterials to significant bike corridors and downtown. To wait 10 years to build the SGT connection, PBOT officials would be negligent and liable to personal injury accidents where Lloyd Blvd. crosses Grand Ave and MLK Jr. Boulevard.

No part of the City Council and citizen approved SG Trail Concept Plan are bicyclists to be in conflict with vehicles at intersections. This was fundamental to the Plan, and yet Director Treat has demonstrated a lack of concern for safety by allowing or personally directing staff to make major SGT changes and misname it the Sullivan's Gulch Alternative Trail Alignment which diverts the Trail between NE 62nd Ave. and NE 92nd Ave. to Broadway, Schuyler, Weidler and Halsey Streets with 15 intersections.

In a meeting on March 17, 2016, with PBOT's Curt Kruger, City Attorney, PHK Development's Pat Kessi, his attorney and SGT Committee representatives, we were told by the City attorney that changes cannot be made to the SGT Concept Plan without stakeholder approval by the neighborhoods. If this is true, how was the SG Alternative Trail Alignment changes possible without neighborhood stakeholder approval?

Senior PBOT staff have also defied City Council's previously approved SGT funding directives by making major changes to the TSP Constrained Project List without engineered plans to verify why the cost of the SG Trail went from CH2MHill's estimated cost of \$35 million to \$105 million. How is it legally possible to triple the project cost in five years time without more detailed engineering plans to verify this exorbitant change.

The SG Trail Committee recommends a new approach to PBOT's either lack of will or inability to take bicycle riding popularity and prominence to a higher level with SGT's safe corridor that is planned to encourage affordable housing projects and eventually connect to Multnomah Falls. It can start by PBOT designating an existing staff person, like Denver Igarta or Nick Falbo, to take the place of sorely missed, Paul Smith, who was the SGT project manager through 2012.

We request the following:

- Build the SG Trail within the next ten years by putting all three segments on the TSP Constrained List.
- Allocate \$4 million for engineering the SG Trail to I-205.
- Allocate \$7.7 million for SG Trail development of the first segment between the Eastbank Esplanade and NE 21st Ave. by 2025, as was documented in the Feb. 19, 2015, TSP Update for Major Projects in N/NE Bdwy. Pg. 1 #113230.
- To document the request, please change the following:
 - Pg. 9 # 11323, SGT Segment 1, Esplanade to NE 21st, no UP conflict, \$11.7 mill., 2018-2028, yes.
 - Pg. 10 # 11870, SGT Segment 2, NE 21st to 44th, Negotiate w/prop. owners, \$10 mill., 2018-2028, yes.
 - Pg. 10 #11879, SGT Segment 3, NE 44th to 82nd, Negotiate w/prop. owners, \$10 mill., 2018-2028, yes.

Draft 2018 RTP Financially Constrained List

Pg. 26 # 11808, SGT Segment 4, NE 82nd to I-205, Negotiate w/prop. owners, \$4 mill., 2018-2028, yes.

Fund Rose Quarter Transportation Hub and land use planning with a high speed rail station positioned at the Veterans Memorial Coliseum. . . . \$500,000

Sincerely,

SGT Committee: Brad Perkins, Ted Grund, Jack Frewing, Dave Pietka, Dave Brook, Jamie Melton, Lynn Coward and Joe Angel.

To: Metro Council

From: Art Pearce, Portland Bureau of Transportation

RE: Regional Transportation Plan 2018 Update

Date: February 16, 2018

Thank you for your February 13th response to the City of Portland's request that we use the 2018 RTP development process to advance our common goals to improve safety, advance equitable outcomes, reduce our greenhouse gas emissions and ease congestion.

We greatly appreciate the Council's leadership in ensuring that the completion of 2018 Regional Transportation Plan is guided by the region's recent work on:

- Climate Smart Communities
- Vision Zero
- Equity
- Addressing our growing congestion through demand management and continued shift to the most efficient modes of transportation

We appreciate your acknowledgement that initial evaluation data shows that we are not meeting some of our key performance goals. We agree with you that these results serve as call for action for improvements to the RTP. We encourage Metro to provide additional performance measures that can guide our decisions – including the specific measures adopted with the Climate Smart Strategies.

We look forward to working with you and our regional partners to continue to refine the RTP to achieve our goals with limited resources. We support you highlighting the following opportunities and would like to add a few specific suggestions for how we achieve these goals

- Expanding transit operations to meet service levels adopted in the Climate Smart Strategy
 - We also support funding enhanced transit – additional service stuck in congestion will not meet our goals.
- Targeting investment to address safety as well as congestion on the region's arterials
 - Portland's recent experience delivering Vision Zero projects shows the benefit of additional analysis and investment. We think that all the projects on the High Crash Network should be reviewed to ensure they meet our Vision Zero goals.
 - Across the region, we should add RTP projects on orphaned state highways (including in Portland 82nd, Inner Powell, and Barbur).
 - Portland strongly supports additional investment in transportation demand management, transportation systems management, and parking policies to reduce congestion.
- Completing 100% of the gaps in the regional active transportation network
 - We strongly support the focus of this work being on the high injury corridors that are in historically marginalized communities – these projects should be considered in the current regional bond measure discussions. Wherever, possible we support these projects being included in years 1-10.

- Moving forward with congestion pricing as a congestion management tool
 - This work should include a detailed analysis of how this work impacts historically marginalized communities. Making immediate investments to build out our transit system, improve safety in transit corridors, and building out the active transportation network will be essential foundation for our congestion pricing work.

Thanks for your continued leadership on the 2018 RTP. We look forward to working with you and our regional partners to continue to improve the RTP.

February 26, 2018

Re: Comments on the Regional Transportation Plan

Dear Metro Councilors:

As you are aware, my term ends as chair of the Washington County Board of Commissioners this year. I have been reflecting on my time in office, as a commissioner from 1994 to 2010 and as chair since 2011. In doing so, I would like to urge JPACT and the Metro Council to develop an RTP that is both balanced from a transportation standpoint and sensitive to unique needs of Washington County and other jurisdictions.

When I began as a commissioner in 1994, Washington County had a population of 370,000. Today it has 600,000 people, and it is growing daily. During this time, we have implemented a balanced transportation system that both manages demand and increases transportation options for Washington County. Examples include:

- We transformed our rural road network into a transportation grid, with more than \$800 million invested in the Major Streets Transportation Improvement Program (MSTIP), with streets complete with bicycle, pedestrian and transit facilities.
- We adopted the School Access Improvement Study (SAIS), which evaluated all of the bicycle and pedestrian facilities leading to schools within unincorporated Washington County, or near County facilities in cities. Through this inventory, available online at https://s3.amazonaws.com/washcomultimedia/CMSBigFiles/Final_SAIS_Report_11062015_DM_oo.pdf, we have a detailed list of projects large and small which helps prioritize funding for these facilities in a comprehensive way.
- Using our Gain Share funding, we have programmed well over \$20 million for the SAIS in 2016. This was in addition to \$9 million we had programmed previously.
- We established the “MSTIP Opportunity Fund” which allocates \$7.5 million in the current five-year cycle. The competitive funds are available to jurisdictions within Washington County to enhance competitive grant applications at the regional, state and national levels, the majority of which support active transportation. Since its inception in 2013, this fund has leveraged \$7 for every \$1 spent.
- We adopted a policy requiring staff to provide an analysis of bicycle and pedestrian treatments for all capital road projects at the 30% design phase. At least one alternative must include separated bicycle facilities.
- We partnered with ODOT to address safety concerns on Tualatin Valley Highway. This included providing safe highway crossings, and investing County funds to complete sidewalks and add lighting on 185th Avenue. Other partnerships with ODOT include the Brookwood Parkway/US 26 interchange and construction of two roundabouts on Hwy 47.
- We developed a comprehensive Intelligent Transportation System (ITS) plan, which focuses on adaptive signal technology to manage our growing congestion problems associated with growth. We also partnered with the ODOT to obtain a \$10 million Transportation Investment Generating Economic Recovery (TIGER) grant to implement the ITS plan and to provide travel time information on the ODOT system. We have also allocated Gain Share and MSTIP funding for ITS technology and to complete the projects in the ITS Plan.

- We initiated the development of a comprehensive transportation funding strategy for North Bethany, which was brought into the UGB in 2002. Thanks to a Metro grant, we developed a financing strategy that includes supplemental system development charges, along with a new special district for transportation. This funding strategy has been a model for other jurisdictions to follow.
- With the onset of about 18,000 new dwelling units from the 2010 UGB expansions in three cities and in unincorporated County, we developed a unique funding partnership using bonded proceeds from MSTIP with development fees from the cities to advance improvements to about 20 new arterial projects in advance of traffic congestion.
- To address our growing transportation maintenance concerns, we adopted a \$30 annual vehicle registration fee to address our backlog of maintenance needs. Forty percent of the funding will be distributed to the cities within Washington County.
- To catalyze economic development, we are funding the construction of the 124th Avenue Extension and other road improvements to serve the 1,900-acre Basalt Creek area, which was brought into the UGB in 2002 and 2004 and will support 14,000 jobs.
- In partnership with TriMet, we advocated for and received WES commuter rail, which connects Wilsonville with the Beaverton Transit Center. In a further display of support for transit, we have been an active partner and supporter of the Southwest Corridor Light Rail project.
- Washington County is the most diverse county in the state. As a Board, we've deployed resources in housing, health and human services and transportation to address needs of low income people. For example, through community engagement in Aloha we have identified investment needs and targeted resources to support this community.

We have partnered with all jurisdictions in the region, and particularly the cities within Washington County, to achieve these results. However, we need an RTP that establishes priorities to support local goals as well.

Washington County's population is underserved in terms of transit, and we need increased transit service to support ridership growth. For our economic survival, we must have a transportation system which includes additional traffic bottleneck relief and freeway capacity. As the initial RTP results show, the Vista Ridge Tunnel on US 26, other regional throughway and many Washington County arterials do not meet mobility standards and additional study and investments will be needed.

In addition, congestion relief at the I-5/I-84 connection in the Rose Quarter, Hwy 217 and I-205 has been a regional priority for years. The region endorsed funding for all three, in June 2016, and these projects were priorities for consideration by the state Legislature in 2017. Congestion relief in these areas remains a high priority for Washington County.

We look forward to continuing to work with you on a balanced transportation system for the Portland region.

Sincerely,



Andy Duyck
Chairman, Washington County Commission

AD/mdl/cjj

c: Washington County Board of Commissioners

6 Andrew Singelakis, Director Land Use & Transportation Appendix C: Comments received, letters | April 2018



BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

February 27, 2018

Metro Council
Metro
600 NE Grand Avenue
Portland, OR 97213

Re: Regional Transportation Plan 2018 Update

Dear President Hughes and Metro Councilors:

We look forward to participating in the March 2rd Regional Leadership Forum. As with our other partners across the region, we agree that this is an opportunity to identify strategic investments which advance regional goals of improving safety, easing congestion, reducing greenhouse gas emissions and advancing equitable outcomes. In addition, the regional goals of fostering vibrant communities and efficient urban form, as well as sustaining economic competitiveness are equally important for the communities in Clackamas County.

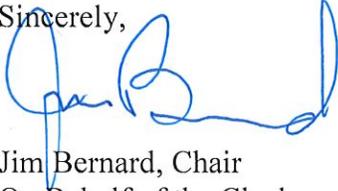
It will take solutions tailored for the unique dynamic of each individual community in the Portland Metropolitan area in order for us to achieve our regional goals and reduce our greenhouse gas emissions. For example:

- Increasing the coverage and frequency of transit service, as well as transit usage, is critically needed in the suburban areas. Many areas are not served by any transit service. Currently, only 29% of the low-income households living in the urban area of Clackamas County live within walking distance of frequent transit service.
- Reducing Vehicle Miles Traveled (VMT) sometimes requires more than just getting people out of their cars. It also requires taking steps to reduce the length of the trip to work by growing jobs on available employment land closer to current or planned housing, and by improving the connecting infrastructure.
- Congestion relief at the Rose Quarter, Highway 217 and I-205 has been a regional priority for years. Supporting freight movement on our highway system by making investments necessary to remove these bottlenecks is essential for sustaining and growing region-wide economic competitiveness. This will also have the valuable impact of easing the congestion for workers who commute to jobs in the current and emerging employment centers.
- Equity for historically marginalized communities is very important for us all, but along with that in Clackamas County we have identified equity pilot areas in which we are

actively seeking ways to improve access to vital community services for our most vulnerable residents.

We recognize that each community has its own priority regional transportation investments, and that achieving all our desired regional outcomes will likely require more funds than we expect will be coming into the region in the next 20 years. We look forward to working with our regional partners at the upcoming Regional Leadership Forum to discuss these priorities.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Bernard", with a stylized flourish at the end.

Jim Bernard, Chair

On Behalf of the Clackamas County Board of Commissioners



March 14, 2018

To: JPACT & Metro Council
From: Getting There Together Coalition members

Re: 2018 Regional Transportation Plan update



As community members, leaders, and participants in the 2018 Regional Transportation Plan (RTP) update process, we appreciate the significant work that Metro and regional partners have done to date to align and advance our region's goals. Metro has identified critical priority areas for the region through previous planning processes and the RTP policy process itself. The region has identified and prioritized the right goals and outcomes that we need to have a thriving, livable, affordable region for everyone and has generated a number of plans to guide us there: Climate Smart Communities, the Regional Active Transportation Plan and Metro's Equity Strategy.



However, as highlighted by Metro's own project list analysis, the current list and investment strategy show that as a region we are not, in fact, planning to build a transportation system that will help us meet our goals by 2035 - most troubling, our equity, safety, climate, and congestion goals will not be met.



If we make no changes to the current RTP draft project list:



- Congestion will not improve, causing serious air quality concerns despite incredibly large monetary investments in 'congestion relief'. Average delay for drivers during peak commute times will increase by 75% by 2040, and freight delay will increase by 60%.
- Over the first 10 years, current areas with a greater rate of poverty, language isolation, older adults and young people will see less benefit in reaching community places than the region as a whole.
- The region will not meet our transit, active transportation network, smart technology, and demand management programs as adopted in the 2014 Climate Smart Strategy to meet the region's greenhouse gas reduction goals.
- In 2027, only 57 percent of arterial roadways will have completed sidewalks and only 43 percent will have completed bikeways.
- The region will not achieve its adopted Climate Smart Strategy and will not meet its greenhouse gas reduction target set by the state.



If we are to work together to make a great place, we must be bolder in this 2018 RTP update.

At the fourth and final Regional Leadership Forum on March 2, we heard that this plan does not yet lead with equity, and that we will not achieve our equity goals unless we make strategic corrections. When we lead with equity, we ensure that all people who live, work and recreate in the greater Portland region have the opportunity to share in and help define a thriving, livable, and prosperous place. Equity is the best model for economic growth, and we support the Metro staff proposal before you guiding how local agencies can refine their draft project lists to better meet the region's shared goals while still honoring local Transportation System Plan (TSP) needs.

Identified through years of planning and agreement on how we will create an equitable and prosperous transportation system, we now must align projects to policy and ensure we build our region's transportation system on a foundation of social equity. The Getting There Together Coalition came together in 2017 because the community was asking for transportation projects to meet their needs, but weren't seeing their needs reflected in projects being proposed. As a region, we need to:

1. Reduce congestion using proven methods to support a climate smart future.
2. Make our streets safe and accessible for people of all ages, abilities, and backgrounds.
3. Invest in new bus & MAX lines to help people get where they need to go.
4. Ensure that transportation investments are transparent and accountable to the community.
5. Prevent mass displacement and restore housing affordability.
6. Think beyond infrastructure investments and support increased access to transportation options.

With revenue projections now adjusted up to account for HB 2017, local agencies have the opportunity to incorporate additional projects or move those projects forward in time that address equity, safety, and meet our Climate Smart goals. HB 2017 represents significant investment in identified highway bottlenecks; therefore, additional revenue must be programmed to meet the below principles when refining project lists. In order to achieve a shift in the RTP goals, it will be essential for local agencies to move these projects to the first ten years of the constrained project list, where revenue forecasts allow. Metro identified several areas of refinement for the RTP, and we support these refinements as clarified:

- Expand transit operations to meet service levels adopted in the Climate Smart Strategy.
 - We also support funding enhanced transit - additional service stuck in congestion will not meet our goals.
- Target investments to address safety as well as congestion on the region's arterial and throughways that extends beyond the peak travel periods.
 - All projects on the High Crash Network should be reviewed to ensure they meet our Vision Zero goals.
 - Across the region, we should add RTP projects on orphaned state highways, e.g. 82nd Avenue.
 - All projects on the High Injury Network should be reviewed and enhanced to meet safety objectives. Project summaries should demonstrate clearly how much of the project is dedicated to safety improvements.
- Complete 100% of the gaps in the regional active transportation network.

- We strongly support the focus of this work being on the high injury corridors that are in historically marginalized communities, and these project being included in years 1-10.
- Lead with equity.
 - Jurisdictions should reference the two equity maps produced by the RTP Equity Work Group, expanding the definition of ‘historically marginalized communities’ for analysis: 1) inclusion of seniors and children under the age of 18, and 2) a map of communities of color, non-English speakers/linguistically isolated communities, and low-income.
 - Metro should provide more specific data that documents how much more likely people living in historically marginalized communities are to be killed or seriously injured based on housing affordability and past transportation underinvestment.

We recommend you move the staff proposal for refining 2018 Regional Transportation Plan Investment Priorities forward for approval by Metro Council, so that local agencies can begin immediately making needed changes to their project lists.

Sincerely,

Getting There Together Coalition

Jenny Glass
Executive Director, Rosewood Initiative

Duncan Hwang
Associate Director, APANO

Gerik Kransky
Policy Director, The Street Trust

Mary Kyle McCurdy
Deputy Director, 1000 Friends of Oregon

Noel Mickelberry
Executive Director, Oregon Walks

Steph Routh
Communications & Marketing Manager, Community Cycling Center

Vivian Satterfield
Deputy Director, OPAL Environmental Justice Oregon

Kari Schlosshauer
Senior Policy Manager, Safe Routes to School National Partnership

March 16, 2018

To: Metro Council
Portland City Council
Oregon Transportation Commission

From: Portland's Bureau Budget Advisory Committee

Re: Development of the 2018 RTP

Every five years, the region creates a vision for our transportation system outlining our highest priorities for the next twenty years. It was encouraging to hear a strong and clear call for a focus on equity and safety in the recent public process, including at the March 2nd Metro Leadership Forum.

If this call for **prioritizing equity and safety** is to be more than just words and meet the stated goals of the Climate Smart Strategy, the Active Transportation Plan and Racial Equity Plan, Metro Council should take seriously their responsibility to use the RTP process to guide the effective and fair use of federal funding. Meeting this responsibility will require that the Council provide clear direction to local governments, TriMet, and ODOT about how they can use the next few months effectively to improve on the Draft 2018 RTP. We think this requires clear direction on potential changes and clear documentation of these changes for public review. The current project list and investment strategy show that as a region we are not, in fact, planning to build a transportation system that will allow us meet our goals by 2040 -- most notably, our equity, safety, climate, and congestion goals will not be met without significant changes to the RTP draft project list and RTP policies.

We recommend the following actions:

1. A transformational 82nd Avenue Vision Zero equity/safety project, at a scale similar to the State's recent investment in Outer Powell, should be added by ODOT to the Constrained RTP in years 1-10.
2. The immediate actions in the RTP should call for \$2-3 million for planning and designing this transformational project on 82nd Avenue in a way that will allow for a jurisdictional transfer.
3. We are concerned that the equity analysis used at the March 2nd Leadership forum limits the effectiveness of the data to identify the impacts of investments based on race due to the inclusion of youth and seniors. We recommend that analysis is provided for first by race & english as a second language, then with the addition of low-income, and finally with children and seniors.

4. Metro should provide more specific and accessible data that documents the fact that if you live in a historically marginalized community, you are much more likely to be killed or seriously injured, while walking, biking, or driving, based on where you can afford to live.
5. Metro should provide a summary of how the RTP meets the specific measures provided to the Land Conservation and Development Commission for showing compliance with State law regarding greenhouse gas reductions. The equity community worked in partnership to establish these specific measures as part of the Climate Smart Strategy. We are saddened that a summary of performance against these measures was not included in the 82-page “Finalizing Our Shared Plan for the Region: Discussion Guide for Policymakers” used at the March 2 Leadership Forum. We think it is the obligation of Metro staff to share, for each of the 20+ measures, how close the Draft 2018 RTP comes to meeting these goals and if they cannot meet these goals how this will change the plan.
6. Metro should request that all of the projects on the High Injury Network should be reviewed and enhanced to meet safety objectives. There should be a summary of how much of the project is dedicated to safety improvements. This will allow a more effective Title VI of the Civil Rights Act “benefits and burdens” analysis on historically-marginalized communities.
7. Agencies should document all of the changes that they have made, since Metro’s March 2 Leadership Forum, to better achieve equity and safety goals based on Metro’s analysis and public feedback. Metro should provide a simple template so that this information can be effectively shared with all community stakeholders, including historically-marginalized communities.
8. Metro should be providing more input in the RTP analysis of the costs of housing and transportation affordability. Two of the four equity objectives identified in the 2014 RTP process included cost of housing [Objective 9.3 Housing Diversity – Use Transportation Investments to achieve greater diversity of housing opportunities by linking investments to measures taken by local governments to increase housing diversity. Objective 9.4 Housing and Transportation Costs – Reduce the share of households in the region spending more than 50% of household income on housing and transportation.] This issue has become an even bigger equity concern since 2014. The lack of a good metric for identifying how RTP projects are impacting this goal is not a good reason to be silent on the serious equity issue and its impacts.
9. The 10-year constrained project list should have an equal amount of funding for active vs. non-active transportation projects.

10. As part of the public review of the draft project list and policies, Metro should ask every jurisdiction to identify their top five equity projects.

Again, it is encouraging to hear the community prioritize equity and safety, especially because Metro committed to ensuring the 2018 RTP will comply with the Climate Smart Communities Plan and will include Metro's Equity Plan.

It is Metro's responsibility, under Title VI of the Civil Rights Act, to ensure the region effectively documents the "benefits and burdens" of past investments of federal funding and analyzes the impacts that future investments will have on historically-marginalized communities.

Please let us know if you cannot meet the requests of this letter.

Thank you.

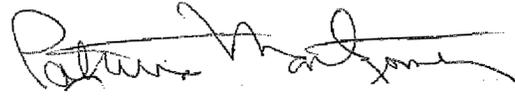
Heather Bowman



Ryan Hashagen



Patricia Montgomery



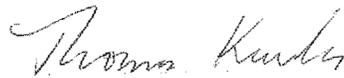
Samuel Gollah



Rob Martineau



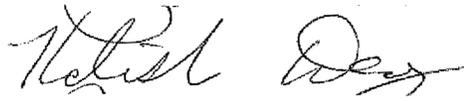
Thomas Karwaki



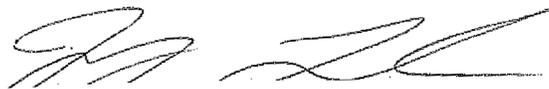
Molly Baer Kramer



Kaliska Day



Tony Lamb



Maria Hernandez



Momoko Saunders

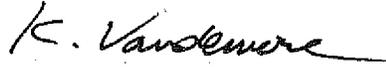




(SARAH LANNARONE)

Sarah Lannarone

Kevin Vandemore



Arlene Kimura



Elaine O'Keefe



Farrell Richardtz



Meesa Long



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.

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April 27, 2018