

2018 Regional Transportation Plan



2018 Regional Transportation Plan

Final public comment report appendices

September 14, 2018

Appendix A. Email comments on Public Review Draft and Strategies through 8/28/18

Appendix B. Letters submitted on Public Review Draft and Strategies through 8/30/18

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2018 Regional Transportation Plan



safe • reliable • healthy • affordable

2018 Regional Transportation Plan

Appendix A

Email comments on Public Review Draft and Strategies through 8/28/18

September 14, 2018

Thu 5/31/2018 10:02 PM

Richard Potestio <rick@potestiostudio.com>

Hi Metro

Thank you for your outreach. Its very important to connect with people and to hear the full range of thoughts. That said, surveys such as this one are a little like a doctor asking a family's opinions on surgical procedures or treatments to should be used to cure a sick family member.

Ultimately there is likely one or a very few options and those are best determined by the doctor.

Unfortunately, I wonder if a doctor is in the house. Our politicians have evidenced no vision and no interest in understanding how cities work. Our bureaucrats have no leaders and hence no real direction. Our citizens are un-educated in the issues and just plain overwhelmed. We need a person or agency who can set a compelling but practical and achievable vision for how to fix our mess.

Some thoughts:

SLOW DOWN.

All studies of real circumstances demonstrate without a doubt that speed is the critical factor in the magnitude of injury or instance of death. SLOW speeds on any and all streets or roadways that incorporate lanes or sidewalks for unprotected users, such as cyclists and pedestrians to 20mph or less. This means all of Washington Co's 5 lane arterials if bike lanes and sidewalks or shoulders are present. JUST SLOWING SPEEDS will lessen need for separated facilities, though those are desirable.

PROVIDE SAFE CROSSINGS where people need them. Remember the studies of campus quads... rectilinear paved paths and real diagonal paths across the lawns? Lesson: pave the path people will use and create safe crosswalks where people cross.

IMPROVE THE SYSTEM--MAKE MAX A LEGIT BIG CITY SYSTEM. IMPROVE BUSES

If you schedule it, they will come. Bus and Max ridership will improve with more frequent and faster service. MAX is a self inflicted bottlenecked system. Find a way to introduce express trains and to reduce stops in downtown and other locations to lessen travel times. For example get an airport express that has 10 stops between Hillsboro and the Airport: Orenco, Murray, Beaverton Central, Barnes, Stadium, Pioneer Sq., China Town, Convention Center, 39th, 60th. Make the trip in 30 min. NO excuses about train head ways or what ever. Build by-pass track. Coordinate with airline schedules (most international flights leave very early AM well before rush hour.) Again, no more excuses, Just Do It.

NO MORE FREEWAYS

They only work when no one uses them. The more they are used, the worse they perform. It is the absolute inverse of efficiency and productivity. GET OVER IT.

NEXT TECH CANNOT SOLVE LAST TECH.

We hope the next technological solution will solve the unintended consequences of the last technological solution. We can not expect smart tech to solve dumb tech. It hasn't worked yet. No chance it will soon enough.

MORE HOUSING IN THE CENTER.

Housing should be next to transit BUT housing should really be where transit works best. Transit works best in HIGHLY DEVELOPED STREET-GRID-NETWORKED INNER CITY NEIGHBORHOODS WITH LOTS OF INTERSECTIONS, ROUTES AND VERY CLOSE PROXIMITY TO ALL USES. Transit does not work at all in LOSELY NON-NETWORKED DEAD-END AND ARTERIAL SUBURBAN PODS LACKING INTERSECTIONS, WITH FEW ROUTE OPTIONS AND GREAT DISTANCES BETWEEN USES. SO while putting housing close to transit is good, putting housing where transit exits and works best is better. THAT MEANS CHANGING ZONING FROM R 5 TO R 1 AND ALLOWING LOTS OF HOUSING IN CLOSE IN NEIGHBORHOODS.

TRAVEL OPTIONS

IF HOUSING is in close in neighborhoods that have dense networked street grids with lots of intersections and options for routes, and lots of bus lines, and short distances to all uses, people will default to a variety of modes and not need autos.

IF Lots more people are allowed to live in close in neighborhoods, demand for bus service will go up and so will service which will induce more demand, and so on.

IF side walks and bike lanes are complete, and regardless of separation, and if auto speeds are reduced, people will feel safer walking and biking.

IF cross walks are provided where people cross, and speeds are reduced, people will feel safer walking and biking.

SO THE REAL ANSWER to our transportation problems are really cheap and easy to achieve and can be delivered by the market, with just a bit of government support:

- 1) SLOW DOWN TRAFFIC
No new expenditures
- 2) CHANGE ZONING TO ALLOW MORE DENSITY IN ALL INNER CITY NEIGHBORHOODS THAT HAVE DENSE STREET NETWORKS AND BUS LINES
No new expenditures.
- 3) INVEST IN EXPRESS TRAINS BETWEEN MAJOR REGIONAL HUBS AND OTHER TRANSPORTATION SYSTEMS SUCH AS AMTRAK AND AIRPORTS— NOT FREEWAYS
Less expensive than freeway, serves more people more equitably and induces private investment. Gives region economic competitive edge with regard to other regions.
- 4) INVEST IN COMPLETE PEDESTRIAN AND BIKE FACILITIES AND CROSSWALKS— NOT FREEWAYS
Less expensive than freeway, serves broader spectrum of age and economic class, and enhances private investment.

I sincerely hope someone reads this. None of it is new, revolutionary or hard to accomplish. Portland/Metro have become backwaters of planning progress and innovation. We need to get over our cumbersome and overbearing process and get onto producing results.

Yours

Richard A Potestio

POTESTIO STUDIO

503 381 9719

Wednesday, June 13, 2018 8:42 AM

Eric Wright [<mailto:ewright@pdxcontainer.com>]

Subject: Re: Regional Freight Concept Graphic - Question

Tim,

Thank you for your call last Friday and for your openness during the conversation. After some thought I think adding six words to section 3.2 would help frame the conversation a little cleaner. I have underlines the words added.

Paragraph Two - Sentence One

River, mainline rail, pipeline, air, truck routes and arterial streets and throughways connect the region to international and domestic markets and suppliers beyond local boundaries.

Paragraph Two - Sentence Three

Rail branch lines and heavy vehicle corridors connect industrial areas, marine terminals and pipelines terminals to rail yards and truck terminals.

Cheers,

Eric Wright

Business Development

P (503) 546-2918

ewright@pdxcontainer.com

www.pdxcontainer.com

Jun 4, 2018, at 11:23 PM,

Eric Wright <ewright@pdxcontainer.com> wrote:

Tim,

I am reading my way through the draft updated freight plan. I have a question about the graphic I have attached. The graphic doesn't seem to account for the large amount of truck traffic bringing freight in and out fo the region daily. We have several large trucking companies the moving as much or more freight as the railroad daily. These companies include small package providers such as DHL, FedEx, and UPS. LTL and FTL companies include Old Dominion, Reddaway, Hartland, etc. You also have independent truckers and large companies like Swift that deliver freight into the region but don't maintain a physical presence. Should this also be reflected in the infographic?

Cheers,

Eric Wright

Business Development

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Monday, July 2, 2018 at 4:45 PM

Nancy Kraushaar <kraushaar@ci.wilsonville.or.us>

Subject: Request Revision to Regional Freight Network Map

Hi, Tim: The City of Wilsonville completed construction of Kinsman Road (freight route) between Barber and Boeckman. Can you please change the new RTP Freight Network Map to make it a solid (not dashed) line? The attached map shows what I mean. Thank you. -Nancy

Nancy Kraushaar, PE

Community Development Director

City of Wilsonville

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Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.



Requested Revision
to RTP Freight Networ

PDF of Map on File

Tue 7/3/2018 9:08 AM

penny krueger pkruieger@hotmail.com

Input on master transportation plan

Please, please move 10461 to a first stage action. I notice it is assigned to second stage. Towle Road between Butler and Binford Lake is a safety hazard for bikers and walkers. More and more housing is being built south of Butler Road and traffic along Towle will continue to increase. Safety for bikers and walkers needs a much high priority.

Thanks, Penny Krueger

Wed 7/4/2018 2:44 PM

James Caster jamescaster@live.com

Comment on the 2018 Regional Transportation Plan

Metro:

The planned MAX line to Bridgeport Village will be an outrageously expensive boondoggle. It will displace too many homes and businesses, and only a very small fraction of people in this area will ever use it, despite being heavily taxed for the construction of it and then for the ticket subsidies. An expanded bus fleet with dedicated lanes during rush hours would be far cheaper, adaptable to changing

demographics, and would not require demolition of homes and businesses. The plan calls for about 4,000 parking spaces, but estimates that over 40,000 people per day would use this line. How are the other 30,000 or so going to get to the stations? The stations planned to be located at Bonita and Carmen Drive will increase traffic density there, which is already heavy during rush hours. I strongly resent being taxed for something I'll never use and will diminish the quality of life in Tigard, where a few years ago the majority voted against light rail. You should listen to the people who live here, instead of construction companies and social engineering planners who want us to be like socialist Europe.

Sincerely,

James Caster

Thu 7/5/2018 10:19 PM

SF steu@comcast.net

Comment on the 2018 Regional Transportation Plan

Hi:

We live in Cedar Mill and have 3 topics on our wishlist:

1. More parking space at the Sunset transit station. We are not using the Max too often as we cannot park there during business hours and we cannot easily get to the Max without a car.
2. H-way 26 and the other 2 roads that link us to Portland are always very congested. Additional ways to connect Beaverton to Portland are needed with the increased traffic.
3. A local request we have been placing for years: a sidewalk on Filbert. Particularly during the winter, earlier in the morning or later when it is dark, it is life threatening to walk on this street which has no lighting.

Thanks for your consideration,

Susan Farkas
12220 NW Marshall St
Portland, OR 97229

Fri 7/13/2018 8:50 AM

Elka Grisham elkagrisham@gmail.com

safety comment on RTP

I'm reading through the RTP and notice in the photo on page 7 of chapter 2, titled Safety Strategy, you show a bicycle rider, on a city bike no less, who is not wearing a helmet. Seems like you could send an important message with a different picture that encourages people to use proper safety gear while riding bicycles.

Elka Grisham

Mon 7/16/2018 1:02 PM

Terry Dublinski-Milton terry.dublinski@gmail.com

82nd Ave and Metro's RTP

Hello. Tom Hughes, President Metro

Matt Garrett, ODOT Director

CC: Local and State Officials

Here is an official electronic copy up, and website link to SE Uplift's statement of endorsement regarding 82nd Avenue and Metro's regional transportation plan.

<http://www.seuplift.org/letters-of-support-and-advocacy/>

For any questions, or a follow up meeting, please contact me and I would be happy to facilitate as soon as viable.

Thank you for your work,

Terry Dublinski-Milton

Co-Chair Se Uplift

terry.dublinski@gmail.com

503 867-7723

Mon 7/16/2018 1:35 PM

Terry Dublinski-Milton terry.dublinski@gmail.com

Reedway Overpass and Metro's RTP

Hello Tom Hughes, Metro President

Below is an electronic copy of SE Uplift's Statement on the Reedway Overpass we are submitting for public comment for Metro's regional transportation plan and the coming Metro Transportation Bond.

I am including a link to previous statements of advocacy and a map placing this project in local context to the rest of our active transportation network.

<http://www.seuplift.org/letters-of-support-and-advocacy/>

If there is anything I can do in regards to follow up information or a meeting to move this matter forward, I would be happy to facilitate.

Thank you for your work,

Terry Dublinski-Milton

Co-Chair SE Uplift

terry.dublinski@gmail.com

503 867-7723



SE Uplift in Motion with Key 2.pdf

Thu 7/19/2018 12:57 PM

Susan Bladholm outlook_8D802D4C686A4919@outlook.com

Comment on the 2018 Regional Transportation Plan: Support letters for passenger ferry service



Vigor.pdf



wilcox.docx



Hering.docx



cooperations.docx



Harder.docx



Tortoricilet.docx



Travel Portland .pdf



TravelOregonlet.pdf



Portlet.pdf



Mayor Wheeler
supports the Frog Fer



CEIC .pdf



WWC Support .pdf



ReachNow-Bates.pdf



DaimlerletSupport.pdf



KBarta.docx.pdf



McIntyre.docx.pdf



GPI Letter.pdf

All letters printed and part of the RTP Public Comments.

Monday, July 2, 2018 at 4:45 PM

Batson, Scott [<mailto:Scott.Batson@portlandoregon.gov>]

Subject: RE: Comment now: Draft 2018 Regional Transportation Plan

Comments (with the caveat that I scanned some chapters more closely than others):

Top of 3-7, right blue box 'It is possible to prevent all traffic deaths'

Top of 3-47 – main streets is missing information

Page 3-53, Policy 3, 'Preserve capacity'? and Policy 5, seem counter-intuitive to current knowledge regarding Induced and Latent Demand. Policy 12 seems like it should be reframed to occur before expanding to the planned lanes, let alone beyond the plans.

The uncertainty regarding technological changes on the horizon could add capacity to the existing system, negating the need to expand in the first place, rendering such investment a waste.

Page 3-59 – 'local streets usually carry fewer than 1,000 vehicles per day'? If volumes vary by jurisdiction, why not provide a range "200-2,000"?

Figure 3-17 – it seems odd, having no other comparable infrastructure, to not plan for Foster to be a major arterial out to Happy Valley, particularly considering the modelling.

Good job.

Scott Batson, PE | Engineer - Traffic

Pronouns: He/Him

Portland Bureau of Transportation

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Sun 7/29/2018 7:49 AM

Bob Sallinger bsallinger@audubonportland.org

Audubon Society of Portland RTP Comments

Dear Chair Hughes and Metro Councilors,

Please accept the attached comments from Audubon Society of Portland regarding the 2018 Draft RTP.

Thanks

Bob Sallinger

Conservation Director

Audubon Society of Portland

5151 NW Cornell Road

Portland, Oregon 97210

Phone: (503) 380-9728



7-30-18 RTP

Comments from Audu

Letter printed as part of RTP Comments

Wed 8/1/2018 9:00 AM

Marianne Fitzgerald fitzgerald.marianne@gmail.com

2018 draft Regional Transportation Plan Comments

Thank you for the opportunity to comment on the 2018 draft Regional Transportation Plan (RTP). The following comments are focused on the project list and how it does--or doesn't--meet regional needs from my perspective living in SW Portland.

1. Southwest Corridor (SWC) Light Rail Transit (LRT) Plan and the RTP. The RTP project list does not include enough projects to support walking and biking to the station areas, and most of the streets in SW Portland need BOTH pedestrian and bicycle facilities to access the transit stations. A few examples include SW 30th (PBOT TSP 90100), SW Capitol Hill Road (PBOT TSP 90002,), West Portland Town Center (PBOT TSP 90069), inner and outer Barbur (90016, 90017) and SW Pomona (TSP 90011). The DEIS identified station access projects that need to be reevaluated and prioritized to make sure people can walk or bike to the station areas. I don't know how the Metro RTP list was developed but it seems these are key station access projects that need to be in the RTP.

2. The SWC LRT Plan assumes that Barbur Blvd will be improved with walking and bicycling facilities where LRT is on Barbur. The SWC LRT Initial Route Proposal veers away from SW Barbur at key locations--the Barbur Viaducts, and the West Portland Crossroads. These key locations desperately need walking and bicycling facilities and there is little in the RTP (other than RTP 10287) to make it safer to access light rail transit throughout SW Portland. Please make sure PBOT TSP projects 90016 and 90017 remain in the RTP.

3. Projects that go through more than one jurisdiction need to be coordinated among the jurisdictions. The most awful example of this is SW Taylors Ferry Road, which is a key connector for

people from Washington County (Washington Square Regional Center) and SW Portland to access West Portland Crossroads, Barbur Transit Center and downtown Portland. In the Portland RTP projects (RTP 10284 and 11883, \$5.5 million for both projects) the City of Portland envisions a wider shoulder and walkway, which is NOT SAFE for people walking and biking considering the volumes and speeds of motor vehicle traffic using and projected to use this roadway. In the Washington County projects (RTP 12065 and 10567, \$19.7 million for both projects), Washington County envisions bike lanes, sidewalks and turn lanes, and the Taylors Ferry Road Extension project is likely to significantly add to the volume of motor vehicles using this regional arterial. I live just off of SW 62nd and Taylors Ferry and will fear for my life if/when the Washington County projects are completed, particularly with the substandard PBOT proposal near my home and the amount of regional traffic accessing the I-5 interchanges at both Crossroads and SW 64th and Barbur. Since the Taylors Ferry Road Project 10284 is key to accessing the existing Barbur Transit Center and SWC light rail on Barbur, it is imperative that this project be designed to much more safely allow people to walk and bike to transit, shops and services in the West Portland Crossroads Town Center, as is described in the SWC DEIS (sidewalks and bike facilities) and the Washington County projects. What level of coordination has there been regarding inter-jurisdictional projects, particularly as it affects the SWC design and assumptions? How can we residents participate in this discussion to make sure the design that is funded is safe for everyone?

4. Project 10189, SW Capitol Highway, is not the last unimproved phase of the 1996 SW Capitol Highway Plan. Projects 10272 and 10273 are still awaiting funding. We are extremely grateful that PBOT is moving forward with design and construction of Project 10189 from Multnomah Village to West Portland.

5 Project 11564, which used to be called the Barbur Demonstration Project, proposes to build some projects that are identified in the SW Corridor Plan. The SW 26th project (from Barbur to Taylors Ferry Road) is the main project that will encourage people to safely walk and bike to transit, shops and services on Barbur. SW 26th may cost more than the total project cost if it is designed to safely support all future travel modes. Southwest Neighborhoods, Inc. sent a letter to PBOT on November 15, 2017 asking that the SW 26th project be done well to serve the needs of all vulnerable road users before the other projects are funded, and recommended the order in which these projects be constructed. This is one example where the SWC Station Access Projects must support access to transit in the SW Corridor.

Thanks for considering these comments,
Marianne Fitzgerald
10537 SW 64th Drive
Portland, OR 97219
fitzgerald.marianne@gmail.com

Wed 8/1/2018 8:32 PM

Robert McFadden rsmcfadden@gmail.com
Proposed metro project to add to RTP

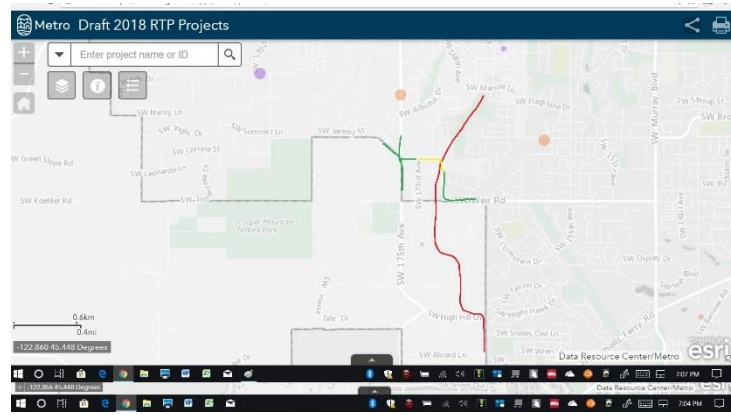
Hello - The red line on the map below identifies a boundary (the wall of death) where there are no safe options for pedestrians & bike riders to cross. The only current option for pedestrians is to walk around

Appendix A: Email comments on Public Review Draft 2018 RTP and Strategies | August 2018

a very narrow blind corner on a high traffic street with a crest blocking visibility (SW Kemmer & SW 170th, which are collector & arterial streets). All of the adjoining roads have (or a plan to have) either sidewalks, a large shoulder or are low traffic streets which are relatively safe for pedestrians.

There is a large amount of development in this area but so far the developers have appeared to navigate their way out of providing a pedestrian easement across this boundary & there is no published plan from metro or county. Please publish & prioritize a project to resolve this problem.

Thank You, Robert McFadden



Fri 8/3/2018 10:16 AM

Karianne Schlosshauer kari@saferoutespartnership.org
RTP Comments from Safe Routes to School National Partnership

Please find our comments on the draft 2018 RTP attached.

Kari Schlosshauer (she/her)

Pacific Northwest Senior Policy Manager
Safe Routes to School National Partnership

503-734-0813 (mobile)

kari@saferoutespartnership.org

Portland, Oregon



2018RTP_comment
letter.pdf

Letter printed as part of RTP Comments

Fri 8/3/2018 11:27 AM

Alyson Berman emmash@gmail.com

Please integrate green infrastructure and better address potential negative impacts to natural resources and communities in the 2018 RTP

Dear Metro Transportation,

Dear Metro Council President Hughes and Metro Councilors,

I am writing to comment on the 2018 Regional Transportation Plan. I strongly support the increased emphasis in this plan to address equity and climate change. However, there are areas where I believe the plan could and should go further. Specifically I support the following:

- Remove the inclusion of more than \$13 million in transportation infrastructure on West Hayden Island Natural Area (RTP ID 11353 and RTP ID 11354) to support development of a new marine terminal which will destroy this amazing habitat. This has faced strong public opposition for more than two decades and the City of Portland has recognized it will not be needed. It is time to put this bad project to rest for once and for all.

- Remove the inclusion of more than \$375 million to expand I-5 near the Rose Quarter (RTP ID 111765). This project is the ultimate boondoggle and runs contrary to Metro's stated goal of promoting equity and addressing climate change. The justification that Metro provides for this project is "to reduce minor and non-injury crashes. It will do nothing to alleviate congestion but it will consume more than a third of a billion dollars and perpetuate an era of mega-freeway projects at the expense of our climate and much needed projects to improve the health, safety and accessibility of our communities.

- Add goals, strategies, and objectives that meaningfully integrate green infrastructure into the transportation grid. Our transportation system is one of the most significant sources of pollution and environmental degradation. The plan should include measurable goals, objectives and strategies to ensure that green infrastructure such as trees and bioswales are integrated into our street plans.

- Address potential impacts on natural areas. Metro estimates that transportation infrastructure supported in this plan could negatively impact up to 9% of the high value habitat areas in the region and up to 13% of the high value habitat in areas located in marginalized and underserved communities. Metro's plan should include meaningful goals, strategies, and objectives to ensure that habitat impacts are avoided wherever possible and fully mitigated when avoidance is not possible. This should include a goal of no net loss of habitat function either through avoidance or mitigation.

Thank you for your consideration of these comments.

Sincerely,
Alyson Berman

In addition, this email was sent by:

Kelsey Kuhnhausen kkuhnhausen@audubonportland.org

Frances O'Brien eobmob@msn.com

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Sharon Shovelin scrrrden@gmail.com
Elizabeth Kirkham lizzykirkham@gmail.com
Tony Arnell tonyarnell8484@gmail.com
Kristina Ching krichin@hotmail.com
Michelle Devlaeminck madevlaeminck@gmail.com

Tue 8/7/2018 3:41 PM

Williams, John JWilliams@westlinnoregon.gov

Comment letter from Willamette Falls Locks Commission re: Regional Transportation Plan

Greetings,

Attached is a letter from Russ Axelrod, West Linn Mayor and Chair of the Willamette Falls Locks Commission, regarding the 2018 Regional Transportation Plan. Please enter it into the record of the current public comment period.

Thanks very much and please let me know if you have any questions.

John Williams

Deputy City Manager / Community Development Director
Community Development

22500 Salamo Rd
West Linn, OR 97068
JWilliams@westlinnoregon.gov
westlinnoregon.gov
503-742-6063



WFLC letter re RTP
8.6.18.pdf

Letter printed as part of RTP Comments

Tue 8/7/2018 4:12 PM

Annie Lindekugel alindekugel@depaulindustries.com

Tri Met Areas of Need

Hello. How are you? Below, we have listed areas in the Portland Metro that are areas of great need according to our associates.

Areas of Need :

Marine Drive to Kelly Point Park – There isn't off hour, early morning or weekend transportation at this location.

Century Blvd Hillsboro OR – There isn't a bus at all for early morning and 3rd shift.

Tualatin – Herman Road and Tualatin Sherwood Road – there isn't an early morning 6am stop.

Thank you so much for your help with increasing accessibility to all Portland citizens.

Take care,

Annie

Annie Lindekugel | Outreach and Operations Manager | DePaul Industries

4950 NE Martin Luther King Jr. Blvd., Portland, OR 97211

Work: 503-331-3804 | Mobile: 503-523-9289 | Fax: 503-282-1625

Email: alindekugel@depaulindustries.com | www.depaulindustries.com

Wed 8/8/2018 10:28 AM

rjamtgaard rjamtgaard@aol.com

Comment on the 2018 Regional Transportation Plan

Comment Re 2018 Transportation Plan

I fail to see any new major connection between Hillsboro and Interstate 5. As population grows by 50% by 2035, freight grows to match population, technology improves with driverless vehicles and new options, WE STILL NEED MORE MILES OF PAVED ROADS.

I fear that too much reliance on bikes and public transit will fail to meet needs of employers and employees.

Ron Jamtgaard

8975 NW Torrey View Ct.

Portland, OR 97229

Sent from my iPad

Fri 8/10/2018 2:53 PM

Terry Parker parkert2012@gmail.com

2018 RTP Testimony - 60th MAX Station Area Improvements

In that excavation costs could be shared, \$250,000.00 needs to be added to this project for purpose of adding pedestrian scale street lights at intersections in conjunction with new sidewalks on 60th Avenue between Halsey and the Max Station.

Appendix A: Email comments on Public Review Draft 2018 RTP and Strategies | August 2018

A left turn signal west bound on Halsey to south bound on 60th also must be included as part of this project. Traffic currently can back up five to six blocks during the morning peak period affecting both motorists and transit. Additionally a new signal will make pedestrian crossings at 60th and Halsey much safer.

In that a TriMet bus is 10 feet 6 inches wide mirror to mirror, motor vehicle travel lanes on the 60th Avenue I-84 overpass and ramps MUST have lane widths of no less than 11 feet wide.

Respectively submitted,
Terry Parker
Northeast Portland

Thu 8/9/2018 8:58 AM

Wilson, Trent TWilson2@co.clackamas.or.us
RTP Comment Letters, submitted by C4

Dear Metro Transportation Staff:

Please find attached a letter approved by the Clackamas County Coordinating Committee (C4), submitted for the Regional Transportation Plan public comment period.

Please let me know if you have any questions.

Thank you,

Trent Wilson | Government Affairs Specialist

Clackamas County Public & Government Affairs

Public Services Building | 2051 Kaen Road, Suite 426 | Oregon City, OR 97045

Office: 503.655.8206 | Cell: 971.263.4183



C4 Comment Letter
on 2018 RTP_approve

Letter printed as part of RTP Comments

Thu 8/9/2018 3:48 PM

Terry Parker parkert2012@gmail.com

2018 RTP Testimony - NE Sandy Blvd Enhanced Transit Project

An essential priority for Sandy Boulevard is balancing the need for maintaining throughput by continuing to provide two full travel motor vehicle lanes in each direction and left turn lanes at major intersections coupled with improving neighborhood livability which includes more pedestrian crossing options.

Taking away parking on Sandy to add a bus lane has the immense potential to harm small and often minority businesses. Taking away parking would also have a negative impact on adjacent residential neighborhoods. Taking away motor vehicle traffic lanes will increase congestion thereby adding to fuel consumption and emissions. Busses stopping at curb extensions during high traffic volume periods

already compound congestion. Adding more curb extensions that that compel buses to board passengers by stopping in motor vehicle travel lanes will further add congestion. It is hypocritical to create what could be termed artificial congestion when the city has targets related to reducing congestion.

At 57th where Sandy Boulevard traffic backs up various times of the day there are currently two motor vehicle lanes in each direction and a left turn center lane in both directions taking up the full Sandy ROW between the curbs. The removal of any of these full service traffic lanes and/or the left turn lanes would create more congestion and add more cut through traffic on neighborhood streets. Within the last couple of years, needed left turn signals were added on 57th that complement the left turn signals on Sandy helping to reduce cut through traffic and congestion. The removal of parking on Sandy would harm small businesses and divisively create more parking issues on adjacent residential streets.

A similar situation of traffic backing up exists on Sandy at 72nd, but without the left turn lanes. Any reduction of travel lanes and/or removal of on-street parking on Sandy would be harmful to the small and minority businesses that dot the area, and create more cut through traffic and parking issues on adjacent residential streets.

Referencing a City Club study, one two-axle transit bus does as much damage to the streets as 1200 cars. One frequent service bus every ten minutes in each direction on Sandy would require a traffic volume of over 14,000 cars per hour to do the same amount of damage. Increasing transit service must have some degree of financial self-sustainability and not be paid for with motorist paid taxes and fees.

A project of this magnitude MUST have a large amount of recorded and detailed input from both the motoring public and at the neighborhood level. Just checking a public input box and/or listing responses without a quantity measurement is not good enough! Motorists who primarily fund the roadways and neighborhood representatives also MUST fill the majority roles within the public planning process.

Any project that would reduce motor vehicle capacity and thereby add congestion should not be funded. The best way to speed up transit on Sandy is to make the entire street flow better for all the traffic. This methodology does not imply increasing the speed limits.

Respectively Submitted
Terry Parker
Northeast Portland

Thu 8/9/2018 4:00 PM

Terry Parker parkert2012@gmail.com

2018 RTP Testimony - Sandy Blvd Corridor Safety Improvement

Per figures gathered by the Portland Business Alliance; over the next 20 years, car trips in the Portland-Metro area are expected to increase by 49 percent, regardless of how much mass transit service is added. Per TriMet's latest survey, congestion, road maintenance and the need to increase roadway

capacity was among the top priorities not directly related to transit. Only homelessness and housing issues scored higher.

An essential priority for Sandy Boulevard MUST be balancing the need for maintaining throughput by continuing to provide two full travel motor vehicle lanes in each direction and left turn lanes at major intersections coupled with improving neighborhood livability and safety which includes more pedestrian crossing options.

Even though nearly ten percent of jobs in the US are tied to the auto industry - most of them well paying jobs - motorists in Portland are continually being "profiled" as the bad guy even as they are continually being financial raped to subsidize and pay for alternative mode infrastructure. This has become an acceptable form of government discrimination within city and state politics.

PBOT has also been engaging in social engineering by reducing motor vehicle capacity with road diets and street design changes that create more congestion which in turn leads to engines idling and running longer thereby increasing fuel consumption and emissions. This creates what can be called artificial congestion because the decision by to reduce motor vehicle capacity is totally optional.

The reality is that on many streets and roads - especially on high crash corridors that usually have high volumes of traffic - road diets do not leave adequate capacity for cars and trucks pushing motor vehicle traffic onto other streets including residential streets, create a different set of safety issues, and for the most part, create more congestion.

As an example: PBOT says the road diet planned for Foster Road will only add an average of three minutes in travel time for motorists. Multiply those three minutes by the traffic volumes and it is 1180 hours of added emissions daily.

The realistic truth of the matter is that most people are not going to give up their cars even given all the City of Portland's dictatorial inspired social engineering and car hater policies. Add greater densities into the picture and there will be even more cars along with a greater need for more motor vehicle capacity. Both Uber and Lyft are replacing transit use and creating even more congestion. You don't see the city government eliminating their fleet of cars and becoming carless even though most are used by bureaucrats as single occupancy vehicles.

Taking away parking on Sandy to add a bus lane or bike lane has the immense potential to harm small and often minority businesses. Taking away parking would also have a negative impact on adjacent residential neighborhoods. Taking away motor vehicle traffic lanes will increase congestion thereby adding to fuel consumption and emissions. Busses stopping at curb extensions during high traffic volume periods already compound congestion. Adding more curb extensions that that compel buses to board passengers by stopping in motor vehicle travel lanes will further add congestion. It is hypocritical to create what could be termed artificial congestion when the city has targets related to reducing congestion.

As an example, at 57th where Sandy Boulevard, there are currently two motor vehicle lanes in each direction and a left turn center lane in both directions taking up the full Sandy ROW between the curbs. The removal of any of these full service traffic lanes and/or the left turn lane would create more congestion and add more cut through traffic on neighborhood streets. Within the last couple of years, needed left turn signals were added on 57th that complement the left turn signals on Sandy helping to reduce cut through traffic and congestion. The removal of on-street parking on Sandy would harm small businesses and create divisively create more parking issues on adjacent residential streets.

Likewise, narrowing the lane widths must NOT be considered as an option. A TriMet bus is 10 feet 6 inches wide mirror to mirror. Tractor trailer semis and large straight trucks have similar widths. Sandy is a major traffic corridor and a freight route. Narrowing the lane widths to anything less than 11 to 12 feet wide is short sighted and simply not safe. 10 foot wide motor vehicle lanes where the mirrors of buses, big rigs and large vehicles hang over the lines would be the same as 2 foot wide bike lanes where the tips of the handle bars hang over the lines. Alternatives to adding bike lanes on Sandy must be found with adult bicyclists paying user fees to fund those alternatives. NO bike lanes should be added on Sandy.

Referencing a City Club study, one two-axle transit bus does as much damage to the streets as 1200 cars. One frequent service bus every ten minutes in each direction on Sandy would require a traffic volume of over 14,000 cars per hour to do the same amount of damage. Increasing transit service must have some degree of financial self-sustainability and not be paid for with motorist paid taxes and fees.

Finally, how does Vision Zero fit in with all this? To start with, Vision Zero misses the total mark and fails to bring the faults of alternative modes of travel out of omission and into focus. Vision zero will only work when PBOT refrains from the mindset of force feeding alternative mode infrastructure down every arterial and neighborhood collector street, when all sides and modes are proportionally and adequately represented at the public process table, when PBOT stops just profiling motorists, and when pedestrians stop at the curb and habitually look both ways before crossing a street. Additionally, bicyclists must accept some of the financial responsibility for the infrastructure they utilize with license and/or user fees, and follow the same vehicle and traffic laws drivers are expected to comply with - including stopping at all STOP signs. Bicycle helmets need to be made for mandatory for all riders on public right-of-ways in the same manner as motor vehicle seatbelt use is required. Enforcement must equally apply to all modes and communities.

More crosswalks with flashing beacons are needed on Sandy, but any project that would reduce motor vehicle capacity and thereby add congestion should not be funded.

Respectively submitted,
Terry Parker
Northeast Portland

Thu 8/9/2018 4:23 PM

Terry Parker parkert2012@gmail.com

2018 RTP Testimony - General Comments

Per figures gathered by the Portland Business Alliance; over the next 20 years, car trips in the Portland-Metro area are expected to increase by 49 percent, regardless of how much mass transit service is added. Per TriMet's latest survey, congestion, road maintenance and the need to increase roadway capacity was among the top priorities not directly related to transit. Only homelessness and housing issues scored higher.

Continued unrestrained population growth in the Portland-Metro region requires additional motor vehicle capacity. The current highway and street system is 30 years behind. Transit ridership is losing ground to Uber and Lyft because people want door to door service. More projects that add motor vehicle capacity need to be added to the 2018 RTP that take into consideration population growth and Uber and Lyft adding to congestion. No transit or alternative project that would reduce motor vehicle capacity should be considered.

Referencing a City Club study, one two-axle transit bus does as much damage to the streets as 1200 cars. One frequent service bus every ten minutes in each direction on Sandy would require a traffic volume of over 14,000 cars per hour to do the same amount of damage. Transit fares only cover about 25 percent of the operating costs. Equity needs to be applied. Transit needs to become more financially self-sustainable with transit fares covering more of the costs of providing the service - both for operations and infrastructure costs.

Equity is also needed as it applies to bicycling. Instead of poaching, raiding and otherwise siphoning off motorist paid taxes and fees to fund bicycle infrastructure, adult bicyclists need to start paying their own way license and user fees. Moreover, bicyclists need to follow the same traffic rules and laws they expect motorists to follow which includes stopping at all stop signs.!!!

Respectfully submitted,

Terry Parker

Northeast Portland

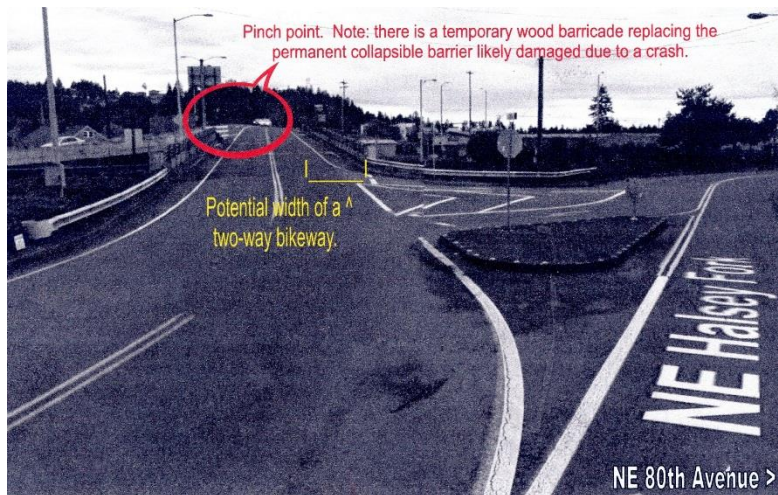
Fri 8/10/2018 3:06 PM

Terry Parker parkert2012@gmail.com

2018 RTP Testimony - NE Halsey Safety and Access to Transit

One of the elements in this Growing Transit Communities Plan is to include a two-way bikeway on the South side of the Halsey/82nd overpass. The ramp on the West end is too narrow to accommodate both a two-way bikeway and maintain enough space for two-way driver safety. This is especially true at the pinch point of the collapsible crash barrier at the top of the I-84 entrance ramp. When not smashed as in the photograph, the collapsible crash barrier extends into the roadway about the same distance as the temporary wood barricade in the photo. The original proposal for this project has a round-about at 80th and Halsey that would have drivers and bicyclists coming from all directions and angles making the

street anything but safe. Big rigs and semis would likely have trouble navigating a proposed round-about at 80th and fitting within the lanes on a narrowed roadway on the overpass and ramp. Obviously at this location, Vision Zero has been thrown out with the bath water.



In a growing transit communities plan, it seems to make more sense that bike routes should feed into transit centers, stops and MAX stations as opposed to adding bike lanes that bypass transit hubs and/or are parallel on transit streets whereby bicyclists compete for pavement space with buses.

Instead of bypassing the 82nd Avenue Max Station, an option that routes bikes across I-84 on 82nd Avenue - connecting with Max and crossing 82nd at the Jonesmore signal which connects to Halsey at about 84th - should be considered. **A two-way bike lane on the South side of the Halsey/82nd overpass and a any mention of a round-about at 80th should NOT be funded and taken off the RTP.**

PBOT recommendations also include adding a eastbound bike lane on the south side of Halsey that crosses the I-84 freeway exit slip ramp (near 69th) creating a safety issue that could easily involve serious conflicts between drivers and bicyclists. Designing the bike lane to be more perpendicular to the eastbound slip ramp itself is a possibility, but would bicyclists actually take the jog and stay in the bike lane or go around it and tangle with drivers in the motor vehicle lane. A suggestion has also been made to add a STOP sign for bike lane where it crosses the auto lane making bicyclists more responsible for their own safety. Bicyclists however seem to think STOP signs don't apply to them.

Additionally, there is a safety need to create better sight lines for cars turning left from 68th onto westbound Halsey. This can be accomplished by removing or realigning the guardrail that extends from the Southwest corner of the intersection to the Southeast corner of the freeway over crossing. The Halsey Street and the I-84 overpass at 68th also appear to have enough width for two travel lanes and bike lanes while retaining both the safety of the center refuge lane and the westbound left turn pocket to 68th. Parking is not needed on the overpass.

Since the streets that cross Halsey between 68th and 80th are all offset with no direct crossings; and with the exception of 74th that has an overpass over I-84, the cross streets on the North side of Halsey

are only one block long thereby carrying very little traffic compared to the streets on the South side of Halsey; a considerably better and safer option than a bike lane on both sides of Halsey would be to construct a two-way multi-use path between 67th and 80th on the North side of Halsey.



Finally, retaining on-street parking West of 67th on Halsey (as opposed to adding bike lanes) is favored by neighborhood residents and must be viewed as a priority to accommodate neighborhood businesses and the overflow parking from Providence Home Services. All day parking creep into the residential neighborhood is already occurring much to the dislike of residents.

Respectively submitted,
Terry Parker
Northeast Portland

Fri 8/10/2018 3:08 PM

Terry Parker parkert2012@gmail.com

2018 RTP Testimony - Halsey St Bridge Seismic Retrofit

There is a relatively simple traffic safety benefit that can be included in this project by removing, realigning and/or modifying the guardrail that extends from the Southwest corner of the intersection at 68th and Halsey to the Southeast corner of the freeway overpass. The existing guard rail obstructs sight lines for cars turning left from 68th onto westbound Halsey. Drivers turning left from 68th must pull out onto Halsey past the curb corners to see on coming eastbound traffic.

Respectively submitted,

Terry Parker

Northeast Portland

Fri 8/10/2018 4:07 PM

Terry Parker parkert2012@gmail.com

218 RTP Testimony - Rose Quarter I-5 Improvements

Fixing the bottleneck and adding capacity on I-5 at the Rose Quarter is long overdue. With the number of inner city households expected to grow by 163 percent, more cars are coming whether the car haters like it or not.

There is already an obvious need in Portland to make more room for cars. This includes additional and more efficient road capacity, and more off street parking coupled with new development. The measurement in support of increasing motor vehicle capacity should be the total number of hours engines are running and idling while trapped in congestion as opposed to counting the number of cars on the road.

Motorists already pay gas taxes and registration fees. Some of those funds are being utilized by PBOT to create road diets that in actuality create more bottlenecks. Congestion pricing or tolling I-5 and possibly I-205 will divert even more cars to these and other already congested surface streets adding to fuel consumption and emissions. This alone makes something horribly wrong and discriminatory with the just concept of congestion pricing. How can the spin doctors even call it value pricing?

Moreover, a portion of the taxes and fees motorists pay are siphoned off to pay for both bicycle infrastructure and the damage buses do to streets and roads. This discriminatory spigot of motorist paid dollars gushing through to subsidize the alternative modes needs to be shut off. One bus does as much damage as 1200 cars. Transit fares need to reflect transit's harm to the streets and roads in addition to paying for any associated costs related to dedicated transit infrastructure. Bicyclists that currently expect the "privilege" of receiving everything for free need to be charged user fees along with license and registration fees to fund the dedicated infrastructure they utilize. This needs to be equitably applied and include adult bicyclists paying for and fully funding any improvements made to bicycle infrastructure in the Rose Quarter, Lloyd District and elsewhere.

The mindset of attempting to "dictate" travel mode through social engineering policy and pricing must end. The alternative mode users need to start paying their own way. Motorist paid dollars now paying for alternative mode infrastructure should be redirected to pay for the Rose Quarter fix on I-5 - a project which needs to move forward.

Respectfully,
Terry Parker
Northeast Portland

Sat 8/11/2018 10:22 PM

Chris Hagerbaumer chrish@oeconline.org
comments from OEC on draft 2018 Regional Transportation Plan

Please see attached.

[Chris Hagerbaumer](#)
Deputy Director

Oregon Environmental Council
222 NW Davis Street, Suite 309 | Portland, OR 97209-3900
503.222.1963 x102
Connect with us: oeconline.org



OEC comments on
2018 Metro RTP.pdf

Letter printed as part of RTP Comments

Sun 8/12/2018 12:09 PM

Keith Liden keith.liden@gmail.com
RTP Comments - Keith Liden

General Comments:

Plan Policy and Implementation Strategy Aren't Connected

The policy side of the plan is very solid, but as with past RTPs, policies are disconnected from the implementation strategy and the project funding priorities. After reading the policy piece, the actual funding allotments are quite different. In spite of the regional bike and pedestrian system (not to mention local) being significantly incomplete, only 4-5% of the funding pot is proposed for active transportation (Table 6.2). Figures 7.8 and 7.9 show that not quite 2/3 of the regional bikeway system and less than 1/2 of the arterial bikeways would be complete by 2040 under the funding scenarios. The regional pedestrian facilities would be closer to completion by 2040, but not without significant deficiencies. In contrast, the auto system has been 100% complete for decades. But what will the lion's share of the transportation dollars be for? To further expand this already complete system, make it even bigger, and ultimately clogged with more vehicles. How do you expect people to not drive when the options are often so poor?

Prioritize Saving Lives – Not Motorist Time Savings

The RTP indicates that in traffic accidents, pedestrians and cyclists are much more likely to be severely injured or killed compared to motorists. In spite of all the Vision Zero talk, the majority of the budget is proposed for auto congestion mitigation to minimize motorist inconvenience with much less funding devoted to make active transportation facilities complete, safe, and ultimately less dangerous.

Direct More Funding to Projects with Greater Return on Investment - Like Bicycling and Walking

On page 4-23, the RTP states that bicycling grew by 191% between 1994 and 2011. What it doesn't mention is this was accomplished on a shoestring budget compared to the total dollars spent on regional transportation improvements. With that kind of performance per dollar, just think what could be possible if the region invested real money on cycling? The following page indicates that transit "ridership has fluctuated over the last 10 years." It goes on to say the major transit services have grown, but doesn't state by how much. However, we know transit gains have been pretty modest, especially considering the billions invested. I definitely support transit investment, but frankly it hasn't offered the same return as bicycle infrastructure. The region needs to invest much more in bicycling and walking, which has proven to be very cost-effective.

Stop Prioritizing Auto Capacity over Active Transportation

I appreciate how difficult it is to break from auto addiction. It obviously won't happen overnight, but we need to be more committed and take serious steps to reduce our auto dependency. Active transportation funding at 4-5% just won't cut it. Unfortunately, the RTP's policy statements about equity, resilience, climate change, public health, etc. are betrayed by a "business as usual" implementation program, which essentially favors those with sufficient means and abilities to drive. This double-speak regarding active transportation is not unique to the RTP. The recently released multi-volume DEIS for SW Corridor devoted the majority of the over 20-volume set to traffic analysis. Motorists first, and then the rest of you get in line as we dole out the remaining crumbs.

Specific Comments:

Table 3.8 illustrates what different regional streets should include. Unfortunately, ODOT consistently focuses on car throughput by excluding or minimizing the active transportation design elements shown for major arterials. In several instances, ODOT has not supported the cross section design shown with pedestrian buffers and street trees (because the latter is a hazard to motorists if they fly off the road!). With many major arterials being the most deadly, Metro needs to work with ODOT to help implement, rather than ignore, this important aspect of the RTP.

- **Figure 3.30 Regional Bicycle Network Map** should be amended to:
 - Add SW Stephenson and SW 35th to provide a much-needed connection between SW Boones Ferry Rd. and SW Barbur.
 - Add SW Capitol Hill Rd. to complement SW 19th and this important bike crossing of Barbur and I-5.
 - Add SW Taylors Ferry Rd. between SW Terwilliger and SW Spring Garden to make the connection between Burlingame and Barbur.
 - Replace SW Humphrey with SW Hewitt because improving Humphrey would be hideously expensive and will never happen in reality. Hewitt, on the other hand, is a perfect low-traffic alternative for a neighborhood greenway treatment with a similar distance and same end points as Humphrey. To complete the regional system, Metro needs to utilize less expensive alternatives such as this when they're available.
- **Figure 3.32 Regional Pedestrian Network** is curiously less dense than the bicycling network in SW Portland. With the limited range for people on foot, this doesn't appear to make any sense. Proposed amendments:
 - Add SW Dosch Rd. between Sunset and B-H Hwy. to provide much needed walking access to the B-H Hwy. enhanced transit corridor.
 - Add SW 30th between Vermont and B-H Hwy. for the same reason as Dosch.

- Add SW Hewitt between SW Patton and Sylvan because it's important to have a walking connection between the two.
- Add SW Stephenson and SW 35th to provide a much-needed connection between SW Boones Ferry Rd. and SW Barbur.
- **Figure 4.22** shows the cost per ride for different transit modes. This should be expanded (perhaps in a different section of the RTP) to show the relative costs for all modes. How do they compare?
- **Figure 6.13 estimated cost for investment strategies, including 2014 Strategic** reveals how little is proposed for active transportation. This investment needs a significant shift (on the order of \$2 to \$4 billion more) to walking and bicycling.
- **Chapter 7** admits that the investment strategies will not significantly increase walking and bicycling. Examples in this chapter include: the bicycling or walking miles traveled per person will remain flat (Tables 7.7 & 7.8); the walk/bike mode share won't really change (Table 7.10); bikeway network will remain far from complete (Table 7.14); and the number of "community places" accessible by walking and bicycling won't really change (p. 7-40). The region has been promoting active transportation for decades, and this plan is saying that even after a couple more, we still won't be close to having a complete walking and bicycling system. *Really?!?! How is this acceptable?*
- **Chapter 8 Moving Forward Together** focuses on virtually all modes except walking and bicycling. Section 8.2.3 Region-wide Planning contains a 15-item list of planning activities pertaining to auto/freight and transit, but nothing related to walking and bicycling. Section 8.2.4 Corridor Refinement Planning is similarly weak regarding these two modes. *Metro – you're real priorities are showing.* The plan needs to include serious consideration of how to increase walking and bicycling – not just policy eyewash.

Thank you.

Keith Liden

4021 SW 36th Place

Portland, OR 97221

503.757.5501

Sun 8/12/2018 12:57 PM

abbsfrogg@yahoo.com

Comment on the 2018 Regional Transportation Plan

I have lived in Oregon for 38 years. The traffic has been increasingly horrible over the last few years. With so many people moving here, it's getting harder for us that have grown up here to watch our city and state get congested and trashed. All these construction projects just add to the problems. This summer construction projects have been beyond frustrating! My husband and I commute on the freeways daily, and we are not convinced that the work on 205 will make daily driving from Troutdale to Tualatin any less tolerable. It's a parking lot most afternoons. Until the current 2018 projects are finished, how can anyone really be convinced that your new plans will help ease congestion? Widening freeways, where possible, seems like the only way to help get our freeways moving again not bike lanes and nature trails! Also, potholes are still horrible around the Portland area! Please make our city drivable again!

Sincerely,

Abby Wolcott

Mon 8/13/2018 9:55 AM

Christina Robertson-Gardiner crobertson@orccity.org

Draft 2018 Regional Transportation Plan (RTP) Comments- Oregon City

The City of Oregon respectfully requests including two items related to the Draft 2018 Regional Transportation Plan. These items comprise of the addition of a project not previously included in the Project List, and acknowledgment of the City adopted Alternative Mobility Targets, pending adoption by Oregon Transportation Commission.

New Projects:

Willamette Falls Legacy Project Roadways

Interim Regional Mobility Policy

The shapefiles and more details on the individual WFLP streets will be sent to you next week. If you need any additional project details or modeling information please contact Dayna Webb

(dwebb@orccity.org).

Sincerely,

Christina

Christina Robertson-Gardiner AICP

Senior Planner

crobertson@orccity.org

City of Oregon City

Community Development Division

PO Box 3040

698 Warner Parrott Rd.

Oregon City, Oregon 97045

503-496-1564 Direct phone

503-722-3789 City phone

503-722-3880 fax



RTP Public Comment

Letter 08.13.18 2018-2

Letter printed as part of RTP Comments

Mon 8/13/2018 1:16 PM

Savas, Paul PSavas@co.clackamas.or.us

Comment on the 2018 Regional Transportation Plan

Please see attached comment on the 2018 Regional Transportation Plan.



RTP COMMENT- ps
3b.pdf

Letter printed as part of RTP Comments

Mon 8/13/2018 1:18 PM

Terry Dublinski-Milton terry.dublinski@gmail.com

Comments on the 2018 Regional Transportation Plan

Hello Metro Region Transportation Planning Commission,

I would like to comment in support of these projects in the 2018-2028 Timeline and highly support funding as soon as feasible:

East Burnside Improvements 11816 including a Bikeway ON Burnside from 41st to 69th: As someone who has lived on this bikeway gap for 15 years it is critical that this stretch of roadway get modernized both for safety and active transportation mode split goals. The corridor is densifying rapidly, and the new residents should be induced to move by active means through safe infrastructure. Consider a combined bus and bike lane.

60th MAX station improvements 11320. This is the only MAX station between the central city and Gresham that does not have bikeway access except 82nd, which is getting a new crossing as part of the Halsey Safety Project in 2021-2022.

The 60s Greenway from Davis to the Springwater 11821. This is universally supported by all six neighborhoods along its route and the SE Uplift neighborhood coalition. It will provide equity access to Mount Tabor park from the 60th Max station for many more residents that currently can safely access the park.

The Reedway Overpass 11819: This project is listed in the 2028-2040 timeline and should be moved to the 2018-2028 timeline, in line with PBOT's priority list. It is the biggest connectivity issue in inner SE, and considering the lack of projects in that region is an equity issue. This is near where the previous Harold street MAX line station was going to be reconstructed, but was cut from the project, yet destiny has occurred anyway.

NEW PROJECT: Built a new bike bridge, that can be used by emergency vehicles in a crises, from the Gibbs street overpass in the South Waterfront to the Springwater in Brooklyn. This would need a light at McLaughlin, connection to the west waterfront, the Springwater and the west waterfront path. This would be a seismic lifeline in case the Ross Island Bridge collapses as we all know ODOT will not be retrofitting that bridge for a Cascadian Subduction zone event. This bridge would be an international tourist attraction and could include a pedestrian connection to Ross Island for nature walks. It also would eliminate the need to use the elevator for commuters, which has limited capacity, breaks down, and is needed for ADA.

HIGHWAY Projects:

I do NOT support any highway expansions, except the Rose Quarter Expansion which I DO support, until the following criteria are met:

- 1) The entire limited access highway system it congestion priced including I 5, 205, 84, 217 and possibly 26 and 224.
- 2) All high crash corridors have had safety improvements with all neighborhood corridors in the city of Portland being reduced to one lane of travel in each direction as part of Vision zero. This way local travel which will move to surface streets to avoid tolling will move at a Vision Zero pace.
- 3) Every highway expansion is coupled with multi use path improvements that parallel the roadway completion. Including connecting the 205 path with the Tualatin river system and Fanno Creek.

if these criteria are met than I do support expanding our entire highway system to three lanes in each direction as then the third lane could be converted into a HCT/HOV lane.

Mass Transit Improvements:

1) The Orange Line Expansion to Oregon City should be prioritized to line up with the Willamette Falls River-walk redevelopment project. This is going to be an international tourist draw....and look at what happened to Niagara Falls. We do not need a repeat, so the MAX line should be a priority....including completion of a bikeway system of paths throughout the region connecting to this regional gem.....including the 205 path gaps and a riverpath system on the Clackamas from Milo McGyver to Oregon city and west over the Abernathy to the Tualatin River and the west side system.

2) The CRC: This monster project should be redesigned form the original proposal. The current spans do not need to be replaced, but seismic upgraded and re-purposed. Two lanes for Haydon Island local travel including downtown Vancouver, two lanes for bikeway/pedestrian improvements and two lanes for a HCT Transit Bus-lane extension to the currently operating Vancouver Bus-line. A new three lanes in each direction No-Lift-span bridge can then be built near the current spans. As part of this project the railroad bridge downstream would also be earthquake retrofitted or possible replaced as it would need to include a change in the life span to line it up with the current interstate bridge and a new multi-modal crossing of the Columbia.

3) The Inner Powell Improvements could be a new Purple Line MAX bypass of the downtown core: Clackamas Town Center to Goose Hollow with NO new stops, but new tracks between Goose Hollow and PSU, then to 12 Avenue MAX station. East on Powell with Stations at 26th, Caesar Chavez, 50th, 64th, 75th'ish and 82nd could be coupled with a redesign of the high crash corridor. This line would run from WES at the Beaverton Transit Station and shave 50 minutes at least from a commute from Happy Valley to the Silicon Forest bypassing the Banfield Triple MAX line and multiple downtown stops.

Elimination of the East Bank Highway and the Marquam Bridge:

As more and more urban centers are eliminating downtown highways, Portland has an opportunity to advance this concept. 405 is a nightmare of on and off ramps that does not meet with federal safety regulations. The Marquam bridge and eastbank highway were major mistakes that block the eastside from accessing the river, are subject to liquefaction, and are ghastly. Hence, after the Rose Quarter expansion is finished, the metro region should investigate remodeling 405 and making it the new I 5, increasing its capacity, and replacing all surface street overpasses...including building lids, then remove ALL of the eastside from I 84 to the SW interchange between I 5 and 405. In the process the nasty urban interchange between the Ross Island and I 5 can be redesigned, thus reconnecting the SW neighborhoods with the rest of the city. Between the development potential around the Burnside Bridgehead and the SW waterfront, and the ability to open up waterfront parkland to the eastside, the land value is well worth the highway removal. We have an opportunity to be a world leader in this, with high rise housing for 1000s of households and developing a world class waterfront park on the eastside to match that of the westside. When done, we will have one capped highway through the downtown that is ready for a Cascadian subduction zone event, so any federal help (if any) can then be redirected towards rebuilding the whole of the metro area instead of in downtown.

Thank you for your time and work,
Terry and Krystofer Dublinski-Milton
6111 East Burnside
503 867-7723

Mon 8/13/2018 1:25 PM

Terry Dublinski-Milton terry.dublinski@gmail.com
60s Bikeway and Metro's RTP

Hello Metro Regional Transportation Commission,

As Co-Chair of SE Uplift I am writing in support of the 60's Bikeway, project number 11821.

Our board unanimously voted in support of this project in April 2017. Our letter sent to PBOT and Portland city council is attached. Thank you for your time and commitment to safety in the metro area

<http://www.seuplift.org/letters-of-support-and-advocacy/>

--

Terry Dublinski-Milton
Co-Chair, SE Uplift
503 867-7723



20170406-Prioritize-6
0s-Bikeway-2-RM.pdf

Letter printed as part of RTP Comments

Mon 8/13/2018 1:42 PM

Buehrig, Karen KarenB@co.clackamas.or.us

Comment on the 2018 Regional Transportation Plan

Metro staff-

Attached are comments on the 2018 RTP from Clackamas County staff.

Please let me know if you have any questions.

Karen

Karen Buehrig
Transportation Planning Supervisor

Clackamas County
150 Beavercreek Road
Oregon City, OR 97045
503-742-4683 karenb@clackamas.us



081318 Clackamas
County 2018 RTP Corr

Letter printed as part of RTP Comments

Mon 8/13/2018 2:32 PM

Joanna VALENCIA joanna.valencia@multco.us

Comments for 2018 RTP

Kim,

Amazing job on the draft! Attached are our comments. Let us know if you have any questions.

Joanna

Joanna Valencia, AICP
Planning and Development Manager
Multnomah County Department of Community Services
Transportation Division | <https://multco.us/transportation-planning>
1620 SE 190th Avenue, Portland, OR 97233
[P] 503.988.0219 [F] 503.988.3389 [E] joanna.valencia@multco.us
Preferred pronouns: (she / her / hers)



Multco Comments on
2018 RTP public review

Letter printed as part of RTP Comments

Mon 8/13/2018 3:00 PM

Ottenad, Mark ottenad@ci.wilsonville.or.us

City of Wilsonville Comment on the 2018 Regional Transportation Plan

Good day Metro planning staff,

Please find attached public comments by the City of Wilsonville staff on the Draft 2018 RTP.

Thank you.

- Mark

Mark C. Ottenad

Public/Government Affairs Director

City of Wilsonville / South Metro Area Regional Transit (SMART)

29799 SW Town Center Loop East

Wilsonville, OR 97070

General: 503-682-1011

Direct: 503-570-1505

ottenad@ci.wilsonville.or.us

www.ci.wilsonville.or.us

www.ridesmart.com



2018_08_13

Wilsonville Staff Draft

Letter printed as part of RTP Comments

Mon 8/13/2018 3:08 PM

Adelle ADAMS adelle.adams@multco.us

Multnomah County Health Department's Comments on Regional Transportation Plan

Hello -

Attached you will find Multnomah County Health Department's prepared comments on the Regional Transportation Plan. We appreciate the opportunity to provide comments and feedback.

Please let us know if you have any questions.

Thanks,

Adelle

Adelle Adams, Communications & Policy Lead Coordinator

Equity, Planning and Strategy, Public Health Division

Multnomah County Health Department

10317 E. Burnside St. 1st Floor

Portland, OR. 97216

503.988.9467 (desk)

503.708.5681 (cell)



RTP Comments from
Multnomah County 8.

Letter printed as part of RTP Comments

Monday, August 13, 2018 at 3:46 PM

Catherine.Jacoby@co.washington.or.us

Washington County Comments on the Draft Regional Transportation Plan

Hello Ms. Ellis,

Please find the Washington County Comments on the Draft Regional Transportation Plan attached to this email.

Thank you,

Cathy Jacoby | Administrative Assistant

Washington County Department of Land Use & Transportation

Office of the Director | Administrative Services

Mailing: 155 N. First Avenue, Suite 350, MS 16 | Hillsboro, OR 97124

Physical Address: [Tongue Estate](#): 328 W Main St., Ste 300, Hillsboro OR 97123

503-846-6737 direct | 503-846-3588 fax



CommentLetter_Draft
_RTP_Ellis_Singelakis_a

Letter printed as part of RTP Comments

Monday, August 13, 2018 at 4:49 PM

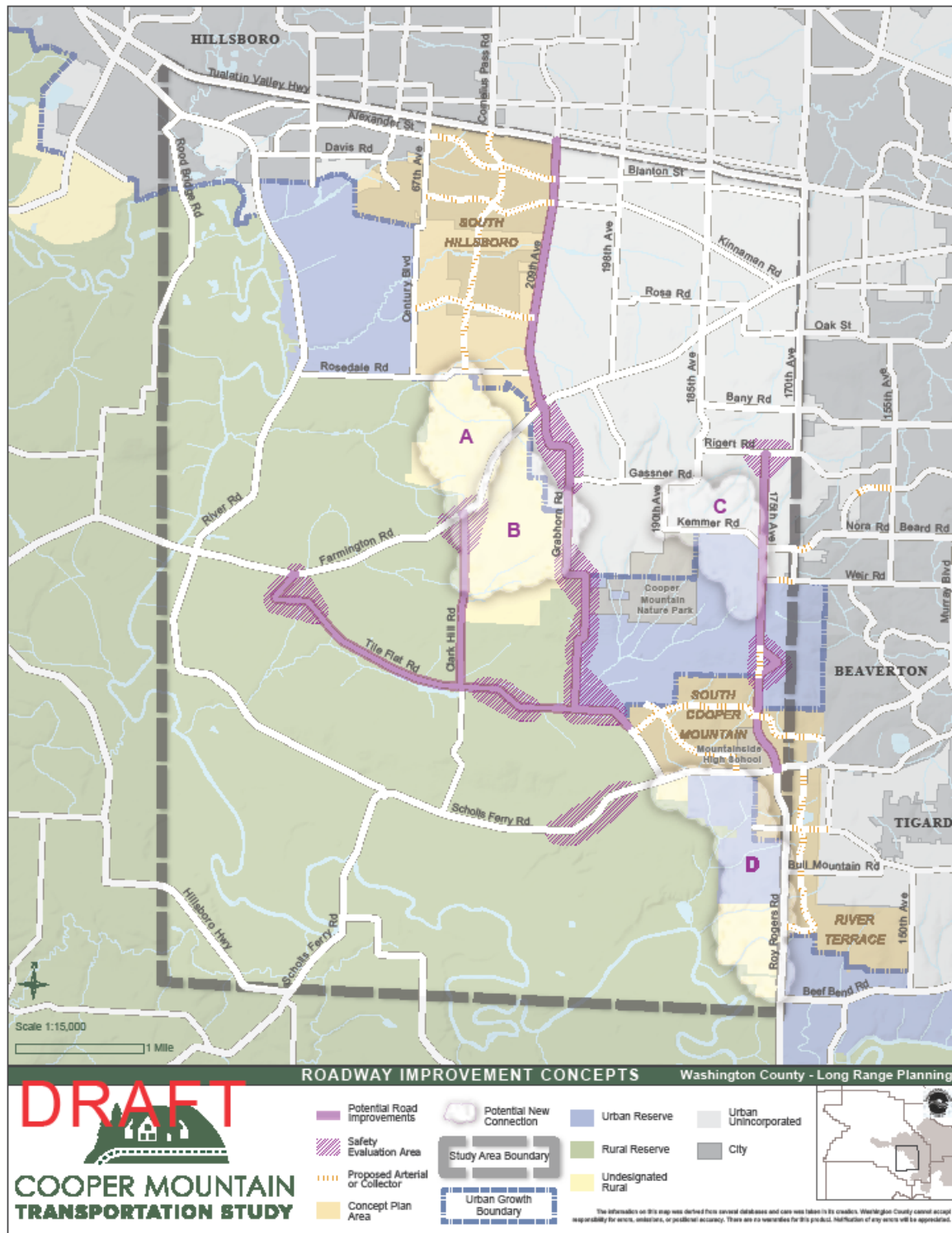
Erin.Wardell@co.washington.or.us

RE: Washington County Comments on the Draft Regional Transportation Plan

Hi Kim,

See attached the Cooper Mtn text and here's a link to download the map (too large to email):

<https://washco.sharefile.com/d-s48a6a4b44534ca7b>



Erin Wardell, AICP | Principal Planner

503-846-3876

erin_wardell@co.washington.or.us



RTPcomments_CMTS_
2018_V2.docx

Letter printed as part of RTP Comments

Mon 8/13/2018 4:42 PM

John Charles john@cascadepolicy.org

RTP comments

I have reviewed parts of the draft RTP. I have a few short comments:

1. Why is the Columbia River Crossing project still in it? That project has been terminated, and furthermore it was never needed anyway. While the I-5 Interstate Bridge may be old and functionally obsolete by contemporary standards, it still carries many vehicle trips/day and is essential to regional mobility. What is actually needed is two new Columbia River bridges: one downstream of I-5, that would allow Washington County residents to cross the Columbia without having to go downtown to I-405; and a new bridge to Vancouver east of I-205, perhaps in the Gresham area. Or is it the assumption of the plan's authors that we will never need more than two highway crossings to Washington from Portland? If so, please explain how that will work.
2. I also did not see plans for new highways such as the Westside Bypass and the Sunrise Highway, both of which are needed. Focusing exclusively on new transit projects such as light rail to Tigard and the Division Street project is a gross misallocation of capital. TriMet's ridership is in a free-fall and these projects will not change anything.
3. The Rose Quarter I-5 project is limited to just the stretch of highway from I-84 north to the Fremont Bridge. What about the problems from the Marquam Bridge to I-84?
4. Most of the transit forecasts are unrealistic. They all anticipate large increases in ridership and mode share, when TriMet has been losing riders steadily since 2012. The RTP should stop dealing in fantasies and begin to address the clear and inevitable decline of government monopoly transit in this region.
5. By and large the RTP is useless to the average citizen and should be significantly re-designed. It should be much shorter with a focus on major projects. In its current form it is virtually incomprehensible. If it is written this way solely to satisfy federal funding requirements, then I'd suggest that Metro stop accepting federal money (local user fees would be better anyway from an economic perspective) so that we can produce plans that actually improve decision-making.

John A. Charles, Jr.

Cascade Policy Institute

4850 SW Scholls Ferry Road, Suite 103

Portland, OR 97225

Mon 8/13/2018 4:44 PM

David, Lynda lynda.david@rtc.wa.gov

Comments on Metro's 2018 RTP

Attached are RTC's comments on Metro's draft 2018 Regional Transportation Plan.

Lynda David

RTC

**** P. 564-397-5205 ** NEW PHONE No.**

<http://www.rtc.wa.gov>



Metro-RTP2018-RTC-
Comments-Letter.pdf

Letter printed as part of RTP Comments

Mon 8/13/2018 4:46 PM

Hesse, Eric Eric.Hesse@portlandoregon.gov

City of Portland 2018 RTP Comments

On behalf of Interim Director of Transportation Chris Warner, I am pleased to attach the City of Portland's public comment on the draft 2018 Regional Transportation Plan.

An official signed version of the letter will be posted separately for your records.
Please let me know if there are any questions or concerns.

Thank you,
Eric Hesse

.....

Eric Hesse | Supervising Planner

Policy Innovation + Regional Collaboration

Pronouns: He/Him

Portland Bureau of Transportation

1001 SW 5th Avenue, Suite 500

Portland, OR 97204

Phone: 503.823.4590

eric.hesse@portlandoregon.gov

www.portlandoregon.gov/transportation

[twitter](#) | [facebook](#) | [instagram](#) | [publicalerts](#)





RTP Public Comment
City of Portland 2018-

Letter printed as part of RTP Comments

Mon 8/13/2018 4:51 PM

Mariah Dula mariahdula@gmail.com

Regional Transportation Plan Comments from NECN

Dear Metro Council,

Please see the attached letter from Northeast Coalition of Neighborhoods with our comments on the proposed Regional Transportation Plan.

Thank you for the opportunity to engage in this process with Metro.

Sincerely,

Mariah Dula, Chair

Northeast Coalition of Neighborhoods



NECN RTP Letter
8.13.18.pdf

Letter printed as part of RTP Comments

Mon 8/13/2018 4:59 PM

Carol Chesarek chesarek4nature@earthlink.net

2018 RTP comments

Dear Metro TRP team,

I want to suggesting some additions to the Corridor Refinement Planning for Hillsboro to Portland (Mobility Corridors #13, #14, #16) in the draft RTP.

For section 8.2.4.6 Hillsboro to Portland (Mobility Corridors #13 and #14), starting on page 8-55 of the 2018 RTP Public Review Draft.

1. The section title should include (mobility corridor) #16, to match the entry in Table 8-1 on p. 8-39.
2. On p. 8-57, the list of "Potential Solutions", the first bullet needs to include more than just arterials and throughways. Many through roads across the west hills (Germantown, Cornell, Thompson, Skyline, etc) that are heavily used by commute traffic seeking to avoid Hwy 26 are collectors or neighborhood roads. Safety on all of these roads is affected by increasing commuter traffic and should be evaluated – I believe there have been more fatalities on Germantown Road in the last 10 years than on Cornelius Pass Road. Revised language could say something like "Evaluate crash history of all commuter routes including arterials, collectors, and throughways in the study area...".
3. On p. 8-58, the 5th bullet item says "Evaluate the potential benefits of congestion pricing...". Roads over the west hills are already used extensively by commuter traffic avoiding Hwy 26, creating significant

congestion and unsafe conditions. Pricing the highways will increase traffic on these side roads which are not suited to accommodate it. This bullet should be modified to say “Evaluate the potential benefits and harms of congestion pricing on Portland area freeways...”.

4. Add these items to the bullet list of Potential Solutions on p. 8-57 and 8-58. Explanatory text is included in [brackets].
 - Improved transit connections to MAX/HCT in the corridor, including CC Rider connectivity (CC Rider currently stops at Rock Creek PCC but does not connect to MAX) and better local access to Sunset Transit Center (such as improved pick up/drop off access, shuttle bus connections to nearby communities including Cedar Mill and Bethany).
 - Evaluate the effect of proposed solutions on wildlife habitat and wildlife connectivity. [The west hills include some of the best wildlife habitat and wildlife connectivity of the region in and around Forest Park. Adding new lanes or new roads and increasing vehicle traffic over the hills is likely to have a significant impact on this high value habitat.]
 - Incorporate wildlife crossings any road improvement or construction projects. [Wildlife crossing roads are a safety hazard particularly large wildlife such as deer and elk, providing wildlife crossings can make roads safer for drivers].
 - Evaluate safety and congestion effects of proposed solutions on the St Johns Bridge and the communities of St Johns and Linnton.
 - Evaluate pricing options for the roads over the west hills (Germantown, Cornell, Burnside, etc) including congestion pricing and cordon pricing. [Pricing options need to include all roads used by commuters to avoid simply moving traffic onto other roads].
 - Evaluate system and demand management options for roads over the west hills, including employer shuttle buses and car pools, on-demand ride sharing car pools, etc.

Thank you for the opportunity to provide these comments.

Carol Chesarek

13300 NW Germantown Road

Portland, OR 97231

Mon 8/13/2018 6:40 PM

Nathaniel Brown nbrown@portlandalliance.com

Comment on Regional Transportation Plan

To whom it may concern,

Attached please find a letter from the Portland Business Alliance regarding the 2018 Regional Transportation Plan update. Please let me know if you have any questions or concerns.

Best regards,

Nathaniel Brown | Government Relations Specialist

Portland Business Alliance, *Greater Portland's Chamber of Commerce*

200 SW Market St., Ste. 150, Portland, OR 97201

p: 503-552-6768 | nbrown@portlandalliance.com

www.portlandalliance.com



PBA Comment on
2018 RTP Update (8_1

Letter printed as part of RTP Comments

Mon 8/13/2018 7:37 PM

Marissa Katz katzmari22@gmail.com

Comment on the 2018 Regional Transportation Plan

Dear Metro Council President Hughes and Metro Councilors,

I am writing to comment on the 2018 Regional Transportation Plan. I strongly support the increased emphasis in this plan to address climate change and congestion. However, there are areas where I believe the plan could and should go further. Specifically I support the following:

- interconnected bike paths away from busy roads that allow bike commuters to successfully make it to and from work, get groceries, get to parks, and so forth.
- greater frequency for max line transportation.
- Dog friendly max cars where people are able to avoid driving just because they are traveling with their pets.
- Remove the inclusion of more than \$13 million in transportation infrastructure on West Hayden Island Natural Area (RTP ID 11353 and RTP ID 11354) to support development of a new marine terminal which will destroy this amazing habitat. This has faced strong public opposition for more than two decades and the City of Portland has recognized it will not be needed. It is time to put this bad project to rest for once and for all.
- enforce laws for people in the left lane impeding traffic flow, as this causes a great amount of unnecessary traffic.
- separate traffic going on i5 north approaching downtown into vehicles continuing on i5 and those going to 405 or downtown.
- Add goals, strategies, and objectives that meaningfully integrate green infrastructure into the transportation grid. Our transportation system is one of the most significant sources of pollution and environmental degradation. The plan should include measurable goals, objectives and strategies to ensure that green infrastructure such as trees and bioswales are integrated into our street plans.
- Address potential impacts on natural areas. Metro's plan should include meaningful goals, strategies, and objectives to ensure that habitat impacts are avoided wherever possible and fully mitigated when

avoidance is not possible. This should include a goal of minimal loss of habitat function either through avoidance or mitigation.

Thank you for your consideration of these comments.

Marissa

Tue 8/14/2018 7:42 PM

Martha Van Dyke teadirt@gmail.com

Comment on the 2018 Regional Transportation Plan

Are there not enough fires and heat and drought from climate change already? More freeways never helps and waste a lot of money that is needed for other uses. Congestion pricing does help and turning highways into bike lanes would too.

Martha Van Dyke

Portland, OR 97209

Wed 8/15/2018 3:11 PM

Marek, Joe joem@co.clackamas.or.us

Comment on the 2018 Regional Transportation Plan

Greetings

Overall, this document is very well done. We appreciate all of the hard work that has gone into the creation of this important work. Provided below are a list of my comments.

1. Page 16 – reference to “traffic violence” – I don’t think the term traffic violence is good to use. Yes, whenever a person is killed in a crash, it is a tragic event which ripples through the family and community. The term “traffic violence” can be construed by many to mean “intent.” The cases are rare when a person uses their vehicle as a weapon, although it does occur. But the context that it is being used in this report is really about a crash with a fatality. If we are trying to rally around the concept that “we are all in this together because we are all users of different modes,” than we don’t want to alienate one group. Traffic violence, in my mind, means car versus ped or car versus bike. In fact, these are tragic unintentional events. As we all know, crashes are rare and random. A normal person does not wake up in the morning with an intent to run a person over in their car! I would suggest***the strategy should be dedicated to all persons who have been killed or seriously injured while using the transportation system in the greater Portland Region.***
 2. Page 22 – under setting ambitious goals – First line – omit “or near zero.” We should never waiver from our goal of Zero.
 3. Page 25 – Safe Speeds – Consider threading into the paragraph a reference to kinetic energy transfer as you discuss physical limitations of the human body.
 4. Page 50 – section 2.5 – first line – replace “stretches” with “segments”
- Please let me know if you have any questions.

Be safe.

Joe

Joseph F. Marek, PE, PTOE | Clackamas County Department of Transportation and Development

Transportation Safety Program Manager
150 Beaver Creek Road | Oregon City, Oregon 97045
☎ 503.742.4705 | 📠 503.742.4659 | ✉ JoeM@clackamas.us
www.Clackamas.us

Thu 8/16/2018 2:53 PM

Williams, John JWilliams@westlinnoregon.gov

RE: Comment letter from Willamette Falls Locks Commission re: Regional Transportation Plan

Kim and Marie,

Attached you'll find the supplemental information that you requested regarding the Locks project, including a project overview, our initial cost estimate, and a description of project elements. We're fairly certain it's a unique project for the RTP so are happy to answer any questions that you may have as the process moves forward.

After today I'm out of the office until next Thursday so I've copied a couple members of our team in case questions arise right away. Thanks for your help with this!

John

From: "Williams, John" <JWilliams@westlinnoregon.gov>

Date: Tuesday, August 7, 2018 at 3:41 PM

To: Trans System Accounts <transportation@oregonmetro.gov>

Cc: Kim Ellis <kim.ellis@oregonmetro.gov>

Subject: Comment letter from Willamette Falls Locks Commission re: Regional Transportation Plan

Greetings,

Attached is a letter from Russ Axelrod, West Linn Mayor and Chair of the Willamette Falls Locks Commission, regarding the 2018 Regional Transportation Plan. Please enter it into the record of the current public comment period.

Thanks very much and please let me know if you have any questions.

John Williams

Deputy City Manager / Community Development Director
Community Development

22500 Salamo Rd
West Linn, OR 97068
JWilliams@westlinnoregon.gov
westlinnoregon.gov
503-742-6063



WFL project
description.pdf

Letter printed as part of RTP Comments

Thu 8/16/2018 9:54 PM

Appendix A: Email comments on Public Review Draft 2018 RTP and Strategies | August 2018

Marshall Steeves marshallsteeves@gmail.com

Do not expand I-5

Please re-think the proposition to expand the I-5 freeway, especially near the Harriet Tubman Middle School. We should learn from the mistakes of other cities across the US that **freeway expansion only increases congestion**. The freeway is already too close to the school and growing the size will only worsen the already awful fumes that are sent into the school.

Expansion on I-5 is a poor use of this money. It should be going towards making it **faster to get from the suburbs into the city center** to alleviate the need for people to drive. MAX is too slow - we need a faster option.

Thank you,
Marshall Steeves

Friday, August 17, 2018 at 10:58 AM

Dwight Brashear <brashear@ridesmart.com>

RTP Comments

Good morning, Kim –

Please allow the attached document to serve as SMART's official comments relating to the Regional Transportation Plan (RTP).

We appreciate Metro allowing SMART to participate/contribute. We look forward to our continued involvement.

All the best,

Dwight Brashear

Transit Director

City of Wilsonville - South Metro Area Regional Transit

503.682.7790 ext. 1576

brashear@ridesmart.com



RTP_Comment_Letter_
SMART.pdf

Letter printed as part of RTP Comments

Thursday, August 16, 2018 9:57 AM

Jim Hagar [<mailto:JHagar@Portvanusa.com>]

POV comments on RTP

Chapter-Page	Commenter	Comment
2-15	Jim Hagar, Port of Vancouver USA	While this may not be the exact location for this, a mention should be made somewhere about using the waterways in the region (the Columbia and Willamette) as corridors as well, particularly for freight mobility, but also potentially as an alternative for mobility related to access to jobs etc.
4-43	Jim Hagar, Port of Vancouver USA	Perhaps some mention of the previous comment could be added to section 4.2.1.3 related to transit using a ferry service on the river. While not currently in place, a system such as this could improve transit while using an underutilized waterway.
2-13 Freight strategy	Jim Hagar, Port of Vancouver USA	In regional freight strategy document 2.2 third paragraph 3 I would add both the Portland and Vancouver harbors will likely have a longer-term trend of growth.
2-17 Freight strategy	Jim Hagar, Port of Vancouver USA	Does the real export growth graphic include Port of Vancouver or just Port of Portland?
2-18 Freight strategy	Jim Hagar, Port of Vancouver USA	Mention should be made that Washington is the most trade dependent state in the U.S. with 40% of jobs tied to trade.
2-31 Freight strategy	Jim Hagar, Port of Vancouver USA	Highlight SR 501 and SR 500 as part of the regional freight network
2-31 Freight strategy	Jim Hagar, Port of Vancouver USA	Highlight in yellow the POV property directly north of the POP on the Columbia.
2-32 Freight strategy	Jim Hagar, Port of Vancouver USA	Add POV to the multimodal maps in Figure 8
2-96 Freight strategy	Jim Hagar, Port of Vancouver USA	Call out the I-5 bridge as a specific project that needs implemented/done, using the Columbia River Crossing is probably not the way to address it. I'd say outdated or obsolete I-5 bridge.
3-79	Jim Hagar, Port of Vancouver USA	Add possible passenger ferry service to list as a potential future transit type
3-99	Jim Hagar, Port of Vancouver USA	Highlight in yellow the POV property directly north of the POP on the Columbia.
3-100	Jim Hagar, Port of Vancouver USA	Add POV to the multimodal maps in Figure 8

Jim Hagar, CECD

Economic Development Project Manager

3103 NW Lower River Road, Vancouver, WA 98660

Direct: 360.816.9858 | Cell: 360.787.6183



Monday, August 13, 2018 at 3:35 PM

Catherine Jacoby <Catherine_Jacoby@co.washington.or.us
WCCC Comments on the Draft Regional Transportation Plan
Good Afternoon,

Please find the attached letter from the Washington County Coordinating Committee in regard to the Draft Regional Transportation Plan.

Sincerely,

Cathy Jacoby | Administrative Assistant

Washington County Department of Land Use & Transportation
Office of the Director | Administrative Services
Mailing: 155 N. First Avenue, Suite 350, MS 16 | Hillsboro, OR 97124
Physical Address: [Tongue Estate](#): 328 W Main St., Ste 300, Hillsboro OR 97123



WCCC_Letter_2018RT
P_Hughes_Metro_2018

Letter printed as part of RTP Comments

Tuesday, August 14, 2018 at 9:05 AM

Garet Prior <gprior@tualatin.gov
Tualatin RTP comments

Kim,

This is week four into my tenure as the “new Zoe” for Tualatin. I hail from Richmond, Virginia, so this has been quite a change.

I spent the past few weeks coordinating with our team and reading through the impressively comprehensive Regional Transportation Plan. Tualatin’s RTP comments are attached to this email.

I would love to find time to sit down and discuss, but I expect that you are extremely busy over the next few weeks. If you (and whoever else you think would be helpful) could spare some time in mid-September to discuss the RTP and the Metro transportation funding structure, I would greatly appreciate the help.

Thank you,

Garet S. Prior AICP

Management Analyst II
City of Tualatin | Community Development
503.691.3020 | www.tualatinoregon.gov

Appendix A: Email comments on Public Review Draft 2018 RTP and Strategies | August 2018



RTP2018_Tualatin.doc

x

Letter printed as part of RTP Comments

Monday, August 20, 2018 at 1:28 PM

Tegan Enloe <tegane@tigard-or.gov>

Fanno Creek Trail: Missing Link Project submission

Hi Kim,

Attached, please find our formal request and GIS layer.

Thanks,

Tegan



RTP Update
Request_Fanno Creek



Fanno Gap.pdf

Letters and documents printed as part of RTP Comments

Monday, August 20, 2018 3:42 PM

Jonathan Soll

Comments on RTP from Metro Parks and Nature

Elissa,

Thanks for the opportunity to help improve the RTP.

Attached are:

Letter signed by our Director, Jonathan Blasher

3 related attachments referenced in the letter.

We look forward to working with you and your team to ensure our region has a functional transportation network that is sensitive to ecosystem and trail needs.

Jonathan Soll

Science and Stewardship Division Manager

Metro, Parks and Nature

600 NE Grand

Portland, OR 97232



Attachment



Attachment



Attachment



RTP2018_P&N_comm

3_RTP2018_Aerial, Imp2_RTP2018-Appendix_1_RTP2018_text comments letter FINAL Blas

Letters printed as part of RTP Comments

Monday, August 20, 2018 4:04 PM

Anne MacDonald [<mailto:MacDonaldA@CleanWaterServices.org>]

Greater Portland's 2018 Regional Transportation Plan consultation: follow-up

Hi – attached are the comments from Clean Water Services. I believe I filled out the participation form, but if you need another one, feel free to check in with me.

Cheers,

Anne MacDonald, CEG | Sr Water Resources Pgm Mgr

o 503.681.3600 | d 503.681.3646



CWS Regional Trans
Plan cmts 082018.pdf

Letter printed as part of RTP Comments

Monday, August 20, 2018 at 4:15 PM

JON MAKLER <jon.makler@odot.state.or.us>

Oregon Agency RTP Comments
Greetings Metro Colleagues,

Attached to this email you will find a single letter signed by the directors of ODOE, ODOT, DEQ and DLCD. Enclosed with that letter are additional comments prepared by each agency. We appreciate the opportunity to review and provide feedback on this considerable product and look forward to working with you to achieve your adoption schedule.

Respectfully,
Jon Makler, AICP
Region 1 Planning Manager
Oregon Dept of Transportation
jon.makler@odot.state.or.us
Direct: (503) 731 – 4753
Mobile: (971) 322 – 5633



Oregon Joint RTP
Comments.pdf

Letter printed as part of RTP Comments

August 20, 2018 at 11:40:08 PM PDT

Somers, Elaine <somers.elaine@epa.gov>

Greater Portland's 2018 Regional Transportation Plan consultation: EPA comments

Hello, Frankie,

Thank you for sending the meeting minutes from the Metro Agency Consultation meeting of August 6. We appreciated Metro's outreach to us and welcomed the invitation to engage in the consultation process for the 2018 Regional Transportation Plan. Because this is our first opportunity to engage in Metro's planning process, our comments on the RTP are general in nature. We agree with Metro's suggestion that EPA review Appendix F, the Analysis of Environmental Considerations and Potential Mitigation Strategies, and Appendix I, Climate Smart Strategy Monitoring. We look forward to those reviews when the Appendices become available, and to becoming more engaged in future planning processes. For now, we offer the following comments:

- We support the 2040 Growth Concept, which aspires to incorporate population growth within existing urban areas as much as possible and expand the urban growth boundary only when necessary, as well as the underlying premise that compact development is more affordable, livable, sustainable, and fiscally responsible than dispersed development.
- The content and quality of Metro's Vision, Goals, Objectives, and Policies to support the Growth Concept are commendable. All of the goals support people, planet, and prosperity, particularly Goals 6,

7, 8, and 9 with their Objectives and Policies for a healthy environment, healthy people, reduced greenhouse gas emissions, and equity.

- We note that the constrained projects list substantially reflects and advances the Vision, Goals, and Objectives.
- Metro's pilot work on the prioritization process to inform project selection is helpful, and we encourage your continued efforts to develop this process.
- We support Metro's dedication to performance-based planning and monitoring progress, which are key to maintaining focus and achieving desired outcomes.

Finally, your request for input on how best to consult with us in the future is much appreciated. A response to that survey will be coming soon! Thank you for the opportunity to review the Regional Transportation Plan.

Sincerely,

Elaine Somers

U.S. Environmental Protection Agency, Region 10

Office of Environmental Review and Assessment

1200-6th Ave., Suite 155, OERA-140

Seattle, WA 98101

Office: 206-553-2966

Tue 8/21/2018 11:42 AM

Ted Labbe ted.labbe@gmail.com

UGI comments on the 2018 Metro RTP update

Hello:

Attached are the Urban Greenspaces Institute's comments on the proposed 2018 update to the Regional Transportation Plan. We appreciate the opportunity to comment and apologize on their late delivery!

Ted

Ted Labbe

Policy and Program Director, Urban Greenspaces Institute

3011 NE Hoyt St Portland, OR 97232

ted.labbe@gmail.com

503-758-9562



RTP comments from
UGI 21aug2018.pdf

Letter printed as part of RTP Comments

Tue 8/28/2018 12:29 PM

Melody White Melody.J.White@usace.army.mil

Corps response to Metro 2018 RTP

Frankie,

Please see the attached letter regarding the request for consultation on the Draft 2018 Regional Transportation Plan.

Melody White

Project Manager, Regulatory Branch

U.S. Army Corps of Engineers - Portland District

333 S.W. First Avenue, P.O. Box 2946

Portland, OR 97208-2946

Phone: 503-808-4385 | Cell: 503-201-0797 | Fax: 503-808-4375

Melody.J.White@usace.army.mil



20180828 Corps
response to Metro_Sig

Letter printed as part of RTP Comments

2018 Regional Transportation Plan



2018 Regional Transportation Plan

Appendix B

Letters submitted on Public Review Draft and Strategies through 8/30/2018

September 14, 2018



SE Uplift
3534 SE Main St.
Portland, OR 97214
p: 503 232-0010
www.seuplift.org

To: Tom Hughes, Metro President
Matt Garrett, ODOT Director

From: SE Uplift Neighborhood Coalition
Re: 82nd avenue inclusion in the RTP

July 11, 2018

The SE Uplift Neighborhood Coalition representing 160,000 residents with 20 neighborhoods voted unanimously at our June board meeting to add our voice concerning the lack of a major designated project in the Regional Transportation Plan (RTP) to modernize 82nd Avenue. As Metro's RTP is in open comment period, now is the time to listen to community input.

Our eastern border is 82nd, an ODOT owned "orphan highway" which bisects our lowest income and most ethnically diverse neighborhood. Though a dangerous high crash corridor, it serves as a main street. This "main street" is burdened with no bicycle access, narrow and obstructed sidewalks, and dangerous crossings despite the high usage #72 bus line which has Portland's largest number of passengers boarding.

In order to facilitate a transformation of this archaic auto-centric highway to a fully multi-modal main street driven by local community input, constructed to PBOT safety standards, a major project must be included in the near term Regional Transportation Plan.

Thus, SE Uplift adds our name calling for its inclusion in the near term Transportation Systems Project list. This chorus of endorsements includes: all local statewide elected representatives, Portland City Council, the 82nd Avenue Improvement Coalition, Mount Scott-Arleta Neighborhood Association, North Central Neighborhood Coalition and the East Portland Neighborhood Office.

Thank you for your attention to this matter.

For future communications please contact us and we would be happy to schedule a meeting to discuss this in more depth.

Sincerely,



Terry Dublinski-Milton
Co-Chair SE Uplift



Reuben Deumling
Co-Chair SE Uplift

CC:

Bob Stacy, Metro
Metro's Regional Transportation Commission
Ted Wheeler, Mayor City of Portland
Dan Saltzman, Portland City Council
Nick Fish, Portland City Council
Amanda Fritz, Portland City Council
Chloe Eudaly, Portland City Council
Leah Treat, PBOT
Art Peace, PBOT
Lynn Peterson, Metro President Elect
Alissa Keny-Guyer, State House Representative
Michael Dembrow, State Senator
Rian Windshiemer, ODOT Director region 1
Brian Wong, 82nd Avenue Improvement Coalition
Molly Mayo, SE Uplift

Uplifting community advocacy since 1968.

Ardenwald-Johnson Creek • Brentwood-Darlington • Brooklyn • Buckman • Creston-Kenilworth • Eastmoreland • Foster-Powell
Hosford-Abernethy • Kerns • Laurelhurst • Montavilla • Mt. Scott-Arleta • Mt. Tabor • North Tabor • Reed • Richmond
Sellwood-Moreland • South Tabor • Sunnyside • Woodstock



SE Uplift
3534 SE Main St.
Portland, OR 97214
p: 503 232-0010
www.seuplift.org

To: Tom Hughes, Metro President
From: SE Uplift Neighborhood Coalition
RE: Reedway Overpass, Metro RTP#11819

July 11, 2018

SE Uplift, Portland's largest neighborhood coalition, voted unanimously at our June board meeting that the Reedway Overpass RTP #11819 be moved forward to the 2018-2028 priority timeline for construction in Metro's Regional Transportation Plan. This is consistent with PBOT's TSP #70049 one to ten year priority timeline. Furthermore, we feel this project deserves to be included in the projected 2020 Metro bond slated to fund the SW corridor MAX line and other regional transportation priorities.

As an organization representing 160,000 residents and 20 neighborhoods, it is part of our mission to advocate for community needs. In order for this billion dollar-plus transportation bond to gain voter approval, community voices need to be heard region wide, not just in the SW Corridor. The Reedway over crossing has been declared the highest transportation priority by all five nearby neighborhoods including: Sellwood-Moreland, Brooklyn, Reed, Eastmoreland and Woodstock.

The Reedway bike and pedestrian overpass fills a 2.1 mile gap between SE Bybee and the Lafayette overpass. Bybee's fast moving four foot bike lanes are frequently filled with debris, have poor sightlines around curves, cross traffic turning onto a state highway, and cannot be retrofitted to modern safety standards without a complete roadway rebuild. The only alternative route is Holgate which carries 15,000 vehicles per day, is a designated truck route heavily used by the Brooklyn rail yards, and has narrow, obstructed sidewalks. At 3 miles, this is the largest multi-modal conductivity gap in the SE region between the all ages facility of the Springwater Corridor and the coming Gibbs street overpass. Connecting commercial, residential and industrial employment districts in a safe, convenient manner will benefit the entire regional transportation system and provide positive economic development as local business access is improved.

Even though the Harold Street MAX station was not included in the Orange MAX line, more than 2000 new apartment units have been permitted or constructed within the former station area. Bus service has been curtailed, yet if one lives on the west side and works in the Brooklyn rail yards, a five block walk over the Reedway Overpass turns into a 1.7 mile excursion. Portland's congestion is increasing and this project, located in a neighborhood region with some of the worst air quality in the state, makes significant inroads to inducing alternative modes of transportation.

As the RTP is in the open comment period we urge Metro and the Regional Transportation Committee to move this project to the near term project list. In addition, please include it in the coming 2020 Metro transportation bond.

For future communications regarding this matter, please contact us and we would be happy to schedule a meeting to discuss this in more depth.

Sincerely,



Terry Dublinski-Milton
Co-Chair SE Uplift



Reuben Deumling
Co-Chair SE Uplift

CC:

Bob Stacy, Metro
Metro's Regional Transportation Commission
Ted Wheeler, Mayor City of Portland
Dan Saltzman, Portland City Council
Nick Fish, Portland City Council
Amanda Fritz, Portland City Council
Chloe Eudaly, Portland City Council
Leah Treat, PBOT
Art Peace, PBOT
Lynn Peterson, Metro President Elect
Rian Windshiemer, ODOT Director Region 1
Molly Mayo, SE Uplift

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Sellwood-Moreland • South Tabor • Sunnyside • Woodstock

Alisa Pyszka
2406 NE 9th Avenue
Portland, OR 97212

July 16, 2018

RE: Support for Frog Ferry Passenger Service

As a resident within the Portland region, I support including the planning for passenger ferry service as part of the Regional Transit Plan. I believe this project is important for Metro to consider as a diverse element in our transit system for the following reasons: economic development and quality of place.

Economic Development: Throughout the preliminary evaluation and due diligence for service, Frog Ferry has received support from significant regional employers like Vigor and Daimler as they require alternative transportation options for their employees. These businesses are critical economic anchors that provide well-paying jobs for skilled employees without a traditional four-year degree, which provides significant opportunity for disadvantaged populations. Companies like Daimler are [investing significantly in this region](#), and so should we in return.

Quality of Place: With the dissolution of the Columbia River Crossing (CRC) project, our region will continue to suffer enormous consequences with significant congestion along Interstate 5. As solutions to explore this project are once again just emerging, it is unlikely that the situation will be resolved for many years. As the status quo is unacceptable, some action must be taken. The proposed passenger ferry service will not entirely solve the congestion issue (nor does it proclaim to), but it does provide a proactive solution that is desired by employers and will address a portion of the problem. Like the tram serving OHSU, skeptics doubted the need and purpose. However it now serves as a community icon, retained an economic anchor in the downtown core, and is spurring billions of dollars of investment along the waterfront. The passenger ferry can address congestion for some, while also serving as a regional image that our region will continue to invest in forward-thinking alternatives for transit. As communities like

[Nashville, TN are turning down transit options](#), bold leadership in this area is needed more than ever.

Metro has proven that it is a critical leader for the region, especially regarding transportation innovation. This project warrants further study by pioneering thought-leaders. Therefore, I respectfully request that it is included for planning within the Metro Regional Transit Plan.

Sincerely,
Alisa Pyszka



May 3, 2018

Susan Bladholm
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Susan,

We appreciate your leadership in taking the initiative to spearhead the establishment of a passenger ferry service for the Portland-Vancouver region. As a maritime manufacturer, we see how communities around the world benefit from efficient, cost-effective marine transit that leverages the natural highways that rivers and other waterways provide. We also are very aware that utilizing such assets is increasingly an important strategy in regions where congestion is deteriorating the quality of life of citizens. We have many employees who would take a great deal of pride in manufacturing and maintaining a ferry operating in their own backyard and many who would benefit from using the ferry for their daily commute as is the case for Vigor employees in Washington and Alaska.

Vigor is a leading builder of ferries and serves customers such as Washington State Ferries, the Alaska Marine Highway System and the San Francisco Bay Area's Water Emergency Transport Authority (WETA) by building both passenger-only and passenger + car ferries for these customers. Among the largest ferry systems in the world, the Washington State Ferry System serves 25 million passengers per year, greatly contributing to the region's transportation system. While Portland's geography is much different than San Francisco, Seattle or SE Alaska, the river provides a great opportunity to move commuters, take cars off the road and increase quality of life in addition to facilitating the attraction of new business and investment.

Portland, as well as Vigor, was founded along the banks of the river and we should leverage our River City brand and turn the focus back to the river by getting people back on the water. We would like to be part of this solution and are especially interested in bringing the most sustainable practices to the Frog Ferry operations.

Vigor supports the Frog Ferry initiative and we look forward to working with you in support of this effort.

Sincerely,



Frank Foti
Chief Executive Officer

July 18, 2018

Dear Elissa,

As past Planning & Development Manager for Multnomah County, a Coast Guard license Master Mariner with Homeland Security training and credentials, and Founding Director of the Inside Passage Decarbonization Project, I want to express my strongest support and endorsement of the Frog Ferry regional foot (passenger only) ferry concept.

The Metro region has truly been foolish to go so long without utilizing its navigable waterways to not only alleviate transportation congestion through an unutilized, perfectly located and already public ROW, but to dramatically increase the desirability, livability, sustainability and safety of the region in the process.

Look at what other leading green cities are doing, SF and NYC in particular, with each massively expanding their existing ferry networks using cost effective and now becoming ubiquitous hydrogen propulsion that actually cleans their waterways as they cruise through them. Right now our closest neighbor, Washington State is continuing to expand their remarkable ferry network while retrofitting their largest ferries to hybrid electric and continuing biofuel propulsion. And, we must not forget that the certainty of a future subduction earthquake with the critical need for redundancy for our vulnerable bridge network, only amplifies the logic of this concept.

It is time - past time - that Portland Metro region get onboard with the cleanest, greenest and least expensive public transit and public livability option, regional foot ferries.

Thank you,

Peter

Capt. Peter Wilcox
Founding Director, [IPDP](#)
Canadian Coastal Champion
Pioneer of a New NW
Cascadia Fellow
503.490.5407

To: elissa.gentler@oregonmetro.gov

Cc: susan@frogferry.com

Subject: Water Taxi

I have long been a supporter of the utilization of our waterways as an opportunity to transport people to and from

downtown Portland. To me it seems to be a wonderful opportunity to reduce congestion on our highway system, reduce pollution from cars idling in traffic, reducing commute time and at what would appear to be at a significant cost savings to building more roads. I recently had an opportunity to be briefed on an effort to develop some clout behind the effort to seriously look at the feasibility to establish a water taxi service to and from Vancouver to Portland's downtown and perhaps to and from Lake Oswego and south. I am a strong supporter of this effort. This is a project Metro ought to get behind.

Please note my updated email address and company information below.

J. Clayton Hering

Principal

Direct 503 273 0333

jclhering@nbsreconsulting.com



**REAL ESTATE
CONSULTING**

121 SW Morrison, Suite 200 | Portland, OR 97204

Main 503 223 7181 | Fax 503 273 0256

nbsreconsulting.com

Co-Operations, Inc

July 17, 2018

Elissa:

I recently learned of the effort to bring a ferry system to metro Portland. What a great idea and such a missed opportunity if this initiative is not embraced. I own a logistics company in Tualatin. On a daily basis we have FedEx, UPS and DHL pickup packages from our facility. We have already noticed their pickup times (imposed by the carriers) is getting earlier and earlier just so that they will be able to make the flights leaving from the Pdx airport. This is forcing us to end our daily fulfillment of order picking earlier which puts us at a distinct competitive disadvantage.

Realizing the daily challenges already imposed on commuters with weather, traffic wrecks, bridges, etc. - this non-intrusive method of transport seems like significant improvement.

Please help metro reduce the gridlock by supporting this initiative!!!

Pat

Patricia H. Granum | CEO
Co-Operations, Inc | 20049 SW 112th Avenue | Tualatin, OR 97062
T [503.218.2120](tel:503.218.2120) | M [503.869.8984](tel:503.869.8984) | Skype: earth-trekker
pgranum@co-operations.com
Portland . Atlanta

25 Year Anniversary 1993 – 2018

July 17, 2018

Good morning

We are writing in support of establishing a ferry service from Vancouver to Portland. It makes sense to use another means of transporting people to the core area as the freeway system appears to be at capacity and with bottle necks at I5 and 405, as well as I5 and 84, with no apparent fix, the problem will only get worse . I'm sure there would be support from the community given that the commute time will be a known duration unlike the freeway where it can be 30 minutes or one hour and thirty minutes. Given the growth of the area and lack of ability to upgrade the road system it seems a logical addition to our current and future transportation needs at a price point far less than light rail or acquiring land necessary for freeway widening. We urge you to support this new concept.

Cindy and Steve Harder

March 4, 2018

RE: Passenger Ferry Service

Please know that I support the effort to improve transportation options and encourage community leaders to become more involved.

There is no question that a high-quality public transportation system is important to the Portland metro area.

We are all interested in seeing more transportation options developed as a way to combat increased traffic congestion.

It is my understanding that the Frog Ferry has developed a plan which moves us a little closer to that goal.

This plan coordinates the efforts and interests of community groups and units of local governments to address the transportation needs of our residents.

If you are unfamiliar with the project, please learn more.

I hope, on behalf of your constituents, you will take an active role in partnering with Frog Ferry to make our community a better place to live and work by improving the available transit options.

Thank you for your consideration of this matter.

John Tortorici

(Retired technology executive)



100 S.W. MAIN ST., STE. 1100 | PORTLAND, OR 97204 | 503.275.9750 TEL | TRAVELPORTLAND.COM

February 16, 2018

As Portland's destination marketing organization, Travel Portland takes great interest in projects that will enhance our desirability as a tourism destination, especially initiatives that create competitive advantage for our region.

One of the many benefits of the tourism industry is its ability to bring in outside dollars to stimulate our local economy. In 2016, the tourism industry brought in \$5.2 billion dollars in direct spending equating to over \$250 million in state and local taxes and supporting over 37,000 jobs in the Portland area.

During our Tourism Master Plan process, a future looking plan for tourism in our region, stakeholders identified a tourism transportation strategy as one of the priorities for consideration. As the city and region continue to grow, we believe that the development of a transportation plan that incorporates alternative transportation options, including water taxis, could be a compelling approach to curbing congestion and increasing the quality of the visitor experience.

The Frog Ferry proposal for a Portland-Vancouver passenger water taxi service is that type of innovative initiative that seeks to mitigate congestion while also offering an appealing alternative way to experience the region.

Therefore, it is our pleasure to write in support of the proposed Frog Ferry initiative. While the primary beneficiaries of this project are Portland residents and commuters, we see the future advantage of a connected water transit system that links to key visitor attractions in the central city.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Miller". The signature is fluid and cursive, with the first name "Jeff" and last name "Miller" clearly distinguishable.

Jeff Miller
President & CEO
Travel Portland



March 5, 2018

As the state of Oregon's destination marketing organization, Travel Oregon's vision is a better life for all Oregonians through strong, sustainable local economies. Therefore, Travel Oregon pays special attention to initiatives that enhance our tourism product and benefit our domestic and foreign visitors, as well our state's residents.

Alternative transportation options and congestion relief are topics often raised by our industry stakeholders and Travel Oregon is actively advocating for solutions. The proposed resource, the Frog Ferry, would utilize the Willamette and Columbia Rivers and deliver a unique visitor experience while driving economic development for the state.

Travel and tourism in Oregon is an \$11.3 billion industry supporting 109,000 jobs for Oregonians. This initiative aligns with Travel Oregon's 2017-2019 Strategic Plan by optimizing statewide economic impact. The city of Portland is often the gateway to greater Oregon, especially for international visitors. By facilitating the development of a world-class tourism product in Oregon's largest city, we can drive economic development and leave our visitors with more stories to share with the world.

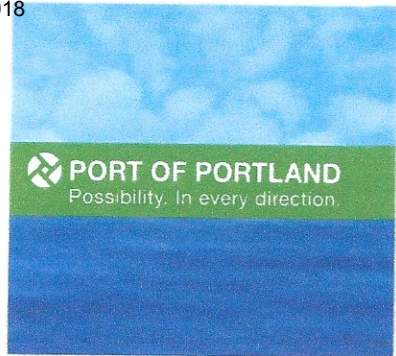
The Frog Ferry proposal for a Portland-Vancouver passenger water taxi would provide an attraction to promote the state on a larger scale and provide an alternative transportation option.

It is my pleasure to write in support of the proposed Frog Ferry initiative.

Sincerely,

A handwritten signature in blue ink that reads "Todd Davidson". The signature is written in a cursive, flowing style.

Todd Davidson
CEO



February 9, 2018

Susan Bladholm
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Susan:

I applaud your efforts to spearhead the establishment of a passenger ferry system for the Portland metropolitan area. Given Portland's rapid growth, there is a need for expanding our modes of transportation to help mitigate congestion, especially on the I-5 corridor between Vancouver, Washington and downtown Portland. As a transportation infrastructure provider for the region, I recognize the importance of utilizing the Columbia and Willamette rivers in a responsible and environmentally-friendly manner, and your efforts to foster the movement of people via our river system makes good sense.

I support the Frog Ferry initiative as a public-private partnership, and wish you well in leveraging local, state and federal funding sources, as well as private sector investors to aggregate resources and improve the traffic situation. Best of luck to you as the initiative moves forward.

Sincerely,

A handwritten signature in black ink, which appears to read 'Curtis Robinhold', is written over a light blue horizontal line.

Curtis Robinhold
Executive Director

Mission: To enhance the region's economy and quality of life
by providing efficient cargo and air passenger access
to national and global markets, and by promoting industrial development.

7200 NE Airport Way Portland OR 97218
Box 3529 Portland OR 97208
503 415 6000



Office of Mayor Ted Wheeler
City of Portland

January 12, 2018

Susan Bladholm
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Ms. Bladholm,

Thank you for taking the initiative to explore the feasibility of launching a water ferry service, connecting the City of Portland to the City of Vancouver and/or the City of Lake Oswego, among other potential stops. Given that Portland has experienced exponential growth in the past decade, we have a traffic congestion issue that needs to be addressed; a river taxi service could help mitigate the issue.

River cities are unique in that they typically have a more trade-based economy and the waterway helps define the community and provides a sense of place. As a community that was founded on the banks of the Willamette and Columbia rivers by Native Peoples that used water transit as a primary mode of travel, we owe it to ourselves to explore the possibility of connecting people by our natural river highway.

Your concept plan for the Frog Ferry outlines the key goals, challenges, benefits, and approach principles. I support your next step to create a two-year feasibility study, which, among other deliverables outlined in your Feasibility Plan Outline, would articulate the operational requirements, costs, passenger research, public-private partnership construct, and vessel specification. This concept is in line with Portland's goal of creating more multi-modal transit opportunities within the City. I hope to work with you to find ways to provide resources for this endeavor.

Transit remains a critical priority for our region, and I appreciate you working with the Portland Bureau of Transportation, the Bureau of Planning and Sustainability, the Office of the Harbormaster, and my office to pursue a Portland-area river taxi service.

Sincerely,

Ted Wheeler
Mayor of Portland

1221 SW Fourth Avenue, Suite 340 ♦ Portland, Oregon 97204
MayorWheeler@PortlandOregon.gov



April 12, 2018

Portland City Council
Portland City Hall
1120 SW 4th Avenue
Portland, Oregon 97204

Dear Mayor Wheeler and Commissioners,

The City of Portland's regional transportation needs currently exceed the ability of street grid system to support all the demands of a growing community. Automobiles, bikes, motorcycles, buses, trucks and light rail have all been vital for the movement of goods and people. The last available right-of-way for providing additional capacity for the movement of people are the Willamette and Columbia Rivers.

Historically, Portland has a rich history of water transit. The constructions of several bridges and the advances of automotive technology made water transit obsolete. Times have changed as the density of the inner city has increased, and all modes of surface transit have become gridlocked, forcing the city to look for alternatives to traditional modes of transportation. Demand pricing may change some driving habits and better interstate intersections may ease congestion for a while, but people will always be looking for better ways to move around.

The United States has experienced a resurgence of ferry transportation, with nearly 600 ferry operations in the United States alone. About half of these systems are government owned and operated, while the other half are split between privately owned and public/private partnerships. The fastest growing segment of the ferry market has been small (less than 150 passengers) people only ferries. The technology for ferries has been racing ahead providing low wake, high speed, and low emission options at a reasonable cost.

Portland has recognized that water transit has potential and has created zoning allowing waterborne passenger terminals. The 2035 plan calls for a study to determine the viability of Portland based waterborne transit. Water transit will not replace light rail, buses, or even street car, but rather should be integrated into the regional transit mix to provide more options for people to efficiently move around greater Portland. A ferry

system is also a valuable asset to add to the City's tourism industry and can bring more public attention to the river as a valuable resource to be kept clean and preserved.

The technology exists today to operate ferries that serve Vancouver to Oregon City/ Lake Oswego with downtown Portland being the hub. The 2035 ferry study needs to be conducted, and operator selected and test runs conducted. Our transportation system needs all the help it can get, and the river there as the last great right-of-way to provide additional system capacity. Our river can no longer be simply ignored as a valuable transport thruway and as a beautiful natural resource to be enjoyed.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad Malsin", with a stylized flourish at the end.

Brad Malsin
CEIC Board President

Working Waterfront

The logo for the Working Waterfront Coalition features a stylized blue wavy line representing water, positioned between the words "Working Waterfront" and "COALITION". The word "COALITION" is in all caps and spaced out.

COALITION

April 25, 2018

Susan Bladholm
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221


Dear Susan,

Thank you for your work to address Portland's traffic congestion issue through researching the potential for a sustainable river-friendly passenger ferry service in the Portland metropolitan area. The Portland Harbor is an economic engine, a freight hub and a source of jobs for the Portland metropolitan area. Over 50 industrial marine businesses support more than 29,000 local jobs bringing more than \$1.8 billion in personal income to the region's economy. One of every nine jobs in the Portland/Vancouver area is located or supported by the work done in Portland's harbor industrial district. As our metropolitan area's population grows, the region faces more transportation bottlenecks that create longer and more difficult commutes for employees, and slow the movement of freight. We support looking to new and innovative ways to move through and around the Portland metropolitan area.

In addition, as businesses that are located along Portland's working waterfront, we are keenly aware of the river and how it is used. As a city that was founded on the benefits of being located along a river, we encourage looking for ways to enhance and embrace the river as a remarkable local resource. We support your efforts to sensibly leverage the river as a natural highway and alternative choice for employees to commute to and from work.

We appreciate your vision and look forward to a successful outcome so working waterfront employees may have the choice to commute by river ferry in the near future.

Sincerely,

A handwritten signature in blue ink that reads "Ellen Wax".

Ellen Wax
Executive Director

Established in 2005, the Working Waterfront Coalition, with its extensive knowledge of harbor industry needs and active industry participation, is dedicated to working with its partners to ensure an appropriate balance between environmental concerns and the needs of river-related, river-dependent employers. Portland's Harbor is a vital employment area: home to thousands of valuable high-wage, high-benefit jobs. In addition, WWC members are conscientious stewards of the environment, making significant investments in the harbor consistent with state and federal laws.



ReachNow, LLC • 1111 NE Flanders St. Suite 202 • Portland, OR 97232

City of Portland
Office of Mayor Ted Wheeler
MayorWheeler@PortlandOregon.gov

April 27, 2018

Subject: Passenger Ferry Service

Mr. Mayor,

I urge you to support funding in the City's upcoming budget to perform a feasibility and operations plan for a passenger ferry service between Vancouver, WA and downtown Portland.

Portland now has some the worst commute times and congestion in the country, with no letup in sight. Free floating car sharing, like ReachNow offers, can help encourage active transportation and more public transit by providing the confidence to commute with something other than a Single Occupancy Vehicle – but still have access to vehicles in emergencies, for business meetings, or errands during the work day.

Car sharing can help mitigate *some* congestion, but Portland desperately needs improved transportation infrastructure and more non-SOV options to support our growing population and mitigate gridlock. With your help, we can take steps to offer new transportation solutions including passenger ferry service. Our quality of life depends on it.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read 'Alan Bates', with a stylized, flowing script.

Alan Bates
Market Manager, Portland
503-810-7396

DAIMLER

12 February, 2018

Daimler Trucks North America

Susan Bladholm
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Matthew Markstaller
DTNA Real Estate Manager
4555 N. Channel Avenue
Portland, OR 97217

Re: Frog Ferry Portland metro water ferry service study

Dear Ms. Bladholm,

I am writing to express the support of Daimler Trucks North America for your initiative to explore the feasibility of a passenger water ferry service from Vancouver through Portland and potentially further up the Willamette River.

Our headquarters have resided in Portland for over 50 years and we have seen tremendous growth in that time period. One of the challenges we face now is the traffic congestion for our 3000+ employees commuting to downtown Portland from surrounding communities. We recognize that there is little or no space for additional roads and currently invest in and promote alternative transportation options including public transport subsidy, car pool programs and bike commuting. Innovation has always been part of our nature and we see the Columbia and Willamette Rivers as having high potential for a sustainable, responsible commuting option for many in the Portland area, and especially for our employees since our offices and manufacturing facility are located near the Willamette River.

We have reviewed your proposal and believe it to be thorough in addressing the various aspects of a potential ferry service. We look forward to the results of your study and hope it may lead to a viable water ferry service serving the Portland Metro area.

Sincerely,

Matthew Markstaller

April 10, 2018

Dear Mayor Wheeler and Staff,

Please accept this email as a letter of support to urge the City to include \$350,000 in the upcoming budget cycle to perform a feasibility and operations plan for a passenger ferry service between Vancouver, WA and downtown Portland.

Vehicle traffic in our area has reached unacceptable levels and with anticipated growth will only become worse. Our city needs improved transportation infrastructure to support this growth and mitigate existing gridlock. It is time for us to consider new solutions and take a deep look at including passenger ferry service as a part of the City's transportation plan.

Thank you for your consideration.

Best Regards,

Capt. Anne L. McIntyre
Portland OR



GREATER PORTLAND INC
111 SW COLUMBIA ST, #830, PORTLAND, OR 97201
GREATERPORTLANDINC.COM
503-445-8065

June 18, 2018

Susan Bladholm
Founder and President
Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Susan,

On behalf of Greater Portland Inc, and in alignment with priorities within Greater Portland 2020—the region's comprehensive economic development strategy—I am delighted to offer my support for the Frog Ferry project, which will offer residents and visitors a necessary North-South transportation option.

As the region's economic development organization, Greater Portland Inc understands the critical role transportation plays in the vitality of a growing metropolitan area. Efficient transportation access and options for workers are essential to companies considering an investment decision in the Greater Portland region, and Frog Ferry will add a stress-free commute option to our region's robust suite of transportation choices. Frog Ferry's proposed route, with the potential to travel from Vancouver to Lake Oswego in less than an hour during rush hour, would be a boon to workers throughout our community. This innovative transportation option will harness our region's rivers, alleviate congestion and cut down on commute times, making it attractive to prospective companies and investors.

This potential for increased connectedness between Washington and Oregon – and between both banks of the Willamette River – is very exciting, and proposed dock locations would support travel and provide access to and from some of our region's key amenities, including the Vancouver Waterfront, Oregon Convention Center and the four pillars of the Innovation Quadrant (OMSI, PCC, OHSU and PSU).

Frog Ferry is providing a creative solution and viable alternative to increasing congestion. With your proven track record and the combined experience of the leadership team you have assembled, I am confident that Frog Ferry has great potential for success in a community that embraces smart, efficient and innovative transit options.

Sincerely,

Janet LaBar
President and CEO



July 19, 2018

TO: Elissa Gertler, Director of Planning, METRO
FROM: Linda Weston, Rapporto, LLC
RE: Regional Transportation Plan

As you consider the regional transportation plan, I urge you to give serious consideration to including the development of a ferry system, both across the Columbia between Portland and Vancouver, and across the Willamette at various points between the East and West sides.

As traffic in the metro area becomes progressively more choked and untenable, the addition of a ferry system would help to alleviate the increasing congestion.

The United States has experienced a resurgence of ferry transportation, with nearly 600 ferry operations in the United States alone. About half of these systems are government owned and operated, while the other half are split between privately owned and public/private partnerships. The fastest growing segment of the ferry market has been small (less than 150 passengers) people only ferries. The technology for ferries has been racing ahead providing low wake, high speed, and low emission options at a reasonable cost.

Frog Ferry has done a great deal of research and work towards development of a plan to implement such a system. This seems like a reasonable way to add transportation alternatives without building new freeways or other road systems. I support Frog Ferry, and I urge you to support it as well.



July 17, 2018

Honorable Tom Hughes, President
Councilors of the Metro Council
600 NE Grand Ave.
Portland, OR 97232-2736

RE: Request for Post-2018 RTP Transportation System Visioning Process

Dear President Hughes and Councilors:

We are writing to you to collectively express our appreciation to the Metro Council and staff for the high-quality work performed on pulling together the various components to produce the updated 2018 Regional Transportation Plan (RTP).

While preparing the RTP, it became increasingly obvious to us that the RTP is a collection or amalgamation of local city and county Transportation Systems Plans (TSPs). It is not always clear if, or how, all of the various components may work together, and if there are gaps in investments that could improve multimodal transportation alternatives.

Increasingly as the greater metro region swells in population and employment that brings greater demands on our transportation system, we seem to be falling further behind our collective goals to reduce greenhouse gas emissions, decrease travel times and vehicle miles traveled (VMT), and boost transit utilization.

As Metro and the region look forward to a potential 2020 transportation funding measure, we believe a collaborative process to examine our transportation system in a holistic manner would be beneficial. That is, if we collectively as a region, including public and private sector stakeholders, look at our transportation assets and travel/commute patterns, would we reach a conclusion that could have long-term influences on the local TSPs and larger RTP? Would a larger, regional transportation vision lead to realizations that certain transportation investments provide a greater ability to meet the region's goals?

Given the growth that is to come—and escalating transportation- and housing-related expenses—does it make sense to put-forth for regional consideration a vision of an interconnected, seamless transit system that is able to operate on its own right-of-way, unaffected by ever-growing traffic congestion on the arterials? And given the potential of freeway tolling, the need for a

comprehensive, multi-modal transportation system vision becomes even more imperative that provides commuters and the traveling public with transportation alternatives.

We respectfully request that Metro Council consider sponsoring a post-RTP process that would convene the government, business and community leaders of the three-county Metro region to “vision” a future transportation system that meets regional needs. The “Transportation System Visioning Process” would be guided by a Metro Council-appointed task force composed of representatives of multiple stakeholders that has limited duration to facilitate several public-forum sessions over the course of a few months.

The “Transportation System Visioning Process” would seek to:

- Educate stakeholders on current transit utilization and capacity to increase use.
- Show the current and projected home-to-work commute patterns and primary “travel-shed” corridors.
- Demonstrate the specific kinds of transportation needs to accommodate reliable freight movement.
- Reach consensus that certain transportation investments provide a greater ability to meet the region’s transportation, economic-development and quality-of-life goals.

Therefore, we propose the following language to be inserted under the RTP section starting on page 8-13, “Region-wide Planning”:

Transportation System Visioning Process

Metro undertakes in the first quarter of 2019 a “Transportation System Visioning Process” Project. Metro Council appoints a task force composed of representatives of multiple stakeholders that has limited duration to facilitate several public-forum sessions.

The basis for the process is:

1. Through the 2018 RTP process, Chapter 4 identifies the key issues that require regional leadership include: Housing affordability, climate change, social equity, traffic deaths and reducing congestion.
2. Chapter 7 identifies that the region is not making progress on reducing congestion.
3. The region needs to create the vision for the throughway system that identifies priority investments that address congestion and travel-time reliability in the region. This includes making sure that these investments include multimodal alternatives to make sure there is a system where people have choices for their “throughway” trips.
4. The upcoming “Regional Mobility policy plan” could address concerns about congestion that were raised during the RTP process and data analysis that was conducted as a part of the performance measure analysis. A more robust conversation

about the priority projects on the throughway system, as well as the needed transit projects, would be beneficial for improved multi-modal transportation.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Gregg Weston", with a stylized flourish at the end.

R. Gregg Weston, PE
President
Clackamas County Business Alliance



Health Department

July 25, 2018

Metro Planning and Development
600 NE Grand Ave.
Portland, OR 97232
transportation@oregonmetro.gov

Multnomah County Health Department recognizes the important role transportation plays in influencing population health in our region. Transportation affects health through three primary pathways: physical activity, crash injury, and air pollution. Through these pathways, the Regional Transportation Plan (RTP) can play a role in reducing the leading causes of disease and premature death in the Metro region. This RTP update represents a step forward in applying a more sophisticated evaluation of health equity impacts, including a focus on correcting historic injustices and eliminating disparities. However, the findings of chapter 7 suggest that we have more work to do to realize these goals. Below we identify ways to strengthen the RTP to improve health and equity as well as opportunities to enhance health as the RTP is implemented and updated.

Suggested changes and amendments

Strengthen statements about the burden of traffic related air pollution. Consider the following changes to page 4-32: “Low-income neighborhoods, tribal populations, and communities of color that live in urban areas ~~may be~~ are disproportionately exposed to air pollution, which is a barrier to economic opportunity and security. For example, in Multnomah County, African American neighborhoods are exposed to diesel particulate at concentrations 3 times those found in white neighborhoods¹.” Also add to section 4.7.3 a discussion of how the current transportation system is affecting air quality. For example, add a statement such as, “According to the 2011 National Air Toxics Assessment, mobile-source air pollution is the largest contributor to cancer risk from air pollution in Multnomah County.”

Commit to analyzing disparities in exposure to pollution. On page 3-23 add to “Actions to implement Transportation Equity Policy 3” the following: “Document existing disparities in exposure to transportation related air pollutants and evaluate whether projects reduce or exacerbate disparities.” We are pleased to see analysis of localized air pollution exposure included in program 8.2.3.8 and hope the analysis is integrated with the air quality and climate change monitoring program described in 8.2.2.7.

Add policies to mitigate impacts of concentrated multifamily housing along our most polluted corridors. Potential policies or implementation actions that reduce exposure or that reduce total emissions include:

¹ 2014 Report Card on Racial and Ethnic Disparities <https://multco.us/file/37530/download>



Health Department

- On corridors with multifamily housing, use street designs that separate people walking and biking from sources of traffic pollution.
- Prioritize electrification of transit and charging infrastructure for freight and light duty vehicles on the most polluted corridors.
- Disseminate best practices in orienting buildings and designing indoor air systems to minimize pollution exposure.

Suggestions for RTP implementation and updates

Continue to lead with racial justice in the implementation of the RTP. The equity focus of the RTP is aligned with Multnomah County Health Department strategic objectives and we strongly support a continued focus on eliminating disparities.

Understand disparities in exposure to traffic related air pollution. While the MOVES model used in the planning process provides estimates of airshed-wide impacts, the RTP does not provide information about what disparities exist, nor an estimate of whether those disparities will be improved or exacerbated by the proposed projects. We request that Metro and its partners analyze air pollution disparities in the process of implementing this RTP and undertake a more detailed modeling exercise in the next update. To the extent possible, we also request that Metro take near term steps to mitigate any disparities.

Improve project-level evaluation. As was repeatedly discussed with stakeholders during the development of this RTP, project-level evaluation would help decision makers understand a full accounting of project costs and benefits. It would also enable health stakeholders to provide a more detailed analysis of the health impacts of the plan.

Improve modeling of pedestrian travel. Our own modeling of health impacts from travel behavior changes estimated to result from the proposed package show modest changes in physical activity. This is in part due to the sensitivity of the travel model used by Metro, which may be underestimating total pedestrian travel. A better picture of changes in physical activity would enable more robust decision support tools as the RTP is implemented and updated.

Sincerely,

A handwritten signature in blue ink that reads "Rachael Banks".

Rachael Banks, MPA
Public Health Director
Multnomah County Health Department



Date: July 31, 2018

From: Audubon Society of Portland

To: Metro transportation@oregonmetro.gov

Re: Regional Transportation Plan

Dear Chair Hughes and Metro Councilors

Please accept the following comments from the Audubon Society of Portland regarding the 2018 Regional Transportation Plan. Audubon Society of Portland has been represented by Bob Sallinger on MTAC during the final stages of the development of the plan. Audubon has a longstanding interest in building complete, equitable and healthy communities that integrate protection of natural resources and access to parks and nature with other community objectives such as sustainable transportation systems.

We appreciate the increased focus on both equity and climate change in the 2018 RTP. Both priorities are a welcome evolution in the RTP. One area in which the RTP remains deficient, however, is natural resources. We strongly urge Metro to do a better job integrating green infrastructure into the regional transportation plan and to do a better job of addressing potential negative impacts to natural resource in the regional transportation plan.

We offer the following specific recommendations

1. Eliminate West Hayden Island Related Projects in the Regional Freight Strategy and the Constrained and Strategic Project Lists:

We strongly urge Metro to remove the following projects related to West Hayden Island from the draft freight priorities, constrained and strategic project lists:

- RTP ID 11353: West Hayden Island Rail Access: \$3,189,000
- RTP ID 11354: West Hayden Island Rail Yard: \$10,098,500

The City of Portland Comprehensive Plan update, adopted in 2016, does not include development of a Port terminal on West Hayden Island in its inventory of lands necessary to meet industrial land demand. Instead, the City of Portland has focused on more sustainable strategies to meet industrial land demand such as intensification of use of existing industrial lands and remediating and returning brownfields to productive use. West Hayden Island is no longer included in the City of Portland priority project list and it is no longer included on the City of Portland's maps of developable industrial lands. Public opposition to marine terminal development on West Hayden Island has prevented the annexation and rezoning of

West Hayden Island for industrial use since the late 1990s. The City of Portland writes the following in in Section 4 of its 2016 Economic Opportunities Analysis:

*The plan accommodates the medium cargo forecast for 150 acres of marine terminal land demand by 2035 **without annexation and industrial development at West Hayden Island** (emphasis added). The medium cargo forecast of 150 acres will be met in the existing Harbor Access Lands geography, as described in EOA Sections 1-2. Also, an additional 50 acres or more of industrially-zoned land is potentially available to support marine terminal development that lies just outside of the Harbor Access Lands geography. West Hayden Island is not relied upon to meet future demand for marine terminals in the next 20 years.*

Based on these factors, we do not see any credible basis for Metro to include funding of transportation infrastructure to support West Hayden Island terminal development in the RTP and we urge Metro to remove these projects from the RTP priority list.

2. Eliminate the I-5-Rose Quarter Expansion Project from the in the Regional Freight Strategy and the Constrained and Strategic Project Lists:

We strongly urge Metro to remove the I-5/ Rose Quarter Expansion Project from the draft freight priority, constrained and strategic project lists.

- RTP ID 111765 I-5 from I-405 to I-84 (Rose Quarter/ Lloyd District) Construction Cost: \$375,000,000 (estimated 2016)

Audubon Society of Portland joins with a broad coalition of groups in opposing this project. We believe that expansion of I-5 will be ineffective in terms of addressing congestion, is entirely at odds with the Metro's Climate Smart Agenda, will increase pollution in local neighborhoods and will divert critical financial resources away from higher priority road projects such as addressing road related safety issues in East Portland. We also believe that there are effective strategies for addressing congestion on the I-5 Corridor, such as congestion pricing. We incorporate by reference the comments, submitted to the City of Portland by the No More Freeway Expansion Coalition (on which Audubon is a signatory) that go into greater detail about why we oppose this project: <https://nomorefreewayspx.files.wordpress.com/2017/08/rose-quarter-freeway-opposition-letter-083017.pdf>.

We view this as a true test of whether the Metro is ready to move beyond the failed mega freeway strategies of a bygone era which are at the core of some of our biggest environmental and equity related challenges, and truly embrace a 21st century vision of sustainable transportation.

3. Better Integrate Green Infrastructure Strategies into the Regional Transportation Plan:

Although the value of green infrastructure is mentioned in general terms in several locations in the RTP (specifically in Section 3.3.4), the plan lacks any sort of specificity about how green infrastructure will actually be addressed through the RTP. This stands in stark contrast with other

priorities in the RTP, which are addressed with great specificity including specific policies, goals and objectives.

Our understanding was that Metro's Creating Livable Streets, Green Streets Handbook was being updated specifically to inform the RTP. However, the committee working on these efforts has not met in nearly a year and our understanding now is that the work will not be completed until the summer of 2019, too late to inform the RTP, which is expected to be completed by December of 2018.

We view this as a significant missed opportunity and urge Metro to prioritize integration of green infrastructure strategies during the remainder of the RTP process. We view the regional transportation network as presenting a tremendous untapped opportunity to address water and air quality, stormwater, urban heat island effects, habitat connectivity, wildlife corridors, climate change mitigation, landscape resiliency, equity, livability and human health through the integration of green infrastructure into the regional transportation system, but these opportunities will not be realized unless the RTP does a far better job of incorporating policies, goals and objectives related to green infrastructure.

It is not sufficient to simply reference green infrastructure related handbooks. From our perspective, it is critical that green infrastructure receive the same level of policy detail and specificity in the RTP as is afforded to issues such as freight, bikes, active transportation, climate change, emerging technologies, safety, and equity (see chapter 3 of the RTP).

4. Habitat Impacts:

The draft RTP indicates a potentially startling level of impact of RTP projects on high value habitats across the region (as identified through the Regional Conservation Strategy). On page 7-73, the draft RTP reports that 245 projects (35% of projects) in the 2027 Constrained Projects List will potentially impact high value habitats and 508 projects (73% of projects) in the 2040 Constrained Projects List will potentially impact high value habitats. The 2027 Constrained Projects List is predicted to impact up to 9% of the total high value habitat units in the region, 11% of the high value habitat units in historically marginalized communities and 13% of the high value habitat units in focused historically marginalized communities. The 2040 Constrained Projects List is predicted to impact 14% of the high value habitat units in the region, 16% of the high value habitats in historically marginalized communities and 20% of the high value habitats in focused historically marginalized communities.

We fully support the RTPs "desired direction" to "avoid sensitive habitats." (RTP @ 7-73). We also fully support the RTP Transportation Equity Analysis objective to ensure that impacts to high value habitats do not occur disproportionately in marginalized communities. (RTP Equity Analysis @ 62) However, we find the RTPs overall approach to addressing habitat impacts to be woefully insufficient. The RTP defers substantive discussion of natural resource impacts until the project

development phase (post RTP adoption) since specific natural resource impacts cannot be fully identified until detailed project develop work is conducted. We believe that there is more that Metro could do in the RTP to ensure that natural resource impacts are minimized. The following are specific approaches that we would recommend incorporating into the RTP:

- Specifically identify any protect with potential impacts to high value habitat in the constrained and strategic project lists including the resource units that are potentially impacted.
- Ensure that avoidance and mitigation of natural resource impacts are criteria that are considered in funding decisions related to RTP projects.
- Commit to a substantive review of Goal 5 natural resource programs across the region within 3 years to ensure that all jurisdictions within the Metro Region have adequate Goal 5 programs in place.
- Commit to monitoring not only disparate impacts to natural resources in marginalized communities, but also overall impacts to natural resources in the region.
- Add a goal “no net loss of high value natural resource habitat areas” to the desired direction in addition to the existing desired direction to “avoid sensitive habitats.”

5. Recognize the importance of protecting natural and enhancing natural resources in adapting to and mitigating for the impacts of climate change.

The RTP focuses exclusively on “end of tailpipe” strategies such as reduction in VMT, mode share and mode shift, improved technology, and improved public transit in addressing climate change. While these are all laudable goals, the RTP should also recognize the importance of natural resource protection and enhancement as part of a holistic climate change mitigation and adaptation strategy. Specifically, the RTP should acknowledge the following:

- The importance of avoiding transportation related development in high hazard areas such as floodplains and steep slopes which are likely to see increased risk in the face of climate change.
- The role of natural areas, urban tree canopy and other green infrastructure in carbon sequestration.
- The role of natural areas, urban tree canopy, and other green infrastructure in addressing the impacts of climate change such as urban heat island effects, increased flooding, etc.

6. RTP: Goal 6: Healthy Environment: Page 2-17: This goal is relatively anemic relative to the other goals. We would strongly encourage metro to add the following additional objectives:

- Objective 6.3: Green Infrastructure: Integrate green infrastructure strategies into the transportation grid wherever possible (including tree canopy, green streets, green walls, permeable surfaces, etc.) to reduce and mitigate negative environmental such as air pollution, stormwater runoff, water pollution, urban heat island effect, habitat fragmentation, etc.)
- Objective 6.4: Adopt dark sky standards to minimize unnecessary light pollution which negatively impacts human health, wildlife heath, livability, energy consumption and ability to see the night sky.6.5:
- Objective 6.5: Avoid fragmentation of natural systems by integrating habitat connectivity objectives (avoidance of important habitat corridors, avoidance of fragmentation of habitat

areas, use of strategies such as wildlife overpasses and underpasses, etc) into transportation planning

7. **RTP: Goal 7: Healthy People:** Page 2-18: Amend Objective 7.2 to include multiple forms of pollution that negatively impact people including not only noise, but also air pollution, water pollution and light pollution.
8. **RTP: Section 3.2.3: Climate Leadership Policies:** Page 3-28, 3-29: The Climate Smart Strategy Policies should include natural resource based strategies including the following:
 - Protection and avoidance of high value natural resource sites
 - Avoidance of hazard areas such as steep slopes and floodplains that provide landscape resiliency and which are also likely to increase in hazard potential as the impacts of climate change increase.
 - Integration of green infrastructure into the transportation network wherever possible (including tree canopy, green streets, green walls, permeable surfaces, etc.) to reduce and mitigate negative environmental impacts of climate change such as increased carbon sequestration and reduced air pollution, stormwater runoff, water pollution, urban heat island effect, habitat fragmentation, etc.)
9. **RTP: Goal 8: Climate Leadership:** Page 2-19: Add an additional goal to integrate green infrastructure such as tree canopy for both its climate adaption and mitigation potential (carbon sequestration, reduction of urban heat island effects, landscape resiliency, etc.
10. **RTP: Regional Design Classifications:** Page 3-39: Each of the design classifications should include a line about the type and scale of green infrastructure that is appropriate for the classification.
11. **RTP: Section 3.5.4: Congestion Management Process:** Page 3-62: Audubon strongly supports the prioritization of demand management strategies prior to building new capacity. However it appears to us that Metro is failing to actually follow this approach in its ongoing support of the I-5 Broadway Corridor expansion proposal. An approach consistent with the congestion management process in section 3.5.4 would focus on congestion pricing rather than freeway expansion at this site.
12. **RTP: Table 3.10:** Page 3-44: Add a line about “minimizing light pollution”
13. **Greenhouse Gas Goals:** We are deeply concerned that the plan will not achieve the state mandated 25% reduction in greenhouse gases by 2040. The plan acknowledges that it is likely only to achieve a 21% reduction by 2040 Policy Makers Briefing Book @ page 21). The plan should be realigned to ensure that in fact mandates required under state law are achieved.
14. **Strategy 2.7: Illumination, Regional Transportation Safety Strategy:** We appreciate and support the statement in the illumination strategy that urges consideration of designs and practices that limit impacts on neighborhoods, wildlife and agriculture. It is important to recognize that much of our urban landscape is over-illuminated in ways that actually decrease public safety and also negatively impact human and wildlife health, wastes energy, blocks out the night sky and decreases the

livability of our neighborhoods. Lack of real standards for lighting across the Metro Region has unnecessarily allowed light pollution to proliferate, in many cases, not due to conflicting objectives, but rather due to lack of careful consideration, science-based criteria, and a misguided tendency to believe that more lighting is somehow “better.” Portland Audubon continues to urge Metro to develop a dark sky policy to guide both its policy decisions and management of its own properties in order to avoid unnecessary light pollution in our region.

15. Regional Transit Strategy: Section 4.2: Regional Transit Network Map and Functional

Classifications: We support the inclusion of Cornell Road as a frequent bus service corridor.

Audubon is located on Cornell Road which continues to experience serious congestion and limited accessibility other than by car. We believe this corridor should be a priority for future bus route expansion.

Thank you for your consideration of these comments.

A handwritten signature in black ink that reads "Bob Sallinger". The signature is stylized with a cursive font and a long, sweeping underline.

Bob Sallinger
Conservation Director
Audubon Society of Portland



Public Services Building
2051 Kaen Road
Oregon City, OR 97045
503-655-8581

August 2, 2018

Honorable Tom Hughes, President
Councilors of the Metro Council
600 NE Grand Ave.
Portland, OR 97232-2736

**RE: Request to Develop 2019 Regional Transportation Strategic Action Plan
to Advance “2040 Growth Concept”**

Dear President Hughes and Councilors:

On behalf of the Clackamas County Coordinating Committee (C4), we are writing to express our appreciation to Metro for the high-quality work performed on pulling together the various components to produce the updated 2018 Regional Transportation Plan (RTP). We appreciate the level of public engagement and depth of analysis that Metro has demonstrated in producing the new federally mandated RTP.

During the course of reviewing the RTP, we have become aware that the RTP—an amalgamation of local city and county Transportation Systems Plans (TSPs)—is unlikely to keep pace with the needed improvements in our regional transportation systems that were envisioned in the 2040 Growth Concept. From our perspective, it is not always clear if or how all of the various transportation systems elements may work together, and if there are gaps in planned investments that would significantly improve regional mobility and multimodal transportation alternatives.

Rapidly growing population and employment in the greater metro region continues to generate increased demands on our transportation systems. The 2018 RTP shows that we seem to be increasingly challenged in how to collectively meet our goals to reduce greenhouse gas emissions, decrease travel times and congestion, lower fatalities and enhance safety, increase system reliability, and significantly expand transit and active transportation utilization.

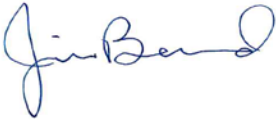
We believe that a collaborative process to examine our transportation systems in a holistic and strategic manner would be beneficial. That is, if we collectively as a region looked at our overall transportation assets, mobility corridors, designated land uses, and travel/commute patterns, we would reach conclusions that could have positive long-term influence and a greater likelihood of achieving the 2040 vision as articulated by the Regional Framework Plan.

We propose to partner with Metro in 2019 to create a strategic action plan free of the constraints of the RTP that can inform our regional transportation decisions over the coming decades in support of the 2040 Growth Concept vision. We welcome the opportunity over the next several months to ascertain more specific issues for consideration to bring to an inclusive coordinating stakeholder task force of regional public- and private-sector leaders, including local elected officials and representatives of community organizations, businesses, transportation interests and others.

C4 – Request to develop 2019 Strategic Transportation Action
Plan to advance “2040” Regional Growth Concept”
Page 2

The output of this process would guide a transformative and aggressive program designed to advance a world-class, multi-modal transportation system that meets the needs of the greater Portland metro region for the next 100 years. Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Bernard".

Chair Jim Bernard
C4 Co-chair

A handwritten signature in blue ink, appearing to read "Brian Hodson".

Mayor Brian Hodson
C4 Co-chair

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts

cc: Lynn Peterson, President-elect, Metro Council



Metro Council
600 NE Grand Avenue
Portland, OR 97232

August 3, 2018

Dear President Hughes and Metro Councilors,

Thank you for the opportunity to comment on the draft 2018 Regional Transportation Plan (RTP), and many thanks also to the Metro staff who have worked tirelessly on this update for several years. Through this RTP update process, we as a region have identified and prioritized the right goals and outcomes that we need to have a thriving, livable, affordable region for everyone, and have generated a number of complementary plans to guide us there, including Climate Smart Communities, the Regional Active Transportation Plan, and Metro's Racial Equity Strategy.

Our high-level assessment of the draft 2018 RTP is that the region is planning to spend too much of our scarce transportation dollars on building roads and highways, and it is detrimental to our regional goals. Despite or perhaps because of ongoing regional population growth, we should not be expanding highways nor increasing roadway capacity for private vehicles; it is antithetical to our regional goals of improving racial equity, reducing emissions, and improving safety and livability. Excluding maintenance and operations of the transportation system, more than half of the expected funding in the region will go toward supporting increased vehicle capacity – and increased congestion – on highways, roads, and bridges. Five of eight “major projects” in the RTP are primarily highway expansion projects. Regionally, we have a limited vision for improving the transit network and capacity to help more of the region's residents to access and use transit in a way that can reasonably get us where we need to go. Despite several hundred walking and bicycling projects proposed for the next 20 years, in this RTP we will not even achieve 100% completion of our regional Active Transportation Network.

This plan definitely is not the best we can do.

Up to 15% of morning traffic can be attributed to school drop off by private vehicles, but this has been shown to be successfully addressed through robust and comprehensive Safe Routes to School programs – and we are thrilled that Metro has decided to invest in a regional program, but that's only a small piece of the puzzle. There are numerous and well-documented ways to move people more efficiently and affordably than accommodating drive-alone vehicle capacity, but our regional blueprint does not fully embrace this vision; furthermore, the urgent need to lead with racial equity and to address significant safety concerns, especially for people traveling by foot, is not obvious in this draft. Instead, we must shift immediately and region-wide to prioritize the needs of historically marginalized communities by spending more on transit, active transportation, and other projects that reduce disparities in affordability for people of color, and focus



on addressing congestion and achieving all of our regional goals by getting people out of their cars throughout the greater Portland region.

It is essential that we emphasize investments in transit, biking, and walking in the first ten years. Additionally, we suggest changes to the draft RTP that include leading with racial equity, prioritizing safety in projects, making greater gains on the Climate Smart Strategy, and taking a serious look at the health impacts of transportation in our region.

Lead with Racial Equity

For the first time in this RTP, Metro conducted a transportation equity evaluation to look at how well the region's planned transportation investments achieve the transportation priorities expressed by historically marginalized communities, and ensure the investments are not further disproportionately impacting those communities. We are pleased to see that access to transit achieves the desired direction through this plan, including subsequent access to jobs and other community places, and especially for historically marginalized communities. Unfortunately, it appears this is not enough to make an impact on affordability for the region, and the plan states "the region needs to make big strides to reduce disparities in affordability for people of color".

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 this RTP, through years of planning and agreement on how we will create an equitable and prosperous transportation system, now must ensure we build our region's transportation system on a foundation of social equity.

- Now is the time to invest in the work necessary to ensure implementation of this RTP will reduce disparities for historically marginalized communities, rather than simply documenting today's disparities and waiting for the next RTP update to find out what impact projects from this 2018 RTP had on these communities. Metro should allocate additional staff time and funding, if necessary, to ensure this will occur.

Prioritize Safety in Projects

We are delighted to see this RTP includes a strategy to achieve Vision Zero in the greater Portland region, aiming to eliminate traffic deaths and serious injuries by 2035. In order to achieve this goal, we must target and prioritize a majority, if not all investments to address safety on the region's arterial and throughways. Furthermore, the expected regional population growth will undoubtedly increase the number of trips taken on our roadways, which will translate into a need for a greater focus on the safety needs of people using the transportation system – especially those who walk, bike, and access transit.



- All projects on the High Injury Corridors and Intersections should be reviewed to ensure they meet the region's Vision Zero goals, and specifically to ensure that these project list "reducing fatal and serious crashes" as their #1 priority.
- Complete 100% of the gaps in the regional active transportation network. We strongly support the initial focus of this work being on the high injury corridors that are in historically marginalized communities.

Make Greater Gains on the Climate Smart Strategy

We are already feeling the effects of this climate pollution on our environment. It is promising to see the plan will positively impact climate change, air quality, the environment, and public health. This appears to be largely due to the expected transit service expansions brought about by HB 2017. Nevertheless, cars and trucks continue to emit nearly 40% of Oregon's climate pollution and more than one-half of Oregon's air pollution. With the massive population growth expected in the region, we must not be expanding freeways nor increasing capacity for people driving alone.

- As a blueprint, this plan should confirm Metro's role as climate leaders and work to reduce drive alone capacity through project implementation.
- Expand transit capital and operations to meet or exceed service levels adopted in the Climate Smart Strategy, including significant and early support for "enhanced transit" to ensure additional service will not get stuck in existing roadway congestion.
- We strongly urge Metro to remove from the constrained and strategic project lists, all highway expansion projects that exist to increase capacity, including those that seek to do so via the addition of "auxiliary lanes". These projects go against the Climate Smart Strategy, and will also make it immensely more difficult to achieve other regional goals for equity, safety, air quality, and health. As per Metro's policy to explore capacity reducing alternatives prior to roadway expansion, there are other strategies in the RTP, such as congestion pricing, aggressive transit expansion investment, and completing 100% of the gaps in the regional active transportation network, that should be implemented first.

Take a Serious Look at the Health Impacts of Transportation in our Region

Cars and trucks emit nearly 40% of Oregon's climate pollution and more than one-half of Oregon's air pollution. It is perhaps lucky for our health outcomes, that at this time the transportation system is being disrupted by the introduction of electric vehicles. The impact on our health due to improved air quality will be immense, especially for youth, older adults, and those in historically marginalized communities who live closer to busier roadways and tend to feel the negative effects of emissions particulates more acutely. Nevertheless, the improvements seen by electric vehicles will have no impact on the amount of physical



activity people in the region get because of reliance on private vehicles and existing safety barriers, nor the negative quality of life impacts that congestion and traffic crashes has on us, both in and out of a vehicle.

We find it quite disturbing that injury crashes were not analyzed in this RTP due to lack of data, despite the fact that “unintentional injuries were the fourth leading cause of death in the 3-county area from 2012-2016”. The subsequent note that “including traffic crashes could therefore substantially alter estimates of health impacts from the RTP” is an understatement of tragic proportions, and we are disappointed that a greater analysis of the health impacts of transportation by serious injury could not be anticipated in this RTP. We strongly suggest that this lack of hard evidence be balanced by the plethora of observed evidence that traffic safety is a major health concern in our region, and urge Metro to take action to prioritize projects that address this growing crisis.

- Two of the most demonstrably effective ways to reduce crashes is to reduce speed limits and reduce the number of miles people travel in a private vehicle. These solutions are thankfully included in the new Regional Transportation Safety Strategy, but certainly could benefit from increased and dedicated funding to prioritize and implement projects in the region.

Perhaps because we as a region are not proposing *big enough* strides, we are not reaching our regional goals with this RTP – including freight delay, which will see immense increases in delay. We are deeply concerned that the elements of the plan that support highway widening over dedicated freight and transit lanes, meeting our Climate Smart Strategy goals, and a complete build out of the Active Transportation Network, will directly result in our failure to meet our regional goals.

Finally, we know we must secure adequate funding for transportation investments. It is clear that local agencies in the region need more resources to achieve the transportation system we need to keep this region a great place, and ensure it is a great place for everyone. The difficult balance, as demonstrated in this draft 2018 RTP, will be to ensure additional funding is put toward transportation projects that truly move us toward our regional goals, rather than being distracted by costly and ineffective road and highway widening projects that keep us stuck in traffic.

Thank you for your consideration of these comments.

Kari Schlosshauer

Senior Policy Manager, Pacific Northwest Region
Safe Routes to School National Partnership

kari@saferoutespartnership.org
503-734-0813



Willamette Falls Locks
COMMISSION

Oregon Solutions | National Policy Consensus Center

Portland State University | P.O. Box 751

Portland, OR 97207-0751

Phone (503) 725-8200 Web orsolutions.org/osproject/WFLC

August 6, 2018

Re: Public Comment Process for 2018 Regional Transportation Plan

Dear President Hughes and Metro Council:

The Willamette Falls Locks State Commission respectfully submits the transfer, repair and reopening of Willamette Falls Locks to be included in the Strategic List of the 2018 Regional Transportation Plan (RTP).

We regret that our opportunity to submit this project comes so late in the process, and well after the development of the initial project lists. The Willamette Falls Locks, currently owned by the U.S. Army Corps of Engineers (USACE), lacked a sponsor that could support inclusion of the project earlier in the RTP process. The Willamette Falls Locks State Commission, established by the State Legislature under SB 256 (2017), is now able to provide this sponsorship to the project.

The Willamette Falls Locks State Commission is tasked with identifying a transferee to accept the Locks from the USACE, and identify capital and operation funding to repair and reopen the Locks to river users, including recreation and commercial uses. A Local Economic Potential Report finalized in January 2018 identified that local economic benefits comfortably outweighed the costs to repair and reopen the Locks, over a 30 year costs horizon. Benefits included tourism and recreation uses, as well as immediate commercial benefits that could remove freight traffic from the metropolitan interstate network. Additionally, the Locks may provide an alternative transportation route in the event of a large scale seismic event, and current engineering analysis by USACE include seismic upgrades to the facility before transferring to a new owner.

While the goal of the Willamette Falls Locks State Commission is to advance the transfer, repair and reopening of the Locks in the near-term future, we also understand that the addition of the Locks on the fiscally constrained 10-year list for the RTP creates issues. Therefore, we submit that including the Locks on the Strategic List allows the previous work on the fiscally constrained 10-year lists to remain intact, while not limiting the Locks from inclusion in the region's transportation plan.

Sincerely,

Russell B. Axelrod
West Linn Mayor
Willamette Falls Locks Commission Chair

Willamette Falls Locks repair and reopening

Supplemental Information for 2018 Regional Transportation Plan Project List Submittal

The [Willamette Falls Locks Commission](#) requests that capital costs required to repair and reopen the Willamette Falls Locks be included in the Strategic List of the 2018 Regional Transportation Plan. As documented in the January 2018 [Economic Benefits Report](#), completed by ECONorthwest, reopening the Locks will bring significant economic and transportation benefits to the entire region. The quantified benefits from tourism, recreation and commercial business uses outweigh the costs of repair and reopening over a 30-year horizon. Transportation benefits alone are estimated to be a minimum of \$12 million to \$49 million over that time period, including commodity movement efficiencies from shifting aggregate movements from truck to barge, and would help reduce congestion on the I-205 and Highway 99W corridors. The mode shift would also reduce greenhouse gases and air pollutants including CO₂ and NO_x; the ECONorthwest analysis found that CO₂ production for those commodity movements would be reduced by 46 percent, with a total reduction of approximately 11,000 to 32,000 metric tons over 30 years. Additionally, with proposed seismic upgrades, the Locks would provide alternative transportation routes in the event of a large scale seismic event, allowing goods to move north and south along the entire Willamette River.

Inclusion of the Locks on the Strategic List allows the previous fiscally constrained 10-year lists to remain intact, while allowing continued discussion of potential local, regional, state and federal funding for the Locks.

Project costs are currently estimated at between \$6 million and \$20 million in 2016 dollars. These costs are based on initial United States Army Corps of Engineers estimates. The project partners represented on the Locks Commission are currently completing an engineering assessment of all needed improvements and expect to have updated information by the end of 2018.

To summarize, needed capital improvements include, but are not limited to, the following elements:

- Repair of surface water and drainage facilities
- Repair of leakage into channel, sinkholes behind side walls and pavement throughout
- Dredging of channel and debris removal
- Repair of gudgeon anchor system, wall lagging
- Repair and replacement of ladders, guardrails
- Structural repairs to ensure safety of operator support areas/lock control stands
- Repair and refit of electronic and lighting systems including gate/valve controls, conduits, conductors, switches, enclosures, standby generator
- Replacement of fire protection equipment
- Security and CCTV upgrades
- Seismic retrofit of ship canal wall, guard lock wall and guard lock monoliths

We are available to provide more information as needed. Project contacts:

John Williams, Deputy City Manager, City of West Linn
(503) 742-6063 jwilliams@westlinnoregon.gov

Trent Wilson, Government Affairs Specialist, Clackamas County
(503) 655-8206 twilson2@co.clackamas.or.us



Metro Council
Metro Planning and Development
600 NE Grand Ave.,
Portland, OR 97232

August 8, 2018

Re: 2018 Regional Transportation Plan Comments from NECN

Dear Council President Hughes,

As coalition that represents 12 neighborhoods in Northeast Portland, we appreciate the opportunity to comment on the Regional Transportation Plan, which proposes changes that will dramatically impact the 55,000 residents we represent in the coming years. In particular, the proposed changes to Martin Luther King Jr. Boulevard present both opportunities and challenges for the surrounding community. We would like to call to your attention to safety aspects and community impacts related to the MLK and Vancouver/ Williams corridor that we feel should be strengthened or have not been fully articulated in the RTP.

Presently, there are four high injury intersections along the MLK, Williams and Vancouver streets as identified on the 2018 Metro safety map. These intersections already pose a safety problem for pedestrians, cyclists and motorists. With the anticipated increase in traffic in the future due infill and commuter traffic, crossings on these corridor become an even greater safety concern. The RTP has a combined \$95 million in planned transit projects for this corridor over the next 22 years, yet according to planning documents these projects provide “no safety benefit”. We believe that planning should prioritize safety improvements, especially safe crossings, along this corridor and that the \$2 million for improvements from Lombard to Hancock should be extended to the Williams and Vancouver corridor. To this point Tubman Middle School will open this fall drawing an estimated 400-600 students from the surrounding area, many of whom will cross intersections along MLK and William/Vancouver, demonstrating the need to prioritize and fund safe crossings in this plan.

A second aspect which we would like to see addressed in the RTP is measures to mitigate the diversion of automobile traffic into the neighborhoods. While we applaud the proposal to extend a light rail along MLK providing greater access to public transportation for northeast

residents, we are deeply concerned that the reduction of lanes will simply divert automobile traffic onto residential side streets. As noted in the plan, even with the significant investment in bike, pedestrian and public transit infrastructure, automobile traffic is projected to increase. Increased traffic through residential neighborhoods impacts quality of life for residents and safety when automobiles use residential streets at inappropriate speeds.

We call on you to make safety and the mitigation of diverted automobile traffic into surrounding neighborhoods a priority. Thank you for engaging our community in 2018 Regional Transportation Plan and we look forward to engaging further with Metro in this process.

Sincerely,

A handwritten signature in black ink, appearing to read "Mariah Dula". The signature is fluid and cursive, with the first name "Mariah" and the last name "Dula" clearly distinguishable.

Mariah Dula, Chair

Northeast Coalition of Neighborhoods



OREGON CITY

Public Works

625 Center Street | Oregon City OR 97045

Ph (503) 657-0891 | Fax (503) 657-7892

August 10, 2018

Metro Planning & Development
600 NE Grand Avenue
Portland, OR 97232

RE: Draft 2018 Regional Transportation Plan (RTP) Comments

The City of Oregon respectfully requests two items related to the Draft 2018 Regional Transportation Plan. These items include addition of a project not previously included in the Project List, and acknowledgement of the City adopted Alternative Mobility Targets, pending adoption by Oregon Transportation Commission.

New Project: Willamette Falls Legacy Project Roadways

The City of Oregon City requests that a new project be included in the 2018 RTP. The project is part of a regional partnership to move forward the Willamette Falls Legacy Project, along with the Riverwalk, and will provide economic development benefits to the immediate area, Oregon City, and the region. The Willamette Falls Legacy Project area is within the Oregon City Regional Center, and future development of the area will assist in moving Oregon City into a more comprehensive Regional Center. The project we are requesting be added includes the Willamette Falls Legacy Project internal roadways, as noted on the attached map. The project is nominated by City of Oregon City, and is requested to be within the 2018-2027 Financially Constrained Funding, as follows:

Name: Willamette Falls Legacy Project Roadways

Extents: South of Highway 99E

Description: Construct new roadways to support the Willamette Falls Legacy Project & Riverwalk, consisting of Main Street, Water Street, 4th Avenue, 3rd Street, and Railroad Street, including sidewalks.

Estimated Cost 2016\$: \$8,300,000.00

RTP Investment Category: Roads & Bridges

Primary Purpose: Build Complete Street

Clackamas County has confirmed that adequate funding exists within the County funding targets to add this project to the 2018-2027 Financially Constrained RTP Project List. The proposed project was part of extensive public outreach process during various process noted in the attached Form A & Summary non-discriminatory engagement, as well as the Form B.

Interim Regional Mobility Policy

On May 2, 2018 the City of Oregon City, City Commission adopted the Highway 213 Corridor Alternative Mobility Targets. This work included an extended review of the corridor and options available to allow the intersection to meet current mobility targets. None of capacity increasing options presented were cost feasible. The City did adopt a capacity increasing solution which is included in the RTP as Highway 213 & Beaver Creek Road Westbound Right Turn Acceleration Lane, RTP ID# 4177440. Additionally, to address the remaining congestion anticipated in the intersection, Oregon City adopted Alternative Mobility Targets at the intersection of Hwy 213 & Beaver Creek Road, that are:

For the intersection of OR 213 & Beaver Creek Road, the following mobility standards apply: During the first, second & third hours, a maximum v/c ratio of 1.00 shall be maintained. Calculation of the maximum v/c ratio will be based on an average annual weekday peak hour.

City staff are currently working with Oregon Department of Transportation (ODOT) to take the results of the Highway 213 Corridor Alternative Mobility Targets to the Oregon Transportation Commission (OTC) to amend the Oregon Highway Plan (OHP). ODOT Staff has stated this is tentatively scheduled for October, 2018.

In Section 3.5.3 Interim Regional Mobility Policy, the draft 2018 RTP states that when amended into the OHP in 2002, the interim regional mobility policy reflected a level of performance in the region that the OTC deemed acceptable at the time, but also recognized as an incremental step toward a more comprehensive set of measures that consider system performance, as well as financial, environmental and community impacts. The 2018 RTP system evaluation finds that the region cannot achieve the mobility policy listed in Table 3.16 within the current funding levels or with the mix of investments included in the analysis.

In Section 8.2.3.1 Regional Mobility Policy Update, Metro proposes that to meet the new federal mandate and better address growing congestion on the region's throughway system, ODOT and Metro propose to work in partnership on a refinement plan to update the regional mobility policy upon completion of the 2018 RTP.

By the time this Regional Mobility Policy Update work gets started, it is anticipated that the OTC will have adopted the City of Oregon City Hwy 213 Corridor Alternative Mobility Targets and amended the OHP. It is also anticipated that these will be the first Alternative Mobility Targets in the Metro region, and as such, the City of Oregon City requests to be included as a key stakeholder on the Regional Mobility Policy Update.

Please amend Section 8.2.3.1 to state that "The City of Oregon City has locally adopted the Highway 213 Corridor Alternative Mobility Targets plan which includes alternative mobility targets at the intersection of Highway 213 & Beaver Creek Road. ODOT will be taking the Highway 213 Corridor Alternative Mobility Targets plan to the OTC with the intent to amend the OHP in October 2018. It will be imperative that any planning work done regionally related to a Regional Mobility Policy Update, shall either create a condition where the Oregon City

amendment to the Metro area mobility targets in the OHP is no longer necessary, or shall explicitly state that the Oregon City amendment to the OHP shall remain in effect even when an update regional policy is adopted.”

Please let me know if you have any questions or concerns related to these items. I can be reached at 503.496.1545 or jmlewis@orccity.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "John M. Lewis".

John M. Lewis, PE
Public Works Director

P:\PublicWorks\Transportation\2018 RTP Update\Final Draft Public Comment Letter\RTP Public Comment Letter 08.13.18 2018-2027 FC.docx

New Project Details

Project Name: Willamette Falls Legacy Project Roadways

RTP ID:

Project State/End Locations: North of Highway 99E

Estimated Cost (2016 Dollars): \$8,300,000.00

Project Description: Construction and reestablishment of the historic grid of streets including Water Street, Main Street, 4th Street, 3rd Street and Railroad Avenue, internal to and in support of the Willamette Falls Legacy Project & Riverwalk.

Status: 2018 New

Nominating Agency: City of Oregon City

Agency Partners: Metro

Primary Facility Owner: City of Oregon City

County: Clackamas

Time Period: 2018-2027

Financially Constrained: Yes

Source of Cost Estimate: Planning Level Estimate

Other Phases of Project included in 2018 List: N/A

Primary Purpose of the Project: Build Complete Street

Secondary Objectives: Increase access to 2040 centers and corridors, serve new urban area, increase access to jobs, increase access to transit

Project Features & Modeling Assumptions: Roadway: New Road/Roadway Extension

Is this a Safety Project?:No

Is this a Regional Trail? No

RTP Investment Category: Roads & Bridges

Freight Functional Classification: N/A

Regional Bike & Pedestrian Functional Classification: N/A

Arterials & Throughways Network Function Classification: N/A

Transit Network Functional Classification: N/A

Is this a Program or Regional in Scale? No

Does the project Change Roadway Capacity?:Yes

Does the project add bicycle infrastructure?: No

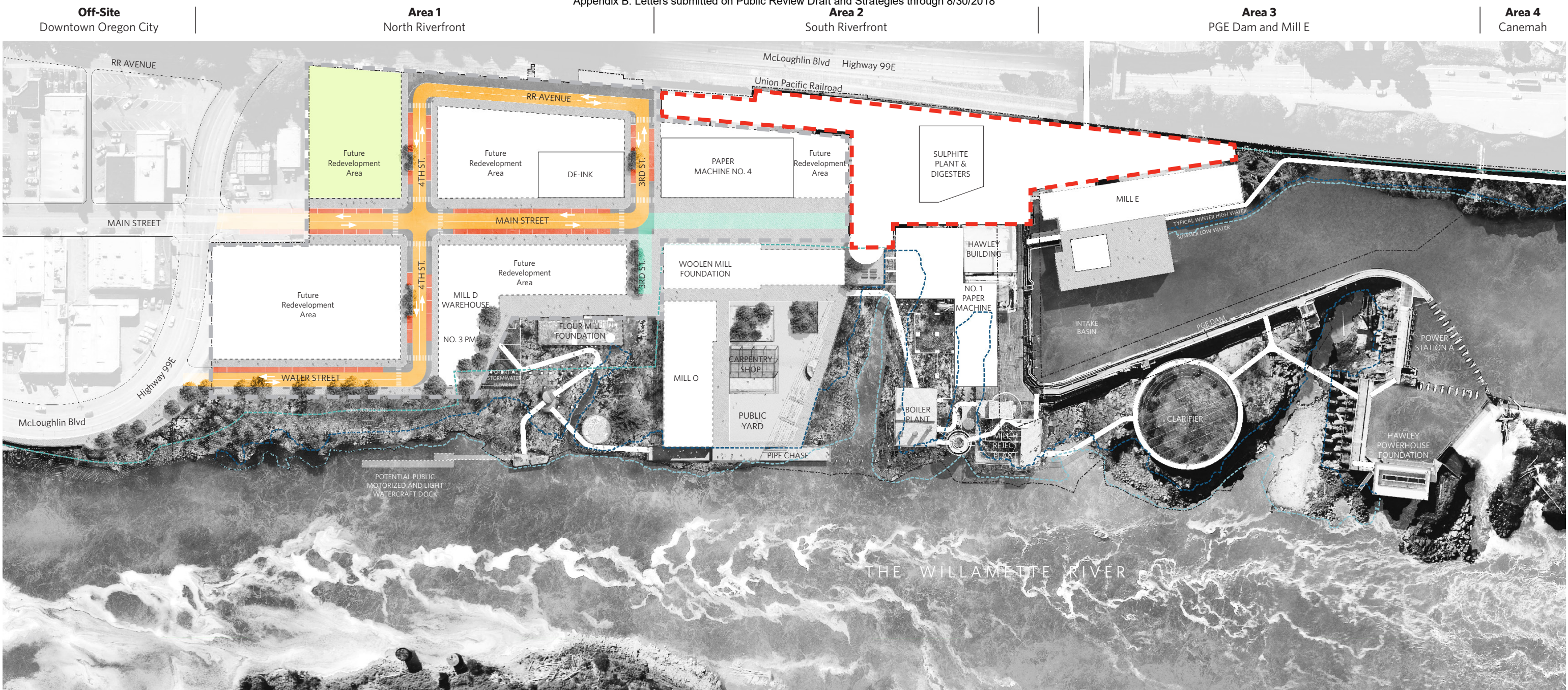


Exhibit E: Vehicular Circulation + Parking

Main Street provides primary access to the project site and connects to the existing traffic signal at McLoughlin Boulevard.

A key assumption of the project site is that no left-turns will be allowed from McLoughlin Boulevard to Main Street. Instead, drivers traveling northbound on McLoughlin Boulevard will need to make an in-direct left-turn to enter the site. This will occur by turning north onto Railroad Avenue from McLoughlin Boulevard, then left onto 6th Street before making a left-turn onto Main

Street to travel south across McLoughlin Boulevard into the site.

Another key assumption of the proposed vehicular circulation system is the reconnection of Main Street into the project site and the re-establishment of the historic grid of streets, including Water Street, 4th Street and 3rd Street. Water Street's proposed alignment will be located to the west of Main Street and will provide a second means of vehicular site access. This new street connection to McLoughlin Boulevard will be limited to right-

in, right-out access, but will provide internal site circulation to Main Street, and offer drivers along southbound McLoughlin Boulevard another option to access the site. Refer to the Vision document for the Willamette Falls Legacy Project for more information.



Form A. Public engagement and non-discrimination certification checklist for projects submitted from adopted transportation system, subarea, topical, modal, and transit service plans or strategies

2018 Regional Transportation Plan call for projects

Background and purpose

Use of this checklist is intended to ensure project sponsors have offered an adequate opportunity for public engagement, including identifying and engaging historically marginalized communities, during development of local transportation system plans, subarea plans or strategies, topical plans or strategies (e.g., safety), modal plans or strategies (e.g., freight) and transit service plans.

Metro is required to comply with federal (US. Department of Transportation, Federal Highways Administration and Federal Transit Administration) and state (ODOT) guidance on public engagement and on Title VI of the Civil Rights Act and other civil rights requirements. Documentation of the local actions described below may be requested by regulators; if such a request is unable to be met, the Regional Transportation Plan itself may be found to be out of compliance, requiring regional corrective action.

Instructions

Applicants must complete this certification, comprising the plan development checklist (section A), summary of non-discriminatory engagement (section B) and certification statement (section C), for plans that include the projects submitted to Metro for inclusion in the 2018 Regional Transportation Plan. Section D allows for documentation of projects emerging from plans that not currently adopted, but anticipated to be ahead of the RTP adoption, by the jurisdiction.

One completed certification form (Form A) is required for the list of projects submitted by the jurisdiction, agency or special district for the 2018 Regional Transportation Plan. An additional, separate completed certification form (Form B) is required for projects recommended to be included in the 10-year investment strategy (implementation in the 2018-27 timeframe) and to seek state or federal funding.

Project sponsors should keep referenced records on file in case of a request for information. Records should be retained until the related local transportation system plan, subarea plan or strategy, modal

Use this form (Form A) to certify a list projects with implementation after 2027.

See also **Form B, Public engagement and non-discrimination certification for projects submitted to the 10-year regional transportation investment strategy (2018-27 implementation)** for projects anticipated to be included in the 2018 RTP 10-year investment strategy (implementation in the 2018-27 timeframe) and to seek state or federal funding to be implemented are expected to:

- *if project development completed,* have performed project level public engagement and analyzed potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents
- *if project development not completed,* attest to the intent to perform project level public engagement and analyze potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents.

plan or strategy or transit service plan is superseded – or the submitted projects have been completed – plus six years. Retained records do not have to be submitted unless requested by Metro, state regulators or federal regulators.

For plans currently in development

This form may attest to local transportation system plans, subarea plans or strategies, topical plans or strategies, modal plans or strategies, and transit service plans currently in development – but are anticipated to be adopted prior to the adoption of the 2018 Regional Transportation Plan – that include projects submitted to Metro for inclusion in the 2018 RTP.

Attach a list of projects that have not emerged from a currently adopted (at the time of the call for projects) plan, showing the project number (assigned by the project submission system), name and cost. See page 4 of this form (Form A) for example formatting.

Forward questions regarding this checklist to the Civil Rights program manager, Clifford Higgins at clifford.higgins@oregonmetro.gov or 503-797-1932.

A. Checklist

- ☐ At the beginning of the agency's transportation system, topical modal, subarea or transit service plan, a public engagement plan was developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: *public engagement plan and/or procedures*

- ☐ During the development of the agency's transportation system, topical, modal, subarea or transit service plan, a jurisdiction-wide demographic analysis was completed to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: *summary of or maps illustrating jurisdiction-wide demographic analysis*

- ☐ Throughout process, public notices were published and requests for input were sent in advance of the project start, engagement activity or input opportunity.

Retained records: *dated copies of notices (may be included in retained public engagement reports)*

- ☐ Throughout the process, public documents included a statement of non-discrimination (Metro can provide a sample).

Retained records: *public documents, including meeting agendas and reports*

- ☐ Throughout the process, timely and accessible forums for public input were provided.

Retained records: *descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online and community survey results (may be included in retained public engagement reports)*

- ☐ Throughout the process, appropriate interested and affected groups were identified, and contact information was maintained, in order to share plan information; updates were provided for key decision points; and opportunities to engage and comment were provided.

Retained records: *list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list (may be included in retained public engagement reports)*

- ☐ Throughout the process, focused efforts were made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, such as translation of key materials, use of a telephone language line service to respond to questions or take input in different languages, and interpretation at meetings or events.

Retained records: *description of focused engagement efforts, list of community organizations and/or community members representing diverse populations with whom coordination or consultation occurred, description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summaries of key findings (may be included in retained public engagement reports)*

- ☐ Public comments were considered throughout the process, and comments received on the staff recommendation were compiled, summarized and responded to, as appropriate.

Retained records: *summary of comments, key findings and changes made to final staff recommendation or adopted plan to reflect public comments (may be included in retained public engagement reports or legislative staff reports)*

- ☐ Adequate notification was provided regarding final adoption of the plan, including how to obtain more detailed information, at least 15 days in advance of adoption. Notice included information on providing public testimony.

Retained records: *dated copies of the notices; for announcements sent by mail or email, documentation of number of persons/groups on mailing list (may be included in retained public engagement reports or legislative staff reports)*

B. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of the public engagement process for development of local transportation system plans, subarea plans or strategies, modal plans or strategies or transit service plans, including outreach to people of color, people with limited English proficiency and people with low income.

C. Certification statement

CITY OF OREGON CITY (agency) certifies the information provided on this checklist is accurate.

As attested by:

[Signature]
(agency manager signature)

LAURA TERWATH, COMMUNITY DEVELOPMENT DIRECTOR
(name and title)

8/13/18
(date)

D. Project documentation for projects not from currently adopted plan

Form A may attest to local transportation system plans, subarea plans or strategies, topical plans or strategies, modal plans or strategies and transit service plans currently in development – but are anticipated to be adopted prior to the adoption of the 2018 Regional Transportation Plan – that include projects submitted to Metro for inclusion in the 2018 RTP.

Attach a list of projects that have not emerged from a currently adopted (at the time of the call for projects) plan, showing the project number (assigned by the project submission system), name and cost. This will allow Metro to verify the adoption of and project inclusion in the local transportation system plan, subarea plan or strategy, topical plan or strategy, modal plan or strategy, or transit service plan ahead of the Regional Transportation Plan adoption.

RTP Project ID	Project name	Project cost



Form B. Public engagement and non-discrimination certification for projects submitted to the 10-year regional transportation investment strategy (2018-27 implementation)

2018 Regional Transportation Plan call for projects

Background and purpose

Use of this checklist is intended to ensure sponsors of projects seeking inclusion in the 2018 RTP 10-year investment strategy (implementation in the 2018-27 timeframe):

- *if project development completed*, have performed project level public engagement, including identifying and engaging historically marginalized populations, and analyzed potential inequitable impacts for people of color, people with limited English proficiency and people with low incomes compared to those for other residents
- *if project development not completed*, attest to the intent to perform project level public engagement, including identifying and engaging historically marginalized populations, and analyze potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents.

Use this form (Form B) to certify each project submitted for the 10-year investment strategy (2018-27 implementation).

See also **Form A, Public engagement and non-discrimination certification checklist for transportation system, subarea, topical, modal, and transit service plan or strategy development** for certification of projects not anticipated to be included in the 2018 RTP 10-year investment strategy (implementation in the 2018-27 timeframe) and to seek state or federal funding may be done through a certification of the related local transportation system, subarea, topical, modal or transit service plan or strategy.

Metro is required to comply with federal (USDOT, FTA and FHWA) and state (ODOT) guidance on public engagement and on Title VI of the Civil Rights Act and other civil rights requirements. Documentation of the local actions described below may be requested by regulators; if such a request is unable to be met, the Regional Transportation Plan itself may be found to be out of compliance, requiring regional corrective action.

The completed checklist will aid Metro in its review and evaluation of projects.

Instructions For projects submitted to Metro for consideration for the 2018 RTP 10-year investment strategy, applicants must complete this certification, comprising the project development checklist (section A), summary of non-discriminatory engagement (section B) and certification statement (section C).

Project sponsors should keep referenced records on file in case of a request for information. Records should be retained until the submitted projects have been completed or removed from the Regional Transportation Plan, plus six years. Retained records do not have to be submitted unless requested by Metro, state regulators or federal regulators.

Forward questions regarding this checklist to the Civil Rights program manager, Clifford Higgins at clifford.higgins@oregonmetro.gov or 503-797-1932.

A. Checklist

This part of the checklist is provided in past tense for projects that have completed project development. Parenthetical notes in future tense are provided for applicants that have not completed project development to attest to ongoing and future activities.

- ☐ At the beginning of project development, a public engagement plan was (shall be) developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: public engagement plan and/or procedures

- ☐ During project development, a demographic analysis was (shall be) completed for the area potentially affected by the project to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: summary of or maps illustrating demographic analysis

- ☐ Throughout project development, public notices were (shall be) published and requests for input were (shall be) sent in advance of the project start, engagement activity or input opportunity.

Retained records: dated copies of notices (may be included in retained public engagement reports)

- ☐ Throughout project development, public documents included (shall include) a statement of non-discrimination (Metro can provide a sample).

Retained records: public documents, including meeting agendas and reports

- ☐ Throughout project development, timely and accessible forums for public input were (shall be) provided.

Retained records: descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results (may be included in retained public engagement reports)

- ☐ Throughout project development, appropriate interested and affected groups were (shall be) identified and contact information maintained in order to share project information, updates were (shall be) provided for key decision points, and opportunities to engage and comment were (shall be) provided.

Retained records: list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list (may be included in retained public engagement reports)

- ☐ Throughout project development, focused efforts were made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, such as translation of key materials, use of a telephone language line service to respond to questions or take input in different languages, and interpretation at meetings or events.

Retained records: *description of focused engagement efforts, list of community organizations and/or community members representing diverse populations with whom coordination or consultation occurred, description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summaries of key findings (may be included in retained public engagement reports)*

- ☐ Throughout – and with an analysis at the end of – project development, consideration was (shall be) given to potential inequitable impacts of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

Retained records: *description of identified populations and information about and analysis of potential inequitable impacts of the project for them in relation to other residents (may be included in retained public engagement reports)*

- ☐ There was a finding of inequitable impact for people of color, people with limited English proficiency or people with low income compared to those for other residents.
Submitted records: for a finding of inequitable impact*, attach analysis, finding and documentation justifying the project and showing there is no less discriminatory alternative.

*This form uses the term “inequitable impact” to encompass FHWA guidance on disproportionately high and adverse human health or environmental effects and a “benefits and burdens” analysis (see [FHWA Order 6640.23A](#) and the [FHWA Environmental Justice Resource Guide](#)) as well as FTA guidance on disparate impacts on minority populations and disproportionate burdens on low-income populations (see [FTA Circular 4702.1B](#)).

- ☐ Public comments were (shall be) considered throughout project development, and comments received on the staff recommendation were (shall be) compiled, summarized and responded to, as appropriate.

Retained records: *summary of comments, key findings and changes made to final staff recommendation or adopted plan to reflect public comments (may be included in retained public engagement reports or legislative staff reports)*

- ☐ Adequate notification was (shall be) provided regarding final adoption of the plan, including how to obtain additional detailed information, at least 15 days in advance of adoption. Notice included (shall include) information on providing public testimony.

Retained records: dated copies of the notices; for announcements sent by mail or email, documentation of number of persons/groups on mailing list (may be included in retained public engagement reports or legislative staff reports)

B. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of:

- if project development completed, the public engagement process for this project, including outreach to communities of color, people with limited English proficiency and people with low income
- if project development not completed, the public engagement plan for this project or agency public engagement practice, including outreach to communities of color, people with limited English proficiency and people with low income.

C. Certification statement

CITY OF ORLEON CITY (agency) certifies the information provided on this checklist is accurate.

As attested by:

[Signature]
(agency manager signature)

LAURA TERWAY, COMMUNITY DEVELOPMENT DIRECTOR
(name and title)

8/13/18
(date)

Willamette Falls Legacy Project Roadways

Summary of the key elements of the public engagement process for development of local transportation system plans, subarea plans or strategies, modal plans or strategies or transit service plans, including outreach to people of color, people with limited English proficiency and people with low income.

Vision and Master Plan

The land use master plan identifies general areas for redevelopment, open space, streets, habitat restoration and shows the riverwalk connecting the existing sidewalk on Hwy 99E to an overlook at the edge of the Willamette Falls.

Land Use Master Plan CP 14-02 Framework Plan Oregon City Resolution No. 14-11

The Willamette Falls Legacy Project vision strategy is the result of an intensive, nine-month long community engagement process, that has built a broad base of supporters and champions. Project leaders and staff connected with thousands of participants through in-person conversations and online forums, including discussions with more than 62 local and regional groups ranging from civic to business, environmental and government organizations. Staff spoke one-on-one with hundreds of people of all ages at seven summer events including farmers markets, West Linn's Centennial Celebration and Concerts in the Park.

The 2010 Census information for Oregon City identified the following demographic information: Black or African American 1.3%, American Indian and Alaska Native 2.1%, Asian 2.7%, Native Hawaiian and Other Pacific Islander 0.5%, Some Other Race 2.8%.

The first of three community interactive events was held at the First City Festival in July 2013 in Oregon City where participants contributed nearly 1,000 distinct comments and ideas for the site. That month and the next, more than 2,100 people provided feedback through Metro's regional Opt-In Online Opinion Panel and on the project website. Approximately 130 people shared and heard ideas in small group discussions at the second community interactive event in October 2013 at the Museum of the Oregon Territory. A second round of surveys through Opt-In and the project website garnered an additional 1,900 responses. Nearly 100 people participated in the third community event at Ainsworth House and Gardens to review the draft Master Framework and Demonstration Plans. Additionally, nearly three dozen participants signed up to become community champions to support implementation of the Willamette Falls Legacy Project. On March 6, 2014, approximately three hundred supporters from throughout the region gathered at Keen Headquarters in Portland to celebrate the vision and spread the word about this historic opportunity.

The Legacy Project continues to stay connected with champions and engage new champions each week. Hundreds of people stay informed through the project website, Facebook page, Twitter feed, Instagram, Oregon City News and email. Bi-annual general public tours and weekly guided group tours of the site are one more way members of the public can get involved.

Riverwalk Master Plan

Conceptual Design for the Riverwalk on the Former Blue Heron Mill Site

Metro Resolution No. 17-4824, Oregon City Resolution No. 18-04

Tribal Advisory Board

Since 2013, the project has made great effort to reach out to the five tribes with historic and current ties to Willamette Falls, including the Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Grand Ronde, Confederated Tribes of Siletz Indians, Confederated Tribes of Warm Springs and the Confederated Tribes and Bands of Yakama Nation. Engagement with Native American tribes is different from the engagement that public agencies conduct with local communities and neighborhoods. Tribal

governments are independent sovereign entities that have treaties with the federal government. Many of these treaties, like the 1855 Walla Walla Treaty, required Native Americans to surrender much of their land, while retaining the legal rights of tribal members to hunt and fish in their usual areas, both inside and outside of reservation land. These treaties are relevant to this project because Willamette Falls is a place where Native Americans historically fished and gathered and still do today.

It is important to understand the painful history of Native American tribes in the Pacific Northwest and throughout the country. This history has lasting legacies and continues to shape the way we interact today. Past government actions have greatly harmed tribal communities, and that history is not easily forgotten or forgiven. Building trust between tribes and government agencies, such as the Willamette Falls Legacy Project Partners, takes time. As Armand Minthorn, Member of the Board of Trustees for Umatilla, said at the riverwalk event on June 3, 2017, “We need to truly listen, and we must be open to change.” The Partners could not agree more.

To engage the tribes early and often and provide opportunities for meaningful feedback during the design process, a Tribal Advisory Board was established between the local tribes and state and local governments, with the intention of establishing a model for successful tribal engagement in future public projects. The board meetings are in addition to the required formal consultation with the federal government. A key element to the project’s core value of Historic and Cultural Interpretation is to recognize and honor Native Americans’ enduring presence at Willamette Falls in the past, present and future. The project is working to build relationships with local tribes to ensure tribal involvement and guidance as the project progresses.

Riverwalk Community Engagement Opportunities

In addition to stakeholder meetings and focus groups, there were multiple opportunities for the public to participate in the design. This project set a high bar for large-scale public engagement events, meticulously designed to be fun, yet informational and to actively solicit targeted feedback. Instead of traditional open houses, the Willamette Falls Legacy Project Partners created true community affairs that encourage families to attend and get involved. At each event, exit surveys allowed stakeholders to provide input on the event and help shape the future engagement activities to better meet community needs.

Throughout the design process, the project team provided consistent communications to the public and stakeholders across the region. Regular project updates and check-ins were implemented to make sure the community was informed about the project’s progress and how they could participate.

Some notable communications during the project include:

- 4-Community Design meetings held in the Oregon City Regional Center, Clackamas Community College, and OMSI, all accessible by public transit
- Annual attendance at Oregon City’s popular First City Celebration Street Festival
- Project materials translated into Spanish (project overview, community check-in) and Spanish translators available at Oregon City design events.
- A 60-second video screened at movie theaters in the region and bolstered online communication
- A Community Check-In provided a project update for stakeholders and a short survey to capture more thoughts from the community
- Numerous presentations and facilitated conversations were held for local groups or organizations. Staff engaged with more than 50 groups during the design process
- Weekday tours of the site were offered to community organizations and general public tours were held a few times throughout the planning process



August 11, 2018

Metro Planning and Development
600 NE Grand Avenue
Portland, OR 97232

RE: Draft 2018 Regional Transportation Plan

Dear friends at Metro,

Thank you for all of the work you have put into developing the 2018 Regional Transportation Plan (RTP). Oregon Environmental Council (OEC) particularly applauds you for clearly stating (1) the need to address climate change and work for clean air and water, as well as (2) the need to resolve inequities in how transportation is provided given that so many people in our region have been marginalized and have not experienced the benefits of the region's growth.

Below we provide a mixture of somewhat general to very specific comments.

Meeting the Climate Smart Strategy

Metro's Climate Smart Strategy showed that if we build out the entire 2014 RTP, we could meet our climate goals. The problem is that it would take a miracle to raise that much money. Modeling for 2027 and 2040 shows no major shift in overall VMT, with a huge increase in congestion. Even if we bank heavily on EV technology for emissions reduction, it will be insufficient. And the draft plan includes 262 new freeway lane miles by 2040 at a conservative combined cost of some \$8 billion, capacity that will be soon overtaken by induced demand.

To address climate we need both supply side solutions (namely transit, bikeways and walkways) *and* demand side solutions. It's a basic rule of economics that when something valuable is free, people use as much of it as possible. This is currently the case with our roads, offsetting all the other good things we're trying to do.

OEC entreats you to approve the RTP only if it includes a robust strategy for congestion pricing that delivers the real climate outcomes we need. We elucidate on this more below.

Regional motor vehicle policies (p. 3-53)

If you implement policy 6 (value pricing), you may not need to implement policy 5 (highway expansion). Not only is adding new lane miles incredibly expensive, environmentally damaging and neighborhood destroying, it has been proven again and again that it doesn't work over the long run because of induced demand. As one 2015 paper summarizing the extant literature on induced demand found: Increased roadway capacity induces additional VMT in the short-run and even more VMT in the long-run. A capacity expansion of 10% is likely to increase VMT by 3% to 6% in the short-run and 6% to 10% in the long-run. [*Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, National Center for Sustainable Transportation, 2015] Therefore, the only way to effectively provide new capacity over the long run is to apply value pricing. Congestion pricing eliminates bottlenecks and gets traffic flowing: it is—in essence—new capacity.

We also suggest a rewording of policy 6: "In combination with increased transit service, ~~consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.~~" In other words, value pricing is about managing demand, not raising



revenue, and it can and should be applied on existing roadways, not just when new capacity is added. These comments also apply to TSMO Policy 1 on p. 3-126.

Regarding value pricing, 8.2.3.2 alludes to, but doesn't clearly state that the region needs to model the transit needed to support congestion pricing as soon as possible.

Affordable Housing

A recent blog on Meeting of the Minds website, [The Transportation Equity Conundrum: Improving Mobility Without Displacement](#), includes a statement that the region should embrace:

“Transit planners and advocates may not be able to meaningfully control market forces when improvements encourage or trigger gentrification, but they ought to be duty-bound to collaborate with transit agencies and municipalities and craft approaches to maintaining housing affordability in underserved neighborhoods and communities where transit improvements are being proposed.”

Sustainable Funding

It's clear that it will be difficult to meet Objective 10.2 Sustainable Funding. However Table 4-32 on page 4-36 demonstrates that Oregon auto taxes and fees are the lowest in the nation; this fascinating fact means that elected leaders ought to have the courage to increase road user fees. As well, OEC suggests another funding mechanism—a fee on impervious surfaces, specifically paved parking areas. Such jurisdictions as Kitsap County, Spokane and Yakima in Washington State apply such fees.

Payroll tax

There is a statement on p. 5-2 that “[T]he region's demand for frequent and reliable transit service exceeds the capacity of local payroll tax to support it.” In reality, there is no reason why the employer payroll tax could not be increased in the future if corporate profits continue to increase.

Low and No Emissions Vehicles

OEC strongly supports Objective 8.4 Low and No Emissions Vehicles (Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.). While increasing transportation alternatives also reduces GHGs and air pollution, that alone won't get us to our GHG-reduction goals. Vehicle technology and cleaner fuels are two critical pieces of the “three-legged stool” for reducing GHGs from transportation (vehicles, fuel, and vehicle miles traveled). However, searching through the draft RTP we could not find a related strategy to technology or fuels, even in the section on transit.

Emerging Technology Policies

Section 3.2.4.3 does an excellent job outlining both the promise and peril of emerging technologies and defining emerging technology principles. One principle states: “Emerging technology companies and users should contribute their fair share of the stewardship cost of operating, maintaining and building the transportation system.” OEC agrees. We would also suggest a strategy that specifically states that one way to ensure that emerging technologies are



shared is to price them in a way that encourages several passengers, rather than zero passengers.

Regional Transit Network Policies (3.6.4)

Every time one of us chooses to take a bus over driving, we reduce our carbon footprint by about 33%. But we can could get to zero transit emissions if TriMet transitioned its fleet to electric. As noted above, the plan includes Objective 8.4 Low and No Emissions Vehicles, but nowhere in the plan does Metro commit to strategies that will help us get there.

New electric scooters should be included (p. 3-85). Although the policy is not Metro's, Metro should lend its voice to changing the state's helmet requirement. E-scooters should be in parity with e-bikes on helmet requirements.

Transit Policy 8 (affordability) is an essential ingredient of a successful transit system. As one subset of affordability, the student pass is very important for equity reasons and also because travel surveys indicate that 9-15% of U.S. peak-period vehicle travel is due to parents chauffeuring their kids (*Evaluating Household Chauffeuring Burdens: Understanding Direct and Indirect Costs of Transporting Non-Drivers*, Victoria Transport Policy Institute, 2015). By providing a universal free transit pass to youngsters, the region could get a twofer: greater equity and less congestion (while also creating goodwill towards transit resulting in the next generation of transit riders).

How we keep our environment healthy (4.6 on p. 4-32)

The discussion of air pollution is good, but OEC suggests calling out diesel exhaust specifically, not simply lumping it among other air toxics. Diesel exhaust is the most dangerous vehicular pollutant in the region.

We also suggest a change to this sentence on p. 4-32: "Low-income neighborhoods, tribal populations and communities of color that live in urban areas ~~may be~~ [are] disproportionately exposed to air pollution, which is a barrier to economic opportunity and security." A 2011 study of Portland air toxics, using data from five air monitors placed in 2005, found that the entire Portland metro area experiences diesel pollution at concentrations above the state's health benchmark. But the study also found that the ten lowest income and ten highest minority census block groups experience more exposure to all sources of air toxics than the average census block group.

Thanks again for the opportunity to comment.

A handwritten signature in black ink that reads "CHagerbaumer".

Chris Hagerbaumer
chrish@oeconline.org
503-222-1963 x102



BOARD OF COUNTY COMMISSIONERS
PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

August 13, 2018

Metro Council and staff:

In my capacity as Clackamas County's representative on the Joint Policy Advisory Committee on Transportation (JPACT), I recognize the significant amount of staff time applied on behalf the Regional Transportation Plan (RTP).

Our region's transportation system is undersized and inadequate and has only worsened over the last decade. There are areas such as Portland's inner-city that have a wealth of transportation capacity in highway, roads, local street grids, bike, pedestrian, light rail, and streetcar. As redevelopment occurs in Portland's inner-city, there is and has been an increase in displaced low and moderate income populations who rely on public transportation, as well as businesses-owners, who are unable to afford the rent increases.

There are important factors that demand a new approach to the dynamic changes the region is experiencing:

- The outlying areas of a region often absorb displaced environmental justice communities as well as businesses and moderate income populations who struggle to find housing that is affordable.
- Outlying areas offer lower cost housing, but in areas lacking adequate transportation, which compounds the problem.
- Historically, the bulk of regional transportation dollars have been invested in Portland's inner-city, often based either on formulas focused on population, property tax assessments, and influences from the area's numerous legislative districts.
- The inner-city transportation needs are unique, which drive policy decisions that often lack flexibility to the unique needs of the outlying areas.
- Population growth is outpacing the supply of housing, transportation, and job creation.

The combination of these dynamics have resulted in significant underinvestment in transportation where it is woefully underserved and most needed. The principle of regionalism is to provide balance, economies of scale, and the means for disadvantaged areas to benefit; however, that is not what is occurring.

From my perspective, the practice of distributing transportation dollars through these methods, and the political influences of the highly populated City of Portland, will only serve to exacerbate the imbalance and not effectively serve the needs of greater tri-county region.

When I first began serving on JPACT in 2013 I requested a regional convening of all jurisdictions who own and operate transportation facilities in the region for the purpose of discussing the current situation, the trends, and the high propensity for our transportation systems to fall further behind in meeting demands. Unfortunately, that and subsequent requests were not acted on.

Over the years, elected officials from metro area jurisdictions have shared concerns about the lack of opportunity for a regional discussion on transportation. Although JPACT has a small number of elected officials, there is little opportunity to discuss the big picture challenges we face in any comprehensive and constructive venue.

I was optimistic that the RTP was the appropriate venue and that Metro would convene a meeting of the 24 cities and transit agencies within the urban growth boundary, and the other impacted cities and transit agencies in the travel shed just outside Metro's boundary. However, that did not occur, but ironically a meeting made up of exclusively non-jurisdictional stakeholders was held on January 19, 2018, and it was publicly noticed as part of the RTP process.

The fatal flaw in our regional transportation planning is centered on the combination of the five bulleted factors referenced above. The decision-making structure currently in place is fragmented and difficult to navigate. Metro and its Metro Policy Advisory Committee, JPACT, Oregon Department of Transportation (ODOT), Oregon Department of Transportation Region One Area Commission on Transportation (R1ACT), and the state legislature itself make up a complex maze of bureaucracy that the public is unable to recognize or comprehend.

At a minimum, I believe the region must convene all the jurisdictions and agencies who own and operate transportation facilities in the region for the purpose of discussing the current situation, the trends, and the high propensity for our transportation systems to fall further behind in meeting demands. I believe it is imperative that it be a component of the RTP and ongoing preparation for future RTPs, and related high-level planning initiatives.

As our region grows, counties and cities are often faced with growth on the edges of the urban area as well as outside the Metro growth boundary. The lack of funding, coordination among elected officials representing jurisdictions, and impacts to local roads and communities are further burdening our ability to provide safe and adequate transportation infrastructure. As narrow, unimproved farm roads become de facto major arterials, traffic accidents are on the rise. It is especially concerning when lane departures into deep culverts result in rollover accidents and fatalities.

The current RTP process essentially merges more than two dozen Transportation System Plans (TSPs) into one without the full participation and coordination of the elected representatives of those jurisdictions. Our legislators are further disconnected from the local elected leaders. This fragmented and disconnected practice has also contributed to our lack of understanding as it relates to our funding needs.

I suggest we undertake an analysis of our decision-making structure. Congestion is approaching a crisis level, and yet we remain ill-prepared to respond in a responsible and comprehensive fashion.

Respectfully,

Paul Savas
Clackamas County Commissioner



SE Uplift
3534 SE Main St.
Portland, OR 97214
p: 503 232-0010
www.seuplift.org

April 10, 2017

Dear Mayor Ted Wheeler. Commissioner Dan Saltzman, and Director Leah Treat

Endorsement of the 60's Bikeway, TSP #70071, as "Priority Project"

The SE Uplift Board would like to thank the Portland Bureau of Transportation (PBOT) for following through on previous safety endorsements recommended by SE Uplift. Specifically, for successfully acquiring state and federal funding for the 70s Bikeway, the NE Halsey Lane reorganization with Gateway connections, Connected Jade District, and Brentwood-Darlington Safe Routes to Schools (SRTS) sidewalk infill, including a portion of the Ogden-Knapp Greenway.

Following up on those successful projects, and in the spirit of the East Portland in Motion prioritization process and the Southwest in Motion process, the **SE Uplift Board has unanimously endorsed the 60s Bikeway as the next active transportation project priority serving the SE Uplift region. Therefore, SE Uplift asks PBOT to seek funding, through all viable sources, for construction of this community-supported active transportation project at the next available opportunity.**

SE Uplift's Land Use and Transportation Committee (LUTC), consisting of representatives from nearly half of the neighborhood associations in the coalition, reviewed and discussed all projects identified on the financially constrained 1-10 year timeline in the Transportation Systems Plan over a multi-month period. Our LUTC identified the 60s Bikeway project as having the greatest community benefit for the best value. We urge PBOT to prioritize this project for funding as it becomes available for the following reasons:

Uplifting community advocacy since 1968.

Ardenwald-Johnson Creek • Brentwood-Darlington • Brooklyn • Buckman • Creston-Kenilworth • Eastmoreland • Foster-Powell
Hosford-Abernethy • Kerns • Laurelhurst • Montavilla • Mt. Scott-Arleta • Mt. Tabor • North Tabor • Reed • Richmond
Sellwood-Moreland • South Tabor • Sunnyside • Woodstock

- The 60s Bikeway project offers a connected north-south active transportation safety corridor to/from Mount Tabor Park for the first time, serving six Neighborhoods directly, the entire SE Uplift coalition area, and neighboring north and south neighborhoods outside of SE Uplift's boundaries.
- The 60s Bikeway project leverages the already funded crossing improvements south of Mount Tabor at SE 64th and Division near the south Mount Tabor Park; including park improvements from the voter-approved Parks Bond for maximum community access.
- The project expands the safe routes to schools network to the newly re-constructed Franklin High School. The southern leg of the project improves crossings at the high-crash corridors at SE Powell and Foster, and provides a crossing in a one mile gap between traffic lights on SE Woodstock to service Arleta Elementary. This critical connection provides safe access for SE Uplift's most diverse and underserved subregion.
- The 60s Bikeway project builds upon, or could modernize, safe pedestrian and bike crossings at 12 high-crash and neighborhood corridors. It would fund other critical crossings including the largest gap between crossings on the East Burnside high-crash corridor and modernizing the five-way crossing at Stark-Thorburn and SE 62nd, which Mount Tabor, North Tabor, the Thorburn Safety Alliance and SE Uplift have previously endorsed as a regional safety priority.
- The 60s Bikeway project provides the least steep alternative to the dangerous and congested 60th Avenue which connects the 60th MAX Station to the coming Division High Capacity Transit (HCT) Project via Mount Tabor Park.
- The 60s Bikeway project will complete a 1.3 mile gap between the 50's and upcoming 70's Bikeways projects.
- The 60s Bikeway project avoids expensive road building because it is primarily a Greenway project and runs along existing residential streets.
- The project can be broken up and developed in sections as funding becomes available.

- The northern section of the project is ranked as Tier I in the Growing Transit Communities Plan, first outlined in 2007, and recommended to be funded through System Development Charges through a recent and robust outreach process. It provides critical access to a North Tabor sub-neighborhood cut off from our bikeway system by the Banfield Corridor, high density developments and steep topography. Information about this section of the project can be found [here](https://www.portlandoregon.gov/transportation/68193) under "Middle Halsey. "
(<https://www.portlandoregon.gov/transportation/68193>)

For further information, or a more detailed presentation please contact:

Terry Dublinski-Milton, SE Uplift Vice Chair

Terry.dublinski@gmail.com

503 687-7723

Thank you for your time and work.

On behalf of the SE Uplift Board of Directors,



Robert McCullough

Chair

Southeast Uplift

CC: Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Chloe Eudaly
PBOT: Art Pearce, Roger Geller

MEMO

TO: Kim Ellis, 2018 RTP Project manager
FROM: Mike Bezner, Assistant Director of Transportation, Clackamas County
DATE: August 13, 2018
RE: Staff Comments of the Draft 2018 Regional Transportation Plan

Thank you for the opportunity to comment on the Draft 2018 Regional Transportation Plan. Clackamas County has participated in many of the technical advisory groups, the four Regional Leaders forums, discussions at JPACT, and other public engagement opportunities that have been provided throughout the process. We applaud Metro staff and their ability to assimilate all of the input they have heard into the Public Review draft. The 2018 Regional Transportation Plan incorporates important themes and issues currently facing our region. It dives deep into challenging topics and provides an analysis of a very complex transportation system that serves our growing and diverse region.

Over the past three years, in addition to drafting the 2018 Regional Transportation Plan, Metro has worked with our technical experts and community members to develop strategies guiding the topics of transit, safety, freight movement and emerging technologies. These strategies, which are being adopted as a part of the 2018 RTP, are an example of the future work needed to tackle the challenges brought forward in the findings of the 2018 RTP.

The results of Chapter 7 – Measuring Outcomes, clearly demonstrate that the adopted regional strategy for addressing congestion on our roads and throughways is not moving in the right direction. The data in Chapter 7 shows that single occupant vehicle trips are slowly shifting to transit, carpool, bicycle and pedestrian modes. However, that shift is taking place more slowly than the region’s rate of growth. As a result, the number of single occupant vehicle trips continues to grow, exacerbating congestion, resulting in increasing delay and impacts on the region’s economy and quality of life. Of particular concern is the very large increase in freight delay and costs of freight delay, which will directly impact the freight economy of the region. From the beginning of the 2018 RTP Update process, we have heard from people living in the region that the congestion on our roadway systems is a significant issue impacting the economy and quality of life. While the tools that we have been using to manage congestion have applied a variety of solutions, we still are not making the progress needed to achieve the system performance that we desire, or a transportation system that serves the needs of our community.

We support your initiative to prioritize a “Regional Mobility Policy Update” as one of the priority planning projects identified in Chapter 8. This policy update, however, should go far beyond the incremental update proposed. The Regional Mobility Policy Update should incorporate the growth challenges and transportation needs in the next 50 years – 2020 to 2070. Similar to the strategies developed for Safety, Transit, Freight and Emerging Technologies, this project should result in a strategic action plan provides guidance on actions that will have the greatest impact on mobility and provide a vision for the future investments needed to address congestion throughout the region.

Thank you for the opportunity to provide comment on the Public Review draft of the RTP. On the following pages we have provide comments regarding specific issues in each chapter of the Public Review Draft.

Recommendations and Comments by Chapter:

Chapter 3: Transportation System Policies to Achieve our Vision

Chapter 3 does a very good job of addressing the various issues that were included in previous RTPs as well as those that emerged during the development of the 2018 RTP. There are policies speaking directly to the various transportation systems under review (motor vehicle, transit, active transportation, and freight and Transportation System Management Operation), as well as to how these systems influence safety, health, equity, climate change, system design and emerging technologies.

Transportation Equity Policies

The 2018 RTP has been able to incorporate the issues around Equity in a very comprehensive manner. Since the transportation system impacts our communities in many different ways, the focus on the three historically marginalized communities of (1) People of Color; (2) English Language Learners; and (3) People of Lower Income (page 3-16) is essential. We are specifically supportive of the Equity Policy #2, which highlights the need to anticipate and minimize the effects of displacement on historically marginalized communities. The work currently underway in the Southwest Corridor to implement this policy will provide the rest of our communities the tools we can use to during projects we have underway as well.

One word of caution with respect to the Equity policies is that while it is critical to invest in locations where historically marginalized communities have lived, these communities also rely upon a well-connected, safe and affordable transportation system to provide access to jobs, activities and even new places to live. A singular focus on investing in the areas where historically marginalized communities live today may not address the need for improvements throughout the system which will provide benefits to everyone using the system, including historically marginalized communities.

Regional Network Visions, Concepts and Policies

Over the past few years it has been helpful to be able to focus on the visions of several of our transportation networks, through the Active Transportation Strategy, the Regional Transit Strategy, and the Freight Strategy. These sections of the Regional Network Visions, Concepts and Policies are comprehensive and have had significant review and input. The section that now needs attention and focus is 3.5 Motor Vehicle System.

A few minor recommendations to the policies listed on page 5-53:

Recommendation: Policy 7 -Add, after “up to four lanes”, “(or more if needed due to lack of connectivity)” to be consistent with the footnote on Table 3-41 Design Classifications.

Recommendation: Remove “value pricing” reference from Policy 12 (page 3-53), until a more comprehensive study/report is complete, such as the above recommended project. The extent of the impact of this policy on various road improvement projects is unclear at this time. **Also, change “demonstrate that” to “examine whether”; change “cannot” to “can”. This language should also be changed on page 3-55, 5th paragraph.**

Throughout various sections of the RTP, the issue of congestion was discussed. People throughout the region have identified increasing congestion as a concern. The review of performance measurement data from throughout the RTP on the motor vehicle system shows that we are not moving toward the performance measure targets that we have set for congestion. This is creating delay for freight and for people traveling throughout the system, both in vehicles and on transit.

The Value Pricing project managed by ODOT which has been underway parallel to the update to the 2018 RTP has brought to the forefront the need to expand the toolbox that is used to address congestion. The ODOT Value Pricing conversation has also brought up the need to think about the transit options that would be available to users of a system where congestion pricing may be applied. The tool of “Value Pricing / Congestion Pricing” is not discussed in much detail in section 3.5.

Recommendation: Develop a strategy to support this section and to tie these significant issues together.

The Regional Motor Vehicle Network (RMVN) map needs a thorough review and update. The 2018 RTP update process did not focus on the RMVN. Since the last RTP update, planning and construction projects throughout the region have been completed. It is time to look at our regional throughway system and develop a strategy for how major throughway investments should be prioritized and moved forward. This would include building an understanding of how various investments in the region will improve the throughway system so that the region can begin start moving in the right direction with respect to addressing congestion.

Finally, making progress on the Mobility Corridor analysis is critical and is linked to how the motor vehicle system functions. There is a strong interest from throughout the region to make progress on creating a “redundant system” and making sure that there are transit alternatives to the throughway system as we move forward into evaluating the application of congestion pricing and tolling on this system. The existing structure for how a Mobility Corridor Strategy is developed (p 8-38) is cumbersome and has not been used to move planning activities for mobility corridors forward. The region may want to prioritize mobility corridor work in the areas being studied for congestion pricing.

Recommendation: In the 2018 RTP, the RMVN map needs to accurately reflect Phase 2 of the Sunrise project extended out to 172nd Ave.

Regional Bicycle Network Policies:

More clarity is needed on the actions that need to be taken to make “Policy 1: Make bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles” achievable.

It is not clear how this will be accomplished, or if other modes will be made more inconvenient to achieve this policy. Also, there are many areas with difficult topography that will make this impractical or impossible.

Regional Pedestrian Network Policies:

More clarity is needed on the actions that need to be taken to make “Policy 1: Make walking the most convenient, safe and enjoyable transportation choices for short trips less than one mile” achievable. It is not clear how this will be accomplished, or if other modes will be made more inconvenient to achieve this policy. Also, there are many areas with difficult topography that will make this impractical or impossible.

Chapter 4: Our Growing and Changing Region

As is noted in this Chapter on page 4-20, driving is the predominant way people in the region get around, with more than 80% of all trips being made by motor vehicle. While people are using transit more, these are mostly trips taken on the rail transit (light rail, commuter rail and street car) system, which are not available throughout the region.

This chapter also highlights the various commute trip patterns for the residents who live in the greater Portland area. Sixty-six percent of Clackamas County residents leave the county for work. In the current regional transportation system, those commuters are likely to be dependent on the throughway system to get to their jobs since the transit systems do not provide sufficient coverage where people live and work in Clackamas County.

The topic of “Congestion and Reliability” is discussed in section 4.7.4. The section brings together findings from recently completed studies highlighting the “bottlenecks” in the system, and the need for the “strategic widening of existing roads and throughways to address bottleneck, increasing the street network connectivity, expanding travel options and using system and demand management strategies to improve reliability and better connect goods to markets and support travel options.” (page 4-42). The Regional Mobility Policy Update project should provide a better understanding of the most “strategic locations” for investment to build the throughway system for the future.

Chapter 5: Our Transportation Funding Outlook

Chapter 5 provides a helpful overview of the funding streams that are available from various local, state and Federal programs to maintain and improve the region’s transportation system. However, we think that Chapter 5 fails to call attention to other very important transportation funding issues that must be addressed. For example, Chapter 5 shows that constrained revenue for transportation system maintenance and improvements between 2018 and 2040 will be \$43.7 billion with \$22.1 billion available for capital improvements across all modes. While that is a huge sum of money, it only captures what will be available, and fails to address the amount necessary to satisfy future transportation funding needs. We suspect that there is a very large gap between available funding and transportation funding needs.

This unfunded need is the “elephant in the room” of transportation planning in the Portland region and must be addressed.

Recommendation: While it is clearly too late to address this issue in the 2018 RTP Update, it should be a priority for inclusion in the next RTP update.

Chapter 6: Regional Programs and Projects to Achieve our Vision

Chapter 6 does an exemplary job of describing the connection of the projects brought forward by the local jurisdictions to the priorities of the region. It is a clear evaluation of how the money is intended to be spent. Folding in the information regarding the cost of maintaining the systems that currently exist paints a more complete picture of where transportation funding revenues will be spent over the next 20 years.

In reviewing the chapter, the one item that was missing was the Figures to compliment the sub-regional investment figures (figures 6.3 – figure 6.13) that graphically displayed the region wide investments being made by ODOT and Trimet/SMART. Adding these graphics would help to better depict where the transit and highway investments are being made.

Recommendation: Add Figures to show ODOT and Trimet/SMART investments region wide in highways and transit capital and service extension projects.

Displaying the project maps by investment type is extremely helpful for reviewing the maps as well as being able to understand the investments by system. We have two issues arising from our review of the specific projects on the maps:

- 1) Confirm that the transit capital dot on Figure 6.5 in West Linn is accurate, and
- 2) Confirm that the throughway project on Map Figure 6.15 near Linwood and Monroe is correct. We also noticed that numbering of the Figures through the chapter does not seem correct.

Chapter 7: Measuring Outcomes

The development of the performance measures, as well as the evaluation of the modal systems with respect to achieving the desired performance, was a phenomenal undertaking. For the most part, the data within the 2018 RTP that explains the results of this analysis is formatted in a user-friendly and easy to understand way. However, we are concerned about presentation of the analysis of access to jobs (7.4.4) and access to community places (7.4.5), which we believe is misleading as presented. We believe that the method used for the analysis is largely based on data from the Metro travel demand model, Metroscope and input data sets that all have rather large error ranges. Combining such data sets multiplies the error rate, to the point where the anticipated error rates could exceed 100%. Presenting the results of the analysis, as shown in Tables 7.17 to 7.19, as absolute numbers, gives the reader a misleading impression of the precision of the analysis. In reality, taking into account the expected error rate, the results should only be used to indicate trends. We suggest that Metro replace Tables 7.17 to

7.19 with charts that show up, down and level arrows to identify improvement, reduction or no change in access to jobs or access to community places for each of the modes and focus areas. Table 7.3 is an example of a location where this manner of presentation was used very effectively.

A notable result of the analysis highlights found in Chapter 7 is to clearly demonstrate that the region is not moving in the right direction in regard to achieving desired performance measures related to congestion and freight delay. In addition, we believe that the RTP should reflect greater concern that the mode-share, as described on pages 7-21 to 7-24 is barely moving in the direction desired. Non-driving mode share must triple over the next twenty years to meet regional targets. Data in this section shows that region will not come close to achieving those targets over the next twenty years.

The result of these disturbing trends can be derived from the data in the chart entitled “2018 RTP System Evaluation Results Summary” on page 7-6, as well as other data in Table 7-5 on pages 7-20 and 7-21. This data shows that the region’s population is expected to grow by 36% from 2.18 million in 2015 to 2.96 million in 2040. During that period, anticipated increases of 50% in bike trips, 41% in walk trips and 137% in transit trips only result in a decrease in daily per capita vehicle miles traveled of 3%. As a result, regional vehicle miles traveled will increase during that period by 30.2% from 20,798,618 in 2015 to 27,080,813 vehicle miles traveled per day in 2040. This increase will occur on a road/throughway system little improved from the highly congested system that exists today. This is a critical finding that should be emphasized in the RTP and demonstrates the high importance of identifying acceptable solutions to address congestion in the region. Finding such solutions should be the top priority for regional planning between the adoption of the 2018 RTP Update and the preparation of the 2023 RTP Update.

If the analysis had been completed on a sub-regional level in a consistent manner, the results could have helped clarify where specific actions should be focused. For example, in the review of Access to Transit on Page 7-43, the results show region-wide 60% of the households will have access to frequent transit serviceability. This statistic is likely various significantly by region, and may also influence the ability to achieve the mode-share performance goals. A simple map, depicting areas within the UGB without easy access to frequent transit would help readers of the RTP to better understand the challenges faced within the region as we move towards the future. A more localized, sub-regional analysis will be needed to identify the strategic investments that are required to start to move in the right direction towards addressing congestion in the region.

Recommendation: Include a more localized, sub-regional analysis of transit access as a part of the Regional Mobility System update to help identify needed strategic investments in both the throughway and the transit system.

Chapter 8: Moving Forward Together

The purpose of Chapter 8 is to outline the steps that the region must take to make progress toward the goals and objectives set forth in the 2018 RTP. While this chapter does a good job of highlighting some specific needs, there should be a better linkage between the findings developed in previous chapters and the planning and program activities needed moving forward. For each of the Region-wide Planning

activities identified in section 8.2.3, a sentence or two should be added that specifies how it is connected to the findings of the 2018 RTP. For example, for “8.2.3.10 Emergency Transportation Routes Project” a reference to Section 4.7.6 identifying the need for additional regional seismic upgrades would allow people to better understand why the planning activities is included.

Recommendation: Change “Vision Zero” to “safe system programs such as Vision Zero”. This change should not only be made in Chapter 8, but is other locations throughout the document.

Recommendation: Change “increase awareness of Vision Zero” to “increase awareness of safe systems approaches and Safe Routes to School”. On Page 8-8, in section 8.2.2.2, “Vision Zero” is referenced several times. While the City of Portland has subscribed specifically to Vision Zero, other jurisdictions have similar transportation safety programs that have different names. Clackamas County has “Drive to Zero”, and closely aligns with the federal “Toward Zero Deaths”. The 2018 Regional Transportation Safety Strategy references a “Safe System” approach, and lists Vision Zero as an example of this. Section 3.2.1.2 of the draft RTP does as well. “Safe System” is also referenced in Clackamas County’s Transportation Safety Action Plan.

Recommendation: Below are comments specifically related to the “Region-wide Planning” planning activities outlined in Chapter 8.

8.2.3.1 Regional Mobility Policy Update

- Section 8.2.3.1 Regional Mobility Policy Update should be expanded to address critical long term needs for reducing congestion. This policy update should focus on the mobility needs of the much larger Portland region that will exist by 2070. It should include a conceptual land use plan for the region and envision new and/or expanded transportation corridors capable of meeting the mobility needs of that area. Washington County has demonstrated the important insights that can be gained from a 50 year view, and provided a model the region should use.

Recommendation: The update to the Regional Mobility Policy should be carried out following a study of the transportation needs of the region in 2070.

- Page 8-14, 4th paragraph, seems to make the statement that addressing highway congestion by adding capacity is never a viable solution. But other adopted regional policies show that there are situations in which adding highway capacity is appropriate and have been supported by JPACT and the Metropolitan Council. This paragraph reads as though this is not the case.

Recommendation: Add “in all cases” after “highway congestion” in first sentence.

- Page 8-16, 8.2.3.1, bulleted items. These bulleted items are confusing. The first bullet indicates that NHS corridors will have “corridor-specific” mobility strategies. Although not specifically stated, it seems that “corridors” in the bulleted paragraph refers to specific throughways on the NHS – I-5, I-205, I-84, etc. This first bulleted paragraph seems to suggest that specific mobility strategies will be developed for each of the NHS throughways. The 2nd bulleted paragraph refers to a “mobility corridor based strategy” and seems to be referring to the Metro designated Mobility Corridors. In referring to the 24 Mobility Corridors as a group, this paragraph seems to suggest that a “one size fits all” mobility strategy will be identified that

applies to all the Mobility Corridors. We have two comments on these two paragraphs: 1) The different usage of the word “corridors” in these two bullets creates confusion. It would greatly clarify the meaning of these paragraphs if the term “corridors” was defined in the context of each, or if possible a substitute term could be used in the first bulleted paragraph. It would also help if it was made clear that a mobility strategy for the NHS means those roads in particular or includes transportation networks that parallel the NHS routes. 2) As mentioned in the 3rd paragraph of Page 8-14, the region is moving away from a “one size fits all” approach. In that case, each Mobility Corridor’s uniqueness should significantly influence its mobility plan. It is hard to imagine a single mobility strategy that will work equally well in downtown Portland and rural Damascus.

Recommendation: We recommend that these two bulleted paragraphs be completely re-written to clarify the intent of both. We also recommend that Metro make a commitment to develop a specific mobility strategy for each of the Metro designated mobility corridors.

- The Regional Motor Vehicle Map needs to accurately reflect the Sunrise project extended out to 172nd Ave. A system-wide review and update of the map needs to take place during the development of the “Regional Mobility Policy Update” project.

Recommendation: A project should be added to Section 8.2.3.1 that identifies specific Mobility Corridor projects moving forward. If this is not possible, it should be included as an outcome of the “Regional Mobility Policy Update” project recommended above.

8.2.3.4 Jurisdictional Transfer Assessment Program

- Page 8-22, 8.2.3.4, “Asset score” bullet. Many of the orphan highways include bridges and culverts. These are high cost items that must be included in the fiscal analysis.

Recommendation: Change “may also take into account status of other assets on roadways, such as signals.” to “will also take into account status of other assets on roadways, such as signals, bridges, and culverts.”

- Page 8-22, 8.2.3.4, last paragraph on page. As mentioned above, bridges and culverts must be included in the cost assessment.

Recommendation: Add “bridge and culvert conditions” to the list of items that the cost assessment will take into account.

8.2.3.5 Transit Planning and 8.2.3.6 Enhanced Transit Concept Pilot Program

- The work outlined in this section related to a region-wide planning activity is scheduled to be completed by the Fall 2018, before the adoption of the RTP. Future activities related to this will be programmatic, not necessarily a ‘region-wide planning’ project.

Recommendation: “Transit Planning” as outlined in Section 8.2.3.5 should become a program.

- Section 8.2.3.6 is an activity that should be included under the “transit program” (see above), rather than as a stand-alone study. It is similar to the work conducted by the Regional Transit Oriented Development Program or the Regional Travel Options Program, in that it is implementing funding streams to future the work associated with the program.

Recommendation: Move Section 8.2.3.6 under Section 8.2.3.5 as one of the projects for the Transit Planning Program.

- Page 8-26, 8.2.3.6. Just above the heading “Enhanced Transit Concept Workshops”, there is a reference to a “table below.” The table is omitted from the document.

Recommendation: Insert table or remove reference.

8.2.3.9 Funding Strategy for Regional Bridges

- Page 8-29, 8.2.3.9. Lead agency is listed as “Counties”, although the bridges mentioned in the text are owned by Multnomah County. It appears that this planning project is intended to discuss how to maintain downtown Portland bridges, but “regional” bridges are defined in section 3.1 as “All bridges that cross the Willamette, Columbia, Clackamas, Tualatin, or Sandy Rivers.” Will this project identify what the regional bridges are, if not as defined in section 3.1? That seems like the first step before a plan is developed to fund them.

Recommendation: Change “More collaboration and work is needed to develop a financial plan...” in the second paragraph to “More collaboration and work is needed to identify a list of regional bridges, and to develop a financial plan...”

8.2.3.15 Green Corridor Implementation

- There was nothing outlined in previous sections of the RTP to indicate that this planning activity is a priority, or why it is needed. Also, the actions described are specifically the need to sign IGAs, and is not necessarily planning work.

Recommendation: Section 8.2.3.15 Green Corridor Implementation should be removed.

8.2.4 Corridor Refinement Planning

- **Recommendation:** There should be a specific Region-Wide Planning activity, with proposed “lead agency, partners and proposed timing” should be added for Section 8.2.4 Corridor Refinement Planning. Mobility Corridor work is a critical part of being able to make progress toward addressing congestion by identifying and prioritizing specific projects within mobility corridors. The current process outlined in Figure 8.4 “How a Mobility Corridor Strategy is Developed and Implemented” is awkward and has not been necessarily been successful over the past RTP cycle.

- **Recommendation:** The following description should be added to the Clackamas to Columbia (Mobility Corridor #24) description (Section 8.2.4.6):

“The study will include a needs assessment for auto, freight, transit, bicycle and pedestrian modes within the corridor to identify existing gaps and system deficiencies. A full list of recommended projects from other related transportation planning efforts will be developed. Data for key performance metrics will be collected from the related transportation plans and analyzed. If necessary, additional projects will be identified and proposed if unmet needs are found. The projects will then be evaluated, and recommended projects will be grouped into investment packages and grouped geographically. The preferred investment packages for all

modes will then be fully documented in the final plan along with implementation strategies focusing on timelines and funding strategies.”

- **Recommendation:** Page 8-59, 8.2.4.6, Clackamas County undertook a planning project in 2011 to establish a future arterial alignment between Highway 212 and the Clackamas County line. This was adopted by the Board of County Commissioners in 2012. The “172nd Ave/190th Drive Corridor Management Plan” should be added to the list of planning projects in paragraph 1.

Recommendations related to 8.3 Projects:

- **Recommendation: Add the following additional language should be added to section 8.3.1.2 Sunrise Project:** “The most recent ODOT cost estimate for the completion of Phase II (extends from the east end of the project at SE 122nd to SE 172nd) is \$250 million. This amount seems sufficiently high that it appears unlikely that all of Phase II can be completed in one project. At this point, the best strategy for moving the project forward could be to break Phase 2 of the Sunrise project up into two or three sub-phases that each have independent utility and can be accomplished at a more reasonable cost. ODOT, in coordination with local agencies, has initiated preliminary analysis to examine options for the project’s east end from the Rock Creek junction of OR 212 and OR 224 to the east end of the corridor.”
- Page 8-62, 8.3.1.2. Future phases of the Sunrise are essential to opening up employment lands east of Rock Creek Junction.

Recommendation: Add language to the narrative to better inform regarding the Sunrise Expressway project’s importance and why this project is so vital to economic development.

Multnomah County Comments on 2018 RTP public review draft

2018 Draft RTP Document

Chapter 3: Transportation System Policies to Achieve our Vision

Section 3.3.2, just to clarify that this is a vision and provides examples of they can be integrated? Could you clarify flexibility of apply/implementing these standards especially in situations where areas in the region differ and application/implementation may be different for one area over the other especially in regards to providing protected facilities or a parallel low stress facility.

Chapter 5: Our Transportation Funding Outlook

This chapter doesn't show revenues or expenditures by County or jurisdiction. Multnomah County is fine with this approach.

Chapter 6: Regional Programs and Projects to Achieve our Vision

The sections that summarize the Counties' and Portland constrained projects are a little confusing since they summarize what is on the following page in a location that looks like it should be a footnote to the graphic on that page.

The graphic indicates that a majority of the Multnomah County constrained project funding is going to Roads and Bridges. This is in large part due to the County's six Willamette River Bridges.

Appendices A & B

The Constrained project list for FY 2028-2040 includes project number 11376. This is the Earthquake Ready Burnside Bridge Design and Right of Way phase. Multnomah County is expecting to do this work in the yearly year constrained (FY 2018-2027). We would like this project to be moved into the early year constrained list.

Constrained Project 11300: Update description to include intersection improvements in addition to updating traffic signal equipment and timings. Update description to: Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings, **and making intersection improvements to lanes**. Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.



August 13, 2018

Metro Planning and Development
600 NE Grand Ave.
Portland, OR 97232

*Also sent via e-mail to:
transportation@oregonmetro.gov*

**Subject: City of Wilsonville 2018 Draft RTP Technical Comments by Nancy Kraushaar, PE,
Community Development Director**

Thank you for the opportunity to provide comments on the 2018 Regional Transportation Plan, Public Review Draft. Presented below are staff suggestions and requests for revisions to the draft.

Page 2-11

For clarity and the reader's ease, it would be helpful to list the goals before the details are revealed on the following pages.

Suggestion: modify the text to enumerate/list the goals on this page as follows:

"The goal areas integral to the RTP are listed below.
Goal 1: Vibrant Communities
Goal 2: Shared Prosperity
Goal 3: Transportation Choices
Etc. through Goal 11: Transparency and Accountability
Each goal area that follows is arranged similarly....."

Page 3-9, 3.2.21.4 Safety and Security Policies

Suggestion: add a policy about Resiliency to be consistent with Objective 5.3 of Goal 5: Safety and Security.

Page 3-42, Table 3.8 Design Classifications for Regional Motor Vehicle Network

Suggestion: for City Industrial Street, on the right side of the street cross-section, please change "Bikeway" to "Protected Bikeway." This is important when bikes are traveling adjacent to trucks in an industrial area.

Page 3-63, Regional Motor Vehicle Network

Request: revise the map to include 95th Avenue from Boeckman Road to Boones Ferry Road, Kinsman Road from Barber Road to Boeckman Road, Boones Ferry Road from Ridder to Wilsonville Road, and Canyon Creek Road between Town Center Loop East and Elligsen Road.

Page 3-66, 3.6.2 Regional Transit Network Concept

Fifth line, reference to “South Metro Area Regional Transit (SMART) district”; please delete “district.” SMART is organized as a transit agency of the City of Wilsonville.

Page 3-74, 3.6.4 Regional Transit Policies

The adopted 2014 Climate Smart Strategy clearly indicated that increased transit utilization was an essential element to meeting greenhouse gas reduction targets.

Suggestion: Climate and Clean Air goals should be woven into the transit policies or be its own policy. It is important to include the concept that a goal of increased transit is to implement the Climate Smart Strategy in this RTP.

Page 3-133 through 4-25, etc. Various Maps and Graphs

Suggestion: improve the quality/clarity of many of the graphics that are quite small or fuzzy for easy reading and understanding.

Page 8-42, 8.2.4.1 Tigard to Wilsonville (Mobility Corridor #3)

Suggestions:

Revise or add the following information to the introductory paragraphs.

1. Paragraph 3 – delete “(anticipated July 2018)”; OTC has formally adopted the Facility Plan.
2. Consider including information about the legislative direction to explore congestion pricing options.
3. Add information discussing the Washington County Futures Study and Freight Study – when they were completed and what was learned about I-5 congestion, impacts on freight, and travel into and out of Washington County.
4. Add information about the recently constructed (or under construction) auxiliary (ramp-to-ramp) lanes between OR 217 and I-205.

For the first set of bullets, modify bullets #2, #3, and #9 as noted below (shown by underline/~~strikeout~~):

- Effects of the I-5 to 99W Connector study recommendations on I-5 and the N. Wilsonville interchange and the resultant needs for increased freeway access to preserve local system performance and in-line capacity for I-5 mobility.
- Effects of peak period and mid-day congestion in this area on and mitigation options for regional freight reliability, mobility and travel patterns.
- Effects ~~on~~ to freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor.

And add bullets that address the following:

- Mobility corridor plan to be developed under the lens of the RTP vision statement (page 2-9).
- Effects of the new and proposed auxiliary (ramp-to-ramp) lanes.
- Effects of future Southwest Corridor LRT.
- Identify and implement active transportation priorities that provide safe alternatives to vehicle travel.

- Consideration of how land use interfaces with the transportation needs and impacts, local system enhancements and new connections, and improved transit network and service and the resulting potential outcomes.

For the second set of bullets, modify bullet #1 as noted below (shown by underline/strikeout):

- ~~Peak period~~ Congestion pricing and HOV lanes for expanded capacity.

And add a bullet that addresses the following:

- Increase WES service frequency and hours/days of operation.

Thank you for the opportunity to offer comment on the Draft 2018 RTP. If any of the foregoing comments need elaboration or if Metro staff have any question, you may contact directly:

Nancy Kraushaar, PE
Community Development Director
City of Wilsonville
503.570.1562
kraushaar@ci.wilsonville.or.us



WASHINGTON COUNTY OREGON

April 13, 2018

Kim Ellis, AICP
Metro Planning & Development, RTP Project Manager
600 NE Grand Avenue
Portland, OR 97232

Re: Washington County Comments on the Draft Regional Transportation Plan

Dear Ms. Ellis :

On behalf of the numerous Land Use & Transportation staff who participated in the preparation of 2018 Regional Transportation Plan (RTP), I want to express our appreciation for the hard work of you and your team on a quality product. This RTP introduced many new approaches, including the project nomination process, financial forecasting process, new performance measures, simultaneous development of multiple modal strategies and new topical areas of equity and emerging technology. It was a lot of information to synthesize into one document.

I also want to express appreciation for the effort you and your team made to listen to our comments and make changes throughout the process. Thanks to that effort, our comments and proposed edits to the Draft RTP are limited to those in Chapter 3, Policies and Chapter 8, Implementation. Our comments propose language for the final RTP, including recommendation for the new corridor refinement study in Chapter 8 to reflect the County's Cooper Mountain Transportation Study (a refinement for the corridor between Sherwood, Beaverton, Tigard, King City and Hillsboro) and we will follow up with updated information for TV Highway corridor refinement from Beaverton Forest Grove and the Basalt Creek Parkway Major Project description. These comments are contained in an attachment to this letter.

Washington County staff looks forward to continuing working with you through adoption of this updated RTP.

Sincerely,

A handwritten signature in blue ink, which appears to read "Andrew Singelakis", is positioned above the printed name.

Andrew Singelakis, AICP
Director, Land Use & Transportation

Attachment

Department of Land Use & Transportation · Office of the Director

328 W Main Street, Suite 300, MS 16, Hillsboro, OR 97123-3914

phone: 503-846-6106 • fax: 503-846-3588

Website: www.co.washington.or.us/lut

Attachment 1: Washington County Staff RTP Comments

Chapter 3 – Transportation System Policies

Page 3-12

- **Safety Policy 9:** *Make safety a key consideration when defining system adequacy (or deficiency) for the purposes of planning or traffic impact analysis.*

This policy specifies that safety data, analytical tools and metrics must be part of the evaluation when defining the adequacy of capacity on the transportation system. To design and operate safe roadways, there is a need to evaluate the impacts of increased capacity to safety.

RESPONSE: Recommend rewording as follows:

“This policy specifies that safety data, analytical tools and metrics must be part of the evaluation when defining the adequacy of capacity on the transportation system. ~~To design and operate safe roadways, there is a need to evaluate the impacts of increased capacity to safety.~~”

RATIONALE: The second sentence can be construed in multiple ways. All of which are redundant to the first sentence. The change reinforces the desired outcome and clarifies the requirement.

Page 3-34

- **Emerging Technology Policies**

RESPONSE: Recommend revising the policies to incorporate other emerging technologies that will affect our transportation system. Emerging technology and TSMO policies should also be looked at together.

RATIONALE: The emerging technology policies primarily focus on vehicles. New technology is also changing the way we manage our roadways through traffic signals and variable message signs, how we provide utilities to our residents, and how we build our capital projects.

Page 3-53

- **Regional Motor Vehicle Policy 3:** *Preserve capacity on the region’s throughway network for longer, regional, statewide and interstate travel.*

RESPONSE: Recommend rewording as follows:

“~~Preserve~~ Increase capacity on the region’s throughway network for longer regional, inter-regional and interstate travel.”

RATIONALE: As the performance measures and maps show, congestion remains on the region’s throughway network. Rather than preserve what we have, we recommend that the policy is more explicit to increase capacity.

- **Regional Motor Vehicle Policy 9:** *Minimize environmental impacts of the motor vehicle network using Green Street infrastructure design and other approaches.*

RESPONSE: Recommend rewording as follows:

~~“Minimize environmental impacts of new or improved the motor vehicle network facilities using Green Street infrastructure design and other approaches.”~~

RATIONALE: Removed the reference to the motor vehicle network because non-motor vehicle infrastructure may also have environmental impacts. The adopted Green Streets recommends impervious surfaces which are impracticable for most of Washington County due to the high water table. An updated Green Streets manual may address these issues but the update is yet to begin and adopting a policy referencing a future study is not recommended. The revised language will provide flexibility in how to achieve the desired outcome throughout the region and can incorporate the results of the Green Streets manual update once it is completed.

- **Regional Motor Vehicle Policy 11:** *Incorporate complete street and green street design that prioritize safe and convenient pedestrian and bicycle access for regional and local roadways.*

RESPONSE: Recommend rewording as follows:

~~“Incorporate complete street and green street design that prioritize for safe and convenient pedestrian and bicycle access for regional and local roadways.”~~

RATIONALE: Green Streets are discussed in policy 9, including the reference here dilutes the intent of policy 9. The term “prioritize” is redundant with “incorporate” but is less clear for how to prioritize or what is prioritized. The proposed rewording is intended to clarify the policy.

- **Regional Motor Vehicle Policy 12:** *Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority and value pricing, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks.*

RESPONSE : ~~“Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority and value pricing, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks.”~~

RATIONALE: A value pricing study is a significant effort and not one we have completed for arterials. The requirement would be inappropriate for most individual arterial projects to implement in isolation and would create an onerous burden on most any proposed arterial improvement.

Page 3-63

- **Regional Motor Vehicle Network Map:**
 - The MPA area boundary and the UGB boundary are confusing. Recommend clarifying.

- Where the UGB line follows a roadway is confusing. It appears to be designating the boundary roadway as both rural and urban until you examine the figure in detail. These are urban roadways and the UGB line on top of them is confusing. Please adjust the map to remove the ambiguity.
- Ensure that all roads inside the UGB that designated as regional are also designated as urban (might be best to remove the rural from the legend). Notable omissions in need of correction:
 - Highway 219 south of Hillsboro
 - Jackson School Road north of Evergreen Parkway
 - 185th Avenue north of West Union Road
 - Farmington Road west of 209th Avenue
- River Road is identified as urban outside the UGB, please correct.
- Century Boulevard between Evergreen Road and Baseline Road is shown as proposed, it is complete, please correct.
- 124th Avenue between Tualatin-Sherwood Road and Grahams Ferry Road is shown as proposed, it is complete, please correct.
- Basalt Creek Parkway between Grahams Ferry Road and Boones Ferry Road is shown as complete but is not, please correct.
- Cornelius Pass Road between TV Highway and Rosedale Road is shown as complete, it is not, please correct. Also the alignment shown does not match adopted plans.
- 125th Avenue is shown as a complete between Hall Boulevard and Brockman Street, it is not complete, please correct.
- 198th Avenue between TV Highway and Farmington Road is shown as proposed, it is complete, please correct.
- 229th Avenue is shown as proposed, it is complete, please correct and note the comment below.
- **Recommended minor arterial adjustments:**
 - 174th Avenue between West Union Road and Laidlaw Road is miscoded - Laidlaw Rd between West Union Road and 174th Avenue should be the minor arterial. 174th Avenue in this segment should not be on the regional network.
 - Rosedale Road between 229th and 209th avenues is incorrectly shown as a minor arterial.
 - Brookwood Parkway south of TV Highway is incorrectly shown as a minor arterial.
 - The proposed collectors in South Cooper Mountain are incorrectly shown as minor arterials.
 - 160th Avenue between TV Highway and Farmington Road is incorrectly shown as a minor arterial.
 - 229th Avenue is incorrectly shown as a minor arterial.

Page 3-71

- **Recommended revisions to Regional Transit Network Map**
 - Add community connectors in Sherwood
 - PDX inset – remove stops and only show TC to be consistent with rest of map
 - Frequent service should overlay local service
 - Washington County should have more enhanced transit corridors shown: 185th Avenue, Cornell Road/Barnes Road, OR 99W, Hall Boulevard and Beaverton-Hillsdale Highway

Page 3-77

- **Transit Policy 3:** *Make transit more reliable and frequent by expanding regional and local frequent service transit and improving local service transit options.*

Expand regional and local frequent service transit

Transit service improvements and expansion should be prioritized, with an emphasis on congested transit lines that serve historically marginalized communities. Decisions about transit investments should be assessed with an equity lens to ensure transit access for our most vulnerable communities.

RESPONSE: Recommend rewording as follows:

~~“Transit service improvements and expansion should be prioritized, with an emphasis on congested transit lines that serve historically marginalized communities~~ Key considerations for investments in frequent service are ridership, productivity, and lines that provide historically marginalized communities access to jobs and other community places. Decisions about transit investments should be assessed with an equity lens to ensure transit access for our most vulnerable communities.”

RATIONALE: The intent of the first sentence in the last paragraph is unclear with regards to the phrase “should be prioritized”, as it can be inferred that frequent service transit would be prioritized for investment over other transit, such as new routes in underserved areas. In addition, the “should” language sounds like a new policy, rather than an explanation of the policy statement at the beginning of the section. The focus should be on how frequent service investment is to be prioritized between existing transit routes, and not that frequent service should be prioritized over another type of service.

Improve local service transit

Providing local bus service increases the convenience of transit, particularly for areas without frequent service transit or where traditional transit service is not viable. Local transit service also expands community and regional transit service across the region that improves access to jobs and community places and can help facilitate that first/last mile connections where business and or homes are spread out and regional fixed-route bus service is not cost effective.

RESPONSE: Recommend rewording as follows:

~~“Providing local bus service~~ community and job connector shuttles increases the convenience of transit, particularly for areas without frequent service transit or where traditional transit service is not viable. Community and job connector shuttles ~~Local transit service~~ also expands the reach of transit ~~community and regional transit service~~ across the region, which ~~that~~ improves access to jobs and community places and can help facilitate ~~that~~ first/last mile connections where business and or homes are spread out and regional fixed-route bus service is not cost effective.”

RATIONALE: The third paragraph on this page seems more appropriate to discussing community connector shuttles. First sentence of this paragraph is also redundant with first sentence of previous paragraph.

Page 3-80

- **Recommended revisions to Improve transit speed and reliability section**

- Cannot find the definition for “Equitable Development Framework” that is cited in the first paragraph. Recommend adding a definition or a reference to existing definition if available
- The last sentence in the second paragraph is unclear and needs revision: “Where possible HCT, projects should...”

Page 3-81

- **Transit Policy 5:** *Evaluate and support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region.*

Intercity passenger rail and bus service to communities outside of the region provides an important connection to the regional transit network. A high level assessment of potential demand for commuter rail outside of the Portland urban growth boundary was conducted as part of the 2009 High Capacity Transit System Plan.

RESPONSE: This section should detail how additional assessment is needed to identify potential demand for commuter rail and intercity transit to communities outside of the region.

RATIONALE: This policy restates outdated findings on potential intercity corridors from the 2009 HCT System Plan.

Page 3-84

- **Figure 3.25 Regional Transit Access Priorities**

RESPONSE: Rather than a hierarchy/prioritization, restate as a suite of modes of access.

RATIONALE: Figure 3.25 suggest priorities irrespective of context. This is inconsistent with other policies in the transit element.

Page 3-87

- **Transit Policy 7:** *Use emerging technologies to provide better, more efficient transit service, including focusing on meeting the needs of people for whom conventional transit is not an option.*

Emerging technology is a highly advancing field that can provide opportunities to improve transit service and efficiency. The region should incorporate emerging technologies to achieve our regional goals. One key way to do this is through the application of technology to serve areas that are more difficult to serve by traditional transit service.

RESPONSE: Recommend rewording the policy as follows:

Use ~~emerging~~ technologies to provide better, more efficient transit service, including focusing on meeting the needs of people for whom conventional transit is not an option.

In addition, revise first paragraph to generally say it is the regions approach to be proactive, supportive of and seek to integrate technological advances in transportation and mobility services that are supportive of and leverages the use of transit.

RATIONALE: Policy statement and first paragraph unnecessarily uses the term “emerging.” We have used the term “emerging technologies” to the point that it is supposed to mean something, but alas it does not. Emerging is descriptive, not a thing. In this case it describes technology that is new and/or at the forefront.

Page 3-88

- **Recommended revisions to Transit Policy 8 section**
 - The description of SMART fareless program seems more appropriate as a callout box.

Page 3-115

- **Regional Pedestrian Network Concept and Policies:** *In the Regional Pedestrian Network Vision walking is safe and convenient. Section 3.08.130 of the Regional Transportation Functional Plan requires that local jurisdictions include a pedestrian plan to achieve the following:*
 - *Safe pedestrian crossings of busy streets and controlled pedestrian crossings on major arterials provided at regular intervals following regional connectivity standards (street crossings spaced no more than 530 feet apart—an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions)).*

RESPONSE: This misrepresents of the requirement in the adopted Regional Transportation Functional Plan (RTFP). The RTFP Section 3.08.130 Pedestrian System Design, Sub-Section C requires:

Provision for safe crossing of streets and controlled pedestrian crossings of major arterials.

No other sections of the RTFP require what is indicated by the text on page 3-115 of the draft RTP.

Recommend rewording as follows:

“In the Regional Pedestrian Network Vision walking is safe and convenient. Section 3.08.130 of the Regional Transportation Functional Plan requires that local jurisdictions include a pedestrian plan to achieve the following:

- Provision for safe crossing of streets and controlled pedestrian crossings of major arterials. ~~Safe pedestrian crossings of busy streets and controlled pedestrian crossings on major arterials provided at regular intervals following regional connectivity standards (street crossings spaced no more than 530 feet apart—an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions)).~~”

RATIONALE: The proposed language is copied from the referenced section of the RTP; by doing so the connection between the RTP and RTFP is strengthened. The 530-foot crossing spacing is appropriate for some but not all contexts. Introducing this as a new region-wide policy would be inconsistent with many of other aspects of the RTP (particularly the safety policies). If implemented and constructed, such frequent crossings could result in roadway designs that are not appropriate or safe given the urban context. The existing RTFP language is sufficient for achieving the pedestrian system goals described in the RTP.

Page 3-119

- **Pedestrian Policy 4.** *Improve pedestrian access to transit and community places for people of all ages and abilities.*

Public transportation use is fully realized only with safe and convenient pedestrian and bicycle connections, especially safe crossings and facilities that connect stations or bus stops to surrounding areas or that provide safe and attractive waiting areas. Improving walkway connections between office and commercial districts and surrounding neighborhoods provides opportunities for residents to walk to work, shopping or to run personal errands. Buildings need to be oriented to the street and be well connected to sidewalks. Safe routes across parking lots need to be provided. This reduces the need to bring an automobile to work and enhances public transportation and carpooling as commute options. The Regional Transportation Functional Plan requires that local Transportation System Plans include an evaluation of needs for pedestrian access to transit for all mobility levels, including direct, comfortable and safe pedestrian routes.

The experience of people walking and pedestrian access along transit-mixed use corridors is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings spaced no more than 530 feet apart—an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees.

RESPONSE: This is inconsistent with other adopted regional policies.

Recommend rewording as follows:

~~“The experience of people walking and pedestrian~~ Pedestrian access along transit-mixed use corridors is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic. Pedestrian access to transit may include the provision for safe crossing of streets and controlled pedestrian crossings of major arterials, ~~street crossings spaced no more than 530 feet apart—an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees.”~~

RATIONALE: The language is copied from the RTFP, by doing so the connection between RTP and RTFP is strengthened.

Chapter 8 - Implementation

Page 8-17

- **Regional Congestion Pricing Analysis:** *The project's limited scope has raised larger questions about how demand management pricing strategies could be implemented throughout the region; further study is needed in this area and should be undertaken to better understand different ways that pricing could work regionally and the different policy outcomes each scenario would create. This should include an analysis of the potential importance and role of increased transit service and the mutual benefits congestion pricing and expanded transit service can bring depending on the type of pricing strategy and transit service implemented.*

RESPONSE: Recommend rewording as follows:

"The project's limited scope has raised larger questions about how demand management pricing strategies could be implemented throughout the region; further study is needed in this area and should be undertaken to better understand different ways that pricing could work regionally and the different policy outcomes each scenario would create. This should include an analysis of the potential importance and role of increased transit service and the mutual benefits congestion pricing and expanded transit service can bring depending on the type of pricing strategy and transit service implemented. The study should also identify throughway capacity projects that could help achieve the desired traffic flow and be evaluated as part of a regional investment package."

RATIONALE: As the comments on recent ODOT's Value Pricing proposal demonstrate, there is strong interest in expanding a study of pricing on the region's throughway system and incorporating new transit services into this study to illustrate opportunities for mode change, as the Regional Congestion Pricing Technical Analysis describes. Comments also called for using toll revenue to support new throughway improvements that would directly benefit the traveling public who are paying the tolls.

Page 8-20

- **Jurisdictional Transfer Assessment Program Process:** *Metro will work with ODOT to lead a collaborative and inclusive process for decision-making to prioritize highways and address some of the next steps for transfer in the Portland region. Because Metro does not own any roadways, Metro will act as a facilitator and convener of partners to move the process forward.*

RESPONSE: Recommend that the needs of roads that are not good candidates for jurisdictional transfer are included as part of this coordinated Metro/ODOT assessment, and that the study intent is clear that the priorities for jurisdictional transfer do not reflect the priorities for additional investment.

RATIONALE: This is to reflect that roads that are not good candidates for jurisdictional transfer are also in need of state of good repair and other improvements.

Page 8-39

- **Table 8.1 Mobility Corridors Recommended for Future Corridor Refinement Planning**

RESPONSE: Recommend adding a new Cooper Mountain corridor refinement study in the RTP. A corridor description and map are attached.

RATIONALE: This is to reflect the ongoing work the county is undertaking in the Cooper Mountain Transportation Refinement Plan.

Page 8-48

- **Beaverton to Forest Grove (Mobility Corridor #14 and #15)**

RESPONSE: Several studies have been completed or are currently in progress to address needs on Tualatin Valley Highway between Beaverton and Forest Grove since the TV Highway Corridor Plan.

RATIONALE: Recommended changes will be sent by Washington County staff within the next few weeks to update the description of the current status of this effort.

Page 8-60

- **Major Project Development:** *Transportation improvements where needs, modes, functions and general locations of improvements have already been identified in the RTP and local plans must be further planned at a detailed, project development level.*

RESPONSE: Recommend rewording as follows:

“Transportation improvements where the needs, modes, functions and general locations of improvements is have already been identified in the RTP and local plans, are expected to must be further refined planned at a during detailed, project development level.”

RATIONALE: Improved consistency with the Transportation Planning Rule.

Page 8-61

- **Table 8.2 Completed and Current Major Project Development**

RESPONSE: Recommend adding Basalt Creek Parkway to the list of Major Projects.

RATIONALE: Basalt Creek Parkway is designated as a Major Arterial on the Regional Motor Vehicle Network and as a Main Roadway Route on the Regional Freight Network. The County has completed constructed 124th Avenue / Basalt Creek Parkways from Tualatin-Sherwood Road to Grahams Ferry Road. The County has received regional flexible funds for Preliminary Engineering and environmental assessment as well as Right-of-way. The County is seeking construction funding for section between Grahams Ferry Road and Boones Ferry Road. County staff can provide a more detailed description of this major project for inclusion.

Page 8-73

- **Regional Significance:** *Examples of questions asked for transportation investments to demonstrate Regional Significance:*

- *Is the transportation investment advancing a project on a facility designated in one or more RTP system maps?*
- *Does the transportation investment require any form of permission or approval(s) from the U.S. DOT or other federal agency (Department of Natural Resources, Army Corps of Engineers, etc.) either at the regional (transportation system conformity) or project level (NEPA)?*

RESPONSE: Recommend rewording as follows:

“Examples of questions asked for transportation investments to demonstrate Regional Significance:

- Is the transportation investment advancing a project on a facility designated in one or more RTP system maps?
- Does the transportation investment require ~~any form of~~ permission or approval(s) from the U.S. DOT or ~~other federal agency (Department of Natural Resources, Army Corps of Engineers, etc.)~~ either at the regional (transportation air quality system conformity) or project level (NEPA) review?”

RATIONALE: Any impact on a wetland or waterway of the United States requires a Corps permit. Listing Corps here would “regionalize” many projects that are not considered regional now.

Pages 8-78 – 8-80

- **RTP Policy, System Map and Compliance Criteria Amendments:** *Decisions on amendments made at this level are land-use decisions for need, mode, corridor, general scope and function of a proposed project. Subsequent land-use decisions on final project design and mitigation of impacts will be needed prior to construction. Such analysis to evaluate impacts could lead to a “no-build” decision where a proposed project is not recommended for implementation, and would require reconsideration of the proposed project or system improvements. In some cases a corridor refinement plan may be recommended pending the scale and scope of the proposed project.*

RESPONSE: Recommend rewording as follows:

“Decisions on amendments made at this level are land-use decisions for need, mode, ~~corridor, and~~ general location ~~scope and function of~~ a proposed project. Subsequent ~~land-use~~ decisions on final project design and ~~mitigation of impacts will be~~ are needed prior to construction. ~~Such analysis to evaluate impacts could lead to a “no-build” decision where a proposed project is not recommended for implementation, and would require reconsideration of the proposed project or system improvements.~~ In some cases a corridor refinement plan may be recommended pending the scale and scope of the proposed project.”

RATIONALE: The text as written adds requirements that are not otherwise in the Transportation Planning Rule (corridor, scope, function). It also expands the decisions on final design to include “land-use” which has already been decided by inclusion on the plan. Project impacts and environmental mitigation are not related to the planning process and should not be included here. It is unclear how these new requirements may be interpreted in an appeal process.

Recommend keeping legislative language as written such that findings and appeals do not increase in complexity.

- **RTP Policy, System Map and Compliance Criteria Amendments:** *It is Metro's responsibility to adopt findings based on project need, mode, corridor, general scope and function of projects proposed in the Regional Transportation Plan. The affected jurisdiction is responsible for preparing the specific local plan amendments and findings related to specific location, project design and impact mitigation and for scheduling them for a public hearing before the governing body for action by that body by the time required.*

RESPONSE: Recommend rewording as follows:

"It is Metro's responsibility to adopt findings based on project need, mode, ~~and corridor,~~ general location ~~scope and function of projects~~ proposed in the Regional Transportation Plan. The affected jurisdiction is responsible for preparing the specific local plan amendments ~~and findings related to specific location, project design and impact mitigation~~ and for scheduling them for a public hearing before the governing body for action by that body by the time required."

RATIONALE: This text as written is adding requirements not included in the Transportation Planning Rule. It is unclear how these new requirements may be interpreted in an appeal process. Recommend keeping legislative language as written such that findings and appeals do not increase in complexity.

- **1. Major project amendments:** *These are amendments that come from NEPA processes, corridor refinement planning as defined by the Transportation Planning Rule or other studies and involve additions or deletions of projects or a significant change in the mode, function or general location of the project. Such amendments require adoption by JPACT and the Metro Council by Ordinance, accompanied by findings:*

RESPONSE: Recommend rewording as follows:

"These are amendments that come from NEPA processes, corridor refinement planning as defined by the Transportation Planning Rule or other studies and involve additions or deletions of RTP Financially Constrained projects ~~or a significant change in the mode, function or general location of the project~~. Such amendments require adoption by JPACT and the Metro Council by Ordinance, accompanied by findings:"

RATIONALE: This is text defining how an amendment to the RTP Financially Constrained project list is made. The project list, as stated directly above, itself defines the need mode, function and general location.

- **2. Project amendments resulting from adopted local TSPs, area plans, concept plans or studies adopted through a public process:** *New roadway, transit, bikeway, pedestrian, freight and demand and system management projects on the regional system shall be adopted by JPACT and the Metro Council by Ordinance, accompanied by findings:*

RESPONSE: Recommend rewording as follows:

“New roadway, transit, bikeway, pedestrian, and freight ~~and demand and system management~~ projects on the regional system shall be adopted by JPACT and the Metro Council by Ordinance, accompanied by findings:”

RATIONALE: Demand and system management projects may not require a land-use decision. This could require that amendments to the project list that do not affect the use land make findings of consistency with Oregon land use planning rules. In so doing this could creating a potentially onerous process necessary for a relatively minor change.

Please consider including the following draft language in Chapter 8 of the 2018 RTP as Section 8.2.1:

Cooper Mountain Transportation Study

Washington County is conducting the Cooper Mountain Transportation Study to evaluate roadway network options to accommodate traffic through the Cooper Mountain area. Transportation in and around Cooper Mountain has long been a topic of discussion going back to the 1980s and 1990s with planning efforts around the Western Bypass and the Land Use, Transportation and Air Quality (LUTRAQ) studies. In more recent years, the Cooper Mountain transportation network has been an ongoing topic of discussion as part of the Washington County Transportation Futures Study, Concept Planning efforts of several cities, and anticipated development of other new urban growth areas (UGB additions since 2012 and Urban Reserves) on the western edge of the urban growth boundary. The Cooper Mountain area is experiencing increased traffic demand from regional growth and nearby developing areas.

The Cooper Mountain study area is characterized by a mix of rural reserve, rural undesignated, urban reserve, and urban land. The developed areas are primarily residential and supportive uses. The existing rural roadway system was not intended to accommodate the current and projected levels of urban travelers using rural roads to go to and from urban destinations. However, this trend is expected to continue with travelers moving between the communities of Sherwood, Tigard, Beaverton, Hillsboro and beyond on a regular basis. This study will take into account that the study area is part of a larger regional context and a multimodal transportation system is needed to connect several urban communities as well as provide accessibility to the rural community.

The Cooper Mountain Transportation Study began in fall 2017 and is expected to result in a number of Washington County Transportation System Plan and RTP amendments beginning in 2019 to add projects to the financially constrained project list and to update relevant RTP system maps.

Figure 8.xx illustrates the project study area. It includes areas of potential widening and/or safety improvements to existing roads, proposed roads that are already adopted into a local TSP or concept plan, concept plan areas, urban reserve areas, and clouded areas where additional new roadway connections could be made. The next steps in the study include refinement of the potential improvement concepts, alternatives and feasibility analysis, a final project list, and other action items for implementation.



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August 13, 2018

Metro Planning and Development,
600 NE Grand Ave.,
Portland, OR 97232

Member Jurisdictions

Clark County
Skamania County
Klickitat County
City of Vancouver
City of Camas
City of Washougal
City of Battle Ground
City of Ridgefield
City of La Center
Town of Yacolt
City of Stevenson
City of North Bonneville
City of White Salmon
City of Bingen
City of Goldendale
C-TRAN
Washington DOT
Port of Vancouver
Port of Camas-Washougal
Port of Ridgefield
Port of Skamania County
Port of Klickitat
Metro
Oregon DOT
14th Legislative District
17th Legislative District
18th Legislative District
20th Legislative District
49th Legislative District

Re: Draft 2018 Regional Transportation Plan - Comments

As the designated Metropolitan Planning Organization (MPO) serving Clark County, and partner to Metro within the Portland-Vancouver urbanized area, the Southwest Washington Regional Transportation Council (RTC) has reviewed the draft 2018 Regional Transportation Plan for the Metro region (*released on June 29, 2018*) and offers the following comments:

- In Metro's draft RTP's Chapter 1, RTC is pleased to see the description of the efforts to coordinate MPO transportation planning between Metro and RTC, within the Portland-Vancouver urbanized area. On page 1-11, the role of the Bi-State Coordination Committee, as an advisory Committee to JPACT and the RTC Board, is acknowledged. We look forward to refining how that coordination committee can be optimized for the future.
- Both Metro and RTC are concluding development of their respective Regional Transportation Plan updates in 2018. Each of the RTPs is using a 2040 planning horizon year, and the two plans are using a traffic forecast modeling tool developed jointly by Metro and RTC. We are pleased with this alignment which allows for consistency in traffic model inputs and forecasts, aiding in development of the RTPs, and for use in forthcoming regional studies.
- RTC acknowledges the identification of transportation issues and transportation projects of bi-state relevance and interest in the draft RTP. These include recognizing the role of: the Columbia River as a critical international marine gateway (page 3-94), the need for Columbia River channel deepening (page 3-95), recognition of the continuity of the freight system in both Oregon and Washington states (page 3-96), collaboration on growth planning (page 4-1), need to address congestion and bottlenecks (pages 4-41), analysis of commuter travel and transit ridership (pages 4-14 and 4-24), and working together on environmental stewardship through the Regional Conservation Strategy for the Greater Portland-Vancouver Region (page 4-33).
- RTC acknowledges that the Metro Plan contemplates solutions for several key issues and includes in the draft RTP projects of mutual bi-state interest

including: the I-5 Bridge Replacement (page 6-17, and Appendix A project 10893), bi-state transit improvements (page 6-19, and Appendix A project 10902), and identification of major interstate corridor TSMO and TDM strategies (e.g. Appendix A project 11305). We agree that we must jointly work towards key projects which address regional bottleneck hot-spots and promote multi-modal regional mobility options. To the extent that project definitions need to be refined, and where implementation can be accelerated, RTC will be interested and engaged in those regional discussions.

RTC appreciates the identification of safety, transit, freight and commerce, and technological strategies in reports issued at the same time as the draft RTP. The comprehensive strategy documents (the Regional Transportation Safety Strategy, the Regional Transit Strategy, the Regional Freight Strategy, and the Emerging Technology Strategy) provide progressive review of important system components. We are particularly interested in those components and strategies that foster regional economic development, fill gaps in access to transportation services, and take advantage of low-cost practical solutions to accelerate transportation project and service improvements. We consider the recent deployment of regional bus rapid transit and bus on shoulder operations on select southwest Washington corridors examples of practical responses to immediate transportation access needs. Further, we recognize and appreciate that these reports are designed to point our region towards a position of positive change, rather than lagging behind and having to be reactive to changes in urban metropolitan areas and economies that affect our future prosperity.

In conclusion, RTC is committed to implementing a coordinated approach with Metro on bi-state transportation projects and further supporting planning tools of mutual interest. RTC looks forward to future collaboration through the established transportation planning processes, and fostering mobility options which move this bi-state region forward.

Sincerely,



Matt Ransom
Executive Director



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Dan Saltzman Commissioner **Chris Warner** Interim Director

August 13, 2018

Dear Council President Hughes & Metro Council,

The City of Portland appreciates the collaborative approach that Metro has taken in the development of the 2040 Regional Transportation Plan (RTP). Over the past few years, City staff and elected officials have served on working groups, provided technical and programmatic input, and engaged with regional leaders at JPACT, MTAC and Regional Leadership Forums. We've worked closely with Metro staff and our regional partners to develop a 2040 RTP that moves the region closer toward outcomes adopted in the Climate Smart Strategy, 2040 Growth Concept, and other regional frameworks. We especially appreciate your responsiveness to the concerns we raised following the release of the first round of the Call for Projects.

We'd like to highlight a few areas where we believe the 2040 RTP update has made significant progress:

- **Safety:** We strongly support the Metro Council's commitment to Vision Zero. The policies contained in the Regional Transportation Safety Strategy send a clear message that one roadway fatality and severe injury in the region is one too many. As the analysis performed in the RTP update shows, most fatalities and serious crashes occur on a small subset of the region's transportation network. These high crash corridors, many of which are state-managed arterials, need focused safety investments and, in some cases, possible reclassifications that better reflect their urban function. We encourage Metro to continue to work with its partners to use data driven methodologies and to explore new approaches to improve safety for all roadway users.
- **Equity:** The 2040 RTP update has highlighted the need for a better understanding of how our transportation decisions and investments impact communities of color and low-income communities. We are grateful that Metro has been engaging the region in conversations that are both difficult and necessary. The transportation equity policies that have emerged are a good starting point. More work needs to be done, however, to gather and understand data, as well as to make informed decisions. We are eager to work with our regional partners and impacted communities to continue to work toward a more equitable and just region.
- **Growth Strategies:** As our region continues to attract new residents and jobs, we need to recognize that traditional approaches to managing our transportation network will not be sufficient to accommodate growth. Simply put, we won't be able to build our way out of congestion. We support a comprehensive approach to managing for growth. This includes approaches that have emerged during the 2040 RTP update such as Enhanced Transit and



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policies that support a regional approach to value pricing. These emerging ideas will work best if we also have a renewed focus on fully completing our active transportation network, increased efforts at transportation demand management, and smart investments in transportation system management and operations. All these tools will be critical to managing our transportation network during a period of unprecedented growth.

While there are many positives in the 2040 RTP, it is also important to emphasize that much more work needs to be done by all of us. Even if all the identified projects are funded and built, the region will fall well short of many of its adopted goals. This is a reality we must own. It must guide both our near-term work and our long-term investments.

We encourage the Metro Council to work with its regional partners to move quickly with the work identified in the 2040 RTP's Implementation Chapter. We see an opportunity to focus efforts on the following identified projects to help the region better meet its desired outcomes:

- **8.2.3.2 Regional Congestion Pricing Technical Analysis:** Even under the best of scenarios, congestion will remain a concern in the region. As the ODOT-led value pricing process has demonstrated, pricing is one potential tool for congestion management, but it is also a tool that the region needs to study more. We encourage a regional analysis, led by Metro, that not only looks at the potential benefits of pricing, but also evaluates issues related to equity, safety, and alternative investments.
- **8.2.3.4 Jurisdictional Transfer Assessment Program:** The 2040 RTP update has made it clear that many of our region's most dangerous roads are state-managed orphan highways. These regionally significant roads are often located in communities of color and lower-income communities. To meet the region's safety goals and to advance equity, we need a long-term strategy for how to invest in and manage orphan highways.
- **8.2.3.7 Coordination of Freight System and Industrial Land Planning:** We support the additional policy direction in the Regional Freight Plan addressing the interrelated tasks of freight-system and industrial-land planning. The effectiveness of freight-system investments that accommodate expanding freight volumes will benefit from coordinated industrial-land planning that is responsive to the region's robust warehouse-development trends.
- **8.2.3.8 Transportation Equity Analysis and Monitoring:** We are supportive of future work that improves transportation equity data collection and analysis. This emerging field is one from which all of us can benefit. The value of transportation investments that support middle-wage job growth and moderate the economy's widening income inequality are an important part of this research.
- **8.2.3.13 Regional Transportation Functional Plan Update:** The RTPF was last updated in 2012. Since that time, the region has adopted the Climate Smart Strategy and Active Transportation Plan, and it has developed safety and equity policies. To fully implement the 2040 RTP, jurisdictions need an up-to-date RTPF as they update their TSPs and other plans. This will improve both local planning and regional collaboration.

Finally, in our technical review of the 2040 RTP's classifications, we have identified several classifications that do not correspond with the classifications recently adopted as part of Portland's 2035 Transportation System Plan. PBOT staff have submitted a table of recommended changes to Metro staff.

Thank you again for the opportunity to engage in the development of the 2040 Regional Transportation Plan.

Sincerely,

Chris Warner
Interim Director
Portland Bureau of Transportation

cc: Commissioner Chloe Eudaly
Commissioner Dan Saltzman
Susan Anderson, Director, Bureau of Planning & Sustainability



August 13, 2018

The Honorable Tom Hughes
President, Metro Council
600 NE Grand Avenue
Portland, OR 97232

Dear President Hughes:

The Portland Business Alliance (Alliance) appreciates the opportunity to comment on the 2018 Regional Transportation Plan Update (RTP). The Alliance represents more than 1,900 small, medium and large businesses in the Portland-metro area, all of which rely daily on an efficient multimodal transportation system that moves goods and people throughout the region. We applaud Metro for taking a comprehensive approach to this update of the RTP and for soliciting the feedback of the business community as the plan is developed further and eventually adopted later this year.

We are seeing the impacts of accelerating population growth through increasing congestion on our highways and local streets. We understand this will steadily increase as the Portland-metro region remains an attractive place to live and conduct business; it's our collective charge to accommodate that growth in a responsible, practical manner. The Alliance believes that many of the strategies outlined, and the projects identified on the constrained project list, largely reflect the region's proportional modal needs and our shared goals of safety and equity.

The \$42 billion in planned transportation investments outlined in this RTP will serve our estimated future population of more than three million well. The Alliance has consistently maintained that local governments must be good stewards of existing infrastructure before embarking on new capacity projects, and we are pleased that nearly \$27 billion is allocated for maintenance, preservation and operations in this RTP.

Demand is increasing for all transportation options, including active transportation, ride sharing, transit, freight and single occupancy vehicles. We appreciate that \$15 billion is planned for capital projects that optimize and expand regional thoroughways, transit, and access to freight destinations, and connect biking and pedestrian gaps. There are a number of projects on the constrained list that will expand vehicular capacity, such as the added auxiliary lanes on OR 217, Interstate 205 and Interstate 5, of which the Alliance is strongly supportive of. These capacity projects will have significant benefits for freight and vehicle mobility throughout the region and must remain prioritized on the RTP constrained list.

Forecasts predict that freight travel will double in this region by 2040. The Alliance cannot overstate the importance of freight mobility investments; the region's economic future depends on robust, effective freight movement that can support family-wage jobs and trade expansion. We appreciate that several freight projects are included on the constrained list, such as the I-5 Columbia River

Bridge replacement and the street modifications to Columbia Boulevard that aim to improve access to industrial properties. These and other freight projects must remain a priority for Metro.

For active transportation projects, we continue to be concerned that existing system capacity will be reduced in favor of modes that only a sliver of the population utilize, especially considering the regional context of this plan. Indeed, a recent Metro study found that only one-third of the regional population lives and works in the same city. While we understand that new active transportation projects are generally a benefit to local neighborhoods, care must be taken to minimize the negative impacts of reduced capacity on the vast majority of individuals reliant on their personal vehicles and on businesses that rely on efficient freight movement to and through the community. We must be strategic and consider the needs of our entire transportation system.

The enhanced transit concept, which includes strategies that prioritize mass transit such as bus only lanes and transit priority signals at intersections, is an effective method of improving transit reliability and speed. As national transit ridership has declined in recent years, this is a cost effective tool that will make transit a more viable transportation alternative. The Alliance also encourages the continuation of the Transit-Oriented Development Strategic Plan, which implements the 2040 Growth Concept by investing in affordable housing development and compact mixed-use projects near light rail stations and along frequent service bus corridors.

Broadly, new projects must be community-driven and outcomes-based. In the event parking spaces or auto lanes must be removed, the Alliance insists the leading government entity be transparent about the impacts such actions will have on commute patterns and freight routes. As Metro considers a visionary transportation bond measure in 2020, projects and strategies identified in this RTP must be actionable. Future technologies will completely alter the transportation landscape and as the City of Portland explores the feasibility of river transit as called for in the Central City 2035 Plan, thought should be given to that alternative as well. Flexibility in projects and strategies is also a necessary component of a successful RTP; our transportation decisions today must be made with future technology advancements in mind.

The 2018 Regional Transportation Plan Update presents an opportunity to accommodate the growth of our region in a smart and pragmatic way. The safety, equity, transit, freight and emerging technology strategies within the overall plan will contribute to an effective multimodal transportation system that can benefit businesses throughout the region and the state.

Thank you again for the opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Dave Robertson". The signature is written in a cursive, flowing style.

Dave Robertson
Chair



August 17, 2018

Ms. Kim Ellis
RTP Project Manager
Metro Planning and Development
600 NE Grand Ave.
Portland, OR 97232-2736

RE: RTP Consultation

Dear Ms. Ellis,

As the second largest public transportation provider in the Portland metropolitan area, City of Wilsonville's South Metro Area Regional Transit (SMART) provides robust local bus service at no cost to the customer and intercommunity access to Salem, Canby, Tualatin, and South Portland. In addition, SMART provides demand response paratransit service known as Dial-a-Ride and works closely with employers to establish a suite of transportation options for those employed in Wilsonville.

Beginning in 2015, SMART staff participated in various aspects of the 2018 Regional Transportation Plan (RTP) development. Attending regional leadership forums and stakeholder workshops, participating in surveys and the draft project list pilot, and providing insight through the Regional Transit Strategy work group, SMART has contributed to and reviewed the RTP to the greatest extent allowed.

SMART supports the language and projects in the RTP particularly regarding the Regional Transit Network vision of making transit more frequent, convenient, accessible, and affordable. Further supporting the strategies and policies designed to implement that vision includes bus on shoulder and other enhanced transit concepts. Additionally, SMART recognizes the value of integrating emerging technologies into public transportation options while ensuring accessibility for all.

Echoing discussions from regional leadership forums and the August RTP consultation meeting, SMART emphasizes the importance of continued discussion and inclusion of all parties revolving the development and implementation of the RTP.

Sincerely,

Dwight Brashear
Transit Director
City of Wilsonville – South Metro Area Regional Transit



WASHINGTON COUNTY OREGON

April 13, 2018

The Honorable Tom Hughes
The Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: WCCC Comments on the Draft Regional Transportation Plan

Dear Honorable Tom Hughes and Metro Council:

The Washington County Coordinating Committee (WCCC) appreciates the effort Metro has put into preparing the 2018 Regional Transportation Plan (RTP). This three-year effort included extensive public outreach and staff engagement. We recognize the tremendous amount of work involved in compiling all the information and synthesizing it into one plan document.

While the RTP outlines significant future improvements for our transportation system, performance metrics show we have more to do to reduce traffic congestion, increase transit ridership, improve safety and address equity. The WCCC supports the work outlined in Chapter 8, which identifies additional studies to address these issues. In particular, the WCCC supports:

- Reducing delay and improving reliability in corridor refinement studies for the US 26 I-5 corridors. Both of these serve significant freight needs; have significant, increasing congestion; serve growing areas and should be regional priorities.
- Identifying reliability and speed improvements on the regional transit network.
- Beginning the process to determine investments needed for the state's district highways, such as TV Highway and Hall Boulevard.
- New and improved processes to engage and build capacity among racial minorities in the transportation field.

In addition to this work, a multi-modal vision for throughway investments is missing. Identification of these investments, in advance, would support the region's strong unified voice for future investments, including a potential vision for a future with tolling. Value pricing presents opportunity to manage demand and provides funding to continue to alleviate bottlenecks. However, value pricing without the expansion of throughway capacity will not result in congestion relief. We ask that future studies of value pricing proposed in the RTP and underway by ODOT identify projects that can benefit from additional throughway capacity.

Finally, the WCCC strongly supports continued investments in emerging technology and traffic systems management and operations as opportunities for our region and would like to see future studies include these elements.

August 13, 2018

RE: WCCC Comments on the Regional Transportation Plan

Page 2 of 2

Now that the RTP update process is nearing completion, we don't want to be silent partners. We encourage continued engagement at the local level in studies, emerging strategies and investments to address delays and reliability problems in our region. We want to be actively engaged in addressing the transportation needs identified in the RTP.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Rogers', with a stylized flourish at the end.

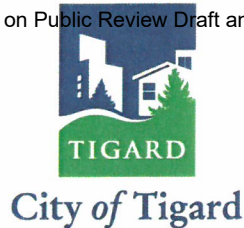
Roy Rogers, Chairman
Washington County Coordinating Committee

cc: Washington County Board of Commissioners
Andrew Singelakis, AICP, Director Land Use & Transportation
Kim Ellis, AICP, Metro Planning and Development, RTP Project Manager

RTP 2018

City of Tualatin comments to Metro

1. We highly value the RTP assessment methodology as an honest tool for determining progress (starting on page 7-7), but have the following questions or comments:
 - a. Why was multimodal and freight access not measured or set targets?
 - b. Why is there not a target for public health measurement? Especially for equity.
 - c. What are we going to do about missing the freight congestion reduction goal (10%) by 348%?
 - d. Differences between the advancement of equity and non-equity areas should be better highlighted. Many of the equity assessment measures are non-existent or not measured.
2. In item 8.2.4.1 Refinement for Mobility Corridor #3 from Tigard to Wilsonville (pp. 8-43), why is there no mention of Tualatin? Please add the following references:
 - a. "Provide regional transit service, connecting Wilsonville and Tualatin to the central city."
 - b. "Add overcrossings in vicinity of Tigard Triangle, City of Tualatin, and City of Wilsonville to improve local circulation."
 - c. Provision of auxiliary lanes between all I-5 freeway on- and off-ramps in Tualatin south of the I-5/I-205 split and in Wilsonville.
3. When will Refinement for Mobility Corridor #10 from Tualatin to Oregon City/West Linn be scheduled? This should be coordinated with the planning for the Stafford area.
4. We also agree with the following comments raised by Clackamas County and Washington County about next steps:
 - a. Reducing delay and improving reliability in corridor refinement studies for I-5 corridor. This corridor impacts our freight needs; has significant, increasing congestion; serves growing areas and should be regional priorities.
 - b. Identifying reliability and speed improvements on the regional transit network.
 - c. New and improved processes to engage and build equitable capacity and distribution in the transportation field.



To: Grace Cho
Associate Transportation Planner
Metro
600 NE Grand Ave
Portland, OR 97232

RE: Request to Update 2018 Metro Regional Transportation Plan Constrained Project List

Grace,

The City of Tigard requests the following update to the 2018 Metro Regional Transportation Plan (RTP) Constrained Project List:

Revise existing RTP Project ID 10766: Regional Trail Gap Closure: Multiple Sections on Fanno, Washington Square Loop, and Westside Trails, with an estimated project cost of \$10 million dollars to be two separate projects, as follows:

- 1) RTP Project ID 10766: Regional Trail Gap Closure: Multiple Sections on Fanno, Washington Square Loop, and Westside Trails, with an estimated project cost of \$3 million dollars, and
- 2) New RTP Project ID: Fanno Creek Trail: Bonita to Tualatin, with an estimated project cost of \$7 million dollars.

This request has been coordinated with Washington County staff. The requested change will result in a zero net increase to the RTP constrained project list costs, and allows the City to advance the Fanno Creek Trail: Bonita to Tualatin project as an individual RTP project. The City plans to take the Fanno Creek Trail: Bonita to Tualatin project through alignment analysis and preliminary design this year, and seek additional funding for final design and construction in the next funding cycle. This project is adopted in the City's Transportation System Plan and provides necessary bicycle and pedestrian connections throughout the region.

Thank you for your consideration.

A handwritten signature in blue ink, appearing to read "Lori Faha".

Lori Faha
City Engineer
City of Tigard
13125 SW Hall Blvd
Tigard, OR 97223

Attachments: Project GIS layer



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

August 16, 2018

Elissa Gertler
Planning and Development Director
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Elissa:

Thank you for the opportunity to provide comments on the proposed Regional Transportation Plan (RTP). We appreciate the emphasis on active transportation and the effort made to include information on natural resources. Attachments 1-3 provide the Parks and Nature Department's suggestions that may help clarify or enhance the information related to these two topics.

We recognize the obvious importance of a functional transportation network in the region, including active transportation components. However, transportation infrastructure can negatively affect the ecosystem services¹ nature provides, such as maintaining clean water and supporting biological diversity, especially through creating barriers to wildlife movement and fragmenting existing habitat patches. Explicitly considering the tradeoffs between transportation projects and natural resource protection may lead to approaches that help preserve, and in some cases enhance ecosystem services without compromising a transportation project's purpose. We acknowledge that designs that are sensitive to ecosystem values may be more expensive, but we believe such costs should be considered part of the true cost of a project rather than a luxury to be trimmed for cost control or provided by partners from the conservation community. This perspective reduces the degree to which transportation projects are essentially subsidized by nature and our community via externalizing the costs of lost ecosystem services.

It is also important to keep in mind that natural resource information is constantly evolving. We acknowledge that projects can only be planned with the data available at a given time; however, a best practice should be to incorporate new data as it becomes available. For example, we only just recently completed the first comprehensive map of Oregon white oak (*Quercus garryana*) throughout our region, one of the Habitats of Concern identified in Metro's Title 13. Furthermore, a regional work group is making good progress toward another long-

¹ Ecosystem services are the benefits people obtain from natural ecosystems. These include provisioning services such as food and clean drinking water; regulating services such as flood and disease control; cultural services such as spiritual and recreational benefits; and supporting services such as nutrient cycling that maintain the conditions for life on Earth.

term goal, identifying the region's key biodiversity connectivity areas and barriers using a scientific, data-driven approach followed by field-truthing and barrier assessments. While these data are not yet published, they show great promise as tools to improve meaningful habitat prioritization. We stand ready to help our region's planners make sensible use of these data.

On the other hand, some information included in the current RTP draft is out of date or incomplete, such as the wildlife hotspot incident locations described in RTP Appendix F. This dataset was collected in 2001, only covered state highways, only recorded deer and elk deaths, and relied on inconsistent reporting methods. While such information is still useful, it is important to recognize that it will not identify all of the problem wildlife crossing areas and should only be used as ancillary data.

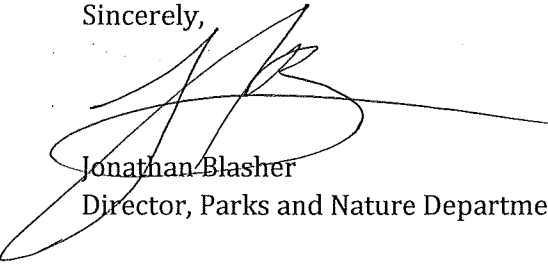
Our staff review addresses relevant sections within the primary RTP document including enhanced natural resource information and active transportation-related comments about specific RTP projects. The comments fall within these major themes:

1. **Incorporating the best available natural resource information for individual projects**, sufficiently early in the planning process to incorporate such information into project plans and budgets. Specifically, we suggest the following:
 - a. Add a line item to every RTP project to describe environmental enhancements or benefits included in the project, if any.
 - b. In Appendix F, clarify what data sets are required for project analysis under the RTP, followed by a section describing key additional information resources.
 - c. In future RTP updates, include a Parks and Nature science staff team member earlier in the RTP process so we can provide a comprehensive project-by-project assessment for proposed projects.
2. **Enhancing off-street active transportation aspects of specific projects** to help complete high priority regional trail segments identified in Metro's Regional Trails System Plan and in the RTP bicycle and pedestrian networks.
3. **Textual edits to clarify or enhance specific sections in the RTP document.**

We appreciate the early coordination with our regional trails planning staff, and look forward to similar early coordination with our natural resource staff for the next RTP update. We stand ready to assist programs and entities by offering Senior Regional Scientist Lori Hennings as the Parks and Nature point-person to help locate and interpret the best available natural resource information for transportation projects. This will help ensure that environmental considerations can be incorporated before project plans are too far along to substantially change. We are also willing to play a role in developing a guidance or best practices document.

If we can be of further assistance as the RTP language is finalized please do not hesitate to reach out.

Sincerely,



Jonathan Blasher

Director, Parks and Nature Department

Attachments:

1. 2018 RTP comments from Metro Parks and Nature, August 2018
2. Appendix F suggested edits
3. Conceptual examples of applying data sources provided in Appendix F

Attachment 1

2018 RTP comments from Metro Parks and Nature, August 2018

RTP document comments:

Page 3-46, fourth paragraph: Add “flooding and changes in hydrology” to impervious surface effects.

Page 3-47, second paragraph: Add “minimize.” Use consistent case on Metro handbook titles.

Page 3-111, photo: If available, use a photo of the South Waterfront Greenway Trail in Portland. It would more closely reflect the caption.

Page 3-111, fourth paragraph, last sentence: “In *the* highest use areas, regional trails...”

Page 3-117, policies: state that walking is an important form of exercise and is the most popular recreational activity. Oregon’s 2017 Statewide Outdoor Recreation Survey shows that 83% of Oregonians walk on local streets and sidewalks for recreation, making this the most popular recreational activity in the state. The report estimates that there were 313 million recreational walking trips on local streets and sidewalks in Oregon in 2017. Walking is a recreational activity that is available to nearly everyone.

Page 3-121, Pedestrian Network Map: The Willamette River Greenway in northwest and southwest Portland (including Tom McCall Waterfront Park) should be classified as a Pedestrian Parkway, not a Regional Pedestrian Corridor. The multi-use path carries more pedestrian trips than any other facility in the region. Annual pedestrian count data show that this facility has a pedestrian ADT of 10,000. 1.5 million pedestrian trips per year are made on this facility.

Page 4-33, RCS footnote: Add link – www.regionalconservationstrategy.org.

Page 4-33, fifth paragraph, last sentence: Do you want to use “avoid, minimize, mitigate” language for consistency?

Page 4-34, just below figure: “...conduct[s] ongoing performance monitoring of habitat and watershed health...” Are you referring to a specific program? May need to clarify. Next paragraph: Can we put all the guidebooks up to one spot, including the Wildlife Crossings Guidebook, and provide that link here? I can’t find any of them on Metro’s website. Consider referring to Appendix F in this section.

Page 4-55, third sentence: “Regional trails *are* challenging to build...”

Page 4-56: Metro Parks & Nature staff would like to review the map of existing regional trail network gaps once it is ready.

Page 6-28, fifth paragraph, first sentence: The sentence states that active transportation projects comprise 40% of all the 2040 Constrained list. Please clarify if this means 40% of the number of projects, or 40% of the total cost.

Page 7-72, Description section: Define high-value habitat – should be top 25%.

Page 7-73, fourth paragraph: Be consistent with avoid-minimize-mitigate language. This paragraph is missing “minimize.” If impacts cannot be avoided, they should be minimized and mitigated.

Page 7-73, Table 7.33: Significance of 2015 “Base Year” is not clear. Was it not measured? Similar question for “No-build;” if it was not measured does it need to be included in this table? The RCS came out in 2012. If this is the first time high value habitat has been used as a measure, consider stating so in previous paragraph.

Page 8-42, graphic: include existing and proposed regional trails (Fanno Creek Trail and Ice Age Tonquin Trail) in graphic.

Page 8-43: add a bullet to the list that states, “Complete gaps in the Fanno Creek and Ice Age Tonquin Regional Trails to provide a continuous off-street active transportation route through the length of the mobility corridor.”

Page 8-46, graphic: include all existing and proposed segments of the I-205 Regional Trail in the graphic.

Page 8-47: add a bullet to the list that states, “Complete gaps in the I-205 Multi-use Path - including southernmost segment from Oregon City to Tualatin – to provide a continuous off-street active transportation route through the length of the mobility corridor.”

Page 8-48, graphic: include existing and proposed regional trails (Beaverton Creek Trail, Tualatin Valley Trail, Rock Creek Trail and Council Creek Trail) in the graphic.

Page 8-52, graphic: include existing and proposed regional trails (Springwater Trail, Wy’east Way and Gresham-Fairview Trail) in the graphic.

Page 8-55, graphic: include existing and proposed regional trails (Rock Creek Trail, Westside Trail and Saint Helens Road) in the graphic.

Page 8-58: add a bullet to the list that states, “Complete regional trail gaps – including Rock Creek Trail, Westside Trail and Saint Helens Road – to provide a continuous off-street active transportation route through the length of the mobility corridor.”

Page 8-59, graphic: include existing and proposed regional trails (Troutdale to Springwater Trail, Sunrise Corridor Trail and Butler Buttes Trail) in the graphic.

Page 8-59, box at bottom of page: include a recommendation to complete regional trails gaps – including the Troutdale to Springwater Trail, the Sunrise Corridor Trail and the Butler Buttes Trail – to provide a continuous off-street active transportation route through the length of the mobility corridor.

Page 8-69, second bullet: the new collector-distributor road between Allen Boulevard and Denney Road should include a new parallel multi-use path. This future path is shown in the RTP bicycle and pedestrian system maps.

Page 8-70: the I-205 South Corridor Widening and Seismic Improvements Project should include a new parallel multi-use path. This future path is shown in the RTP bicycle and pedestrian system maps.

Appendix F: See Attachment 2.

Additional comments:

- Motor Vehicle Network Policy 9 and elsewhere in the RTP document: Use “avoid, minimize, mitigate” language. Please be consistent with this throughout the document where appropriate.
- Bridges, culverts, etc. – when a new structure is built (or an existing one modified) that could damage important wildlife habitat or impede wildlife movement, crossings of all types should be designed appropriately to allow for fish, wildlife, and sometimes people movement at all water levels.

Project List comments:

- RTP ID 11673: change “includes regional trail” to “yes.”
- RTP ID 11674: change “includes regional trail” to “yes.”
- RTP ID 10766: This project is in fact a collection of several distinct projects. Each individual project should be broken out with its own RTP project number. Create a separate project for “Fanno Creek Trail – Bonita Road to Durham Park” and list the time period as “2018-2027.”



DRAFT Appendix F

2018 Regional Transportation Plan**Environmental Analysis and Potential Mitigation Strategies**July 20, 2018 – ~~UPDATED 8/31~~7/18**Purpose**

The purpose of this appendix is to summarize the methods and data used to conduct a system-level environmental analysis of the 2018 Regional Transportation Plan (RTP) constrained priorities project list, identify additional natural resource data of potential interest and discuss potential environmental mitigation strategies. Findings from the environmental analysis are reported in Chapter 7 of the Regional Transportation Plan.

The environmental analysis included vegetation, aquatic and terrestrial wildlife species and habitat, wetlands, floodplains, other biological resources and historic resources that may be affected by projects in the Regional Transportation Plan. A separate appendix, Appendix E, documents the system-level transportation equity evaluation conducted for the 2018 Regional Transportation Plan and potential environmental justice mitigation strategies.

This appendix addresses federal metropolitan transportation planning requirements for the Regional Transportation Plan to:

- discuss environmental and historic resources that may be affected by projects identified in the Regional Transportation Plan;
- discuss potential environmental mitigation activities and potential areas to carry out these activities; and
- consult with Native American Tribes and appropriate federal and state resource and regulatory agencies.

This appendix, Appendix E and Chapter 7 of the Regional Transportation Plan are the basis for consultation with Native American Tribes and appropriate federal and state land management, wildlife and regulatory agencies. The consultation opportunity will occur from July 20 to August 20, 2018. As part of this consultation, Metro will host a meeting on August 6, 2018 to provide a brief overview of the draft 2018 Regional Transportation Plan and address questions or concerns that Native American Tribes and federal and state agencies may have for this process. Agencies and tribes are requested to provide any additional written comments by August 20, 2018 so they can be considered as part of finalizing the 2018 Regional Transportation Plan.

Introduction

Transportation impacts the natural and built environment in many ways, potentially having significant effects on the region's air quality, water quality, noise, fish and wildlife habitat, historic resources, tribal lands and public health. These impacts are particularly important to Metro since the natural and social environment is deeply connected to the identity and quality of life of the greater Portland region. When asked what they enjoy most about the quality of life in the region, people living in the region have consistently chosen clean air and water and access to nature as things they value and want to protect.

The Portland metropolitan region is situated at the northern end of the Willamette valley ecoregion, a fertile river valley surrounded by dramatic natural features - the Coast range to the west, the Cascades

DRAFT Appendix F**July 20, 2018****2018 RTP Environmental Analysis and Potential Mitigation Strategies**

to the east, and the Columbia River to the north (including the Columbia River Gorge National Scenic area). Inside of the region, natural landscape is created by broad river valleys with wetlands, narrow river canyons with riparian vegetation, buttes and forests, mountains and meadows, foothills and farms.

The protection of natural and cultural resources has long been a key [responsibility-concern](#) of Metro. The preamble of the 1992 Metro Charter proclaims that “Metro’s most important service is to preserve and enhance the quality of life and the environment for ourselves and future generations.” This ethic of sustainability is central to several Metro plans and programs, including the Regional Transportation Plan, Climate Smart Strategy, Greenspaces Master Plan, Nature in Neighborhoods Initiative and the region’s overarching land use and transportation strategy for managing growth, the 2040 Growth Concept. Clean air and water is one of the six desired outcomes adopted by the Metro Council in 2008.

Regulatory Environment

Construction of the projects identified in the Regional Transportation [Plan](#) would be subject to federal, state and local regulations concerning impacts to biological and historic resources. The principal regulations, ordinances and permit actions that could apply to implementation of these projects are summarized in **Table 1**. Many of the requirements and processes identified below would be addressed in detail during the project development design and permitting phase (after selection of a preferred alternative), as part of the environmental and land use review, consultation and permitting processes all construction projects must undergo. Early consideration of environmental impacts also helps address National Environmental Policy Act (NEPA) requirements more effectively when federal funding or federal action is involved than if such issues would be left for consideration later in the project development process.

Table 1. Summary of Potential Natural Resource Permit Requirements

Regulation/Permit	Responsible Agency	Documentation or Processes Required	Regulated Resource(s)
Federal			
National Environmental Policy Act (NEPA)	Federal Transit Administration (FTA) and Federal Highway Administration (FHWA)	NEPA FONSI, CE, EA or EIS addressing natural resource conditions, impacts and mitigation	Human and natural environment, and related social and economic effects
Clean Water Act (CWA) Section 404 Individual Permit	U.S. Army Corps of Engineers (USACE)	Alternatives analysis; wetland delineation study; wetland functional assessment and impact analysis; mitigation plan	Waters of the U.S., including wetlands
Federal Endangered Species Act (ESA) and Magnuson-Stevens Fishery Conservation Management Act	National Marine Fisheries Service (NMFS), U.S. Fish and Wildlife Service (USFWS)	Biological Assessment addressing project impacts to listed species, species proposed for listing and candidate species	Vegetation, wildlife, fisheries
Fish and Wildlife Coordination Act	USFWS, NMFS and Oregon Department of Fish and Wildlife (ODFW)	Agency consultation; identify impacts to fish and wildlife resources; recommend mitigation	Vegetation, wildlife, fisheries

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Regulation/Permit	Responsible Agency	Documentation or Processes Required	Regulated Resource(s)
Federal Migratory Bird Treaty Act	USFWS	Identify impacts to migratory birds; avoid destruction of active nests or eggs, and killing of individuals	Wildlife
Bald Eagle and Golden Eagle Protection Act	USFWS	Identify bald eagle nesting habitats; agency consultation	Wildlife
State			
Oregon Removal – Fill Permit	Oregon Department of State Lands (DSL)	Alternatives analysis; wetland delineation study; wetland and/or waterway functional assessment and impact analysis; mitigation plan	Waters of the state, including wetlands
Oregon State ESA	ODFW and Oregon Department of Agriculture (ODA)	Identify project impact to state-listed and candidate species not currently listed under federal ESA	Vegetation, wildlife, fisheries
CWA Section 401 Water Quality Certification	Oregon Department of Environmental Quality (DEQ)	Assess project compliance with state water quality standards; implement mitigation measures	Rivers, streams, other bodies of water
Fish Passage Act	ODFW	Agency consultation; identify crossed streams with native migratory fish; implement passage at identified streams	Native migratory fish

Under Oregon land use regulations, local and state jurisdictions are required to compile inventories of wetland and other natural areas and protect the highest-ranking inventoried sites. This protection is provided by local regulations such as local environmental zones, sensitive lands overlay zones and other locally identified regulated areas and resources. Such areas include sites that meet the standards of Statewide Planning Goal 5 for open space, scenic or natural values.

Commented [LH1]: Should Metro's Title 13 be mentioned here?

In general, the overlay zones are intended to allow development in situations where adverse impacts from the development can be avoided or mitigated. Regulations implementing these ordinances provide guidelines for, among other things, identifying, protecting and mitigating impacts, and managing important natural resources. Each jurisdiction has its own process for assessment and approval of transportation projects in the vicinity of sensitive ecosystem resources. The processes generally include an assessment of existing conditions, analysis of potential impacts from a project, and documentation of actions taken to avoid, minimize or compensate for impacts to the resources. In addition, each jurisdiction has its own urban forestry or tree code, as well as local requirements for storm water management and treatment.

Environmental Considerations Analysis

The analysis reported in Chapter 7 of the Regional Transportation Plan identifies areas of potential conflicts where proposed RTP projects intersect with environmental and historic resources. The environmental analysis also included an evaluation of mobile source emissions and potential impacts to tribal lands. Considering the complexity and diversity of the environment across the region, Metro uses readily available published environmental inventories to identify protected resources, including

DRAFT Appendix F**July 20, 2018****2018 RTP Environmental Analysis and Potential Mitigation Strategies**

vegetation and wildlife habitats, fishery resources, wetlands, floodplains and historical resources.

This Appendix documents the methodology used, areas of potential conflict and potential mitigation strategies. Identifying these areas of potential conflict early in the transportation planning process allows for more meaningful consideration of mitigation strategies, including project alignment, design and construction features that avoid or minimize impacts on the resource area. Many of these mitigation strategies are addressed specifically during the project development process as part of the environmental and land use review, consultation and permitting processes all construction projects must undergo. Early consideration of environmental impacts also helps address National Environmental Policy Act (NEPA) and other requirements more effectively than if such issues would be left for consideration later in the project development process.

Overview of Methodology and Data Used for the Environmental Analysis

The methodology and data used for the analysis is organized into eight sections:

1. High value habitat areas analysis
2. Wildlife Incident hotspots analysis
3. Fish passage barriers and fish bearing streams analysis
4. Wetlands analysis
5. Floodplain analysis
6. Historic resources analysis
7. Tribal lands analysis
8. Clean air and greenhouse gas emissions analysis

The summary of the methodology and data used for the analysis is followed by an overview of Metro efforts to implement and encourage environmental mitigation activities. Findings from the analysis are reported in Chapter 7 of the 2018 Regional Transportation Plan (sections 7.4.12 – 7.4.16).

1. Analysis of potential impacts to high value habitat areas

Metro used the best available regional scale data to identify the potential areas of conflict between the proposed RTP project and high value habitat areas identified by the Regional Conservation Strategy within the planning area. Using Geographic Information System (GIS) mapping software, projects identified in the draft list of projects for the RTP were overlaid with the Regional Conservation Strategy high value habitat areas within the planning area. [Regional Conservation Strategy information and data are available at www.regionalconservationstrategy.org](http://www.regionalconservationstrategy.org). It should be noted that while the Regional Conservation Strategy data made use of the best available data at the time, key elements such as oak and prairie habitat (an Oregon Conservation Strategy habitat type) were not available at the time.

As noted previously, the Intertwine Regional Conservation Strategy serves as a framework for efforts to conserve biodiversity within the greater Portland-Vancouver region. Data was developed from 2010 to 2013 by the [Intertwine Alliance](#) – a broad coalition of public, civic, private, and nonprofit organizations. The analysis considered many features, including existing vegetation, wetlands, hydric soils, floodplains, habitat patch size and shape, distance from streams and wetlands, and the presence of roads. High value habitat areas [are rated from 1-100 for any given geography](#) because of [due to the type, location and size of their habitat](#). For this analysis, the top 25 percent scoring habitat areas ~~xxx~~ ASK TOMMY ranked in the top quarter of all [habitat](#) areas [were used](#). because of the type, location and size of their ~~habitat~~.

Commented [s2]: The Intertwine Alliance is the group, the Intertwine is the system of parks, trails and natural areas

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DRAFT Appendix F**July 20, 2018****2018 RTP Environmental Analysis and Potential Mitigation Strategies**

The Intertwine [Alliance's](#) Regional Conservation Strategy high value habitat data set¹ includes much of the environmental data recommended by the Federal Highway Administration (FHWA) for consideration to meet federal requirements. The RCS data includes: wetlands identified in the National Wetland Inventory (NWI), forest land, 100-year floodplains identified by the Federal Emergency Management Agency (FEMA), U.S. Geological Survey stream and hydrography data, SSURGO soil data collected by the National Cooperative Soil Survey developed by the U.S. Department of Agriculture, LIDAR data and land cover data.

Findings from the analysis are reported in Chapter 7 of the 2018 Regional Transportation Plan (see section 7.4.14).

2. Analysis of potential impacts to wildlife hotspot incident locations

The purpose of the wildlife incident hotspot inventory is to identify key areas in the region where wildlife mortalities are caused by motor vehicles. This information highlights key areas where wildlife crossings designs should be considered in the transportation planning and project development process. Identification of these projects early in the planning process provides an opportunity to consider wildlife corridor acquisition/restoration, wildlife crossing design treatments and other strategies as part of future project development.

In August, 2002, Metro completed a study that compiled wildlife mortality data for the three county Portland region. It used several sources, including: city, county and state road maintenance department road kill pick-up records; ODOT's Crash Analysis and Reporting Unit; County animal control agencies; and animal care and rehabilitation centers. The study reported more than 2,000 deer and elk deaths between 1992 and 2001 due to collisions with vehicles. The analysis began with a wider scope but was restricted to elk and deer due to limitations of available data—many agencies do not consistently report other wildlife mortalities. In a second study in 2005, the Oregon Department of Transportation used an expert-opinion approach to identify 86 hot spots along state maintained roads in ODOT Region 1. Most of these hot spots are locations where deer-vehicle collisions are frequent, although the experts also identified hot spots that served as crossing locations. ODOT maintains this database and updated the data in 2016 for the 2007- 2016 time period for state-owned roadways in the region.

This analysis is not complete. Findings from the analysis will be added to Chapter 7 of the 2018 Regional Transportation Plan and projects in the 2018 RTP project lists intersecting these hotspot locations will be identified.

Analysis of potential impacts to conservation opportunity areas

At the state level, ODFW and ODOT have undertaken steps to identify wildlife linkages, important wildlife habitat areas that are near or span paved roads. In 2007, ODFW and ODOT convened workshops to identify these linkage areas. The workshops included state, regional and federal agency staff; transportation maintenance workers and transportation and land use planners. ODOT will combine this information gained from this effort with its wildlife mortality data, daily usage modeling and other information to start identifying possible high priority sites for wildlife crossings. ODFW has just re-started this project to take a more science-based approach. This ODFW project was based on best professional opinion, unlike Metro/PSU's Biodiversity Corridor Toolkit (see paragraph I sent along last week; we are much further along in science-based approach). You can find some useful information here: https://www.dfw.state.or.us/conservationstrategy/docs/Linkages_Report_Final_2009.pdf, plus

Commented [LH3]: This dataset was collected in 2001, only covered state highways, only recorded deer and elk deaths, and relied on inconsistent reporting methods. While such information is still useful, it is important to recognize that it will not identify all of the problem wildlife crossing areas and should only be used as ancillary data.

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¹ Visit regionalconservationstrategy.org for more information.

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[the resulting ODFW map link and metadata here:](#)

<https://nrimp.dfw.state.or.us/DataClearinghouse/default.aspx?p=202&XMLname=806.xml>

[In 2014, The Nature Conservancy integrated ODFW's conservation opportunity areas with other key special habitat information. This consolidated information reflects statewide priorities and can be found here: https://databasin.org/maps/new#datasets=9f79ce2035b7402fb60ef70e63c72142.](#)

3. Analysis of potential impacts to fish passage barriers and fish bearing streams

In 2002, Metro inventoried culverts in the region to identify barriers to fish passage. Fish passage barriers can be man-made or natural blockages to the free movement of fish species through a waterway. Upstream blockages that prevent spawning of fish, especially those that are identified as threatened or endangered, are of significant importance. Fish barriers can come in the form of culvert blockages, dams, shallow water, or a combination of factors that prevent fish from reaching their spawning grounds. Transportation projects that may develop new barriers, or intersect existing barriers will require adequate fish passage as directed by State law.

This analysis is not complete. Findings from the analysis will be added to Chapter 7 of the 2018 Regional Transportation Plan and projects in the 2018 RTP project lists intersecting these fish passage barrier locations and fish bearing streams (current and historic) will be identified.

4. Analysis of potential impacts to wetlands

Metro included wetlands in the analysis of potential conflicts as part of the high value habitat areas analysis. A separate analysis is planned. Findings from the analysis will be added to Chapter 7 of the 2018 Regional Transportation Plan and projects in the 2018 RTP project lists intersecting wetlands will be identified.

5. Analysis of potential impacts to flood hazard areas/floodplains

Metro included floodplains in the analysis of potential conflicts as part of the high value habitat areas analysis. A separate analysis is planned. Findings from the analysis will be added to Chapter 7 of the 2018 Regional Transportation Plan and projects in the 2018 RTP project lists intersecting flood hazard areas/floodplains will be identified.

6. Analysis of potential impacts to historic resources

Metro reviewed data from the National Register of Historic Places.² More than 650 historic places and structures have been listed in the National Register in the planning area. Using Geographic Information System (GIS) mapping software and data from National Register of Historic Places, the analysis identified projects within the planning area that are located within 100 feet of historic properties listed in the National Register.

Potential transportation project related impacts may include physical changes to historic transportation infrastructure, effects of road widening on historic settings or structures, effects on historic roadside elements, effects of air pollution on resources due to increased traffic, and disturbance or infringement on cultural landscapes. The nature of these impacts is highly site and project specific, and the information about historic resources is constantly evolving. It is important for each project to be

² For more information on each site visit www.nationalregisterofhistoricplaces.com/or/state.html and click on Clackamas, Multnomah or Washington County.

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evaluated in the specific context and timeframe in which it is designed with up-to-date information. There are several state and federal laws and regulations that call for preservation and/or enhancement of historic and cultural resources. Of specific relevance to transportation projects are Section 106 of the National Historic Preservation Act (NHPA) of 1966 and Section 4(f) of the Department of Transportation Act of 1966.

Findings from the analysis are reported in Chapter 7 of the 2018 Regional Transportation Plan (see section 7.4.15).

7. Analysis of potential impacts to tribal lands

Metro also reviewed tribal lands data available from the Bureau of Indian Affairs to identify potential federally recognized tribal lands in the planning area. No tribal lands were identified within or adjacent to the metropolitan planning area.

Findings from the analysis are reported in Chapter 7 of the 2018 Regional Transportation Plan (see section 7.4.15).

8. Analysis of potential impacts to clean air and greenhouse gas emissions

The greater Portland region achieved attainment status under federal law in October 2017 and is no longer required to complete an air quality conformity determination. Metro estimated future mobile source emissions of criteria pollutants: carbon monoxide (CO), precursors of smog – nitrogen oxide (NOX) and volatile organic compounds (VOC), particulate matter (PM10 and PM2.5), carbon dioxide emissions from cars and trucks operating within the greater Portland region's airshed.

Metro estimates future mobile source emissions by inputting existing and proposed transportation project information into the travel demand model to understand how travel behavior will change in the region with and without proposed investments for the years 2027 and 2040. Key travel behavior outputs include trip generated, mode split (i.e. percentage of trips taken by different transportation modes), trip distances, and vehicles miles traveled. This information is then post-processed in the transportation emissions model approved by the U.S. Environmental Protection Agency (known as MOVES2014a). MOVES includes information about vehicle fleet mix, fuel composition, and emissions rates to determine what the projected emissions of individual air pollutants and greenhouse gas emissions would be with and without the proposed transportation investments for the Portland airshed in 2027 and 2040.

Further, the region has estimated that other pollutants, for which there are not federal or state regulations, but which nevertheless can have health or environmental impacts. The amount of air toxics³ and ozone generated from on-road transportation sources are estimated by Metro on a voluntary basis and reported in Chapter 7 of the Regional Transportation. Both air toxics and ozone are estimated to decrease substantially in the future to the year 2040 the furthest year analyzed.

Other environmental data considered by not analyzed for the 2018 Regional Transportation Plan

Other inventories previously suggested by FHWA, but not included in this analysis due to a lack of a comprehensive regional database include: Scenic/Historic/Backcountry Roads, Superfund sites, archeologically sensitive areas, previous ODOT mitigation sites, potential ODOT mitigation banks, Division of State Lands existing mitigation banks, water quality limited bodies (defined by the

Commented [LH4]: Some of the data sets that we did use were not comprehensive either – for example, wildlife hotspots.

³ Nitrogen oxide and volatile organic compounds are precursors to Ozone. Transportation-related air toxics are: Acrolein, Arsenic, Benzene, 1,3-Butadiene, Chromium 6, Diesel particulate matter plus diesel exhaust organic gases (Diesel PM), Formaldehyde, Naphthalene, Polycyclic organic matter

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Department of Environmental Quality), National Marine Fisheries and U.S. Fish and Wildlife recovery/conservation plans.

Implications for projects in the 2018 Regional Transportation Plan

The RTP project lists in Appendix A, B and C identify projects that intersect with the Regional Conservation Strategy high-value habitat areas and properties listed on the National Registry for Historic Places. Information will be added to the project lists to identify projects that intersect with wildlife hotspot incident locations, culverts that are barriers to fish passage, fish bearing streams, wetlands and floodplains.

It is important to note a project's inclusion on this list does not guarantee the project will impact a given environmental or historic resource. Rather, the agency responsible for the project should be aware of its potential impacts and potential mitigation strategies available, and work to mitigate any potential issues during the project development phase as part of the environmental and land use review, consultation and permitting processes all construction projects must undergo.

Potential environmental mitigation activities are described in the next section and more generally in Chapter 3 of the Regional Transportation Plan. Projects that intersect environmental or historic resources should consider alignment options that avoid the resource area as well as environmental mitigation strategies during future project development as described in the next section and Chapter 3 of the Plan. Identifying these areas of potential conflict early in the transportation planning process allows for more meaningful consideration of mitigation strategies, including project alignment, design and construction features that avoid or minimize impacts on the resource area. It also provides information that could be used to inform estimating project planning, construction and mitigation costs as part of the overall project cost to reduce help delay in project delivery.

Overview of Metro Efforts to Implement and Encourage Environmental Mitigation activities

The analysis conducted for the 2018 Regional Transportation Plan complements other Metro efforts to incorporate and encourage environmental mitigation strategies during the long-range planning and project development processes:

Metro Planning and Development Department Environmental Mitigation Activities and Resources:

- **Complete Streets Program** – published six best practices in transportation design handbooks – (1) *Creating Livable Streets: Street Design Guidelines for 2040* (2002), (2) *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* (2002), (3) *Trees for Green Streets* (2002), (4) *Green Trails: Guidelines for Environmentally Friendly Trails* (2004), (5) *Wildlife Crossings* (2009), (6) *Lighting Regional Trails Best Practices and Recommendations* (2016) – to provide design and construction guidelines to minimize transportation impacts on natural resources and wildlife when avoidance is not possible. The first three handbooks are currently being updated and will incorporate and reference the last three more recent handbooks related to trails and wildlife.
- **Regional Active Transportation Plan and Top Ten Natural Resource Considerations for Trails Planners** – adopted in 2014 by the Metro Council, the Regional Active Transportation Plan defines a vision and policies that will make it easier to walk, bike and access to transit to work, school, parks and other destinations throughout the region. The plan recommends “Top 10 Natural Resource Considerations for Trails Planners” and mapped the Regional Active Network

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with the Regional Conservation Strategy high value habitat areas to show places where these considerations should be applied during future planning, project development and construction.

- **Climate Smart Strategy** – adopted in 2014 by the Metro Council, the strategy defines policies, strategies and near-term actions to guide how the region integrates reducing greenhouse gas emissions with on-going agency efforts to implement the 2040 Growth Concept and Regional Transportation Plan. Implementation of the strategy, through the Regional Transportation Plan, will reduce stormwater run-off and related water pollution, air pollution and greenhouse gas emissions.
- **Growth Management Program** – This program is responsible for managing the region’s urban growth boundary. Land inside the urban growth boundary supports community development and urban services such as roads, water and sewer systems, parks, schools and fire and police protection. The boundary is one of the tools to protect farms, forests and natural areas from urban sprawl and promote the efficient use of land, public facilities and services inside the boundary. In 2007, a system for designating urban and rural reserves was put in place, further honing criteria for bringing land into the boundary.
- **Regional Functional Plans** – Metro’s Urban Growth Management Functional Plan and Regional Transportation Functional Plan direct how local governments implement the 2040 Growth Concept and Regional Transportation Plan. Title 3 of the UGMFP addresses water quality and flood management, Title 13 addresses habitat conservation areas, including protection of riparian and upland wildlife habitat and use of habitat-friendly development practices. Metro reviews local plans as they are amended and publishes an annual compliance report. Title 1 of the RTFP addresses system design to ensure the street designs and best practices set forth in the Complete Street program handbook can be implemented in local planning and project development. Title 1 of the RTFP also provides direction on limiting new street connections and bike and pedestrian accessways that cross water resources.
- **Ongoing Consultation Activities** – Ongoing environmental mitigation consultation with relevant federal and state agencies occurs through Metro’s Transportation Policy Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT), which includes representatives from the Oregon Department of Environmental Quality (DEQ), the Oregon Department of Transportation (ODOT), and port and transit districts; the Metro Technical Advisory Committee (MTAC) and Metro Policy Advisory Committee (MPAC), which include representatives from the Oregon Department of Land Conservation and Development (DLCD), and port and transit districts. Consultation with relevant federal and state resource agencies has typically occurred as part of major project development activities, such as EIS and EA’s, on a project by project basis occurred through CETAS (Collaborative Environmental and Transportation Agreement for Streamlining). Consultation with CETAS was conducted for the 2010 Regional Transportation Plan. CETAS was invited to consult on the 2014 Regional Transportation Plan. A consultation meeting with CETAS was scheduled but canceled. CETAS was dissolved in 2016. In the absence of CETAS, Metro will convene a consultation meeting with federal and state land management, wildlife and regulatory agencies and Native American Tribes for the 2018 Regional Transportation Plan on August 6, 2018. The consultation meeting will seek feedback on how best to consult with relevant agencies and Native American Tribes during future metropolitan transportation planning efforts.

Metro Parks and Nature Department Environmental Mitigation Activities and Resources:

- **Metropolitan Greenspaces Master Plan** – adopted in 1992 by the Metro Council, provides a vision for a regional system of parks, natural areas, greenways, and trails and identifies 57 urban

Commented [LH5]: Jonathan Soll wants the RTP to list Lori Hennings as the key Parks and Nature contact person for the most up-to-date natural resource data layers. Can we get that in here somewhere, plus potentially in the main text of the document? Organizational suggestion: consider specifically calling out data sets that could help with environmental assessments – distinguishing reports from actual data.

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natural areas and 34 trail and greenway corridors that define the green infrastructure for wildlife and people in the Portland metropolitan region.

- **Parks and Nature System Plan** – adopted in 2016 by the Metro Council, the Parks and Nature System Plan spells out Metro’s role in protecting clean water, restoring fish and wildlife habitat and connecting people with nature close to home – and sets priorities for this unique park system into the future. The plan also describes Metro’s 17,000-acre portfolio of parks, trails, natural areas and historic cemeteries.
- **Regional Natural Areas Acquisition program** – initiated in 1996 and expanded in 2006 and again in 2013 and 2016, directs Metro to purchase natural areas, trails and greenways to be held for future use as open space, parks, trails and fish and wildlife habitat. More than 17,000 acres and 90 miles of river and stream banks have been acquired by Metro since the program was initiated. In addition, Metro has investment more than \$90 million to support a broad range of community nature projects across greater Portland, helping to preserve land, restore habitat, build visitor amenities, expand nature education programs and provide outdoor experiences for historically marginalized communities.
- **Nature in Neighborhoods Initiative** – includes Metro’s fish and wildlife protection program, conservation education, [and restoration, habitat friendly development practices guidelines, and on-going monitoring and reporting of key natural resource indicators.](#)
- **Regional Conservation Strategy** – The Intertwine Alliance published the Regional Conservation Strategy in 2012 as a way to identify high value habitat and develop strategies to promote effective protection and enhancement of the region’s fish and wildlife habitat, water quality, and other vital ecosystems services through strong, clear vision and strategic, science-based approaches. When combined with its companion document, the Biodiversity Guide for the Greater Portland-Vancouver Region, the Regional Conservation Strategy presents a shared understanding of the nature of our region. It defines the challenges facing local wildlife and ecosystems and offers a vision, framework and tools for moving forward collaboratively to protect and restore our natural systems. The Intertwine Alliance is a coalition of more than 140 private firms, public agencies and nonprofit organizations. Representatives from Alliance partner organizations collaborated for 2 years to create the Regional Conservation Strategy (with its supporting Biodiversity Guide for the Greater Portland-Vancouver Region) to guide the expansion, restoration and management of The Intertwine—the region’s network of parks, trails, natural areas and watersheds. The Alliance has also produced management tools, research and best practices resources on urban forestry, public engagement and other topics to advance Regional Conservation Strategy goals. This includes:
 - **Regional Urban Forestry Assessment** completed in partnership with the Audubon Society and Portland State University.
 - **Intertwine trail counts and survey data** – Every September since 2008, volunteers count and survey people who are biking and walking the Intertwine – the region’s trails, parks and natural areas – using nationally standardized surveying and recording methods. The count is part of the National Bicycle and Pedestrian Documentation Project’s annual gathering of trail use data at over 90 sites nationwide. Sites are selected by their link to current or future trail projects.
 - **Wildlife corridors and connectivity inventory** – The Regional Connectivity Work Group (RCWG) was formed in 2016 to identify key habitat areas and the best remaining, feasible connections between these “anchor” habitats. The group’s mission is to “understand, create, and protect connectivity to support an ecologically viable, interconnected habitat system for native fish, wildlife, and plants that allows for healthy

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populations, safe movement and migration across rural and urban landscapes.” The RCWG has created a Connectivity Toolkit that uses GIS to identify wildlife habitat areas and potential connectivity zones, followed by ground-truthing to assess habitat conditions and potential barriers to wildlife movement. By December 2018, shapefiles of surrogate species’ habitat and connectivity barriers will be completed. The group is currently writing a strategic action plan, which includes a collaborative process for prioritizing the most important remaining habitat and connectivity areas for conservation. The timeline and partners to be engaged in identifying high priority areas at the regional scale will be determined during the strategic planning process.

- **Oregon white oak habitats inventory** – The Regional Oak Prairie Work Group (OPWG) was formed in 2012 to address conservation needs for declining Oregon white oak and associated species. Only approximately 8 percent of Oregon white oak remains in the Willamette Valley. Oregon white oak is a Habitat of Concern under Metro’s Title 13 and a high priority for many agencies and conservation organizations. The group has just completed mapping Oregon white oak on the Oregon side of the Portland-Vancouver Regional Conservation Strategy, and the data will be publicly available by summer 2018. The OPWG recently completed a Strategic Action Plan, which will guide the group’s future collaborative efforts including identifying high priority areas for future conservation. The OPWG coordinates a regional partnership of over 30 public agencies, park districts, non-profits and community-based organizations.
- [Metro regularly hires a consultant to check Metro-owned sites for Native American legacies.](#)
- **Metro Culvert Inventory** – identifies areas where fish passage was blocked. ~~This~~ [Because this data has not been updated since 2002, Metro relies on culvert data maintained by the Oregon Department of Fish and Wildlife for planning projects.](#)

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Summary of potential mitigation strategies by resource area

When impacts cannot be avoided, efforts are made to minimize and or mitigate impacts. Environmental mitigations during project development are established in consultation with numerous federal, state and local agencies as well as interested parties responsible for and interested in environmental stewardship, including:

- Federal Highway Administration
- Federal Transit Administration
- National Marine Fisheries Service
- United States Army Corps of Engineers
- United States Bureau of Land Management (Northwest OR district office)
- United States Environmental Protection Agency
- United States Fish and Wildlife Service
- United States Forest Service
- Oregon Department of Environmental Quality
- Oregon Department of Fish and Wildlife
- Oregon Department of Forestry
- Oregon Department of State Lands
- Oregon Department of Transportation
- Oregon State Historic Preservation Office
- Oregon Parks and Recreation Department
- Oregon Water Resources Department

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- Oregon Watershed Enhancement Board
- Clean Water Services

The specific types of environmental mitigation activities implemented are ultimately determined by the governing regulatory authority and are dependent upon the resource being impacted and the severity of that impact.

Mitigation activities generally follow an ordered approach:

- avoiding the impact altogether by not taking a certain action or parts of an action.
- minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action or project.
- compensating for the impact by replacing or providing substitute resources or environments.

This ordered approach to mitigation is known as "sequencing" and involves understanding the affected environment and assessing transportation effects throughout the project development process. Among the key environmental mitigation areas of interest to Metro are:

Regional Conservation Strategy High value habitat areas

The greater Portland region's ecosystem provides habitat to nearly hundreds of wildlife species and in an effort to help protect these species and the biodiversity of the Portland-Vancouver region, the Intertwine Alliance's Regional Conservation Strategy identified high value habitat areas in the region.

The RCS high value habitat data was developed using separate upland and riparian models, which were then combined. Where the two inventories overlapped, high value riparian habitat took precedence.

The inventory was based on many sources of data, including:

- A 5-meter resolution land cover map developed for this process by the Institute for Natural Resources
- Combined national and local wetland inventories
- Regional data on streams, rivers, bodies of water, floodplains, soil types including hydric soils, and roads

The habitat model included variables such as habitat patch size, habitat interior, influence of roads, an estimate of how difficult it is for organisms to move across the landscape ("habitat friction"), and infiltration potential.

Other natural resource information sources can be overlain to enrich the RCS habitat models for transportation planning, including:

- Critical habitat for salmonids
(http://www.westcoast.fisheries.noaa.gov/protected_species/salmon_steelhead/salmon_and_steelhead_listings/steelhead/lower_columbia_river/lower_columbia_river_steelhead.html)
- Appendix E in the RCS Biodiversity Guide includes fish (including salmonid runs) and wildlife Threatened and Endangered listing status as of 2010; should check in with ODFW or NOAA Fisheries to ensure the most current status.
- Metro's Title 13 inventory (adopted by local jurisdictions)

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This inventory incorporated FEMA floodplains plus the 1996 flood area of inundation and accounted for steep slopes.

- Willamette River Greenway (<https://www.oregon.gov/LCD/docs/goals/goal15.pdf>; City of Portland - <https://www.portlandoregon.gov/bps/article/508803>)

Metro and many partners from the Interwine Alliance are actively working to improve regional prioritization data. Coordination with Metro staff is the best way to ensure the most current data are used in project planning.

Avoiding disturbance of these natural areas is most desirable to preserve these resources. Where transportation improvements do have negative impacts, such impacts should be minimized and mitigated.

A discussion of additional resource specific mitigation strategies follows.

Vegetation and wildlife

Mitigation for vegetation and wildlife impacts should be coordinated with mitigation for other related environmental impacts (e.g., wetlands).

Mitigation strategies available include:

- Reducing habitat fragmentation and maintaining wildlife travel routes by strategic placement of the projects;
- Screening sensitive habitats from project view and noise; and
- Enhancing vegetation associated with wetlands and water courses for wildlife.

Fisheries

Concerns with stream crossings include the potential for water quality degradation during construction, long-term storm water treatment and loss of floodplain functions. Agency coordination with the project design team should develop potentially effective stream crossing methods and storm water management plans.

Mitigation strategies available include:

- Limiting in-water construction to designated fisheries windows;
- Provide treatment of storm water run-off;
- Limit removal of riparian vegetation and restore/replant all areas temporarily distributed during constructions;
- Limit fill within floodplains and effects to floodplain functions;
- Construct bridges or open bottom culverts when feasible; and
- Provide restoration and enhancement of fish habitat where feasible.

Wetlands and Waterways

Generally, wetlands are lands where saturation with water is the dominant factor determining the nature of soil development and the types of plant and animal communities living in the soil and on its surface. For regulatory purposes under the Clean Water Act, the term wetlands means "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support,

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and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas.⁴

Mitigation strategies available include:

- designing transportation facility to avoid or minimize the “footprint” of new impervious surfaces;
- creating new wetland areas at ratios established by the permitting agency;
- restoring or rehabilitating damaged wetlands [and waterways](#);
- purchasing wetland credit acres from an existing wetland mitigation bank within the same watershed, if available;

Wetlands [and waterways](#) mitigation should be coordinated with other environmental mitigation planning to minimize mitigation costs and to ensure a comprehensive approach to mitigation is achieved.

Mitigation Banks

A mitigation bank is a wetland, stream, or other aquatic resource area that has been restored, established, enhanced, or (in certain circumstances) preserved for the purpose of providing compensation for unavoidable impacts to aquatic resources permitted under Section 404 or a similar state or local wetland regulation. A mitigation bank may be created when a government agency, corporation, nonprofit organization, or other entity undertakes these activities under a formal agreement with a regulatory agency.

[Since 2010, in the metropolitan planning area, there are two mitigation banks identified by the Oregon Department of State Lands and the United States Army Corps of Engineers. They are:](#)

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⁴ <http://www.epa.gov/owow/wetlands/what/definitions.html>

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A floodplain is an area designated either by the state or federal governments as being susceptible to flooding (the inundation of water in an otherwise dry area). This data is included in the Regional Conservation Strategy described previously. Floodplains are usually flat areas near a prominent water feature such as a river, creek, or lake. Transportation projects and land development can change natural drainage and create new paths for runoff, with potentially dangerous consequences. Any development within a regulated flood hazard zone or floodplain is required to take all reasonable measures necessary to minimize adverse environmental impacts resulting from the construction of the proposed project.

Mitigation strategies available include:

- building in and maintaining effective drainage systems, including ditches, culverts, and catch basins are critical in infrastructure improvements and maintenance;
- restoring temporarily disturbed vegetation with vegetation of equal or higher quality;
- restoring all habitats to their pre-construction condition;
- restoring all land and water features to their pre-construction condition; and
- preventing sedimentation and erosion to the greatest extent possible.

Threatened and endangered species

Table 1 displays potentially occurring endangered wildlife species that were considered during Metro's Goal 5 inventory in 2001. This list is based on the best professional opinion of more than two-dozen local wildlife experts at that time.

Table 1. Potentially occurring endangered wildlife species in the greater Portland region⁵

Common name	Scientific name	ODFW Strategy Species?
Aleutian Canada Goose (wintering)	<i>Branta canadensis leucopareia</i>	Yes
American Bald Eagle	<i>Haliaeetus leucocephalus</i>	Yes
Oregon Slender Salamander	<i>Batrachoseps wrighti</i>	No
Tailed Frog	<i>Ascaphus truei</i>	No
Northern Red-legged Frog	<i>Rana aurora aurora</i>	No
Northwestern Pond Turtle	<i>Clemmys marmorata marmorata</i>	No
Harlequin Duck	<i>Histrionicus histrionicus</i>	No
Northern Goshawk	<i>Accipiter gentilis</i>	Yes
Band-tailed Pigeon	<i>Columba fasciata</i>	Yes
Lewis's Woodpecker (extirpated as breeding species)	<i>Melanerpes lewis</i>	Yes
Acorn Woodpecker	<i>Melanerpes formicivorus</i>	Yes
Olive-sided Flycatcher	<i>Contopus cooperi</i> (= <i>borealis</i>)	Yes

Commented [LH6]: I put together a new Oregon-specific list for you [here](#), limiting the species to state or federally listed species. Note that Bald Eagle has been de-listed. Please replace the table and change table description to: "Table 1 shows State of Oregon or Federally listed Threatened and Endangered vertebrate species potentially occurring in the RTP planning area as of May 2018. See RCS Biodiversity Guide Appendix E for information about sensitive species that are not currently formally listed as T&E."

Commented [KE7]: SEE LORI'S COMMENT AND LINK ABOVE

Not all of these are Endangered Species Act species. For example, state-listed species are not necessarily on the federal list. I gave you some Threatened and Endangered info below; if folks want the other status they can look at the Biodiversity Guide. Alternatively, leave this in but call it something else, and indicate when a species is formally T&E at state or federal levels.

⁵ These species (as of 2001) are classified under the ESA as either Endangered, Listed Endangered, Threatened, Listed Threatened, Proposed Endangered, Proposed Threatened, Candidate, or a Species of Concern. This list includes all known native vertebrate species (and nonnative vertebrate species with established breeding populations) that currently exist within the greater Portland region for at least a portion of the year. Vagrant species (those that do not typically occur every year) are not included on this list. The species list is based on the opinion of more than two-dozen local wildlife experts.

DRAFT Appendix F**July 20, 2018**

2018 RTP Environmental Analysis and Potential Mitigation Strategies

Common name	Scientific name	ODFW Strategy Species?
Streaked Horned Lark	<i>Eremophila alpestris strigata</i>	Yes
Purple Martin	<i>Progne subis</i>	Yes
Yellow-breasted Chat	<i>Icteria virens</i>	Yes
Oregon Vesper Sparrow	<i>Pooecetes gramineus affinis</i>	Yes
Tricolored Blackbird	<i>Agelaius tricolor</i>	No
Yuma Myotis	<i>Myotis yumanensis</i>	No
Long-legged Myotis	<i>Myotis volans</i>	Yes
Fringed Myotis	<i>Myotis thysanodes</i>	Yes
Long-eared Myotis	<i>Myotis evotis</i>	No
Silver-haired Bat	<i>Lasionycteris noctivagans</i>	Yes
Pacific Western Big-eared Bat	<i>Corynorhinus townsendii townsendii</i>	No
Camas Pocket Gopher	<i>Thomomys bulbivorus</i>	No
White-footed Vole	<i>Arborimus (= Phemacomys) albipes</i>	No
Red Tree Vole	<i>Arborimus (= Phemacomys) longicaudus</i>	Yes

This list will be refined as part of the 2018 RTP consultation process to reflect listing changes and state and federal threatened, endangered and sensitive plant and wildlife species.

Threatened and Endangered Vertebrate Species

See Appendix E in the RCS Biodiversity Guide. Most of the Threatened and Endangered species in the greater Portland region are fish. See bullet points above.

Threatened and endangered plants

All federally listed plant species occurring in Oregon are administratively protected by the State of Oregon. At least the following plants occurring in the Portland metropolitan region are federally Threatened or Endangered at the state of Oregon or federal level (more are listed as federal or state Species of Concern):

- Golden paintbrush – federally Threatened, state Endangered (limited re-introductions have taken place in Oregon)
- White-rock (pale) larkspur (*Delphinium leucophaeum*) – State Endangered
- Peacock larkspur (*Delphinium pavonaceum*) – State Endangered
- Willamette Valley daisy (*Engeron decumbens*) – Federally and state Endangered
- Water howellia (*Howellia aquatilis*) – Federally and state Threatened
- Bradshaw's lomatium (*Lomatium bradshawii*) – Federally and state Endangered
- Kincaid's lupine (*Lupinus sulphureus ssp. kincaidii (=oreganus)*) – Federally and state Threatened
- White-topped aster (*Sericocarpus rigidus*) – State Threatened
- Nelson's sidalcea (*Sidalcea nelsoniana*) – Federally and state Threatened

A significant portion of ESA habitat is protected from development through enforcement of various federal and state regulations. In the event that a planned transportation project will encumber identified critical habitat, various mitigation measures are immediately triggered. These mitigation

Commented [LH8]: Done – see above.

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Commented [LH9]: Not sure this is true.

DRAFT Appendix F**July 20, 2018****2018 RTP Environmental Analysis and Potential Mitigation Strategies**

measures included possible realignment of the entire facility or portion thereof or the establishment of new habitat either on- or off-site.

Storm water management

In 1987 Congress amended the Clean Water Act to include nonpoint sources of pollution. Nonpoint pollution occurs when runoff from land carries pollutants to receiving waters. Section 402 of the CWA provides the legal basis for the National Pollutant Discharge Elimination System (NPDES) permit program, which regulates point and nonpoint discharges. The U.S. Environmental Protection Agency (EPA) has delegated the implementation of the NPDES program to the state of Oregon. The Oregon Department of Environmental Quality administers the NPDES program through Oregon Revised Statute (ORS) 468B and associated Oregon Administrative Rules (OAR). ORS 468B.025 explicitly prohibits the discharge or placement of wastes into waters of the state, prohibits the discharge of waste that causes violations of water quality standards, and prohibits violations permit conditions. In addition to Federal requirements, many local jurisdictions have developed storm water management programs that include erosion and sediment control requirements.

Non-point pollution or uncontrolled and untreated storm water runoff from paved and other impervious surfaces carries pollutants into surface and ground waters, with negative effects on aquatic life, drinking water and recreational resources. Additionally, fast moving surface runoff erodes stream banks, channeling meandering streams into fast moving torrents during storm events. Storm water management rules regulate discharges of pollutants to surface and ground water by controlling the construction of impervious surfaces. These include paved roads and paths, parking facilities, and other development. In addition to limits on impervious surfaces, additional strategies are required to control and treat storm water in order to mitigate its potential impacts. Increasingly, “Green Infrastructure” [and low impact development approaches](#) such as pervious surfaces and the use of natural landscaping that encourage absorption of storm water at the source rather than channeling it elsewhere are encouraged where practicable. Some communities in the region, such as city of Portland, have adopted these practices. [Clean Water Services in Washington County, for example, updated their Design and Construction Standards in 2017. CWS also has developed a Low Impact Development Approaches \(LIDA\) handbook – last updated in 2016 – to promote and encourage use of low impact development approaches in the Tualatin River Watershed.](#)⁶ [The handbook is a supplement to the Standards and is to be used in conjunction with them and other applicable regulations.](#)

Soil erosion and sediment control

To minimize unavoidable soil displacement occurring during construction and prevent future soil erosion, Soil Erosion and Sediment Control Plans are developed to prevent pollution of water resources as required by National Pollutant Discharge Elimination System permits and by other laws, permits, agencies and agreements. Soil Erosion and Sediment Control Plans help ensure that the proper soil stabilizing techniques have been fully incorporated into the project design prior to construction. In addition to Federal requirements, many local jurisdictions have developed storm water management programs that include erosion and sediment control requirements.

Mitigation activities available include:

- maintaining natural vegetation to the greatest extent possible;
- limiting the amount of exposed soil;

⁶ [The updated standards and low impact development approaches \(LIDA\) handbook can be accessed at https://www.cleanwaterservices.org/permits-development/design-construction-standards/.](https://www.cleanwaterservices.org/permits-development/design-construction-standards/)

DRAFT Appendix F**July 20, 2018****2018 RTP Environmental Analysis and Potential Mitigation Strategies**

- seeding to establish vegetation in disturbed areas;
- dust control measures;
- stabilizing steep slopes;
- installing silt fencing, sediment barriers and other best management practices to secure the project area;
- re-vegetating all temporarily disturbed areas; and
- properly directing, collecting and conveying storm water runoff to reduce the volume and velocity of surface water runoff.

Historic resources

Where transportation improvements are developed which may impact on such resources, appropriate mitigation and design elements should be addressed. Section 106 of the National Historic Preservation Act (NHPA) requires all federal agencies to take into account the effects of their actions on historic properties. All properties listed in the National Register are protected by the Oregon State Historic Preservation Office. Typically mitigation activities include the preservation and documentation of these assets along with context-sensitive design of new or renovated infrastructure to complement existing streetscape or architectural features as closely as possible.

Clean air and greenhouse gas emissions

Mitigation activities are applicable throughout the region, represented throughout the Regional Transportation Plan by the emphasis on 2040 Growth Concept and Climate Smart Strategy implementation, supporting state efforts to advance cleaner, more fuel efficient vehicles as well as policies and investments that support increased use of transit, walking and biking, improving multimodal network connectivity, expanding deployment of a variety of transportation demand management (TDM) and system management and operational improvements, and strategically adding new throughway capacity. These approaches seek to reduce vehicle miles traveled and related vehicle emissions, including greenhouse gas emissions in accordance with the Metropolitan Greenhouse Gas Emissions Reduction Rule amended by the Land Conservation and Development Commission in 2017.

Attachment 3

Examples of a few proposed road projects and their relationship to wildlife habitat and wildlife migration.

Description: Metro Parks and Nature science staff selected three RTP project examples to illustrate how natural resource data sets can be used to consider potential habitat and biodiversity impacts due to proposed transportation projects. The first data set – “RCS High Value Area Lands Layer” – consists of data derived from the Portland-Vancouver *Regional Conservation Strategy* modeled high-value (top 25%) habitat available online at www.regionalconservationstrategy.org. The second data set, “PSU-Metro Biodiversity Corridor Model Layer,” depicts the results of scientifically derived, peer-reviewed GIS models of habitat connectivity for riparian species. This layer is part of a larger Connectivity Toolkit that includes field-based habitat and barrier assessment methodologies. The habitat connectivity data set is not yet publicly available; for more information please contact Lori Hennings, Senior Scientist, Metro Parks and Nature, lori.hennings@oregonmetro.gov, 503-797-1940). Other data sets described in the 2018 RTP Appendix F may also provide useful environmental data.

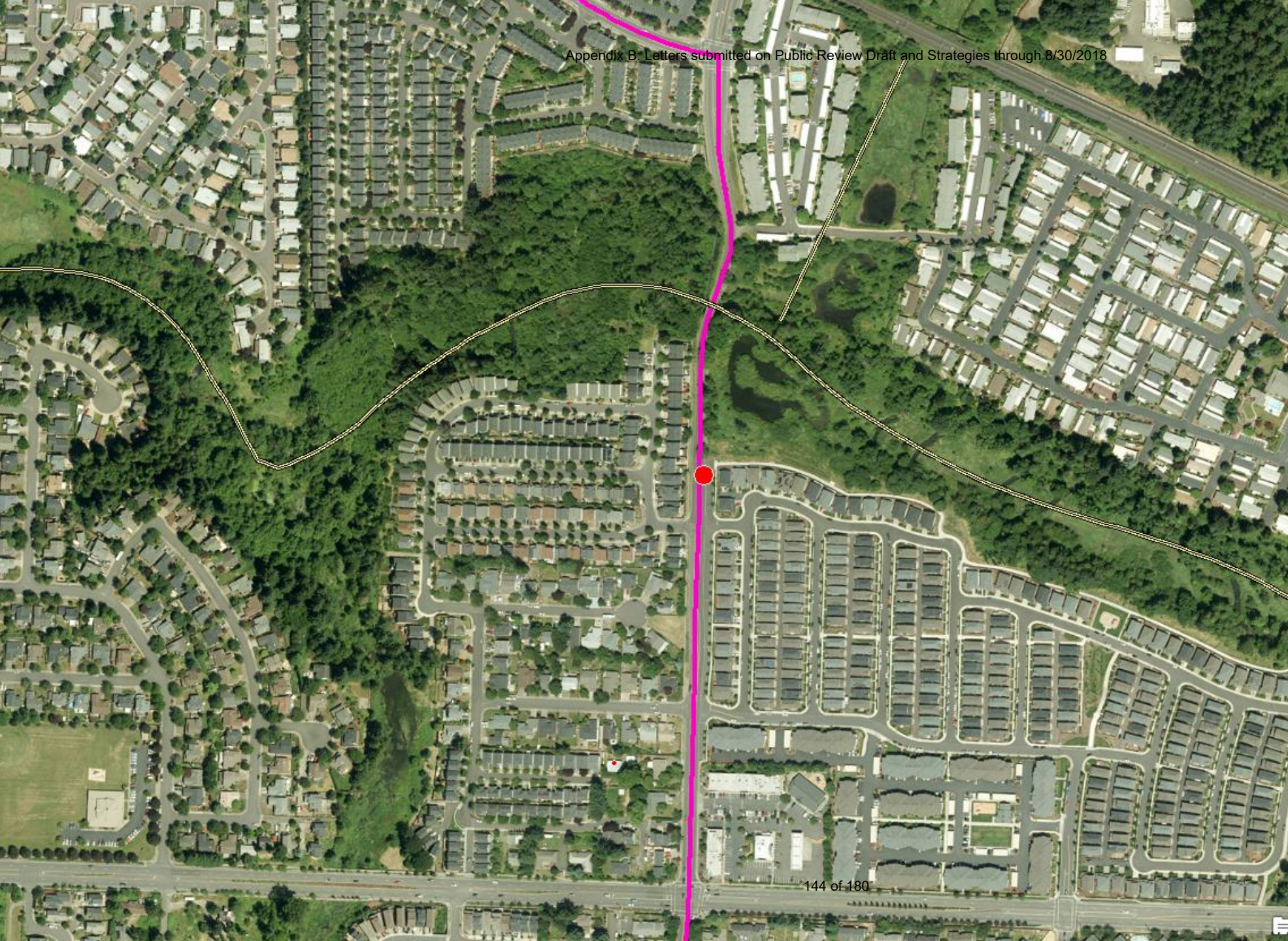
Example Projects:

1. 205th Ave. Improvements: The project area crosses an important riparian area that also serves as a wildlife corridor.
2. Oregon 99W Regional Trail Crossing: RTP project could remove a near-complete wildlife barrier, currently blocked by a culvert that is impassable to most wildlife.
3. HCT-Southwest Corridor Project (as it crosses Fanno Creek): The project area crosses an important riparian area that also serves as a wildlife corridor.

Elements shown for each project:

1. Area Map
2. Aerial photo
3. RCS High Value Area Lands Layer (top 25%)
4. PSU-Metro Biodiversity Corridor Model Layer

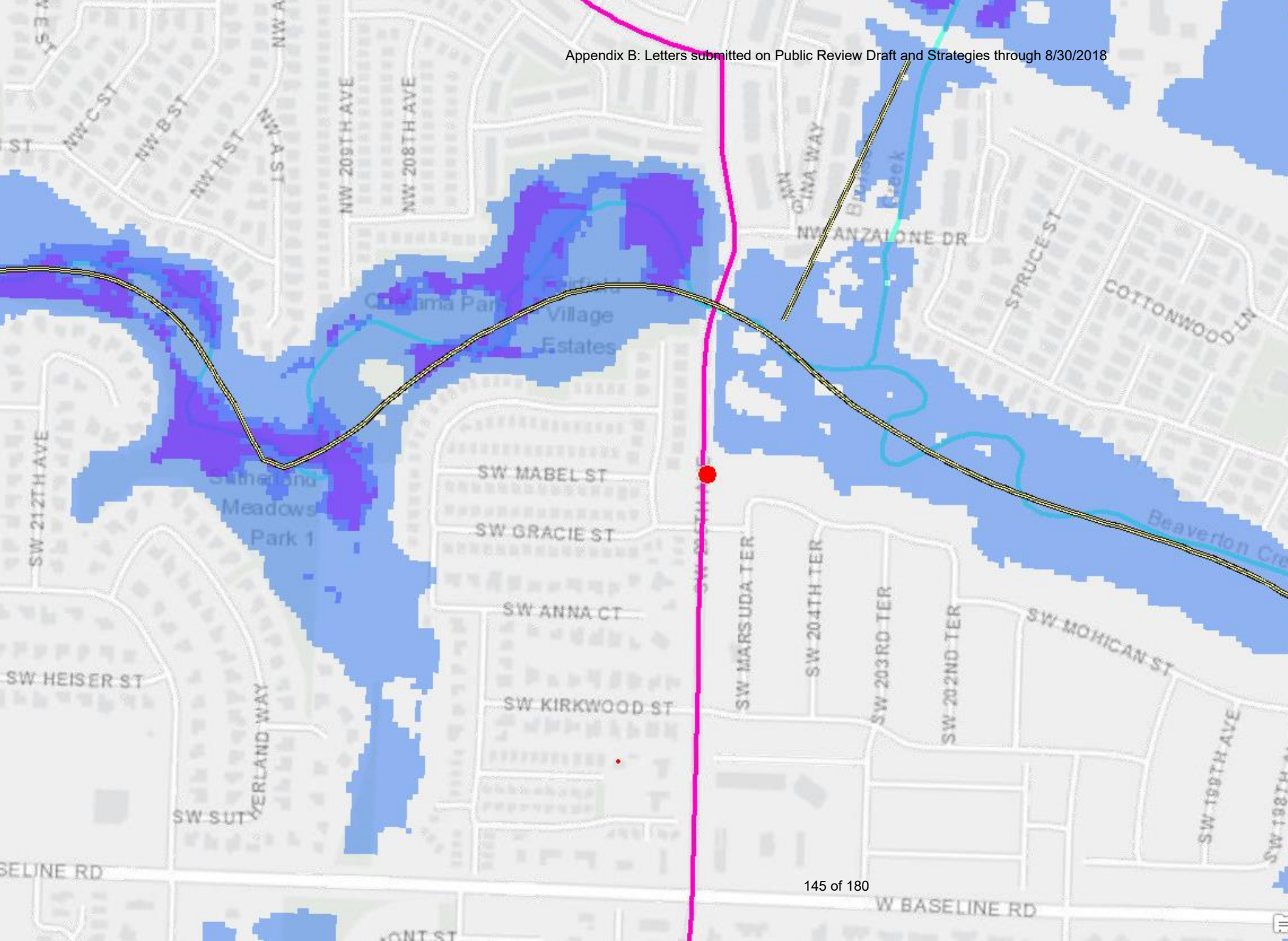
Field	Value
LID	10592
Nominating agency	Washington County
Project name	205th Ave Improvements
Workspace owner	Rebecca Hamilton
Date modified	7/27/2017
Status	2014 Not Committed
Agency partner	N_A
Primary purpose	Washington County
County	Washington County
Time period	2028-2040
Financially constrained	Yes
Source of estimate	Conceptual cost estimate
Other phases	No
Primary purpose	Relieve future congestion
Secondary purpose	Address system deficiency Inc
Safety project	No
Regional trail	No
RTP investment category	Roads and Bridges
Freight network class	N_A
Bike pedestrian network class	Regional Bikeway
Throughway network class	Minor Arterial
Transit network class	N_A
Program or regional	No
Has evaluation	No
Change capacity	Yes
Add bicycle infrastructure	Yes
RTP_ID	10592
Project start	Quatama Rd
Project end	Baseline Rd
Description	Widen road to 5 lanes with bik
CostClass	3
Shape	Multipoint
FID	205



Location: 7,590,105.617 684,197.637 Feet

Field	Value
LID	10592
Nominating agency	Washington County
Project name	205th Ave Improvements
Workspace owner	Rebecca Hamilton
Date modified	7/27/2017
Status	2014 Not Committed
Agency partner	N_A
Primary purpose	Washington County
County	Washington County
Time period	2028-2040
Financially constrained	Yes
Source of estimate	Conceptual cost estimate
Other phases	No
Primary purpose	Relieve future congestion
Secondary purpose	Address system deficiency Inc
Safety project	No
Regional trail	No
RTP investment category	Roads and Bridges
Freight network class	N_A
Bike pedestrian network class	Regional Bikeway
Throughway network class	Minor Arterial
Transit network class	N_A
Program or regional	No
Has evaluation	No
Change capacity	Yes
Add bicycle infrastructure	Yes
RTP_ID	10592
Project start	Quatama Rd
Project end	Baseline Rd
Description	Widen road to 5 lanes with bike
CostClass	3
Shape	Multipoint
FID	205

Appendix B: Letters submitted on Public Review Draft and Strategies through 8/30/2018



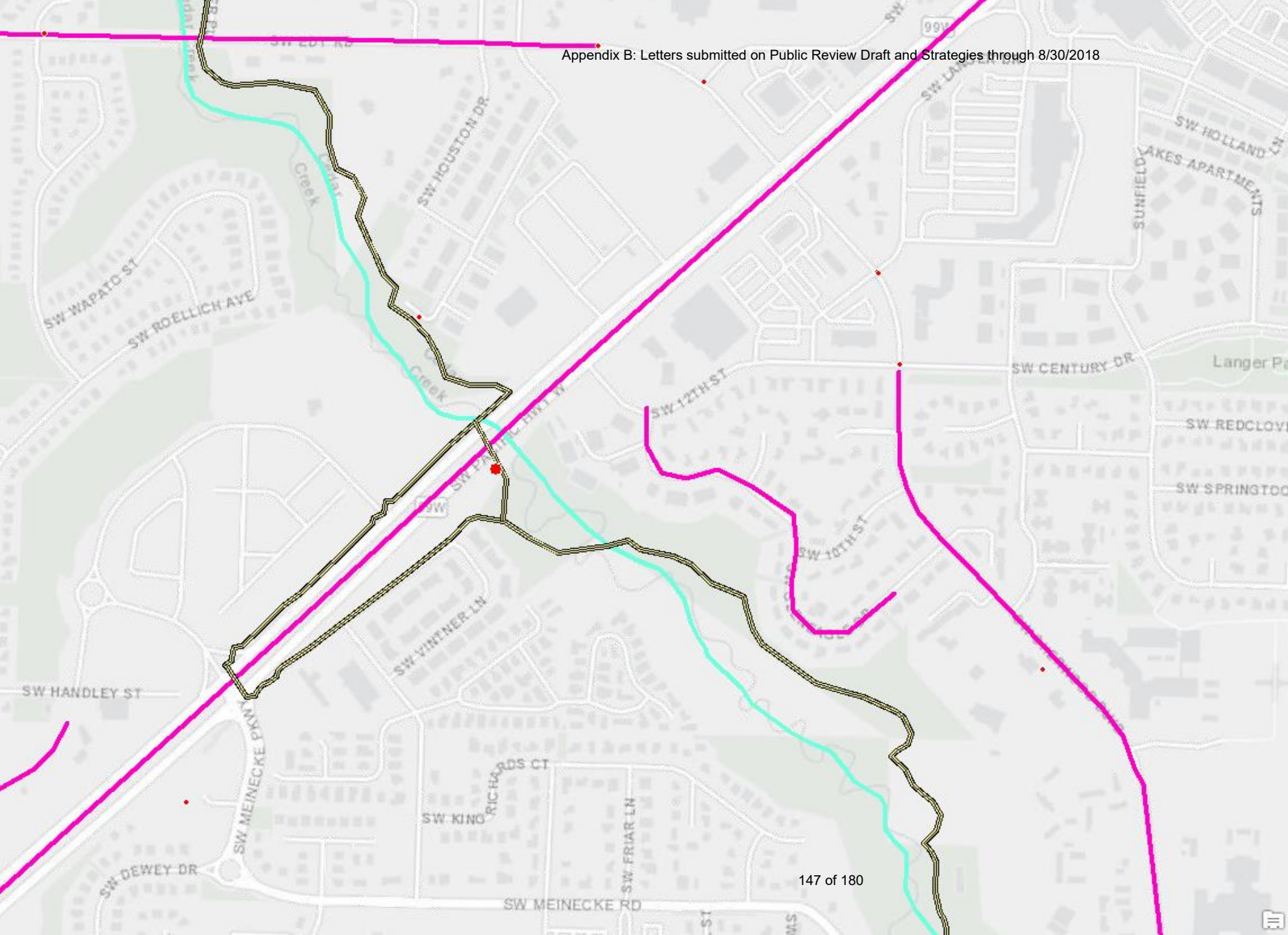
Location: 7,590,105.617 684,197.637 Feet

Field	Value
LID	10592
Nominating agency	Washington County
Project name	205th Ave Improvements
Workspace owner	Rebecca Hamilton
Date modified	7/27/2017
Status	2014 Not Committed
Agency partner	N_A
Primary purpose	Washington County
County	Washington County
Time period	2028-2040
Financially constrained	Yes
Source of estimate	Conceptual cost estimate
Other phases	No
Primary purpose	Relieve future congestion
Secondary purpose	Address system deficiency Incr
Safety project	No
Regional trail	No
RTP investment category	Roads and Bridges
Freight network class	N_A
Bike pedestrian network class	Regional Bikeway
Throughway network class	Minor Arterial
Transit network class	N_A
Program or regional	No
Has evaluation	No
Change capacity	Yes
Add bicycle infrastructure	Yes
RTP_ID	10592
Project start	Quatama Rd
Project end	Baseline Rd
Description	Widen road to 5 lanes with bike
CostClass	3
Shape	Multipoint
FID	205

Appendix B: Letters submitted on Public Review Draft and Strategies through 8/30/2018

Location: 7,590,105.617 684,197.637 Feet

Field	Value
LID	10592
Nominating agency	Washington County
Project name	205th Ave Improvements
Workspace owner	Rebecca Hamilton
Date modified	7/27/2017
Status	2014 Not Committed
Agency partner	N_A
Primary purpose	Washington County
County	Washington County
Time period	2028-2040
Financially constrained	Yes
Source of estimate	Conceptual cost estimate
Other phases	No
Primary purpose	Relieve future congestion
Secondary purpose	Address system deficiency Inc
Safety project	No
Regional trail	No
RTP investment category	Roads and Bridges
Freight network class	N_A
Bike pedestrian network class	Regional Bikeway
Throughway network class	Minor Arterial
Transit network class	N_A
Program or regional	No
Has evaluation	No
Change capacity	Yes
Add bicycle infrastructure	Yes
RTP_ID	10592
Project start	Quatama Rd
Project end	Baseline Rd
Description	Widen road to 5 lanes with bik
CostClass	3
Shape	Multipoint
FID	205



Appendix B: Letters submitted on Public Review Draft and Strategies through 8/30/2018

Sherwood

Location: 7,597,520.307 627,352.173 Feet

Field	Value
LID	10707
Nominating agency	Sherwood
Project name	OR 99W Regional Trail Crossing
Workspace owner	Rebecca Hamilton
Date modified	7/31/2017
Status	2014 Not Committed
Agency partner	ODOT
Primary purpose	ODOT
County	Washington County
Time period	2028-2040
Financially constrained	No
Source of estimate	Conceptual cost estimate
Other phases	Yes
Primary purpose	Increase travel options to driving
Secondary purpose	Correct poor stormwater drainage
Safety project	No
Regional trail	Yes
RTP investment category	Active Transportation
Freight network class	N_A
Bike pedestrian network class	Regional Bikeway Regional Ped
Throughway network class	N_A
Transit network class	N_A
Program or regional	No
Has evaluation	No
Change capacity	No
Add bicycle infrastructure	Yes
RTP_ID	10707
Project start	SW Pacific Hwy west side
Project end	SW Pacific Hwy east side
Description	Constructs separated grade crossing
CostClass	2
Shape	Multipoint
FID	253



Appendix B: Letters submitted on Public Review Draft and Strategies through 8/30/2018

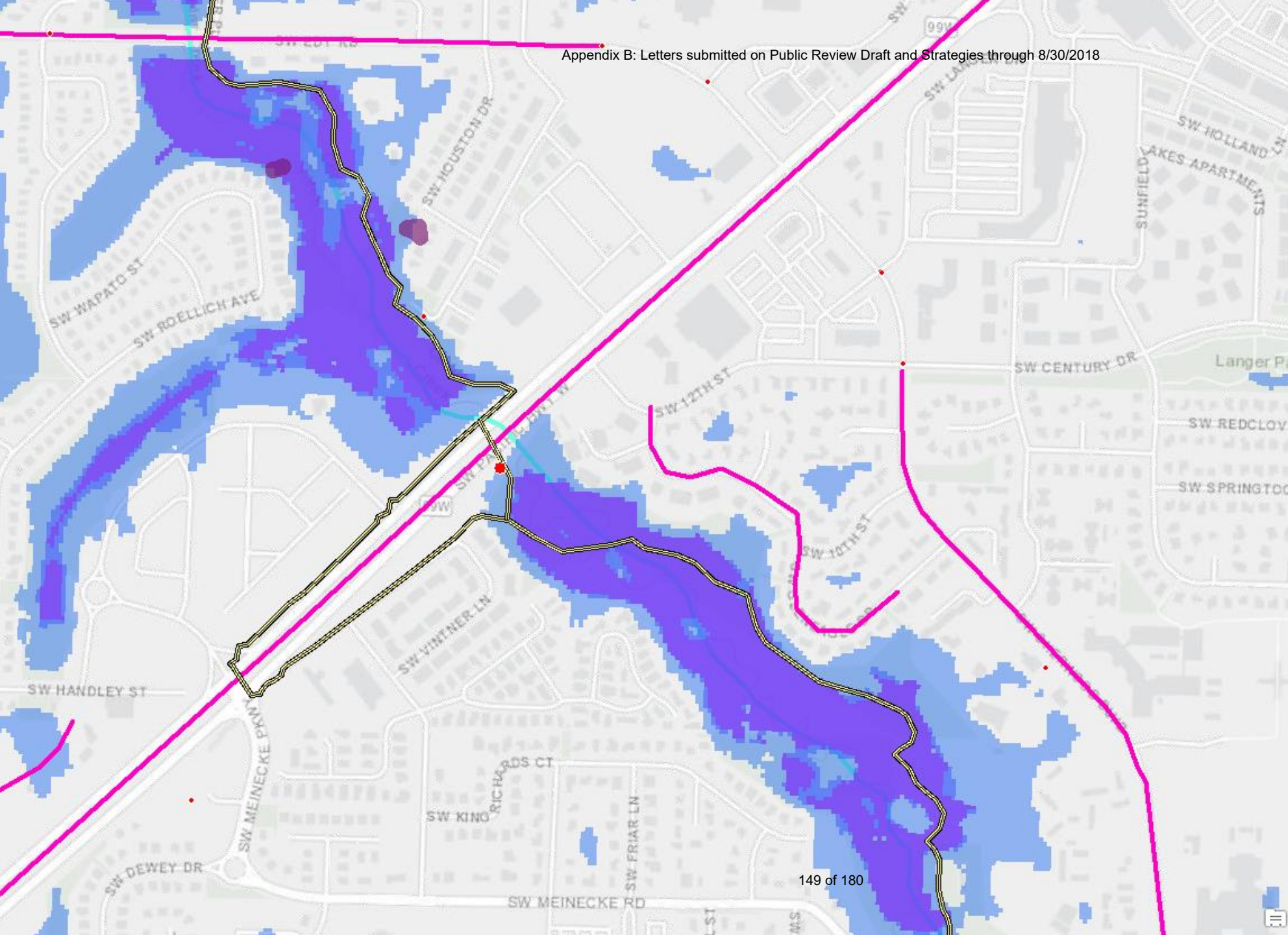
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Sherwood

Location: 7,597,520.307 627,352.173 Feet

Field	Value
LID	10707
Nominating agency	Sherwood
Project name	OR 99W Regional Trail Crossing
Workspace owner	Rebecca Hamilton
Date modified	7/31/2017
Status	2014 Not Committed
Agency partner	ODOT
Primary purpose	ODOT
County	Washington County
Time period	2028-2040
Financially constrained	No
Source of estimate	Conceptual cost estimate
Other phases	Yes
Primary purpose	Increase travel options to driving
Secondary purpose	Correct poor stormwater drainage
Safety project	No
Regional trail	Yes
RTP investment category	Active Transportation
Freight network class	N_A
Bike pedestrian network class	Regional Bikeway Regional Ped
Throughway network class	N_A
Transit network class	N_A
Program or regional	No
Has evaluation	No
Change capacity	No
Add bicycle infrastructure	Yes
RTP_ID	10707
Project start	SW Pacific Hwy west side
Project end	SW Pacific Hwy east side
Description	Constructs separated grade crossing
CostClass	2
Shape	Multipoint
FID	253

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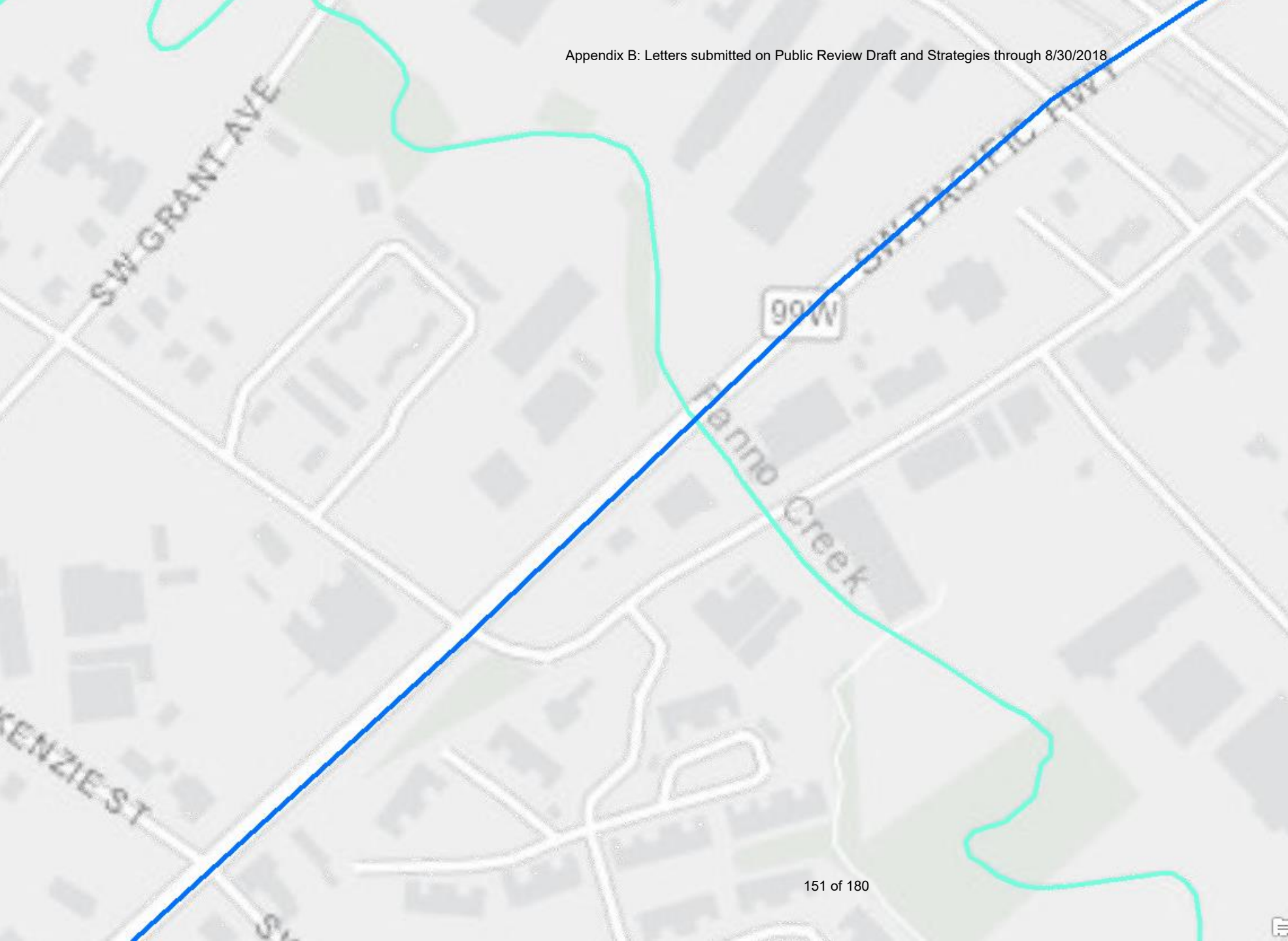
Location: 7,597,520.307 627,352.173 Feet

Field	Value
LID	10707
Nominating agency	Sherwood
Project name	OR 99W Regional Trail Crossing
Workspace owner	Rebecca Hamilton
Date modified	7/31/2017
Status	2014 Not Committed
Agency partner	ODOT
Primary purpose	ODOT
County	Washington County
Time period	2028-2040
Financially constrained	No
Source of estimate	Conceptual cost estimate
Other phases	Yes
Primary purpose	Increase travel options to drive
Secondary purpose	Correct poor stormwater drain
Safety project	No
Regional trail	Yes
RTP investment category	Active Transportation
Freight network class	N_A
Bike pedestrian network class	Regional Bikeway Regional Ped
Throughway network class	N_A
Transit network class	N_A
Program or regional	No
Has evaluation	No
Change capacity	No
Add bicycle infrastructure	Yes
RTP_ID	10707
Project start	SW Pacific Hwy west side
Project end	SW Pacific Hwy east side
Description	Constructs separated grade cr
CostClass	2
Shape	Multipoint
FID	253



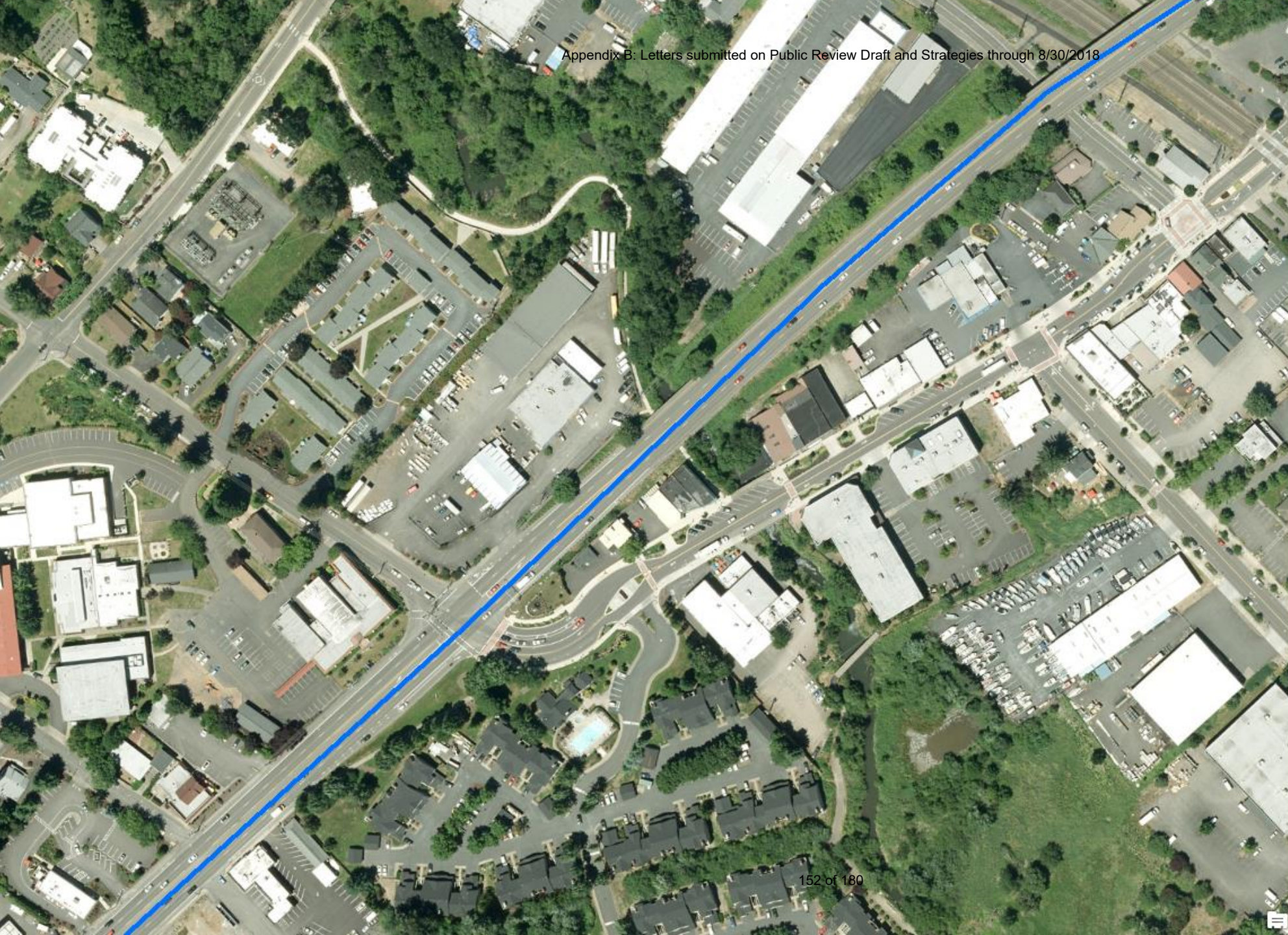
Location: 7,597,520.307 627,352.173 Feet

Field	Value
LID	10707
Nominating agency	Sherwood
Project name	OR 99W Regional Trail Crossing
Workspace owner	Rebecca Hamilton
Date modified	7/31/2017
Status	2014 Not Committed
Agency partner	ODOT
Primary purpose	ODOT
County	Washington County
Time period	2028-2040
Financially constrained	No
Source of estimate	Conceptual cost estimate
Other phases	Yes
Primary purpose	Increase travel options to drive
Secondary purpose	Correct poor stormwater drain
Safety project	No
Regional trail	Yes
RTP investment category	Active Transportation
Freight network class	N_A
Bike pedestrian network class	Regional Bikeway Regional Ped
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Program or regional	No
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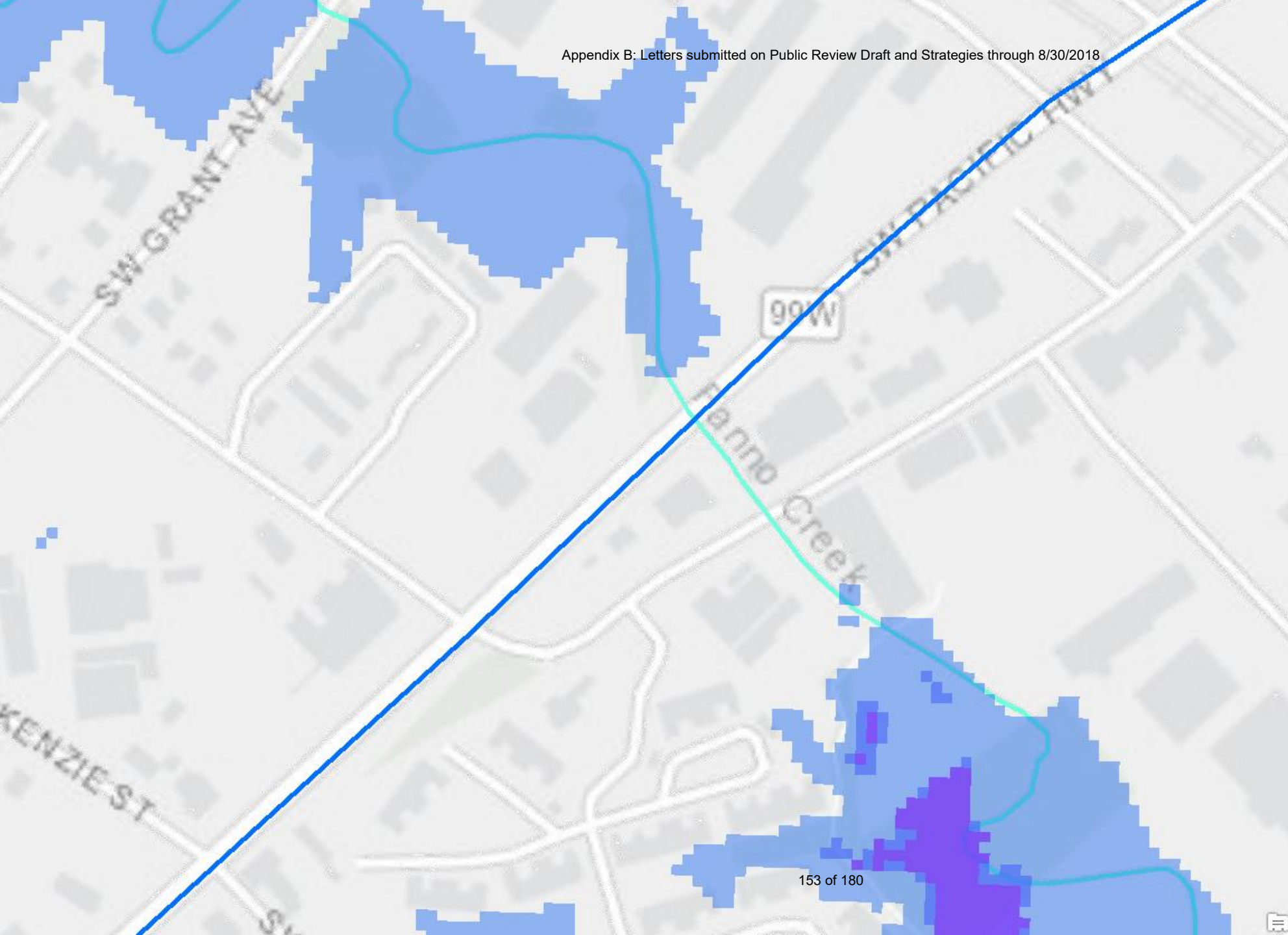
Location: 7,624,319.004 654,464.194 Feet

Field	Value
LID	11587
Nominating agency	TriMet
Project name	HCT: Southwest Corridor: Capital Construction of High Capacity Transit
Workspace owner	Rebecca Hamilton
Date modified	8/7/2017
Status	2014 Not Committed
Agency partner	Region
Primary purpose	TriMet
County	Multnomah County Washington
Time period	2018-2027
Financially constrained	Yes
Source of estimate	Planning-level estimate
Other phases	Yes
Primary purpose	Relieve future congestion
Secondary purpose	Increase travel options_alt to current
Safety project	No
Regional trail	No
RTP investment category	Transit
Freight network class	N_A
Bike pedestrian network class	N_A
Throughway network class	N_A
Transit network class	Light Rail
Program or regional	Yes
Has evaluation	Yes
Change capacity	No
Add bicycle infrastructure	No
RTP_ID	11587
Project start	Bridgeport Village Tualatin
Project end	Downtown Portland
Description	Capital Construction of High Capacity Transit
CostClass	7
Shape	Multipoint
FID	979



Location: 7,624,319.004 654,464.194 Feet

Field	Value
LID	11587
Nominating agency	TriMet
Project name	HCT: Southwest Corridor: Cap
Workspace owner	Rebecca Hamilton
Date modified	8/7/2017
Status	2014 Not Committed
Agency partner	Region
Primary purpose	TriMet
County	Multnomah County Washington
Time period	2018-2027
Financially constrained	Yes
Source of estimate	Planning-level estimate
Other phases	Yes
Primary purpose	Relieve future congestion
Secondary purpose	Increase travel options_alt to
Safety project	No
Regional trail	No
RTP investment category	Transit
Freight network class	N_A
Bike pedestrian network class	N_A
Throughway network class	N_A
Transit network class	Light Rail
Program or regional	Yes
Has evaluation	Yes
Change capacity	No
Add bicycle infrastructure	No
RTP_ID	11587
Project start	Bridgeport Village Tualatin
Project end	Downtown Portland
Description	Capital Construction of High C
CostClass	7
Shape	Multipoint
FID	979



Location: 7,624,319.004 654,464.194 Feet

Field	Value
LID	11587
Nominating agency	TriMet
Project name	HCT: Southwest Corridor: Cap
Workspace owner	Rebecca Hamilton
Date modified	8/7/2017
Status	2014 Not Committed
Agency partner	Region
Primary purpose	TriMet
County	Multnomah County Washington
Time period	2018-2027
Financially constrained	Yes
Source of estimate	Planning-level estimate
Other phases	Yes
Primary purpose	Relieve future congestion
Secondary purpose	Increase travel options_alt to
Safety project	No
Regional trail	No
RTP investment category	Transit
Freight network class	N_A
Bike pedestrian network class	N_A
Throughway network class	N_A
Transit network class	Light Rail
Program or regional	Yes
Has evaluation	Yes
Change capacity	No
Add bicycle infrastructure	No
RTP_ID	11587
Project start	Bridgeport Village Tualatin
Project end	Downtown Portland
Description	Capital Construction of High Ca
CostClass	7
Shape	Multipoint
FID	979

Location: 7,624,319.004 654,464.194 Feet

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LID	11587
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Status	2014 Not Committed
Agency partner	Region
Primary purpose	TriMet
County	Multnomah County Washington
Time period	2018-2027
Financially constrained	Yes
Source of estimate	Planning-level estimate
Other phases	Yes
Primary purpose	Relieve future congestion
Secondary purpose	Increase travel options_alt to
Safety project	No
Regional trail	No
RTP investment category	Transit
Freight network class	N_A
Bike pedestrian network class	N_A
Throughway network class	N_A
Transit network class	Light Rail
Program or regional	Yes
Has evaluation	Yes
Change capacity	No
Add bicycle infrastructure	No
RTP_ID	11587
Project start	Bridgeport Village Tualatin
Project end	Downtown Portland
Description	Capital Construction of High Ca
CostClass	7
Shape	Multipoint
FID	979

August 20, 2018

Ms. Frankie Lewington
Metro Communications Specialist
600 NE Grand Avenue
Portland, Oregon 97232-2736

Re: Comments on 2018 Draft Regional Transportation Plan (via email)

Dear Ms. Lewington:

Thank you very much for the opportunity to comment on Metro's Draft Regional Transportation Plan (Plan), both in writing and at the August 6, 2018 overview meeting.

Clean Water Services maintains an interest in furthering the clean water outcome for transportation projects, within the context of supporting all six outcomes detailed on page 2-3 of the Plan. Our agency is the Phase I municipal stormwater permittee for urban Washington County. This permit is issued by the Oregon Department of Environmental Quality under the National Pollutant Discharge Elimination System (NPDES) section of the Clean Water Act, and related Oregon statute and regulations. All of the urban portions of the Portland metropolitan area are covered by similar municipal stormwater permits with nearly equivalent substantive requirements. These requirements typically get more stringent with each (5-year) permit renewal cycle, so can be expected to be more protective of resources once many of the proposed projects are implemented.

The comments that we have on the Plan echo the theme of my verbal comments on August 6, specifically that transportation, land use, and stormwater planning are intricately linked. As the Plan acknowledges, transportation represents a major component of impervious surfaces in urban areas. Strategies for managing runoff from transportation surfaces are an integral part of transportation planning to the same degree as understanding air quality impacts or impacts to riparian zones.

The Plan affords us the opportunity to bring a higher level of sophistication to stormwater issues, which can ease compliance with conditions of future NPDES permits. Stormwater planning entails developing strategies for managing both runoff *quality* and runoff *quantity*. Key challenges that we face with current and future permit conditions are:

- With respect to runoff quality, recent research by the National Marine Fisheries Service and Washington State University (see work by Jennifer McIntyre et al.) points to the high aquatic toxicity of runoff from roadway surfaces. This toxicity is directly proportional to traffic volumes. Stormwater facilities that are vegetated and contain compost-amended soils represent the only currently effective treatment options to address these often unidentified toxic compounds. Such facilities are also required to be prioritized in current NPDES municipal stormwater permits across the metro area.
- With respect to runoff quantity, development in the Portland metropolitan region at increasing density results in less pervious surface available to absorb the combined runoff volumes from transportation surfaces, structures, and associated impervious area. Runoff volumes of winter peak flows can more than double from predeveloped conditions in the face of urban development, with associated flow reductions in summer. Climate change is expected to reinforce this pattern. Higher runoff volumes result in channel erosion, aquatic and floodplain habitat degradation, and damage to infrastructure (including transportation

infrastructure such as bridges and culverts). Low summer flows reduce the vigor of vegetation that helps stabilize streambanks. Yet more than half of the Portland metropolitan area, including nearly all of the area west of the Willamette River, has subsurface conditions that do not promote easy infiltration of large volumes of urban runoff.

The Plan could more explicitly acknowledge that sufficient project footprints are needed to make sure that these challenges can be addressed within transportation corridors, could further promote the need for runoff volumes to be reduced within transportation projects through the use of innovative (e.g., permeable) pavement where possible, and could promote partnerships with adjacent or nearby land managers to provide for appropriate stormwater management.

We have the following additional comments:

1. Section 3.3.4: We're happy to contribute more detail with respect to the issues raised above.
2. Section 4.6: This section is missing a discussion of strategies to protect water quality. Water quality is not addressed directly in the Regional Conservation Strategy (RCS) mapping. Protecting water quality upstream of high value ecosystems, rather than just protecting riparian corridors within high value ecosystems, should be explicitly acknowledged as a need related to implementing the RCS.
3. Section 4.7.3: Recent studies of rainfall patterns expected under changing climate for King County, Washington suggests not only will there be more extreme weather events, but that frequent events (i.e., rainfall and summer moisture deficit) will become more intense. In addition, it appears that weather patterns will remain fixed for longer durations due to reduced thermal gradients between the equator and poles. I think it would be worthwhile to elaborate on what will happen to extreme weather events, and *how* hydrology, water supply, and streamflows might change.
4. Section 7.4.14: same as comment #2 above.
5. Section 8: This would be the place in the planning process to start making footprint commitments for runoff management. Perhaps this should be mentioned explicitly in this section?
6. Appendix F: This section is missing an analysis of impacts to water quality.
7. Appendix F, pg. 7, "Other environmental data . . . ": We would be happy to assist Metro staff in evaluating DEQ's data for water quality limited bodies – this does exist in a regional database, although there is some additional detail that could be added.

Thank you again for the opportunity to comment on the Plan. Please don't hesitate to contact me should you have any questions. I can be reached via phone at 503.681.3646, or via email at macdonalda@cleanwaterservices.org.

Sincerely,



Anne MacDonald, CEG
Senior Water Resource Program Manager

AM:hs



Oregon

Kate Brown, Governor

August 20, 2018

Metro
600 NE Grand Avenue
Portland, OR 97232

Re: Regional Transportation Plan Comments from State Agencies

The Oregon Departments of Transportation, Energy, Environmental Quality and Land Conservation and Development commend Metro on the development of the Draft 2018 Regional Transportation Plan. You invested in a collaborative process and the result is a thoughtful plan that balances multiple regional goals and objectives and that provides a path to achieving a safe, sustainable, equitable, multi-modal regional transportation network.

The emphasis on safety is welcome, especially with regard to historically underrepresented communities. Overall, we find that the RTP's policy framework aligns well with our statewide plans and policies or has identified work plan items to achieve future compliance. The plan's finding that delays will increase for the movement of people and goods reinforces the importance of support for new tools such as congestion pricing as well as other measures that reduce vehicle miles traveled. The plan's finding that our progress toward sustainability goals is positive but not sufficient to meet State regional goals also points to the need for innovative solutions. We are eager to make sure public transportation contributes to a healthy environment and climate by moving more people with efficient low-emission vehicles, and reducing greenhouse gases and other pollutants.

Attached to this letter you will find individual comments provided by our agencies. After engaging thoroughly with your process over the last few years, we have focused on edits that can help make implementation of this plan a success. Thank you for the opportunity to comment and congratulations on your accomplishment.

Respectfully,

Janine Benner,
Department of Energy

Matthew Garrett,
Department of Transportation

Jim Rue,
Department of Land
Conservation and
Development

Richard Whitman,
Department of
Environmental Quality



2018 Metro Regional Transportation Plan

The Oregon Department of Energy would like to commend Metro for the development of their Regional Transportation Plan. ODOE has reviewed the RTP for energy and energy-related areas. Overall, the Plan is comprehensive and forward-looking. Our comments focus on continued development of climate-focused efforts at Metro and the identification of specific data needs that will help inform the choices that Metro will make in the future.

Transportation is the highest emitter of greenhouse gas emissions in Oregon. There are many challenges in achieving our state greenhouse gas reduction goals in this sector; achieving the goals will require coordinated efforts across multiple local, state, and regional agencies. The RTP Outcomes state that the “plan is expected to result in a 21 percent reduction in annual GHG emissions per person by 2040 – short of the 25 percent reduction called for by state law.” We stand eager to help you implement your Climate Smart Strategy (Objective 8.1) and comply with state law. In addition, we would like to see more strategies and planning around energy conservation/reduction – and resulting GHG emissions reductions – and are prepared to help develop these strategies (Objective 8.5).

The RTP Objective 8.2 (GHGE Reduction) and 8.4 (Low and No Emission Vehicles) is in alignment with Governor Brown’s Executive Order 17-21 “Accelerating Zero-Emission Vehicle Adoption In Oregon To Reduce Greenhouse Gas Emissions And Address Climate Change.” The multi-agency Zero Emission Vehicles Interagency Work Group (ZEVIWG), including ODOE, ODOT, and DEQ, is working on many fronts to implement this Executive Order. The ZEVIWG continues to communicate that public transportation is a critical element to achieving state emissions targets. Furthermore, ODOE and ODOT are collaborating on the development of a tool that will help transit agencies analyze the overall cost of ownership for multiple bus technology options including electric, compressed natural gas, hydrogen, and renewable natural gas. ODOE is happy to share this tool and work with Metro to identify their specific interests and goals, and to modify the tool accordingly.

ODOE can also provide additional expertise by supporting research and encouraging the development of emerging low-emission fuels, such as renewable natural gas, so they can be used by transit agencies. ODOE will be releasing a Renewable Natural Gas Inventory by September 15, 2018. Specifically, we are inventorying landfills, waste water treatment plants, agricultural manure, and waste food, which can be used as feedstocks (or biogas production pathways) to anaerobic digestion to produce methane. We are also inventorying forest and agricultural harvest residuals (lignocellulosic biomass) as feedstocks for thermal gasification, which can also produce methane. The next phases of this study will provide ODOE and ODOT information that could help implement RNG projects and site critical fueling infrastructure so transit agencies, municipal fleets, waste collection fleets, and any same day return-to-base delivery fleets can use it in their vehicles. This extremely low-carbon fuel can create a win-win situation by using a locally-sourced fuel while lowering the GHG and air pollution emissions of

transit fleets. We encourage Metro to review the report after it's published, and to collaborate with ODOE on potential opportunities for collecting and utilizing RNG in their fleets.

In support of the RTP Goal 8, we encourage Metro to work with us to ensure we can capture more data points that can be used to analyze how well Metro and the State are doing in achieving the goals and strategies, as well as their impact on GHG emissions reductions. ODOE recommends that the RTP describe and implement the measurement of these key metrics:

- Fuel use by end use category
- Fuel type being used (e.g., B5, CNG, etc.)
- Emissions by end use category
- VMT by end use category
- How much fuel is needed in the region in 2040 for all transportation sectors?
- Is fuel supply and infrastructure adequate?
- Will fuel delivered by barge and rail increase in the future, and what kind of risks does this pose?

Additionally, transit plays a key role in GHG reductions from the transportation sector. The two main strategies we see being used by transit agencies are increasing ridership and using low-carbon fuel and vehicle technologies. Increased ridership's connection to greenhouse gas reduction also needs to be quantified. Analyzing this and other types of performance measures will identify potential strategies to help decrease GHG emissions. For example: if we knew how much increasing route speed, route frequency, or adding a new route would increase ridership, then we could calculate the amount of resulting GHG emissions reductions from these changes. Metrics should also be defined and measured in order to help identify barriers and take advantage of opportunities in this area. Metrics should include:

- Ridership per mile travelled
- Ridership per gallon
- Vehicle MPG for each type of route
- GHG emissions per VMT
- GHG emissions per rider
- How much total fuel used
- What type of fuel is used

Again, ODOE appreciates the opportunity to comment of the Draft RTP and looks forward to working collaboratively on the transportation-energy-climate nexus to lower GHG emissions in Oregon, and to meet our statewide goals.

ODOE Contact:

Jessica Reichers, Technology & Policy Manager

jessica.reichers@oregon.gov



August 20, 2018

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The following are itemized edits on the draft 2018 Regional Transportation specifically from the Oregon Department of Transportation.

Chapter 2 Comments

- A. Please use this opportunity to more explicitly address ADA considerations. In Objective 1.4 (Page 2-12), consider this revision: “Increase the number and variety of community places that households, especially households in historically marginalized communities, can reach within a reasonable travel time for all modes of travel and for people of all ages and abilities.” In Objective 3.3 (Page 2-14), consider this revision: “Increase household and job access to current and planned transit service, including households in historically marginalized communities and people with disabilities.”
- B. Under Goal 10 (Fiscal Stewardship, Page 2-21) and related performance measures, Metro has an opportunity to address obligation rates for federal funds that Metro oversees. As stewards of federal funds, Metro (like ODOT) has a responsibility to ensure federal funds for projects selected through the Regional Flexible Funds process are obligated and delivered on time. ODOT recommends a third objective that could read, “Objective 10.X Efficient Project Delivery – Set and achieve annual obligation targets for federal funding to support performance-based programming.”
- C. Similarly, Goal 10 presents an opportunity to implement the RTP’s safety vision. Consider adding the following: “Objective 10.X Safety Investments – Prioritize regional investments that improve safety and reduce transportation-related fatalities and serious injuries.” Also: “Objective 10.X Maximize Leverage – Prioritize regional investments that contribute towards multiple regional goals and objectives, rather than single-purpose projects.”

Chapter 3 Comments

- A. ODOT appreciates the revised Motor Vehicle Policies 3 and 4, which more clearly articulate the different functions of throughways versus arterials. (Page 3-53).
- B. Concurrent to the development of this RTP, ODOT has been deeply engaged in a feasibility analysis of congestion pricing within this region. Based on the stakeholder process associated with that effort and state direction to pursue implementation, we recommend the expansion of policy language related to pricing in this RTP. We believe a strong linkage must exist between pricing highways and the availability of efficient, reliable transit serving the same corridor. First, we recommend adding “in combination with an adequate transit

alternative” at the end of Policy 1 under Transportation System Management and Operations Policies (3.11.2, Page 3-126). Second, in the last paragraph on that same page, please insert the following between the first two sentences: “Successful implementation of pricing often includes improved transit service.” Third, we would like to offer to help revise the last paragraph under Policy 1 with more timely information.

Given the momentum to pursue pricing projects on the state system, we believe it may be appropriate to incorporate pricing into the “Overarching System Policies” section (3.2, Page 3-4).

Chapter 7 Comments

- A. ODOT looks forward to seeing the remaining system performance results, especially those relating to congestion (section 7.4.10 starting on Page 7-53). There are several segments of State Highway that do not meet the Oregon Highway Plan (OHP) mobility targets or the RTP Interim Regional Mobility Policy under the Financially Constrained or the Strategic Investment Strategy in the 2018 RTP. ODOT recommends that the findings in this section acknowledge that the State’s mobility standards are facility specific, which contrasts with the region’s standards, which are system-wide averages. (There is a little bit of this recognition on page 7-62).

Chapter 8 Comments

- A. ODOT has appreciated collaborating with Metro on the development of section 8.2.3.1, Regional Mobility Policy Update. ODOT supports this effort, and encourages Metro to provide ample opportunity for local partners and stakeholders to be involved in the scoping and development of the Mobility Policy Update. Keep in mind that the process must comply with the provisions of OHP Policy 1F3 and associated Operational Notice PB-02, and must include findings to demonstrate compliance. The Regional Mobility Policy should at a minimum address federal performance measures and targets for safety, and for congestion and reliability on Interstate and NHS facilities. On Page 8-16, the second bullet addresses congestion on arterials. ODOT supports an approach to arterial state highways (i.e. those that are not Interstate or NHS Throughway facilities) that focuses on setting performance expectations for *safety* and bicycle and pedestrian network completeness.
- B. Regarding 8.2.2.10, Investment Areas Program (Pages 8-11 to 12), we are concerned about the lack of transparency regarding how Metro decides where to direct these activities and how it intends to coordinate its decisions with partners such as facility/service providers and local jurisdictions. ODOT recommends that this narrative offer a much higher level of detail.
- C. Similarly, we would like to ask Metro to include a description of process and criteria for selecting corridors for refinement planning (8.2.4, Page 8-36) and major project development (8.3.1, Page 8-60). The transparency of these decisions is as important to transportation equity as the distribution of the investments themselves.
- D. ODOT would like to see the Jurisdictional Transfer Assessment Program (section 8.2.3.4) emphasize improving safety for all roadway users in its evaluation and prioritization of jurisdictional transfer candidates. Whereas the draft language for Step 4 (Page 8-23) is tentative (“safety score could be...”), we recommend Metro establishes the expectation now that the priority for transfers (and the associated investments) is reducing fatalities and severe injuries.

Also, the JT program’s purpose statement (Page 8-18) should more clearly reflect the objective to have arterial roadways owned by the agency best positioned to manage the roadway consistent with its land use context and identified functional classifications for all modes. We suggest this substitute:

“The purpose of a jurisdictional highway transfer assessment program is to ensure that roadways in the Portland metropolitan region are owned by the agency best positioned to ensure the transportation infrastructure

supports the land use and improves safety for all users. This means identifying which state-owned routes in the region should be evaluated and considered for a jurisdictional transfer; gaps and deficiencies on those routes; priorities among the routes; the barriers and opportunities to transfer the prioritized routes from state to local ownership.”

Finally, it would be helpful for this narrative to include a list of expected outcomes, as provided in the narrative for the Regional Mobility Policy Update (Page 8-16). We recommend that one of these outcomes be a funding strategy for implementation.

- E. The RTP could be stronger in establishing priorities for regional MTIP investments. ODOT would like to see Metro direct its Regional Flex Funds towards safety investments, consistent with the new Objective we proposed under Goal 10, Fiscal Stewardship. As written, the MTIP section (8.3.2, Page 8-71) merely mentions that investments must be consistent with regional goals and objectives and performance targets and with federal performance targets, but provides no clear sense of priority. One way to accomplish this is to add some language under “Developing the MTIP” on page 8-77. Another way is for the adopting Ordinance to include language that provides direction for the future update of the MTIP policies.
- F. Section 8.5, Data and Tools (Page 8-81), does not list any specific activities relating to the federally-required Performance Based Planning and Programming (PBPP). The MPO Planning Agreement was specifically amended to include references to the PBPP. Metro’s responsibilities include reporting and target setting, as well as documenting how the performance measures information was used in project selection and prioritization processes. We recommend the addition of an overview of PBPP, perhaps under 8.5.4, which considers a non-technical stakeholder as the primary audience.

Respectfully,



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Oregon

Kate Brown, Governor

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August 20, 2018

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Re: Regional Transportation Plan Comments from DEQ

The Department of Environmental Quality appreciates the opportunity to comment on Metro's 2018 Regional Transportation Plan. Our on-going collaboration with Metro on land use and transportation planning efforts in the greater Portland Metropolitan area is one of special importance to both of our agencies as we plan for the impacts of our growing region.

Since DEQ has participated throughout the RTP updating process, our comments have largely been addressed. At this time, here are some additional comments and suggestions:

Overall, there are two important factors to keep in mind as we move into the future:

1. The MOVES model used to estimate air pollution emissions is an evolving model; factors and assumptions used in the model are updated periodically. These changes should be monitored and taken into consideration when evaluating the performance of the current plan against Metro's goals. DEQ recommends Metro document factors and assumptions used in the MOVES throughout the implementation of the RTP to ensure that MOVES model updates can be appropriately considered and incorporated; and
2. The federal clean car standards are currently undergoing an evaluation for removal or replacement. The current RTP relies on the clean car standards for the forecasted emission profiles represented in the plan. Any adjustment to the clean car standards may result in an impact to Metro's forecasted RTP scenarios. DEQ is committed to protecting the air quality of Oregonians and is currently undergoing a rulemaking to maintain alignment with the more stringent California clean car standards. Metro should consider the different impacts federal rulemaking will have on the assumptions used in Metro's MOVES runs and the resulting impacts on forecasted emission profiles. DEQ will continue to inform Metro of ongoing regulatory actions that may impact the RTP for consideration in future planning efforts between the two agencies.

The following recommendations are in bold/strikeout format. Additional comments and suggestions are provided, as well.

Chapter 2 – Our Shared Vision for Transportation

- A. Page 2-1. To achieve our vision for the future, we must work together to address inequities as we build vibrant, walkable communities with affordable homes, provide safe, reliable, healthy and affordable transportation choices, address growing congestion, reduce air pollutants including greenhouse gas emissions, and protect critical natural areas and the irreplaceable farm and forest lands that surround the region.
- B. Page 2-3. Climate leadership. The region is a leader in minimizing contributions to climate change global warming.
- C. Page 2-14. Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit and reduce VMT.
- D. Page 2-18. Objective 7.2 Clean Air. Reduce transportation-related air pollutants, including criteria pollutants and air toxics emissions. **Objective 7.3 Other Pollution Impacts.**
- E. Page 2-19. Objective 8.4 Low and ~~No~~ Zero Emissions Vehicles – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the adoption use of more fuel-efficient vehicles and alternative fuel vehicles, including electric and hydrogen vehicles.

Chapter 3 – Transportation System Policies to Achieve Our Vision

- A. DEQ appreciates the layering of the overarching system policies to address safety transportation equity, climate and emerging technologies in addition to the transportation system policies for motor vehicles, transit, freight, bikes and pedestrians. DEQ recognizes the extreme challenge in meeting all of these goals simultaneously within a constrained funding scenario and look forward to working with you to find creative solutions to achieve the region’s goals.
- B. Page 3-31. There are also over 18,000 100,000 electric vehicles registered in the state, with the majority located in the Portland region.

Chapter 7 – Measuring Outcomes

- A. Page 7-22. 7.4.2 Active transportation and transit mode share. **System wide (within MPA boundary)** Plan does not meet target of tripling walking, biking and transit region wide (within the MPA) between 2015 and 2044 2040.
- B. DEQ understands that the limitation of resources in the current RTP, but it is unclear how Metro plans to address not meeting their target for increasing active transportation and transit mode share. DEQ looks forward to working with Metro on identifying additional opportunities for increasing ridership, such as possibly refocusing investments.
- C. Page 7-67. 7.4.12 Climate Change. DEQ supports the targets that were identified by the Climate Smart Strategy. DEQ also acknowledges that the current RTP, as planned in the 2040 Constrained Investment Strategies, lacks the funding necessary to meet Metro’s greenhouse reduction targets. The transportation sector is one of the largest emission sources in Oregon, and DEQ encourages Metro to work with its partner agencies to find creative solutions that reduce greenhouse gas emissions..

- D. Page 7-69. 7.4.13 Clean Air. While modeling shows that emissions of both nitrogen oxides and volatile organic compounds, the precursors to ground-level ozone, significantly decrease in the 2040 scenarios, recent history has shown that ambient levels of ozone are increasing and may continue to do so due to the impacts of climate change. This trend is concerning and will take a coordinated effort from partner agencies to address in a holistic and long lasting manner. DEQ looks forward to planning opportunities where DEQ and Metro can partner to meet our shared goal of protecting the air Oregonian's breathe.

Appendix F – Environmental Analysis and Potential Mitigation Strategies

- A. DEQ appreciates Metro's participation in the workgroup to develop a regional clean air construction strategy for clean diesel equipment and vehicles on select public improvement projects. DEQ encourages that all projects contained in the RTP should conform to the strategy when it is adopted.

Again, thank you for your efforts to make this 2040 RTP update thorough and transparent. DEQ looks forward to working with Metro to make this plan a reality.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ali', followed by a long horizontal line extending to the right.

Ali Mirzakhali
Air Quality Administrator
Oregon Department of Environmental Quality



Oregon
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Department of Land Conservation and Development

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August 20, 2018

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Re: 2018 Metro Regional Transportation Plan

The Oregon Department of Land Conservation and Development (DLCD) would like to compliment Metro on the development of the Draft 2018 Regional Transportation Plan. Specifically, we welcome the work done to integrate Climate Smart Communities (CSC) and greenhouse gas reduction targets into the plan. We appreciate the detailed list of performance measures for investment strategies demonstrating the actions responsible for greenhouse gas reduction.

DLCD recognizes the importance of the Statewide Transportation Strategy (STS) and the linkages between the state and local policies and programs that will be necessary in reaching the State's greenhouse gas reduction goals. We would like to reaffirm our support for reducing greenhouse gas emissions from transportation and land use, and we are committed to working with you to implement and build upon the strategies identified in the STS and CSC.

Chapter 7 Comments

Findings for greenhouse gas emissions in chapter 7 state that, "*additional funding and prioritization of Climate Smart Strategy policies may be needed to achieve greenhouse gas emission targets by 2035.*" DLCD recommends that Metro provide more specific details on the actions that would be necessary to achieve the greenhouse gas reduction target.

Sincerely,

Jim Rue, Director
Department of Land Conservation and Development

cc: Tom Kloster, Metro
Kim Ellis, Metro
Carrie MacLaren, DLCD
Matt Crall, DLCD
Jennifer Donnelly, DLCD
Bill Holmstrom, DLCD
Cody Meyer, DLCD



August 21, 2018

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RE: Draft 2018 Metro Regional Transportation Plan Update

Metro Councilors and Chair Hughes:

The Urban Greenspaces Institute (UGI) offers the following comments on the proposed 2018 Regional Transportation Plan (RTP). UGI has been instrumental in creation and development of the Metro Parks and Nature Program, and we remain active in a variety of regional conservation and livability issues and forums.

We appreciate the important progress represented in this updated RTP, particularly those around the twin challenges of equity and climate change. In spite of this progress, however, we find a number of deficiencies in the RTP that hinders our regional progress towards improved mobility for all, climate justice, as well as vibrant and accessible urban greenspaces, and other important goals.

In a very tangible way, automobiles, auto-dependency and the infrastructure required to support them is crowding out real solutions to our mobility and sustainability challenges. Automobiles dominate space-limited roads for both travel and parking, crowding out dedicated bus and bike lanes, bus stops, and other alternatives. Automobile travel speeds on the region's arterials create public safety hazards, which necessitate pedestrian safety crossing improvements. On a larger scale, expensive road widening and automobile congestion abatement consume limited transportation dollars, and restrict needed investments in transit, bike, and pedestrian networks as well as improved crossings for fish and wildlife. None of the proposed road widening projects takes us closer to meeting our carbon emission reduction goals – they undermine our progress toward these goals.

In the face of the ongoing climate crisis, we need fresh, creative thinking about transportation projects and spending. How can we invest in alternatives to the automobiles to ease the transition to more sustainable and community-strengthening transportation choices? Let's make it harder for folks to choose single-occupancy vehicles, and easier to choose alternatives like transit, carpooling, telecommuting, bicycle, or walking. We need a mix of solutions like dedicated bus lanes/bus rapid transit,

more connected and safer bikeways, safer crossings for pedestrians, robust employer-led transportation demand management, and more.

Below we offer specific comments on certain elements of the proposed RTP.

Project Lists

We urge Metro to remove the West Hayden Island Rail Access and Rail Yard projects from both the constrained and strategic project lists, as well as the regional freight strategy. The need for WHI as industrial land is premised on an old-fashioned vision of greenfield development of industrial port facilities. This outdated vision discounts the emerging patterns of intensified use of existing industrial lands, redevelopment of brownfields, and more small-scale economic development within existing road and utility networks.

We also urge Metro to remove the I-5 Rose Quarter Expansion from the constrained and strategic project lists, as well as the regional freight strategy. The inclusion of this project in the RTP is at odds with the plan's equity and climate resilience goals, and it will absorb millions of dollars that would be better spent on public safety and infrastructure for automobile alternatives. UGI is not alone in our opposition to this project and we stand with a broad coalition of partners who believe the region has more important transportation priorities.

In general UGI believes that there are too many funds being devoted to highway projects and road widening, and insufficient investment in transit, biking/walking, and transportation demand management. Most highway projects create induced demand for more automobile travel, and do not bring people to make the best personal choices for mobility that serve the common good. We need to begin to recognize that automobile congestion alongside uncongested transit and bike arterials can offer people incentives to leave their cars at home.

Furthermore, the constrained projects map reveals that many, if not most, of the priority road and bridge projects are located at the periphery of the region. UGI believes that too much road development/widening, particularly in areas that are on the outskirts of the region, can facilitate land development/intensification where it is least appropriate from a growth management perspective. A pattern of over-investment in transportation networks at the periphery will create future demand and expectations for urban growth boundary expansions, or at least, unnecessarily accelerate this process. At the very least, we would like to see many of these road development/widening projects moved off the constrained list and onto the strategic projects list. This would enable the region to elevate more public safety, bike/pedestrian, and transit projects onto the constrained project list.

Inadequate Consideration for Green Infrastructure

The proposed RTP gives inadequate consideration to green infrastructure, and offers only broad brush statements with little needed specificity on how and where green infrastructure is to be integrated into the various prioritized projects. This lack of

specificity represents a giant missed opportunity for Metro, which is replete with an entire science staff tasked with managing the region's parks and natural resources.

A more thoughtful integration of green infrastructure with the RTP would address needed improvements in fish and wildlife habitat connectivity, water and air quality, climate change mitigation, flood and drought resiliency, livability and human health, and more. It is no longer an option for regional transportation planners to ignore green infrastructure in their planning and project prioritization effort, nor to defer consideration of it to the project design and scoping phase. Green infrastructure needs have to be included and related to the various human transportation needs in the RTP.

Important questions around green infrastructure that demand answers from the RTP authors and development team include the following:

1. Where are the crucial wildlife and habitat corridors and how will future projects address their fragmentation and remedy barriers to movement by native fauna?
2. How can existing Metro natural resources inventory data be used to improve and refine project prioritization *and* design to improve habitat connectivity, remedy anthropogenic barriers from existing and proposed transportation infrastructure, as well as restore ecological processes (runoff, flooding, etc.)?
3. Goal 6 of the RTP calls for the region's fish and wildlife habitat and water resources to be protected from the negative impacts of transportation. What are the relevant RTP performance measures and targets to be added? How will progress be tracked?
4. Where are the policy criteria that specify how the RTP projects were selected/prioritized to balance the need for mobility and travel lanes with the 'design characteristics of healthy arterials' (Table 3.10, which include considerations for safe travel speeds, community access, bike/ped safety, noise and air pollution, accessibility to users of all abilities, support for green infrastructure, and more)?

Table 3.8 (Design Classifications for Regional Motor Vehicle Network) illustrates the lack of serious consideration for green infrastructure in the RTP. This table includes graphics depicting 'illustrative design concepts' for different road types, which show street trees in cross section but do not call out dedicated space for street trees in right-of-ways. Nor are street trees mentioned anywhere in the RTP. Instead the document references Metro Livable Streets Handbook and mentions the need for 'performance-based design and flexibility in design to achieve desired outcomes.' What are these 'desired outcomes'?

UGI found the RTP Section 3.3.4 (Design for Stormwater Management and Natural, Historic and Cultural Resource Protection) lacking in needed detail on how projects can be properly planned and implemented to address various environmental challenges. The environmental effects of transportation infrastructure deserves special consideration, and future investments in the region's transportation corridors should elevate efforts to reconnect fragmented aquatic and terrestrial ecosystems and natural flows.

UGI welcomes the RTP's acknowledgement of the Intertwine Regional Conservation Strategy as a tool to reconcile future transportation investment with languishing needs around wildlife and habitat connectivity. However, the RTP needs to go farther to identify conservation-related performance targets for new transportation investments to ensure each new transportation project improves outcomes for fragmented regional aquatic and terrestrial ecosystems. It is not enough to simply list off the number of regional high-value habitats intersected by the proposed RTP projects.

At present an Intertwine regional habitat connectivity work group is developing tools for use by transportation planners to assess and document priority wildlife crossings for improvement under future road or other transportation improvement efforts. Another goal of the Intertwine group is to help specify technical standards for fish and wildlife crossings for use in future road improvement projects.

Ultimately, UGI hopes to see the work products from this Intertwine habitat connectivity work group will be used to update the network vision of a future RTP, showing what wildlife habitat connections are high priority for improvement in relation to the region's transportation network. For example, each of the twenty-four mobility corridors discussed in the RTP appendix should have an explicit discussion of the wildlife habitat corridors bisected by each, with specific callouts on ecological improvements needed to reduce habitat fragmentation that could be implemented as part of a future transportation improvement project.

In lieu of lists of specific locations to optimize wildlife/habitat connectivity along these travel corridors, UGI requests that this RTP adopt a policy of providing at least one fully-connected/improved wildlife/habitat corridor every 1-2 miles for throughways. This approach would parallel the conceptual spacing of throughways and major arterials proposed on page 119. As travel speeds are higher on throughways, there is a greater need for wildlife habitat connectivity considerations within these corridors for the benefit of both wildlife and public safety.

Finally, it is useful to see the RTP authors in section 4.6 acknowledge that:

"Future work by Metro and partners could include an inventory of culverts in the region that need repair or replacement to accommodate endangered or threatened fish species." Road crossing inventories for fish passage have been updated in recent years by the City of Portland and Multnomah County, but other road jurisdictions have incomplete or outdated inventories. UGI suggests that development of a comprehensive inventory of fish and wildlife barriers created by the transportation network should be a priority for funding within the RTP as a first step towards identifying priority corrections and mitigating strategies for future RTP projects.

Public Safety – For People and Wildlife

The RTP trumpets that two-thirds of the projects address safety but we wanted to see a better description of how this safety filter was developed and applied. Much of the backlog of needed public safety improvements derive from roads that were originally designed and built to facilitate fast movement by automobiles. We suggest that RTP

planners examine simple remedies like reduced travel speeds to address needed safety improvements for both people and wildlife.

Parking and Travel Demand Management

In general, UGI believes that parking and travel demand management are under-developed and under-utilized in the proposed TSP.

Local jurisdictions and major employers need to do more with parking demand management as another tool to shift people out of their automobiles and into other transportation alternatives. We have read and reviewed the RTP companion 2018 Regional Travel Options strategy: it is missing targets and is inadequate to the task before us. The 2018 Regional Travel Options strategy has no information on what percent of small, medium, and large employers have programs to actively reduce automobile commuting and implement their own in-house TDM programs. Nor do we know at what stage of maturity these programs are. Without major employers engaged in this challenge we will fail as a region.

The lack of information on existing transportation demand management and measurable targets for both local jurisdictions and employer-based commuter reduction programs is worrisome. The draft TDM provides no targets for the percent of major employers with active programs although the Oregon Employee Commute Options rules require work sites with more than 100 employees to have workplace programs. We need a region-wide commitment to employer-led transportation demand programs. Where are the employers in this conversation and how many of the major employers have fully developed transportation demand programs for their employees? Why is this missing from the RTP?

Weak and Inadequate RTP Policy Framework (Section 3.5)

UGI suggests the following changes to the RTP policies to strengthen key elements of the document:

Policy 6 - In combination with increased transit service, ~~consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.~~

UGI supports a more strongly-worded Policy 6, to prioritize value pricing that properly manages automobile demand for limited roadways and shifts people out of single-occupancy vehicles and into other travel mode choices.

Policy 9 - Minimize environmental impacts of the motor vehicle network using Green Street infrastructure design, street trees, wildlife habitat or waterway crossing improvements, and other approaches.

Please include other green infrastructure mitigation tools in the list of Policy 9 measures.

The RTP provides a hierarchy of street types (e.g. throughways, arterial streets, collector streets, local streets). However, no where in the plan is a hierarchy of transportation uses provided to indicate where, when, and how more efficient transportation modes (like high-capacity transit) gains precedence over resource-intensive, low-efficiency modes

(like single-occupancy motor vehicles). Please consider including such a hierarchy, which could be modeled on the City of Portland's.

The Interim Regional Mobility Policy and measures (Section 3.5.3) are inadequate and incomplete because they only measure automobile traffic congestion. UGI requests that Metro and its regional transportation partners develop more robust and meaningful measures that reflect other travel modes and choices, as well as financial, environmental and community impacts.

Separately, in Section 3.6.1 the RTP states “cities and counties who own the roads used by bus transit *could* partner with the transit agencies to implement transit priorities treatments.” [emphasis added] UGI believes that the region's cities and counties *should* make road improvements that prioritize transit and other automobile alternatives. We believe that this directive should be an explicit part of the RTP's policies. Indeed, transit will not become more accessible or convenient *until* transportation agencies begin making automobiles less convenient for residents.

Measuring [Underwhelming] Outcomes and the Climate Smart Strategy

The draft plan will reduce per capita greenhouse gas emissions by 21%, which falls short of the 25% goal set by the State. We request that Metro and the RTP partners re-examine their project list to elevate projects that will move us closer to this 25% GHG emissions reduction, and to demote projects that will hinder our progress on this important goal (see above for suggested changes to the projects list). The RTP reports that sidewalk, bikeway, and trail completeness near transit will be just 76%, 72%, and 55% complete by 2040 with the current mix of funding and projects. These anticipated results are inadequate and we can do better. More investment in bike/pedestrian infrastructure connectivity is needed so that people can access transit by foot or bike safely so that more people are encouraged to get out of their cars and explore life-sustaining and planet-friendly alternatives to the automobile.

We are disappointed to see the very small increases in the active transportation and transit mode shares both within and across the region that is expected under the proposed RTP. Access to transit and bikeways is similarly limited under the proposed RTP. The Climate Smart Strategy-derived climate change targets for a 25% decline in per capita car/small truck emissions over 2005 levels are not met for the constrained investment strategies. To be meaningful, this suggests that the RTP developers need to consider a different mix of projects that more significantly accelerates and advances access to transit and active transportation alternatives, discourages automobile use, and eases the region's dependence on high-carbon demand transportation choices.

The discussion of potential habitat impact from the RTP on page 7.72 states that although proposed RTP transportation projects intersect RCS-identified high-value habitats, these projects do not necessarily impact a given environmental resource. We disagree with this sentiment: the regions' extensive road and transportation networks cause ongoing harm to the region's remaining fish and wildlife habitats, clean water, and other ecosystem values and processes. By deferring the consideration of potential project harm until the design

phase, we miss out on opportunities to determine where we might align transportation and habitat network improvements in a more strategic fashion. Instead, harms to remnant natural habitats are mitigated to the State of Oregon's relatively low standards of compliance (for fish passage only, typically, since no wildlife crossing technical standards exist). Increasingly, we are seeing Oregon Department of Transportation trade away any potential transportation project habitat benefits away from the region and towards perceived high-value areas on the Oregon Coast, via the new fish-passage habitat bank (see <https://www.dfw.state.or.us/fish/passage/mitigation.asp> for more information).

In Section 7.4.14, the RTP admits that no habitat target exists for the RTP. We view this as a missed opportunity: transportation planners should work to craft such targets. We suggest very general targets would be of more benefit, than having none at all.

Missing Analyses

Appendix F, the 2018 RTP Environmental Assessment and Potential Mitigation Strategies is missing, so we cannot fully evaluate the adequacy of this plan. At what stage will the public be afforded the opportunity to review and comment on this and other missing appendices?

Thank you for the opportunity to review and provide input on the proposed 2018 RTP update. We look forward to continued discussions with you and your staff on this important guidance document.

Sincerely,



Ted Labbe, Policy and Program Director
Urban Greenspaces Institute
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503-758-9562



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, PORTLAND DISTRICT
P.O. BOX 2946
PORTLAND, OREGON 97208-2946

August 28, 2018

Regulatory Branch

Mr. Frankie Lewington
METRO
600 NE Grand Avenue
Portland, OR 97232
Frankie.Lewington@oregonmetro.gov

Dear Mr. Lewington:

The U.S. Army Corps of Engineers, Portland District, received Metro's July 20, 2018, letter seeking comments on the 2018 Regional Transportation Plan for the greater Portland region. At this time, the US Army Corps of Engineers, Portland District, is providing general considerations regarding our Regulatory and Section 408 programs. The Corps can provide more specific information once project details are provided.

We encourage you to start conversations with us prior to finalizing any plans for project areas if wetlands and waters of the U.S. are located in the project area. National Wetland Inventory (NWI) and local inventory maps should not be the only resource used to identify wetlands on the sites, onsite wetland delineations should be used to confirm the presence or absence of wetlands prior to the formulation of master plans for these communities. The Corps uses wetland delineations to determine potential waters of the U.S., which only the agency can determine. Thus, all potential aquatic resources, including but not limited to waterways, wetlands, tributaries, roadside ditches, and/or swales should be included.

The Corps has jurisdiction over waters of the U.S., which includes wetlands. The Applicant must first look at avoidance and minimization of waters of the U.S. The Corps will then evaluate whether the applicant has avoided and minimized impacts as much as possible and if so, what would be appropriate compensatory mitigation for unavoidable impacts. The Corps' decision to issue a permit for wetland or waterway impacts, issue with conditions, or deny the request will be based upon an evaluation of the probable impacts including cumulative impacts of the proposal and its intended use on the public interest. During this review, the benefits, which may reasonably be expected to accrue from the proposal, are balanced against its reasonably foreseeable detriments.

For activities involving Clean Water Act Section 404 discharges, a permit will be denied if the associated discharge does not comply with the Environmental Protection Agency's 404(b) (1) guidelines (Guidelines). The Guidelines are binding regulations

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and provide the substantive environmental standards by which all Section 404 permit applications are evaluated. The Guidelines specifically require that: “no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse effects.” This would include different road routes and building/development locations.

This provision means that the destruction of an area of waters of the U.S., including special aquatic sites (e.g., wetlands), should be avoided. The Guidelines have been written to provide an added degree of discouragement for non-water dependent activities proposed to be located in special aquatic sites. An activity is non-water dependent if the activity does not require access or proximity to, or siting within a special aquatic site to fulfill its basic project purpose. For non-water dependent activities, practicable alternatives that do not involve special aquatic sites are presumed to be available unless clearly demonstrated otherwise. In addition, practicable alternatives that do not involve discharges into special aquatic sites are presumed to have less adverse impact on the aquatic environment unless clearly demonstrated otherwise. The burden of proving no practicable alternative exists is the sole responsibility of the applicant.

The work may also require authorization through our Section 408 Program. Section 14 of the Rivers and Harbors Act of 1899 (found at 33 U.S.C. 408 and referred to as Section 408) authorizes the Secretary of the Army to grant permission for the alteration or occupation or use of a Federally Authorized project if the Secretary determines that the activity will not be injurious to the public interest and will not impair the usefulness of the project.

Engineering Circular (EC) 1165-2-216 outlines several factors the District uses to decide whether to grant the requested permission for project modification under Section 408. Review of any Section 408 proposed projects will evaluate if and how the proposed project will impair the usefulness of the federally authorized project. The review team will determine if the proposed alteration would limit the ability of the federally authorized project to function as authorized, or would compromise or change any authorized project conditions, purposes or outputs. The decision whether to approve a request for modification would be based on a determination of no impairments. The Corps will also evaluate the proposed projects potential to be Injurious to the Public Interest Determination.

Under the Section 408 policy, the Regulatory Section 404/10 permit, cannot be issued without a Section 408 approval. Both the Regulatory and Section 408 programs

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goal is to share information to ensure that the required information is not duplicative and additional work for the applicant.

If you have any questions regarding the Corps Regulatory Application process, please contact Ms. Melody White at the letterhead address, by telephone at 503-808-4385, or e-mail: Melody.J.White@usace.army.mil. If you have questions regarding the Section 408 process, please contact Ms. Marci Johnson by telephone at 503-808-4765, or by e-mail at: marci.e.johnson@usace.army.mil.

Sincerely,

William D. Abadie
Chief, Regulatory Branch

MMC

Metropolitan Mayors' Consortium

Mayor Denny Doyle
City of Beaverton

Mayor Brian Hodson
City of Canby

Mayor Jeffrey Dalin
City of Cornelius

Mayor Gery Schirado
City of Durham

Mayor Ted Tosterud
City of Fairview

Mayor Peter Truax
City of Forest Grove

Mayor Shane Bemis
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Mayor Steve Callaway
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Mayor Ken Gibson
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Mayor Kent Studebaker
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Mayor Mark Hardie
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Mayor Heather Kibbey
City of Rivergrove

Mayor Keith Mays
City of Sherwood

Mayor John Cook
City of Tigard

Mayor Casey Ryan
City of Troutdale

Mayor Lou Ogden
City of Tualatin

Mayor Anne McEnery-Ogle
City of Vancouver (ex officio)

Mayor Russ Axelrod
City of West Linn

Mayor Tim Knapp
City of Wilsonville

Mayor Timothy Clark
City of Wood Village

August 30, 2018

Honorable Tom Hughes, President
Councilors of the Metro Council
600 NE Grand Ave.
Portland, OR 97232-2736

RE: Request to Develop a 2019 Regional Transportation Strategic Action Plan

Dear President Hughes and Councilors:

As the elected leaders of cities from across the greater metro region, we are writing to express our appreciation to the Metro Council and staff for their high-quality work preparing the updated 2018 Regional Transportation Plan (RTP). We appreciate the level of public engagement and depth of analysis that Metro has demonstrated in producing the new RTP—an amalgamation of local, city and county Transportation Systems Plans (TSPs).

During the course of reviewing the RTP, we have come to acknowledge that the RTP is unlikely to keep pace with the needed improvements in our regional transportation system that were envisioned in the 2040 plan. From our perspective, we are not clear if or how all of the various transportation systems elements may work together, and if there are gaps in planned investments that would significantly improve regional mobility and multimodal transportation alternatives.

With the continued swelling of population and employment that brings greater demands on our transportation systems, we seem to be increasingly challenged in how to collectively meet our long-term goals to reduce greenhouse gas emissions, decrease travel times and congestion, lower fatalities and enhance safety, increase system reliability, and significantly expand transit and active transportation utilization.

We believe that a collaborative process to examine further our transportation system in a holistic and strategic manner would be beneficial for commuters, freight movers and others. If we collectively consider as a region our overall transportation assets, mobility corridors and travel/commute patterns, we should reach conclusions that could have a positive long-term influence and greater likelihood of achieving the 2040 vision.

With the RTP process finishing, we look forward to working even closer with Metro's leadership in 2019 to craft a long-term vision that results in a strategic action plan to inform regional transportation decisions over the next half-century.

We would welcome the opportunity to work with Metro over the next several months to ascertain more specific questions to bring to a stakeholder committee composed of mayors, county chairs, transit providers, community organizers, business leaders and others that would guide a transformative and aggressive program designed to advance a world-class transportation system that would serve the Portland metro region for the next 50 years. Thank you.

Sincerely,

The Metropolitan Mayors' Consortium

cc: Lynn Peterson, President-elect, Metro Council

2018 Regional Transportation Plan



2018 Regional Transportation Plan

Appendix C

Online survey comments on Public Review Draft and Strategies

September 14, 2018

What would you like to share about this balance of investments and your transportation priorities?

Answered: 637 Skipped: 244

#	RESPONSES	DATE
1	There is too much allocated to highways	8/17/2018 6:12 AM
2	Really? After all the pomp about sustainability and trying to make Portland a more dense, dynamic city, Metro is proposing \$4.6B on highways? That's a stale and unambitious idea. Build it and they will come--so lets build what the planet and our society are begging for people to use. Also, more on transportation demand management and systems--streamline it all so bikes always have an earlier green light, cars can flow freely when driving is necessary, etc.	8/15/2018 11:36 PM
3	Firstly and most importantly, absolutely no money should be spent on highway expansion considering the current situation with climate change. Investing in highway expansion is the same materially as climate change denial. Metro, the State, and the City of Portland will not meet our low-bar climate goals if investments are made in highways. Instead, the current infrastructure should be used efficiently through use of tolling either by tolling the entire system, or use of market-based pricing toll lanes. The current plan does does little to actually build a transit or active transportation system where residents can quickly travel throughout the region without a car. Although I support many of the particulars of the active transportation plan, it does not go far enough to develop a dense enough network of protected lanes to induce more bicycle (or e-scooter etc.) usage. It is critical to provide that protection from cars to attract new users and to keep them safe. I strongly support rapid study and construction of downtown train tunnels to alleviate bottlenecks in the Max network. I believe this project has the highest potential out of any suggested here to improve mobility in the region for any groups of users. I am far more skeptical of any expansion of the streetcar network until the current routes can provide 10 minute or less wait times at all stops. Furthermore, I'd rather the current lines get some transit-only lanes and queue-jump priority to speed up travel time instead of network expansion. I strongly support sufficient capital expenditure to ensure current roads and bridges are properly maintained and retrofitted to withstand the inevitable Cascadian Subduction Zone events.	8/15/2018 11:26 PM
4	Too much investment in highways.	8/15/2018 11:26 PM
5	Remive money for highways.	8/15/2018 10:25 PM
6	More for Transit and bikes please	8/15/2018 8:25 PM
7	50% to mass transit. More frequent, faster, trains and buses. Take it out of highways. New and wider highways will increase the number of cars and air quality will suffer.	8/15/2018 8:24 PM
8	That is a horrible question.	8/15/2018 7:01 PM
9	I'd rather see and equal distribution of funding for combined Active Transportation and Transit with, combined, highways road and bridges.	8/15/2018 6:15 PM
10	Too much for highways.	8/15/2018 6:00 PM
11	There is far, far too much dedicated to highways considering given the high cost to livability and climate. There is no way Oregon and Portland will meet climate goals if you continue to invest in highway infrastructure.	8/15/2018 4:25 PM

Appendix C: Online survey comments on Public Review Draft and Strategies

12	I think 4 billion for highways is absurd. We need to transition away from fossil fuel centric infrastructure and towards transit, in a more serious way.	8/15/2018 4:10 PM
13	4.6 billion dollars towards highways is absurd. We need to transition away from a fossil fuels, and that sort of investment flies in the face of that because that infrastructure will be around for decades.	8/15/2018 4:06 PM
14	I would take half the money for Highways and split it between Transit and Active transportation.	8/15/2018 3:23 PM
15	More active transportation, less highways	8/15/2018 3:04 PM
16	If we are going to survive as a species, we need to divest ourselves from fossil fuel infrastructure. These priorities are at best a sunk cost, and at worst will lead to our extinction.	8/15/2018 2:43 PM
17	While I appreciate the allowances for public and active transit (and of course upkeep of roads and bridges), I do think that more money could be spent towards public and active transit. They are healthier for the environment and make for a much more liveable city, contributing to less pollution, less traffic, and more accessibility for more people.	8/15/2018 2:19 PM
18	Public transportation, affordable mass transportation, should be number one priority!	8/15/2018 2:12 PM
19	I believe transit capital requires more robust funding.	8/15/2018 2:11 PM
20	Less on highways, more on transit and active transportation.	8/15/2018 2:02 PM
21	The excessive focus on highways, particularly widening and new construction, is at odds with strong evidence suggesting that congestion is not alleviated by new construction. Future development patterns will be, to a large extent, dictated by transportation options and policies. In order to mitigate climate change driven by carbon dioxide emissions, along with hazards associated with other pollutants, we need to focus on integrated strategies that make it practical for people to decrease the need for automobile and long-distance fossil fuel transit systems. Where are covered bicycle highways in this plan, for example? Those would cost much less per mile than roadway construction, last longer, and have a higher capacity per lane. I would like to see Portland and the Metro area become true leaders in alternative transit rather than just playing lip service to it.	8/15/2018 1:51 PM
22	Much more investment in public transit options. Do. Other expand capacity of freeways. Stop subsidizing car transit. Invest in more physically separated bike paths on major streets.	8/15/2018 1:46 PM
23	Less money in highways and more in public transportation and bike access.	8/15/2018 1:46 PM
24	Reduce "highways" to zero, and Roads and Bridges should be only improved for transit, bus or walking and biking. Increase all the other sectors.	8/15/2018 1:43 PM
25	Highways, and also Roads and Bridges should be dropped way down in priority. While they are appropriate for freight, most auto trips are only further warming the planet, when other modes of transportation are available. Increasing funding for transit, specifically for not only rail, but also separated bus-only lanes (not combined with turn lanes, either), could be constructed and funded to make transit a more viable option for more trips. The only bridge improvements should be for transit, biking or walking.	8/15/2018 1:37 PM
26	I'm glad that transit capital has the highest share, but I would want that budget to be higher. Highways should only get what they need to maintain them, NO EXPANSION. Also, a larger share for active transportation options.	8/15/2018 1:16 PM
27	Spend more on public and active transit! Portland is falling behind on bike infrastructure, and we desperately need more dollars in public transit. Widening highways does not reduce traffic!	8/15/2018 1:15 PM
28	More bikes and electric committments	8/15/2018 1:10 PM
29	Less on highways, more for public transit, active transport and existing road and bridge repair.	8/15/2018 12:18 PM

Appendix C: Online survey comments on Public Review Draft and Strategies

30	I'd like to see less in Highways, more in Transit, as well as roads and bridges	8/15/2018 12:02 PM
31	12% of the budget to Active Transportation with more than double that (30%) to Highways is an imbalance an not in line with regional mode split or climate action goals.	8/15/2018 11:37 AM
32	remove or greatly reduce the spending on Highways. They contribute too much pollution and cause too many deaths. We need investments in alternatives. The only investments in highways should be seismic upgrades to bridges, no more widening!	8/15/2018 11:12 AM
33	Less for highways, more for transit and active transportation.	8/15/2018 10:36 AM
34	I would like to see an increase in public transportation mobility and proximity.	8/15/2018 10:35 AM
35	I would rather see a larger investment in mass transit and a lower investment in highways. The metro area's current highway system is sufficient. I live about 8 miles from downtown Portland (where I work), and it takes about an hour to get there if I took Trimet. Driving is less than 20 minutes.	8/15/2018 10:23 AM
36	I want to see a reduction in highway expenditures in favor of more transit spending. I live 8 miles from downtown Portland, and it takes about an hour to get there via trimet. It takes 20 minutes to drive.	8/15/2018 10:20 AM
37	There should be less money allocated for highways. Funding should be directed in line with carbon emission reduction policies, environmental justice concerns, and human health and safety. Highway projects that cannot meet these policies and concerns should not be funded.	8/15/2018 10:16 AM
38	We do not need to be spending money to widen freeways, which will not fix traffic problems but will increase air pollution. We need to invest more in public transit, both in increasing quality and dependability, and in building new options.	8/15/2018 9:51 AM
39	Priority should always be on public, barrier-free transportation and better bike and walking infrastructure	8/15/2018 9:37 AM
40	My priority is always for better and more public transportation, better walking and biking infrastructure. Subsidize and expand public transportation and you won't need to expand roads and freeways.	8/15/2018 9:28 AM
41	Investment in alternative transportation modes that will get more people out of cars and off freeways should be increased. The most important thing from both a climate change perspective and a livability perspective is to give multiple options and reduce time sitting in traffic.	8/15/2018 9:01 AM
42	It is hard for a person who is not active in planning to understand the breakdown of this spending. I prioritize active transportation and transit, and maintaining current infrastructure rather than building new highways.	8/15/2018 8:57 AM
43	We need to spend less on highways and more on transit capital.	8/15/2018 8:06 AM
44	Much more for demand management, system management, and active transportation needed to achieve the goals of major greenhouse gas reductions and getting off carbon-based fuels.	8/15/2018 7:37 AM
45	Less money for highways/roads, more for active transportation, which pollutes less and will help slow climate change.	8/14/2018 11:57 PM
46	The amount being spent on highways is much too high! How can we reach our carbon emissions goals and keep pretending that single occupancy vehicles should be catered to? By not firmly addressing this step we are unable to do the next hard step: updating how freight is moved, especially within city limits.	8/14/2018 11:07 PM
47	With the terrible air quality we're experiencing now, I'm very worried about climate change and public health, and how these issues will affect my young kids' lives. We need to focus 100% on transportation methods that reduce air pollution and improve safety, reliability, and equal access.	8/14/2018 11:00 PM
48	Roads and bridges needs more chunk of the pie.	8/14/2018 3:56 PM

Appendix C: Online survey comments on Public Review Draft and Strategies

49	There should be far more dedicated to public transportation and bridges and far less devoted to highways. Bicycle and pedestrian infrastructure is relatively inexpensive, but cutting from highway to devote to green modes of transit is the best idea. If you make public transit a better option than highways, people will take public transit instead. Put in more MAX lines, and expand the existing ones further into the suburbs!	8/14/2018 3:35 PM
50	TDM is one of the biggest bangs for our buck, why so little? Far too much funding for new highways. I'd shift all the funding for new automobile capacity to preventative maintenance and investing in active modes, transit, and TDM programs.	8/14/2018 1:23 PM
51	I would like more money spent on public transit expansion, especially with the dramatic, ongoing and quick expansion of Portland metro area.	8/14/2018 12:48 PM
52	Spend more on Active Transportations and Roads and Bridges. Spend less on highways.	8/14/2018 11:30 AM
53	I'm fine with roadway maintenance - don't expand or build new! Invest in transit and active facilities please. No more freeway expansion	8/14/2018 10:58 AM
54	More demand and system management and less transit capital	8/14/2018 10:16 AM
55	I think it would be a huge waste to divert tax payer dollars to any interstate freeway project in the center of Portland. We should use that money to make good on the promise of cheaper, cleaner, accessible transportation options like safe and fully integrated bike and electric vehicle infrastructure instead of doubling down on the flawed logic of car-centric streets and highways.	8/13/2018 11:10 PM
56	Transit is a waste compared to cars. Cars are cheaper, more convenient, use less energy and get people to work in 1/2 the time of transit. If you disagree with the above, you have not bothered to check the lies the planners are telling you be actually looking at data. Follow the links to government data, AAA data at: http://www.debunkingportland.com/cars-vs-transit.html	8/13/2018 11:08 PM
57	Cars are the preferred mode of transport for most people and should get the majority of the money. Transit already is highly subsidized and offere little value for the money - it is slower than driving, costs more than driving and uses more energy than driving. Think I'm wrong - look up the ctual data	8/13/2018 11:04 PM
58	Far less money towards highway work. Active transportation (cycling, walking) projects can yield so much more value over the course of their life. As a tax paying citizen of Portland, I am interested in alternative forms of transportation and systems that do not rely on private automobile transportation.	8/13/2018 9:32 PM
59	Too much investment in Highways. Increase active transit and transit capital.	8/13/2018 8:46 PM
60	I'd like to see the Active Transportation increased from 1.8B to 3B. In my area (Bethany) much of the day to day activities like grocery shopping are done on the trails judging from the Albertsons and QFC shopping bags. We own a car but do almost all our shopping via walking and biking to QFC and Albertsons. These little trips can add up quickly and by walking or biking instead of driving I think we can make a huge difference. Already I notice a huge difference from 10 years ago and certainly from 20 years ago.	8/13/2018 8:17 PM
61	This neither supports Metro's formal vision nor my own. Until active transportation infrastructure is as accessible as motor vehicle infrastructure, highway funding should be \$0. This budget distribution will NOT get us to our stated goals by 2040 and will perpetuate existing inequalities. An analogy: There are two siblings. The first sibling has traditionally gotten an \$8 allowance from their parents, and the second sibling has traditionally gotten \$2. The parents have a \$10 budget for allowances. The first sibling has managed to save up \$100. The second sibling has saved up only \$20. The parents realize that this allowance distribution is unfair. They decide to start giving \$5 to each sibling. Is this new allowance a fair distribution? Or would it be better to temporarily divert more of the allowance to the second child? It's like this analogy, but with ped/bike infrastructure, and the stakes are human lives.	8/13/2018 7:48 PM

Appendix C: Online survey comments on Public Review Draft and Strategies

62	My priorities are a mixture of long-range transportation infrastructure (I drive to Corvallis for work Mon-Thur), and local transportation needs (TriMet, bike, short-trips via car Fri-Sun). I would prefer even more public transit and active transit infrastructure.	8/13/2018 6:55 PM
63	Stop building and expanding freeways. Pollution and carbon created climate change are dire emergencies that cannot be solved by expanding a freeway	8/13/2018 6:27 PM
64	Transit and Active Transpo need a larger slice of the whole. I don't support any highway expansion - it's not sustainable.	8/13/2018 6:21 PM
65	We don't need to incentivize driving. We need to reduce our city's reliance on private vehicles if we want to survive as a species, much less thrive as a city.	8/13/2018 6:20 PM
66	Allocate a much smaller percentage to highways	8/13/2018 6:13 PM
67	We should NOT be investing in highways! Highways have already done too much damage to our neighborhoods, livability, and safety. We need a much greater investment in transit, especially more frequent buses and Max service, which I primarily rely on to get around. Separated bike lanes instead of just paint would also encourage me to not use the car.	8/13/2018 3:57 PM
68	Less money on highway expansion. Look to Los Angeles or Houston if you want examples of never ending highway building and never ending traffic jams. Don't waste my taxes on building highways that only benefit ODOT. Use our taxes to create beter public transportation and safer biking solutions. The only spending I support is to implement congestion pricing, if they want to drive during the busiest part of the day they can pay for it.	8/13/2018 3:56 PM
69	I'd like to see far less spent on highways.	8/13/2018 3:29 PM
70	Present roadways, surfaces and intersections should be improved and updated, but adding freeway lanes will only induce further car use. The balance of spending should be weighed much more heavily toward Transit capital, Active transportation and non-individual car use.	8/13/2018 3:21 PM
71	In general I don't think we should be expanding highways. So I hope that all highway funding is simply to maintain or improve the safety of the existing ones we have. Disincentivizing driving with things like congestion pricing are better ways to address traffic. Additionally, I think we should be focusing on supporting forms of transportation that at least mitigate their contribute to climate change. With the advent of new transportation technologies (self driving vehicles, scooter sharing services, etc.) we'll need fewer lanes for cars.	8/13/2018 3:13 PM
72	Although i would prefer otherwise, the roughly sum of Highways and Roads/Bridges seems high but necessary for logistics - moving goods about.	8/13/2018 3:08 PM
73	Active Transportation and Transit should be over 50%	8/13/2018 2:30 PM
74	I can't tell from the chart how those dollar amounts break down into new investments versus maintenance, but I think there should be as little new building/increases in size of highways as possible. Cars simply don't carry anywhere near the amount of people that transit is able to nor are vehicles small like bikes, so investments in new infrastructure should primarily be for transit and biking unless adding highway lanes are absolutely necessary for shipping purposes. Most personal travel needs to be directed to transit, biking and walking to deal with the increase in population that we will see in the metro area over the coming years.	8/13/2018 1:49 PM
75	Investments should be much more heavily supporting active transportation and less on highways. Biking/Walking improves safety for all as well as health, equity, and access.	8/13/2018 1:36 PM
76	I'd move the emphasis from Highways to more on Transit and Active transportation. To meet the 2040 goal, we really need to get away from cars being the primary mode of transport.	8/13/2018 1:25 PM

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77	We should be investing more in TDM and transit, and way less on highways, especially highway expansion.	8/13/2018 1:17 PM
78	Investment in highways should be minimized. We don't need more freeways, we need less.	8/13/2018 11:54 AM
79	Highway Expansions costs are not worth the investment as it will only induce more demand, unless heavily tolled. The cost of 217 and I 5 expansions, and possible CRC crossing costs should be spent on mass transit and active transportation instead.	8/13/2018 11:40 AM
80	More systems management so buses and max run on time.	8/13/2018 11:07 AM
81	Highways should make up much less of the investment capital. Focus more on expanding transit and active transportation options to better serve our communities, reduce congestion and pollution, and save money in the long run	8/13/2018 11:00 AM
82	My priorities are skewed more towards public transportation and active transportation. I think far less should be spent on highways. Maintain the ones we have, yes, but provide the communities the produce the most car traffic with viable alternatives. Build a train line to Vancouver!	8/13/2018 10:47 AM
83	First off, \$15.4B over 20+ years seems like about one third of what needs to be invested based on the growth we are getting in Oregon. The continued attention on a form of transportation that serves about 1/1000 of the population is misguided and irresponsible at best, completely asinine at its worst. We need new highways, wider highways, larger better planned arterials and more overpasses among other things to get traffic flowing better around the metro area. I spent 5 years in cities larger than Portland from 2004-2009 then came back home to Oregon, all of them had better traffic management and less gridlock compared to what we are now experiencing here. Continue to spend this way and you'll have the worst traffic in the country by 2040, and even if it was the greatest light rail system in the world when it serves such a tiny portion of the population it will not matter, if anything it'll start to be ridiculed. Additionally, money needs to be put to adding some river crossings. Are you aware of how few ways there is to get across the Willamette river south of the immediate Portland Metro area? 3. The hwy 219 bridge, the I-5 bridge in Wilsonville and the I-205 bridge in Oregon city. Then you have the Clackamas river that also only has a few bridge crossings. Trying to get to the other side of one of these areas in terrible traffic is becoming nauseating. Imagine what is going to happen if we ever do really get that gigantic earthquake the Oregon government and news media like to scare us with every couple of years; the age of the bridges and limited number of them will pretty much assure which ever side of those you are on is where you'll stay isolated. In short, add some new bridges, upgrade some existing ones, and lanes to some more.	8/13/2018 10:14 AM
84	The highways portion of this pie chart needs to be eliminated, or if included at all reversed with funding for active transportation. I applaud your investment of more funds in transit capital than in highways, but it is still unacceptable to be building new highway infrastructure. ODOT studies and experience in countless metro regions across the country has shown that building new highway infrastructure creates greater reliance on single occupancy vehicles, increases pollution, results in lower vehicle throughputs, and wastes taxpayer dollars. By contrast, investments in public transportation and active transit gets more people out of their cars, freeing up road and highway space for users who choose to use motor vehicles or are otherwise unable to get around without them. Metro regions like Copenhagen, Amsterdam, and Münster have shown that bike mode shares of upwards of 60% in the summer are possible, even holding at 30% or greater in the winter in regions whose winter weather is more extreme than Portland's. Tolling and time of use fees in London and other cities has been shown to reduce pollution and gridlock, while simultaneously increasing funding available for other projects which benefit all residents and visitors. Please cut funding for highways drastically, and instead invest these funds into public transit and active transportation for all.	8/13/2018 10:11 AM
85	More emphasis on access to transit, especially for Seniors and Persons with Disabilities. People over 65 years old is the fastest growing demographic. The proportion of the population over 65 will grow significantly while the proportion of the population between 14-64 actually shrinks.	8/13/2018 10:03 AM
86	More to highways and bridges	8/13/2018 9:43 AM
87	I take transit most often then bike and walk then drive. Almost 8B is going towards highways and roads. Would like to see more funding for active transportation	8/13/2018 9:03 AM

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88	LeSS on highways; more on roads and bridges	8/13/2018 8:24 AM
89	Needs more money for roads & highways. Some people may not like it, but it is still the primary way the vast majority of people get around.	8/13/2018 7:00 AM
90	Is the highway money for tearing up freeways and burying a (congestion priced) I5 though the city? By 2040 we'll need to have drastically reduced our freeway use, not increased it. Maybe we could take that money and build subways instead?	8/13/2018 5:53 AM
91	More transit less highway	8/12/2018 11:44 PM
92	We should be removing freeways from central parts of the city rather than expanding them.	8/12/2018 11:15 PM
93	Highway and freeway spending are excessive. We should be removing freeways from the central city rather than building them.	8/12/2018 11:13 PM
94	It's still highly imbalanced. While active transportation and transit yield the highest returns, they are extremely underfunded compared to vehicle infrastructure. More importantly, expanding vehicle infrastructure has never solve congestion. The only way we can address congestion is by implementing de-congestion pricing across the region, and by using that money to invest in high-quality transit, subsidized housing near transit, and local active transportation options.	8/12/2018 11:01 PM
95	Active transportation and Highway allocations should be swapped. Investments in active transportation are relatively cheap and transformative, while highway expenditures are extraordinarily expensive and offer few benefits. To realize Vision Zero and climate action goals, investments need to drastically be rebalanced to active transportation and transit.	8/12/2018 9:32 PM
96	To fight climate change and shorten commutes, we have to invest in transit instead of private automobiles. Nearly all of the highway investment should go toward transit, demand management, and active transportation.	8/12/2018 9:09 PM
97	We do not need an I-5 expansion we need a public transit and active transit expansion.	8/12/2018 8:50 PM
98	I have a lot of concern about the high level of investment in highways. As we look at the necessary steps to meeting Portland's climate goals, there is no way to achieve this will still investing in automobile infrastructure. I understand that people need to get around, and I'm heartened to see that transit is the single largest segment, but in my opinion highway is too high. Additionally, I think transit should be higher. We need to build the SW Corridor, which I assume is about 1/2 of that transit wedge. What about other transit projects over the next 20 YEARS? What about a Willamette tunnel? Or an Eastside MAX line? or the Division BRT which should probably also be a MAX line? We need to go all in on a high quality transit system, and this breakdown both doesn't reflect those needs and also the pie isn't large enough. Think bigger!	8/12/2018 8:27 PM
99	If people want to see humanity survive the global warming freight train heading right at us, then dedicate 7 billion to active transportation, another 7 billion to transit, and nothing to highways (1960s tech)	8/12/2018 7:18 PM
100	No more investment in fossil fuel infrastructure! We can't keep ignoring the reality of climate change.	8/12/2018 11:47 AM
101	We need to prioritize mass transit and active transportation such as biking to correct an existing over reliance on cars and highways to achieve goals for clean air and health.	8/12/2018 8:13 AM
102	Don't actually see this happening.	8/11/2018 4:51 PM
103	This seems to put way too much on highways at a time when we should be addressing climate change and trying to increase livability.	8/11/2018 12:46 PM
104	This is not balanced. We should not be investing so much in fossil fuel infrastructure in an era of climate change. We should be investing far, far more in active transportation which represents the best ROI for sustainable transportation investments.	8/11/2018 12:14 PM
105	Cut the transit spending in half and it'll be great	8/11/2018 11:55 AM

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106	\$4.6 billion for highways is not just insane, but criminal, given the climate crisis we are facing. Why would you even think about that when we don't have High Speed Rail yet? Please stop wasting money on freeway expansions throughout the region (I-5 expansion, I-205, and Hwy 217 particularly). Please implement decongestion pricing now.	8/11/2018 11:37 AM
107	Higher budget for transit capital and active transportation, smaller budget for highways & roads and bridges.	8/11/2018 10:19 AM
108	Far more should be invested in mass transit options, and far less in freeways. As climate change burns our state with intensifying fire seasons, melts our glaciers, and threatens our coasts on some of our most popular tourist destinations, we need to look to ecological transit solutions, not more freeways	8/11/2018 6:17 AM
109	We are in a climate crisis. We need to get people out of their cars and onto transit or bikes, now. But over half the funds in this plan are going to polluting, dirty roads and cars.	8/11/2018 5:51 AM
110	I would like more transit and less highway.	8/10/2018 11:58 PM
111	Active transportation has been the most cost effective infrastructure investment in the Portland area by a wide margin measured by popular mode shift and \$ spent since 1990. Active transportation (walking/bicycling) is also, in absolute terms, the cheapest mode, most accessible mode, most equitable mode, most space efficient mode, and safest mode. Spend more (much, much more) money on active transportation and don't spend a dime on climate-killing highway projects.	8/10/2018 11:19 PM
112	if we want to stay under 2°C increase in avg temperature, we need tolling first and second, and then maybe money for highway repairs	8/10/2018 11:11 PM
113	I'd like the entire highways portion to go to transit capital instead.	8/10/2018 7:06 PM
114	I'm not very numbers smart, but I do know public transit should have priority and I'd love to take public transit more often instead of contributing to harmful emissions via driving.	8/10/2018 6:57 PM
115	I'm not very numbers smart, but I do know public transit should have priority and I'd love to take public transit more often instead of contributing to harmful emissions via driving.	8/10/2018 6:56 PM
116	More on highways	8/10/2018 6:35 PM
117	Worried about highway expenses. Maintenance is important, but we need to learn to work with what we have. I oppose freeway expansion and would rather see that capital applied to problem areas such as SE 82nd.	8/10/2018 6:28 PM
118	Ped, bike, bus doesnt work for all metro residents.	8/10/2018 6:03 PM
119	I would like the transit system expanded, but would not like highways expanded, just maintained.	8/10/2018 2:54 PM
120	Highway expansions and modernization such as the Columbia River Crossing and The Rose Quarter I-5 improvements should have their funds re-distributed to improve mobility along congested corridors in the region. These funds could help provide much needed bus-service speed improvements. These funds should be used to enhance regional roadways for improved bus connections that can help improve regional equity and long commute times in a much cheaper and effective way.	8/10/2018 1:06 PM
121	I'd like to see \$1b of the money allocated to highways reallocated to transit and active transportation. I would like more people out of cars for the sake of climate and livability.	8/10/2018 1:05 PM
122	In spite of all the active transportation/climate change rhetoric, the RTP, and most important the proposed funding priorities, are predominantly auto-oriented.	8/10/2018 12:49 PM
123	Devote less money to earth destroying highways. Construction of highways and roads will not relieve congestion. Don Odermott does not understand system engineering and is wrong.	8/10/2018 10:23 AM

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124	I understand the local political will bends toward bicycles only and always, but freeway and bridge infrastructure maintenance and modernization are critical.	8/10/2018 9:56 AM
125	focus on maintaining existing infrastructure and expanding public and active transportation. we do not need to widen our highways.	8/10/2018 9:55 AM
126	With the world on fire why are we encouraging more people to drive single occupancy vehicles by expanding freeways?	8/10/2018 9:26 AM
127	Fossil-fuel use is literally cooking the planet. Please come up with a plan that helps eliminate fossil-fuel use ASAP. Anything less is criminal folly.	8/10/2018 9:00 AM
128	No more money to highways. Everything to public transit and bike infrastructure.	8/10/2018 8:56 AM
129	The planet is literally burning up. This is a backwards plan, promoting fossil-fuel use. Please come up with a forward-looking plan to help eliminate fossil-fuel use ASAP. Anything less is criminal folly.	8/10/2018 8:53 AM
130	Too much money is dedicated to highways. I would like to see larger investment in transit capital	8/10/2018 7:54 AM
131	I am heartened to see that the transit investment is greater than the proposed highway investment. But the highway share of the funds is still too high. By 2040, we should be drastically curbing single occupancy vehicle use. Unless there is significant regulatory changes, likely needed at the national level, around internal combustion engines (like there have been in some European countries in the past few years) in favor of electric and zero-emission vehicles, we should be doing everything we can to decrease the automobile modeshare. Much of our highway dollars go towards what we call "maintenance", but there is often expansion of the network built into those "maintenance" plans. Our goal should be to build no new major roads at all, even during a period of population expansion. We can serve our population with transit, if it is adequate, frequent enough, and with proper coverage of the entire city.	8/10/2018 7:10 AM
132	Too much money for needless freeway expansion. Haven't you heard of induced demand? If you build it, more will use it. Toll the highways and use the billions that otherwise would be spent to expand them to invest much more money into mass transit, rapid bus lanes, physically protected bike lanes and faster light rail.	8/10/2018 6:45 AM
133	I think that a smaller portion should go towards highways and more towards transit and active transportation.	8/9/2018 9:45 PM
134	Way more on active transportation, way less on highways	8/9/2018 9:28 PM
135	My transportation preferences are efficient vehicle throughput and ease of commuting	8/9/2018 9:11 PM
136	First implement congestion pricing and then see what capacity constraints still exist in our regions highways	8/9/2018 7:46 PM
137	Spend fewer dollars new highways.	8/9/2018 7:16 PM
138	More on highways	8/9/2018 5:44 PM
139	Road and bridge repair, yes. Additional highways or lanes, no.	8/9/2018 5:43 PM
140	No large city works well if it's auto-focused. We need to boldly invest in transit and active transportation. There is room for everyone -- but not for everyone's car.	8/9/2018 5:12 PM
141	Max needs to be underground through downtown. Complete auxiliary lanes on I5, Abernathy.	8/9/2018 4:45 PM
142	I think that expanding highways will not solve traffic problems. Plenty of evidence that more highway just equals more traffic	8/9/2018 4:44 PM
143	More money for transit, roads and bridges, less money for building (new) highways.	8/9/2018 4:38 PM
144	Unclear in this how much "highways" includes widening or expanding highway. I would much rather shift to transit and active.	8/9/2018 4:37 PM

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145	More on Bike infrastructure. I am glad transit and bridges have a larger budget piece, freeways should be reduced and the sw light rail project should be expedited.	8/9/2018 4:34 PM
146	active transportation investments are all find and good, but this theoretical investment pie chart doesn't really address the political challenges of reallocating space on local streets toward active uses.	8/9/2018 4:33 PM
147	Too much priority for cars/trucks. Need more investment in active transportation -- bicycles.	8/9/2018 2:04 PM
148	Way too much investment in single occupancy vehicle infrastructure. Stop for one second and reflect. Do to think we can continue to primarily travel in SOVs for the next 50 years and not drown most US cities in rising oceans?	8/9/2018 1:28 PM
149	Regarding three of the the highest dollar investments, transit capital, active transportation, and roads and bridges, I would like the region to prioritize the last/first mile of roads/bridges, and remove impediments for people to get from their home to reliable and safe transit and active transportation options. In my specific residential location, near the 60th Ave MAX Station in the Rose City Park Neighborhood, most of the local streets and the 60th Ave bridge itself are woefully undersized, with poor infrastructure and unsafe conditions, particularly for pedestrians and bicyclists. With the the City of Portland's new comprehensive plan focused on even more residential density in this area, we desperately need significant road infrastructure upgrades to allow all of the existing and new residents to be able to safely use alternative modes of transportation, otherwise they are going to stick with the safety/reliability of their single occupancy vehicles.	8/9/2018 12:38 PM
150	Not enough investment in demand management, such as incentives to help people make trips without cars, not enough investment in active transportation, not enough investment in transit, not enough investment in ITS/operations, and too much investment in highways.	8/9/2018 12:13 PM
151	It looks well balanced. I would like to see more investment in arterial roads, however. It seems our roads and intersections are subpar to other major metro areas in the country, with limited turning lanes and capacity.	8/9/2018 10:39 AM
152	More for bridges, just about every bridge in the area is in need of real repair. How many bridges(and ramps) currently would stand if there was a serious earthquake?	8/9/2018 10:36 AM
153	We should be considering how to move away from car-first transit. This means getting freeways and large fast roads (as in demolishing or narrowing) out of our cities and using the space for effective mass transit and parks and easy car free bike/per/scooter/etc. routes that are given the best optimum spaces.	8/9/2018 6:26 AM
154	YOU CAN'T CUT BACK ON FUNDING! YOU WILL REGRET THIS!	8/9/2018 3:23 AM
155	The Director of the WA State Department of Transportation put it best. Stop building more highways and higher level of service roads. If you build to accommodate more traffic, you'll get it. Spend some/all of that highway money on more public transit, maybe even into Washington if they're interested in working together on this. Put some more of that highway/road money into active transpo too!	8/8/2018 5:04 PM
156	We need to spent a lot less money on highways, specifically widening them, that do not help fix congestion and are an eyesore.	8/8/2018 4:58 PM
157	Global warming is real, fossil fuels and energy use by single occupancy vehicles are a major factor. Adding/widening freeways is moving backwards. Look at the transit in large European cities, driving is less common because it is less necessary. Public transit and better, protected, bike lanes are much more important to Oregonians.	8/8/2018 4:09 PM
158	We cannot pave our way out of gridlock. Way more money should be spent on mass transit, specifically light rail underground. We could move way more people if we had subways ie. no limit on train lengths going through downtown. That would leave the above surface for active transport and short travel roads.	8/8/2018 3:29 PM

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159	I'd like to see roads and bridges have more funding than highways. The local roads and bridges are essential to keeping things moving locally, while highways help with interstate traffic. Highway improvements are needed, however many Portland area residents are still living with unimproved roads.	8/8/2018 1:34 PM
160	Our on-road emissions are coming principally from medium and heavy duty sources. Investing in Transit capital is a key priority, but it is even more critical that a significant amount of that capital be spent on replacing diesel buses and trucks in our state and city fleets.	8/8/2018 11:44 AM
161	This approach overemphasizes transit capital. Highways remain the #1 means of transport for both commercial uses and workers. More effort should be put into reducing congestion on the major arterials of our regional transport system. I would put transit at \$2 billion, highways at \$7.7 billion.	8/8/2018 10:11 AM
162	Why is HALF of this budget in support of climate-threatening transportation? How are you in charge of transportation for the state of Oregon and NOT FOCUSED on climate change and the importance of ACTING NOW to help citizens make better transportation choices? You should be expanding and supporting transit and biking/ped infrastructure MUCH more than this budget indicates. I am appalled at you, and at this grossly uninformed plan.	8/8/2018 10:07 AM
163	lol "balance". Picture tomorrow's reality: Portland's (like all cities) population will continue to increase, and climate change will continue to worsen. This whole summer has been an ongoing heat wave and fires are everywhere with smoke filling the sky. Lo, in the midst of it, y'all want to *increase* pollution. The very definition of ignorant.	8/8/2018 10:04 AM
164	way more transit	8/8/2018 9:51 AM
165	If we are to be a turkey cosmopolitan city similar to SF, Seattle, Vancouver BC, then we need to make public transportation available and running 24/7 with increased run times during peak commute hours. Currently Max lines and buses stop around 1:30-2am and do not start up again until 4:30-5am. This does not help those who would take public transport but have to be across town, at work by 5:30 am.	8/8/2018 8:11 AM
166	Public transit is great but needs more security and to be more frequent then 15-20 minutes at the stops.	8/7/2018 11:47 PM
167	I believe less investment should be made to Active Transportation, and this capital can be used to invest towards Transit capital and Highways, Roads, and Bridges.	8/7/2018 9:41 PM
168	I am skeptical that this plan will help reduce green house gas emissions and will not reduce our regions impacts on climate change. It is also interesting that there are two categories for the allocation of moneys for automobiles, that is a little deceptive. It is also hard to understand Metros priorities without understanding the impacts to green house gas emissions. How will the money being spent impact green house gas emissions?	8/7/2018 9:39 PM
169	Transit capital is too heavily weighted. We need to create new roads/highways to alieviate the increasing traffic congestion, such as the west side bypass	8/7/2018 7:18 PM
170	More transit and active transportation, less highways.	8/7/2018 6:57 PM
171	I appreciate the investments in transit and active transportation, while recognizing the need to maintain highways, roads and bridges	8/7/2018 5:07 PM
172	While I would love to use transit more often (and use it often already), I feel the biggest issues with navigation are around highways. Accommodating the vast increase in traffic needs to get the bulk of funds.	8/7/2018 2:59 PM
173	I would like to see more money for active transportation, but I recognize that compared to past years, this is an increase, and that's an improvement in my eyes.	8/7/2018 2:03 PM
174	More should go to active transportation....how are our roads supposed to support all this car traffic and pollution?	8/7/2018 11:21 AM

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175	It seems to only extend the current mindset, especially with regard to highways. You should read Toby Hemmenway's book about home-scale permaculture: https://www.amazon.com/gp/product/1603580298 What if a significant portion of our food came from our own neighborhood?	8/6/2018 10:34 PM
176	Highways and surface roads need quite a bit of attention. The amount of potholes is outrageous. More people utilize the roads then public transit. The max needs more trains and to run more often during rush hour. Bike lanes and public transit are also important. It would be nice to have safe places to bike between cities.	8/6/2018 8:58 PM
177	There is no mention of seismic issues at all. What would happen if the earthquake happened tomorrow? Would you put it back in the same place? If not - start planning for that now. I see no mention of the fact that large portions of our system is likely to have to be totally replaced within 50 years. Are we spending all this money in places where it will just be gone due to seismic deficiencies?	8/6/2018 1:43 PM
178	More funds should go toward programs that incentivize the use of public transportation. Also funding should help the reliability and frequency of public transportation.	8/6/2018 12:51 PM
179	Less on highways and more on demand management of highways (i.e. tolling). Transfer funds from highways to transit and active transportation.	8/6/2018 9:29 AM
180	Other than maintaining the highways and roads we currently have, we should not be spending precious resources on adding more lane miles.	8/5/2018 7:40 PM
181	We need to improve our bridges and highways!!! Interstate bridge is a danger. The highways need to help traffic move more smoothly.	8/5/2018 3:25 PM
182	We should invest much less into automobile-oriented infrastructure. The \$7.9 billion designated for Highways and Roads and bridges is too much. The money would be better spent improving public transit and active transportation infrastructure. Any money spent in automobile-oriented infrastructure should improve safety but not add car capacity.	8/5/2018 1:27 PM
183	There are at least two ways you can encourage increased use of mass transit. Increasing use of mass transit should be your top priority. First, you can make it safer for riders (especially female riders) by replacing existing bus shelters (as in the neighborhoods) with open shelters (as on the transit mall downtown) and by increasing service wherever ridership rates forces riders to crowd into the aisles. Riders must have visible means of eluding and escaping perceived threats from other riders. Second, you can encourage diverse uses of high-traffic transit intersections, increasing the success of trips for work, food, shopping, and entertainment. Unlike cities like Seattle and Chicago, Portland's neighborhood structure already serves to counterbalance traffic in and out of downtown and the Pearl, and helps keep the entire city active outside of the workday. Discourage road congestion by discouraging concentration.	8/5/2018 10:52 AM
184	Further increase public transit investment	8/5/2018 10:40 AM
185	The plan should allocate *far* more to active transportation and transit, and much less money to roads. Prioritize road maintenance, not road widening or new road capacity.	8/5/2018 7:15 AM
186	I want to see more investment in transportation demand management; highway money mostly limited to maintenance and upkeep; and more efforts to expand and improve public transit options.	8/5/2018 2:03 AM
187	Transit and active transportation should be prioritized much higher. Spending money on freeway expansion is unconscionable.	8/4/2018 9:13 PM
188	Oregon metro should not be investing in highways. Highways are fossil fuel infrastructure and will speed climate change without reducing congestion for anyone. The \$4.6 billion allocated to highways should be reallocated to active transportation and transit.	8/4/2018 6:23 PM

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189	Please don't waste money on 'expanding the region's highway systems'. If we're anticipating this much growth, we need to be investing much more heavily in transit and active transportation options. Highway and freeway expansion creates induced demand and doesn't offer long term solutions.	8/4/2018 6:20 PM
190	Transit, demand management, and active transportion should all take up great share. Highway expansion is not reflective of our regions values or in line with the needed investment to reduce carbon emissions.	8/4/2018 6:12 PM
191	I walk and ride Trimet to work. The cars have multiplied and my bus is mostly empty. How is that green? Progressive? Environmentally OK? Fix Trimet.	8/4/2018 6:00 PM
192	Climate change demands we get people out of cars, perferably in an affordable fashion. That means transit, and not transit for development, but transit to move people where and when they need to go with out the need to look a schedule or worry for their safety. Investment in electric buses, BRT (skip the capital projects), bus lanes (paint and polictical will!). true frequent services, loads of standby drivers, great shelters, and on-board ammentities. Skip the light rail. Too expensive and a massive failure at moving people through climate extremes.	8/4/2018 5:55 PM
193	I put a higher priority on transit	8/4/2018 4:13 PM
194	I think active transportation and demand management should have a bit more investment. Also is maintenance divided into those categories as well? Or is it a separate pool?	8/4/2018 9:39 AM
195	Do not invest so much in highways and invest more in active transport and public transit (cycling, walking, metro) and make it easier for people to get around either on public transit, bike, or by foot.	8/4/2018 9:22 AM
196	We should be spending all of this money on active transportation and transit investments, not wasting money widening roads and freeways.	8/4/2018 8:36 AM
197	Continue mass transit to Salem. Prioritize freight use by train to get massive trucks off freeways. Trucks right lane only going uphill	8/4/2018 7:24 AM
198	My impression is that significant bike infrastructure projects have slowed. I would like to see a greater proportional emphasis on bike infrastructure.	8/4/2018 7:00 AM
199	This is an excessive amount on highways, which will only enable more driving in an already congested region. Transit and active transportation should take higher priority and combine for at least \$10 billion.	8/3/2018 10:01 PM
200	The "small sliver" programs, as well as Active Trans, should receive more funding.	8/3/2018 9:21 PM
201	My family of 3 gets around exclusively by biking, walking, or transit. If Portland wants to grow into a real city, we need to invest in these modes and make it more difficult for people to use private autos.	8/3/2018 8:23 PM
202	more work on Highways and less on transit	8/3/2018 2:31 PM
203	I'd like to see a few less dollars invested in roads, bridges, and highways. But I am happy to see transit gets the most money. I'd increase TDM and active transportation a bit.	8/3/2018 1:02 PM
204	Highways, Roads and Bridges are really one category and therefore comprise over 50% of the total. Nice try at obfuscation.	8/3/2018 11:09 AM
205	More Active Transportation investment	8/3/2018 9:58 AM

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206	The continued attention on a form of transportation that serves about 1/1000 of the population is misguided and irresponsible at best, completely asinine at its worst. We need new highways, wider highways, larger better planned arterials and more overpasses among other things to get traffic flowing better around the metro area. I spent 5 years in cities larger than Portland from 2004-2009 then came back home to Oregon, all of them had better traffic management and less gridlock compared to what we are now experiencing here. Continue to spend this way and you'll have the worst traffic in the country by 2040, and the greatest light rail system in the world that serves such a tiny portion of the population will not matter, if anything it'll start to be ridiculed.	8/3/2018 9:43 AM
207	Roads, bridges, and highways are inadequate. Money has been diverted to other methods long enough. People outside the downtown areas often cannot use transit to commute unless they work downtown. It also isn't an option for active families that have activities all over town. Instead they sit on clogged highways and roads in severe congestion. Pedestrian and bicycle connections are nice, but only a small portion of our communities can use these realistically.	8/3/2018 9:40 AM
208	As a commuter via personal vehicle, increased congestion on the roadways is a major issue. I want to see highway, road, and bridge expansions. Increased public transportation is simply not solution for me.	8/3/2018 9:40 AM
209	I would like to see more funds go to Active transportation and to transit. Tolling the freeways will add transportation funds and reduce demand on the freeways.	8/3/2018 8:09 AM
210	I believe portland should be more forward thinking and cleaner with a focus on mass transit, have some roads perhaps dedicated to bicycles, and more focus on pedestrian access. Overall less car focused.	8/3/2018 6:06 AM
211	We are spending way to much on Highways and Roads. We need to invest in Public transit and safety improvements for pedestrians and people on bikes.	8/2/2018 11:49 PM
212	Prioritizing highways and roads for the next 22 years will only continue the dependence on automobiles that has led to worsened climate change and an unacceptable number of deaths on our roads.	8/2/2018 8:56 PM
213	Too much allocated to private auto travel. We need to adjust our priorities	8/2/2018 7:19 PM
214	There should be zero funding for Highways.	8/2/2018 5:50 PM
215	It seems like we need to invest more in roads. I like adding bike lanes, but NOT if it takes away car lanes. This has made traffic MUCH worse and is a bad habit.	8/2/2018 4:42 PM
216	More on public and active transport. Less on cars.	8/2/2018 4:24 PM
217	I like that this strategy prioritizes more public transportation.	8/2/2018 3:32 PM
218	Too much on highways. We need to toll the roads not increase them. Too many single occupancy cars. Too many cars from Washington with one person per day going to Hillsboro and forget out. Don't hold roads that just increase congestion. Too then, instead transport options. More bus lines, commuter rail lines, one to Eugene at least. Get people off roads and into a train or bus.	8/2/2018 3:13 PM
219	Highways and roads are a money suck, particularly when prioritizing people driving cars. How have we not figured this out yet? As a Portland native currently living in Seattle this is insane.	8/2/2018 3:08 PM
220	I would say that the amount given towards highways and roads should be lowered with Transit and Active Transport being increased. We should not be expanding freeways before working on decongestion pricing.	8/2/2018 3:08 PM
221	More bike paths, diverters in neighborhoods to create bike highways, a lot less highways.	8/2/2018 3:05 PM

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222	If you're planning for 350k new jobs, new roads are not going to be enough. Active transportation and transit have a corridor capacity of ~10x automobiles. Please consider congestion pricing the roads first, then see if you still need a freeway expansion.	8/2/2018 2:57 PM
223	It shouldn't include any freeway expansion. Use that money on transit and bike infrastructure.	8/2/2018 2:46 PM
224	Way too much highway funding.	8/2/2018 2:43 PM
225	Portland does not need to spend more money on highways! Step it up, put more focus on active transportation, subsidized bus passes (especially since people won't be able to ask for change to buy a pass on the bus). Highway traffic is choking the city and contributing heavily to our city's carbon emissions.	8/2/2018 2:42 PM
226	Highways should have a much smaller piece of the pie, and Active Transportation should be greater. We have climate change goals that will continue to inch out of reach if our focus is on highways.	8/2/2018 2:36 PM
227	I would like to see more spent on transit and active transportation.	8/2/2018 1:55 PM
228	More funding for transit, active transportation. Less for highways and single mode roads/bridges.	8/2/2018 1:41 PM
229	Expanding highways is a fool's errand, since it won't reduce congestion. We can save money by using decongestion pricing to reduce demand for highways instead	8/2/2018 10:33 AM
230	While automobile/SOV travel is still dominant today and naturally requires investment to support, I'd like to think we all recognize it's unsustainable for an urban environment like greater Portland. People will always predominantly use the most convenient form of transportation available, which is why I feel we should be investing more dollars into making more sustainable forms of transportation (transit, active transportation) more convenient.	8/2/2018 10:12 AM
231	There is no amount of freeway expansion that will accommodate the region's population increases. We need public transit options that are extensive and effective. We need Bus rapid transit, commuter rail (NOT MAX), express buses, small buses running neighborhood loops, etc. More transit and pedestrian only bridges would be fantastic! Vancouver to Portland, Camas to Troutdale, Lake Oswego to Milwaukie (I know this one is Clackamas county, but it would be great)	8/2/2018 9:47 AM
232	More investment in active transportation and better separate modes of travel. Most bike and walking transportation I see is for recreation. Match investment with travel for work - parks and recreation should fund active transportation for recreation.	8/2/2018 7:41 AM
233	Transit, roads and bridges should both have greater shares than highways. Highways do not need expanding. MAX needs to transform into Vancouver, BC's SkyTrain, using automated trains that can pull up to any station up to every 5 minutes and that have their own dedicated right of way throughout the entire network. Streets and roads all around the region need to be re-engineered to the highest standards found anywhere in the world to make them the safest they can be for pedestrians, cyclists, and kids. I would drop highway spending to only the bare minimum necessary to maintain them as they currently are. The only justification I can think of for a larger share of the pie for highways would be if policymakers wanted to get serious about eliminating I-405 or finding away to get I-5 off the east bank.	8/2/2018 7:40 AM
234	1) We need to invest more in active transportation, especially bike infrastructure. The cost-benefit ratio WAY exceeds that of highways, it's almost comical. As a regular bike user, we need more protected bikelanes that connect with each other. I'm can't get to work fully on protected lanes, let alone get to other parts of the city. I know for a fact (I've asked them), that friends and family would bike more if the lanes were more protected. This is a minor investment with HUGE returns. 2) We need to really invest in the transit infrastructure we already have. The Red line is crowded EVERY morning, but there's capacity on those tracks that aren't downtown. Couldn't we double track downtown and close off those streets to cars where the MAX is so that you can run express trains? More space, more riders, more fares for Trimet and a faster ride for the express riders. I'm sure it would be a blessing for those further down the line than me out in the suburbs.	8/2/2018 6:59 AM

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235	Maintenance & improvement before new road capacity. Decongestion pricing before freeway expansion. My child's life will be directly affected by this freeway-building madness. Don't do it.	8/2/2018 1:04 AM
236	Every dollar spent to directly "improve" travel time for single-occupancy vehicles is worse than a waste: it's a criminal act that makes the future ever bleaker. Implement decongestion pricing high enough to free up a dedicated transit lane and spend the tolls on transit to fill that lane, emission reduction, equity, safety, housing, etc.	8/1/2018 11:50 PM
237	We shouldn't be spending a dime on new road capacity until we build out or bike Network and have a higher frequency transit system that is not suck in traffic. Congestion tolling is a key way make this happen. Adding new road capacity is frankly the dumbest thing we can possibly do with our transportation dollars and we might as well set that money on fire. We don't even have a plan to maintain our roads pavement quality or get our high frequency buses or if traffic. This is an outage	8/1/2018 11:11 PM
238	I would like to see more funding for active transportation and transit - including transit operations. I would like to see less money spent on highways. If "bridges" includes an I--5 replacement that is at all similar to the CRC, I do not support that. Instead, simply replace the existing bridge, add MAX to Vancouver, and add better bike & walking capacity over it.	8/1/2018 10:15 PM
239	I would like to see more money for active transportation projects as well as transit projects. I would like to see only maintenance money for highways.	8/1/2018 9:58 PM
240	The balance of highway spending is way too high given the very long history heavily weighted spending on highways. Active transportation spending is too low given the very long history of under-funding compared to other investments.	8/1/2018 9:40 PM
241	Active transportation should get more funding and highways should get less. Active transportation is a bargain without the heavy downsides of auto travel on highways. I am happy to see transit get a hefty share, but urge that it get whatever it needs to become the primary mode of travel for almost everyone not using active transportation. So it might need even more. Be bold, this is our future!	8/1/2018 9:30 PM
242	I would like to see more go into the active transportation, particularly surrounding safety, and encouraging more people to choose these options.	8/1/2018 9:19 PM
243	Sufficient commuting options - optimizing speed and frequency to reduce road traffic	8/1/2018 9:15 PM
244	More percentage needs to be for public transit and active transportation and tolls (tolls that pay for public transit and active transportation). Public transit and active transportation need a higher placement.	8/1/2018 8:23 PM
245	Reverse the percentages of highway and active transportation. Then reverse the new percentage of highways with the existing percentage of freight access. Convert any funding for new roads or new road capacity in roads and bridges to maintenance and prohibit all new Bridge/Bridge renovation work from expanding auto capacity.	8/1/2018 8:23 PM
246	Make a place to walk to the bus.. a dirt path is fine.. on BUSY Patton rd. Patton from sw 44th to sw Dosch	8/1/2018 8:20 PM
247	Highways represent far too large a slice of the pie	8/1/2018 7:58 PM
248	Prefer more investment in highways and active tranait	8/1/2018 7:56 PM
249	Balance seems fine - there are many small pockets well within the UGB that do not have safe pedestrian passage.	8/1/2018 7:21 PM
250	A) no amount of freeway expansion will be able to cope with the area's population increase - we need extensive, high quality public transit to handle the travel load. B) the \$5.1B going to transit could be much better spent than on new MAX lines. Express buses, BRT, small buses doing neighborhood loops, gondolas are all flexible, effective, and a fraction the cost of light rail.	8/1/2018 7:04 PM

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251	Much less investment needs to be made in freeways/highways. They are killing our environment and our children. Do not expand these archaic transportation systems that aren't healthy, equitable, or forward thinking. Consider the future and what is really going to make a positive, meaningful impact on our lives and our children's lives.	8/1/2018 6:41 PM
252	Freeways share should be way lower in favor of active transportation and transit capital and operating costs	8/1/2018 6:38 PM
253	There should be zero dollars in highway investment until decongestion pricing is fully implemented.	8/1/2018 6:15 PM
254	I oppose freeway expansion; would rather see a considerable portion of that 4.6B going into transit, active transport, roads and bridges, resilience.	8/1/2018 6:12 PM
255	Highways don't need that much. In the era of serious global warming active transportation and mass transit should be the biggest slices by far. And we certainly shouldn't even be considering the I-5 Rose Quarter freeway expansion. That's just stupid.	8/1/2018 6:07 PM
256	While I recognize that highways are necessary to move freight through our city and region, I think transit capitol and active transportation should be a higher priority. These projects - especially investment in new MAX and streetcar lines, improved (and electrified) bus lines, and fully protected bike lines / off street bike paths - improve lives, commutes, and the health of our region. (I live in North Portland and if I want to take transit to visit my nephews and niece in Tualatin it takes 90-120 minutes - nearly the same as riding my bike! By car this trip is 30 minutes. I heartily look forward to the opening of the SW MAX extension, but want to be sure that it includes the best possible bike and pedestrian protections - current designs seem inadequate at best.) Projects such as the expansion of I-5 through the Rose Quarter will do nothing to reduce congestion or improve safety. Investing in room for more cars on the road will have negative impacts for our city and region, and in particular the vulnerable school children who play outside at Tubman Elementary. If the funding for this project were invested in transit, we would be able to move a significant number of projects from the "strategic" to the "constrained" category. What will make a difference in getting people on the move is thinking big: investing in a MAX subway through downtown, greatly expanding bus service, and adding light rail and pedestrian / bike access to Vancouver, WA without widening the bridge for increased car traffic. Studies have shown that congestion pricing is more effective at reducing congestion while also raising revenue to be invested in transit and active transportation and helping our region meet its greenhouse gas emissions goals. Privately owned motor vehicles are not the way of the future or the way to build a healthy and wonderful city. Let's dream big about what we can make without prioritizing cars. As this report shows, active transportation investment is much less expensive than widening freeways -- can we invest more there?	8/1/2018 5:43 PM
257	The priorities are off. We can not afford to continue to support automobiles like we have in the past. The bulk of the funds need to be dedicated to getting people out of automobiles.	8/1/2018 5:42 PM
258	I would like to see more investment in Transit Capital and active transportation, with less invested in highways. I think we can make a more reliable public transit system that serves greater Portland better.	8/1/2018 5:40 PM
259	Less \$ to highways and freeway expansions. More to safe and fast bus, train, pedestrian, and bike infrastructure.	8/1/2018 5:36 PM
260	Would like to use rapid transit, high speed rail or dedicated bus lanes down highways.	8/1/2018 5:25 PM
261	Highway expansion is a poor investment. Limit its budget to maintence, and spend the remaining funds on mass transit.	8/1/2018 5:24 PM
262	I would like to see less on highways and more on demand management (variable tolling). We can get a LOT more mileage out of our highways (pun intended) if we manage demand via pricing.	8/1/2018 4:05 PM
263	I'm really not interested in money going towards making driving easier and more convenient. That's gotta stop.	8/1/2018 3:57 PM
264	I feel that transit, active transportation, and freight access should all pull some more investment away from highways. Freight needs easier access (though auto traffic is probably the biggest hindrance to that), and there needs to be much more effort/focus given to alternative transportation modes, so that living and working in the metro area doesn't require a car to feel safe while travelling.	8/1/2018 3:47 PM

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265	WAY too much for Mass Transit and not enough for Highways. Mass transit is currently underused (= not worth it) and the lack of policing makes riding uncomfortable at best	8/1/2018 3:36 PM
266	Less for highways, more for active transportation. This is the best option to reduce CO2 emissions and combat climate change in the region.	8/1/2018 3:31 PM
267	I'd like to see more investments in active transportation and public transit.	8/1/2018 3:29 PM
268	Add an extra 1B to active transportation, taking 1/2B each from Highways and Transit.	8/1/2018 3:26 PM
269	Cycling is my primary mode of transportation and the amount that is budgeted for Highways does not meet my priorities. Much of that money would be better spent on roads and bridges.	8/1/2018 3:19 PM
270	Its a need in the Portland Metro area.	8/1/2018 3:17 PM
271	I would like to see more investment into Mass Transit and Active transit. In addition, I would like to see more allocation to improving the systems we currently have in place through improvement to system management and operations. There are far too many confusing signs, poorly designed intersections, inconsistencies in signage and complete lack of signage where it should exist.	8/1/2018 3:14 PM
272	More for active transportation and transit.	8/1/2018 3:04 PM
273	I think we should focus more infrastructure on Bicycling and less on Major Freeways. There has never been a road expansion effort that has solved traffic problems; they have always lead to more traffic problems. "Build it they will come."	8/1/2018 2:54 PM
274	There is too much being spent on highways and not enough on active transportation and transit	8/1/2018 2:48 PM
275	Higher emphasis should be placed on highways	8/1/2018 2:42 PM
276	Less for freeways (highways), more for Transit capital, roads and bridges, and active transportation.	8/1/2018 2:42 PM
277	Highway spending takes up far too much of this plan. Active transportation and transit capital should dominate the pie.	8/1/2018 2:36 PM
278	We need less money in highways and more money in transit and active transportation. Transit and active transportation provide more throughput at a lesser cost. More highways just lead to more traffic, more pollution, more death/injuries...	8/1/2018 2:23 PM
279	Please make it safer for bikers! My kids and I ride to school on streets with cars, and it is so scary for them and me- we need protected bike lanes. And we don't need any more freeways- I can't believe that Metro wants to spend this much money on highways. Build a better train system, not more highways!	8/1/2018 2:16 PM
280	If we are really thinking about the future then a far bigger part of the pie should go to active transportation and transit, and less to highways	8/1/2018 2:12 PM
281	More roads and road maintenance and less bike paths and MAX. In Tualatin, most of the traffic problems result from trucks and more bike paths & TriMet is not going to fix that.	8/1/2018 2:10 PM
282	If we expect to convince people to walk, bike, or take transit, we shouldn't be spending nearly a third of the budget on highways.	8/1/2018 2:05 PM
283	The use of \$4.6 billion on highways is out of line with both the increase in residents and the carbon goals. The only way highways can be at all consistent with our carbon goals is to fully shift the fleet to be non-CO2 emitting vehicles. However, the growth in population will increase strain if we focus on capacity for private cars regardless. Resources should be focused on demand management to get the best utilization of the (higher ROI) investments in transit and active transportation.	8/1/2018 1:46 PM
284	Too much funding for highways. We should be funding transit and active transportation and retiring our highways.	8/1/2018 1:38 PM

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285	Highways should not be getting any investment. Expanding freeways is counterproductive to our carbon emissions goals, and will never be able to fix congestion anyways. All funding going towards highways should instead go towards transit and active transportation, which will move more people per dollar, and do it in a more sustainable way.	8/1/2018 1:33 PM
286	I bike to work so any improvement to bike safety would be welcomed.	8/1/2018 1:31 PM
287	I'd like to see a larger portion of investment in public transit and active transportation improvements.	8/1/2018 1:13 PM
288	Highway/Road expenditures should be substantially less	8/1/2018 1:10 PM
289	Highways should not get close to 1/3 of the funds when historically roads have had close to 100% of the funds. We don't need more highways, we need transit, walking and bike infrastructure.	8/1/2018 12:46 PM
290	Focusing on expanding transit and active transportation mode share would fit the city's stated transportation and climate goals.	8/1/2018 12:29 PM
291	Improvements to mass transit to make it as fast or faster than driving and just as convenient.	8/1/2018 12:21 PM
292	Reduce % allocated to Highways. Induced demand is real.	8/1/2018 12:11 PM
293	Equal funding for active transportation and transit as highways roads and bridges	8/1/2018 11:59 AM
294	Too much funding for highways!	8/1/2018 11:58 AM
295	Far more needs to be used for transit and active transportation. Cars have had their day and they aren't doing us any favors.	8/1/2018 11:11 AM
296	The active transportation component is lacking. I ride everyday and the bike/walk/transit infrastructure, compared to automotive infrastructure, is terrible.	8/1/2018 11:08 AM
297	I'd like to see less investments in highways and more for transit and active transportation. Single occupancy vehicles are outdated mode of transportation. We need to make other modes more convenient so that we're not relying on them.	8/1/2018 11:01 AM
298	Our priorities must be to reduce traffic violence by getting people out of their cars and into safer modes of travel like active transportation and transit. This is also the best way to address congestion, since transit and active transportation are much more effective at moving people around. Also, transit and active transportation have much higher returns on investment--we can accomplish more and solve more problems per dollar invested in transit and active transportation than we can with roads and highways. A better mix would be reducing highways and roads+bridges to 15% each (30% combined together), and increasing transit and active transportation to 60% combined together, with the remaining 10% of the budget dedicated to the other categories.	8/1/2018 10:59 AM
299	way more priority given to transit and active transport along with good infrastructure to support it, ie bus only lanes, protected bike lanes etc.	8/1/2018 10:48 AM
300	Too much money spent on Highways. They contribute negatively to our quality of life with poor air quality and traffic deaths. Spend more on bridges, transit and active transportation	8/1/2018 10:10 AM
301	The plan represented in the graph above allocates too much money to roads, bridges, and highways, and not nearly enough to transit and active transportation. Our generation is responsible for working to mitigate the effects of climate change; to work to reduce traffic injuries and fatalities; to help improve air quality; and to generally help to create a healthier more pleasant environment for all the earth's inhabitants. Spending most of our limited transportation funding on cars is irresponsible and counterproductive. Those resources should be reallocated to transit and active transportation. We should fund road maintenance and freight projects, but we should not be expanding facilities for automobiles at the expense of the greater good.	8/1/2018 10:10 AM
302	The 21st century will not prove to be an automotive one, though this clearly is not obvious to many now. The 60% for highways and bridges need to be reduced and reallocated to area that will be increasingly relevant. (transit and active trans)	8/1/2018 10:08 AM

303	I think we should be focusing on multimodal transportation with less of an emphasis on single occupancy vehicles. Increasing options for SOVs will increase their use and the region's carbon footprint. On the flip side, technologies such as self driving vehicles may make traffic jams disappear. People may eschew owning a vehicle if they can get to work by taking a Lyft to the Max and then a short ride to the office on a BikeTown bike. On the weekend they may use a GetAround vehicle to head up to Mount Hood. While not eliminating SOVs, this would reduce the numbers on the road. In short, beyond maintaining the systems we have for SOVs, we should be focusing capital investment into support for active transportation and transit.	8/1/2018 10:05 AM
304	less highways, more active transportation	8/1/2018 10:01 AM
305	Spending on highways is way out of line. Spending more on transit and active transportation will encourage people to use those methods, whereas highway spending will just encourage more driving. With our admirable environmental/climate change-related goals, Portland and the Pacific Northwest can't continue letting inefficient car driving take preference over other forms of transportation. In addition, I'm concerned about the stability of bridges and other vital roadways in case of earthquakes – I'd rather divert money away from highway spending to these other areas.	8/1/2018 9:59 AM
306	Too much spending on highways and not enough on active transportation. If we want to get people out of their cars making it easier to drive isn't going to help. Also a lot of spending on transit goes to help single occupant vehicles whereas most of the active transportation spending fills in gaps where auto drivers make it unsafe to ride.	8/1/2018 9:49 AM
307	I feel like the expansion of transit capital and active transportation reduces the need to expand/spend on highways. So long as highways are prioritized for center-city commuting, we'll never move beyond that.	8/1/2018 9:49 AM
308	We should be spending less on highways and more on transit. Infrastructure repairs for bridges is also a higher priority than highways.	8/1/2018 9:46 AM
309	There is no balance of investments. The lack of added capacity for our freeways, streets, & highways is intentional by the people responsible for transportation planning over the past 20 plus years. I doubt that it can be remedied in the short term (the next 20 years), and more spending on public transit and "active" (bicycles) transportation is certainly not the answer. If it were the answer, the billions thrown at transit & bicycles would have provided some relief by now.	8/1/2018 9:42 AM
310	The amount being spent on Highways is ridiculous. We should be spending way more on transit and active transportation. This is the time to establish what we want the Portland region to be and to move away from investing in fossil fuel infrastructure.	8/1/2018 9:30 AM
311	Shift more funding toward transit capital projects and active transportation	8/1/2018 9:25 AM
312	Some of the roads in Milwaukie are HORRIBLE! Before we think about spending a ton of money on public transportation that only 2 people I know of use, let's fix the roads. (People who live in the suburbs, and work in the suburbs RARELY use public transportation.	7/31/2018 6:49 PM
313	Active Transportation	7/31/2018 3:48 PM
314	The more transit is prioritized the better.	7/31/2018 2:20 PM
315	I do not have a car but I am fully aware of the increased traffic in recent years. I am in support of whichever balance best mitigates traffic while promoting environmentally friendly alternatives like transit or biking.	7/31/2018 11:52 AM
316	Please give more resources to our roads, Bridges and highways. Public transportation is also important, but seems too highly weighted here.	7/31/2018 5:46 AM

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317	Most of the funds being spent, regardless of the bucket are the result of allowing people to drive personal autos anywhere they want. This allocation is not in line with the vision stated at the beginning of this survey and does not align with the climate and transportation mode share goals of the city, region, or state. Further the balance of investments likely doesn't reflect what will actually happen as active transportation often gets sidelined in favor of driving improvements. Making it easier to get around the metro area without a private vehicle is the only way to achieve the region's goals.	7/30/2018 9:43 PM
318	Good balance overall but I'm a bit surprised at how small the Freight Access piece is.	7/30/2018 4:44 PM
319	Since the vast majority of commuters use automobiles it is time to have that represented better in the plan investiture.	7/30/2018 12:25 PM
320	This distribution puts too much money into highways and not enough in roads and bridges and active transportation.	7/30/2018 9:22 AM
321	Need more lanes on highways and through streets and stop the trend of building more houses while not increasing street infrastructure	7/29/2018 7:02 PM
322	Not enough for roads and bridges. Many of our bridges are older & will no doubt need extensive repair over next 22 years. There has been talk of a bridge from Lake Oswego. That would be a major investment. Regarding roads....well we all know they are a mess. Sure people can/do use public transportation but once at their destination they still need to navigate home...via roads and bridges. And there are many people who will simply never be able to use transit options. The roads now are a safety issue due to very poor signage and road conditions. They are constantly being ripped up to expand sewer & water lines to accommodate the ridiculous pace of expansion happening in the metro district. It disrupts traffic flow and seems never ending. I'm a native Oregonian and am just about ready to get out of Dodge to find a more sane livable region in our state or elsewhere. Our taxes are hideous and I sure don't relish the thought of a tax bond down the road which seems inevitable when this distribution of funds focuses more on transit and "active transportation". Are you familiar with the Baby Boomers? Do you see us bicycling or jogging/walking to the store or to medical appointments etc. The millennials can wait a bit to have their active transportation options expanded at more than half the percentage of funding of roads & bridges. Thank you.	7/29/2018 12:24 PM
323	More active transportation	7/29/2018 10:15 AM
324	I would like to see more money dedicated to Highways.	7/27/2018 12:49 PM
325	Expanding highways is a poor use of funds from both an efficiency and climate change perspective. Greater investments in active transportation infrastructure, expansion and electrification of mass transit options, and better management of transportation demand are better long term priorities.	7/27/2018 10:57 AM
326	The balance of highway investments seems high. I would love to see a distribution of miles traveled via each mode alongside our mode shift goals to ensure that we are driving investments in a manner that aligns with our goals. As currently laid out, its difficult to tell, but does seem to place disproportionate weight on highways given our regional transportation goals.	7/27/2018 10:41 AM
327	Far too much money being spent on freeway expansion. Freeway expansion is directly antithetical to Metro's stated goals of addressing healthy, vibrant, climate-smart, equitable communities. We must be investing our resources in transit-connected walkable communities.	7/26/2018 5:24 PM
328	I'd like to see more on the active transportation and transit wedges. Those will do the most to reduce climate and air pollution and give people more transportation options.	7/26/2018 4:55 PM
329	"Active transportation" has been neglected for so long, and it saves lives, saves money and saves the planet. We need to catch up and devote much more resources to walking and biking, which will pay innumerable dividends.	7/26/2018 2:24 PM
330	Greater funding of active transportation.	7/26/2018 1:26 PM
331	Spend less on highways and more on active transportation.	7/26/2018 8:14 AM

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332	Better, easier, affordable access for seniors to a variety of public transportation. MAX access is 1+ miles from my home. I can not walk that far carrying bags to access airport, train, commercial bus. I can not afford private transportation-taxi, Lyft, etc.	7/26/2018 5:48 AM
333	DO NOT INVEST IN FREEWAYS. We need to move to a radically more efficient low carbon transportation system. Invest this money in active transportation.	7/25/2018 10:49 PM
334	I would like more funding for improved and safer bike lanes and filling gaps where bike lanes are missing.	7/25/2018 6:08 PM
335	I don't know where this falls, but better guidance/directions signage is a must	7/25/2018 9:02 AM
336	The transit capital seems excessive when compared to who will be served. The entire southwest of aloha, beaverton and Hillsboro lacks acceptable transit service. The only option for the communities is cars. Either align investment to improve roads, or provide transit service to those areas.	7/25/2018 8:31 AM
337	Priority 1: complete the 205 loop - from I5 (south of Portland(, via Hillsboro and HWY30, crossing the Columbia, looping to I5 (North of Vancouver). Priority 2: make sure there are better 'park and rides' at MAX stations. Sunset parking garage is full before 7am. Priority 3: extend Max along highway26 further west (intel campus).	7/25/2018 8:24 AM
338	The balance of funds should correlate with the balance of usage. If funds are allocated to transportation needs that don't exist due to the lack of demand of that form of transportation, then it is a waste of those funds. Also assumptions shouldn't be made that by "building it" or "Improving it", that it will create demand for that type of transportation.	7/25/2018 7:16 AM
339	We're spending too much money on highways in the region, and we should not be expanding highways because it is antithetical to our regional goals of reducing emissions, and improving safety and livability. We should be spending more on active transportation and transit, and focus on addressing congestion by getting people out of their cars.	7/24/2018 4:22 PM
340	We're spending too much money on highways in the region, and we should not be expanding highways because it is antithetical to our regional goals of reducing emissions, and improving safety and livability. We should be spending more on active transportation and transit, and focus on addressing congestion by getting people out of their cars.	7/24/2018 4:21 PM
341	More for Highways, roads and bridges	7/24/2018 1:52 PM
342	I would like to see more investment in active transportation and public transit vs. highways.	7/24/2018 10:26 AM
343	I believe mass transit options need to be expanded. I love MAX and Light rail options and believe they should take more precedent over individual vehicle projects.	7/23/2018 3:34 PM
344	I would prefer more active transportation funding. Maybe more freight access funding too - those semi trucks take up a lot of space on the roads everyone else uses.	7/23/2018 3:17 PM
345	It's just difficult to see from the pie chart what investments exactly would be made. I'm just starting to review the information and thus don't know if a south blue line branch like at 158th or 170th is even being considered or a bus only bridge from N Center Ave in Jantzen Beach to Columbia St. in Vancouver was ever considered.	7/23/2018 10:13 AM
346	We need to spend more on bridges to get them ready for "the big one" and less on highways, helped by banning studded tires.	7/23/2018 9:57 AM
347	Transit capital has seen adequate investment, it's time for road and highway increases.	7/23/2018 7:13 AM
348	I think our bus transportation system is working very well and addition of Max is unnecessary. 5.1 B for transit should be reallocated to put more money into roads and Bridges.	7/22/2018 11:07 AM
349	Roads & Bridges could use a bit more funding, coming out of transit capital & highways. Bridges in particular haven't been maintained & probably have millions in backlog repairs / replacements that need to happen.	7/21/2018 9:58 PM

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350	I'd like to see more invested in active transport	7/21/2018 5:17 PM
351	Not enough roads for cars, creating huge traffic waiting and cars forced to drive in residential neighborhoods to get home.	7/21/2018 2:43 PM
352	Less invested in worthless transportation like Trimet and more in highways and arterial streets in Portland like 39th, 82nd, 122nd, and 182nd minus the addition of bike lanes and clear/marked/ well lit pedestrian crossings. Oh, and police to enforce life the current laws that we have .	7/21/2018 2:00 PM
353	The spending to widen highways, particularly of I-5 (the most centrally located) is contrary to our climate imperative. The money being wasted on highway projects (increasing capacity to try and reduce congestion will not work due to induced demand and will contribute to worsening air quality and higher CO2 emissions).	7/21/2018 8:50 AM
354	Light rail across the Columbia. Less support for bikes, more support for walkable busses/trains.	7/20/2018 2:20 PM
355	We must have more public transportation. I want to see more forward thinking in terms of trains, monorails, and buses. I want to see focus on cleaner, greener, mass transportation.as well as accessible active transportation.	7/20/2018 1:34 PM
356	I wish highways weren't such a big chunk of the pie, but seems to meet the reality that we'll be having more cars on the road.	7/20/2018 10:37 AM
357	The freight access portion should be larger.	7/19/2018 1:30 PM
358	add passenger ferry service to the mix of transit options	7/19/2018 9:45 AM
359	I would like us to invest more in light rail/trains and less in highways.	7/19/2018 9:20 AM
360	We need sidewalks and bike lanes in east Portland. I see that in the budget, but worried it won't be enough to meet our needs out here.	7/19/2018 7:16 AM
361	Focus on increasing light rail with proper parking garages to meet the demands of commuters. And how to get semis off the road.	7/18/2018 9:59 PM
362	Share of 42 highways is far too large The most efficient way to move a growing number of people is not buy more single occupancy vehicles but through mass transit This investment would also share in the commitment to equity The portion given to system management and operations appears to be lower than what it may need to be This is meant to look to the year 2040 then these project should not be rooted in inefficient and unsustainable modes of transit ie infrastructure for single occupancy vehicles	7/18/2018 7:05 PM
363	Painting this with a very wide brush I think transit and active transportation funding works very well in the urban core and less effective in metro fringe. The ratio of for highways and roads and bridges for the metro fringe should gain a bigger piece of the pie.	7/18/2018 5:39 PM
364	Smart sustainable development includes mass transit and supports pedestrians/ biking. We need good roads, but balancing public transit and pedestrian traffic is critical for long term success and quality of life.	7/18/2018 2:28 PM
365	I'm trying my best to walk and take the bus places. I would ride a bike if it was safer but the way bike lanes are set up now just feels like an accident waiting to happen. I feel like this "balance of investments" continues to feed the car population, which is just totally unsustainable given climate change and our horrendous pollution problem. If you build it, they will come, right? So this is an opportunity to start shifting the heavy focus on active transportation and transit that is accessible to all and is super efficient.	7/18/2018 2:17 PM
366	Better roads & highways, not more money to TriMet	7/18/2018 1:46 PM
367	I'm glad to see that transit capital is the highest budgeted segment. As a cyclist, I'm always hoping to see greater investment in making bike lanes safer and more connected.	7/18/2018 1:19 PM
368	INCREASE INVESTMENTS IN TRANSIT AND ACTIVE TRANSPORTATION RELATIVE TO HIGHWAYS	7/18/2018 11:36 AM

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369	Our government needs to cut funding to our social programs (especially the ones in Multnomah county) to maintain the proposed budget plan for our transportation.	7/18/2018 10:16 AM
370	less toward transit capital	7/18/2018 9:17 AM
371	Roads and bridges need a much greater share. Transit money is wasted if the roads are in bad shape and if the bridges can't support the weight. Since roads are highways, the highway category seemed odd, until I realized that you probably meant freeways. The active transportation category could be reduced; I'm all for sidewalks, but I wish you would stop marginalizing bicyclists by building bike lanes.	7/18/2018 9:04 AM
372	This survey is difficult to comprehend. Very bizarre pictograph...	7/18/2018 2:34 AM
373	The highway budget seems pretty high for all of these people. Public and Active Trans seem more appropriate for growth.	7/17/2018 12:55 PM
374	I would like more of the active trans projects completed in my lifetime.	7/17/2018 9:51 AM
375	Lots more on bridges and transportation/ system management and way LESS on Highways	7/17/2018 9:41 AM
376	More for active transportation over highways would better align with my priorities.	7/17/2018 9:07 AM
377	More for transit, less for highways.	7/17/2018 7:26 AM
378	More transit funding and ways to get people out of single occupancy vehicles	7/16/2018 10:39 PM
379	I understand that a balanced approach is needed, but I would like to see as much funding as possible shifted from Highways to Transit, Roads & Bridges, and Active Transportation, and possibly Freight Access, as well. The goal must be to reduce highway/auto traffic to the lowest levels possible, and to do that, the other system components need to be as fully integrated as possible. The additional revenue might be able to more fully serve the "blending" requirements.	7/16/2018 4:53 PM
380	Eliminate costly light rail, and increase freeway capacity	7/16/2018 4:28 PM
381	Active Transportation should be funded at the same level or higher than roads and bridges. The active transportation system is significantly lacking and people will not walk or bike until it is adequate.	7/16/2018 3:37 PM
382	There is only ONE CORRECT transportation prioritization: 1. Walking 2. Cycling 3. Public transportation 4. Movement of freight/goods 5. Private auto usage. This hierarchy benefits ALL users of our street/road network, *including* those who solely drive! Amsterdam is PROOF! It's the world's EASIEST big city in which to drive, because almost no one is driving!	7/16/2018 2:56 PM
383	I don't know how much it will cost to complete seismic upgrades on all our bridges, but 3.3 billion seems low. Glad to see transit capital is a larger share than highways.	7/15/2018 10:28 PM
384	I think Light Rail is a poor investment - too expensive for too little in return; vulnerable to catastrophic event (e.g., earthquakes, landslides on west side); not flexible to changes due to weather; population changes/needs.	7/15/2018 12:19 PM
385	Transit capital, active transportation and TDM should be a larger share, with reduced funds for highways.	7/15/2018 7:53 AM
386	Roads and bridges are very important	7/14/2018 8:20 PM
387	Less on single occupancy cars & none for the backward polluting diesel trucking industry. Neighborhoods need not to suffer from shortsighted bicycle routes that funnel extra cars onto their streets for the advantage of rich people in spandex	7/14/2018 7:14 PM
388	The expenditures should be proportional to the user groups. The transit user group is much smaller then the highway and road user group and the expenditures should be reduced for that group.	7/14/2018 6:14 PM

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389	Transportation will be key in addressing the population growth that we will be seeing in this region. We need make it more appealing to folks than single occupancy vehicles. We need to improve the frequency and reliability of our transit system, providing dedicated bus lanes will be necessary in order to have a more efficient transit system.	7/14/2018 5:57 PM
390	If we are to meet our climate goals with current growth projections, the combined active transportation and transit budgets need to be 2 - 3 times what goes into auto infrastructure.	7/14/2018 5:13 PM
391	More on bridges for earthquake safety; less on streets for cars.	7/14/2018 4:58 PM
392	I would like to see an increase for Public Transit, our region is not designed to take on more traffic and the only way we will be able to move mass amount of people effectively is through Public Transit. In order to make it more appealing our transit needs to improve by having dedicated bus lanes, 10 min or less frequent service, add frequent service to more lines, and weekend service.	7/14/2018 3:18 PM
393	More transit dollars. Portland needs massive transit like light rail, commuter rail, street car and BRT.	7/14/2018 7:28 AM
394	Fix TriMet before you start eliminating roads. You need to make mass transit so attractive, people will want to take it, not your current plan of making driving inconvenient,	7/13/2018 11:38 PM
395	I believe our roads should be repaired and updated before we spend more money on public transit, which is saying something coming from a public transit user. Trimet is doing wonderfully and has grown and updated so much in just the last few years, but the roads that it runs on have not.	7/13/2018 11:19 PM
396	The region needs to make fund full connectivity of public transit - whether rail, bus or other. In addition, TDM is the least expensive method to reduce congestion - lets fund that to make more effective.	7/13/2018 9:39 PM
397	I would like to see more spent on active transportation, especially bike transportation	7/13/2018 6:08 PM
398	We must switch ourselves away from personal autos.	7/13/2018 10:52 AM
399	too much focus on active transportation and transit capital.	7/13/2018 8:40 AM
400	More mass transit and Active Transportation	7/13/2018 7:42 AM
401	I do not see an item to improve safety on public transit for passengers. I still don't take public transit alone because of safety issues.	7/13/2018 7:39 AM
402	More highways	7/12/2018 8:22 PM
403	We need the Max or streetcar in St Johns! I usually walk or ride my bike in the neighborhood so I appreciate those improvements but I need to be able to get downtown on the max and it is not accessible from St Johns, There are plans to add a lot of people and industry here and no way to move people efficiently.	7/12/2018 7:11 PM
404	We need to invest less in highways and much more in transit capital and SERVICES.	7/12/2018 3:40 PM
405	I'm interested in more investment in active transport and transit. With climate change and increased portland residents, we should prioritize transport that doesn't require private vehicles.	7/12/2018 3:29 PM
406	Roads and highways are failing, should have more attention	7/12/2018 1:35 PM
407	I am not on board with expansion of freeways/highways. Study after study shows that creating more space for driving encourages more driving. So the amount for public transit should be increased and a campaign should be started to inform people of what happens when you expand road capacity. The 405 in West LA expansion is the best recent example of this.	7/12/2018 10:58 AM

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408	More system management.	7/12/2018 10:26 AM
409	I want more green energy infrastructure and less based on fossil fuel consumption.	7/12/2018 9:54 AM
410	I would like to see gravel roads paved in Brentwood-Darlington along with added sidewalks and safer traffic signals for cars. Not everyone can use mass transit and bicycle lanes	7/11/2018 11:15 PM
411	Fix the roads	7/11/2018 7:03 PM
412	We need to spend more on transit and active transportation, and less on highways if we are to meet our carbon reduction goals.	7/11/2018 5:54 PM
413	Freight companies should pay their own way. Transit riders have to, so should companies.	7/11/2018 11:05 AM
414	A substantial fraction fraction is allocated to highways, with a much smaller amount allocated to active transportation. Making streets more friendly to non-car transport (i.e., developing safe biking, pedestrian infrastructure) is key to keeping Portland moving and livable as population increases. I support ensuring roads, highways, and bridges are seismically safe, but funds slated for highway expansion do not reduce traffic and could be better spent on alternative transportation options such as mass transit and active transportation infrastructure.	7/10/2018 9:13 PM
415	There is far too much on highways. We cannot handle an additional 500,000 people and expect to move them around on highways. Most of the investment should be into projects that move more people including more transit, faster transit, and safe and comfortable biking infrastructure.	7/10/2018 9:00 PM
416	There needs to be more bike education for proper use. Too many people (both bikes & cars) do not know the laws.	7/10/2018 7:50 PM
417	It is my opinion that we are infatuated with light rail and street cars and that they, as designed, are not the answer. If they were underground they'd be effective. Above ground they hinder our infrastructure, slow traffic, impede business activity, are slow, ineffective and inefficient. Buses are much more effective and flexible. Light rail can't operate in the cold nor when it's hot. Street cars and light rail cause congestion. Reduce above ground light rail and street cars, invest in clean, reliable natural gas buses and call it good. Currently both my daughters attempted to commute by bus (tri met) and they had to quit because tri met was unreliable and they couldn't get to work or class on time. It seems that could be an easy fix.	7/10/2018 7:47 PM
418	I don't live where it's feasible to do mass transit. I would like roads that flow	7/10/2018 7:47 PM
419	I agree that the highest amount of money should go toward extending and improving public transit routes and schedules to make the city and high-employment areas more accessible to everyone.	7/10/2018 5:54 PM
420	Trimet isn't a valid option for me because I work at odd hours and there's no 24hr public transportation. I am forced to drive my car. Therefore the investment in transit is useless to me. Allocate more \$ for roads and bridges.	7/10/2018 5:20 PM
421	Little less on the active transportation and add to transit capital. More trains into areas where people commute from. But include better security on trains. Maybe the increased budget?	7/10/2018 4:17 PM
422	road maintenance and upkeep is great - please avoid expansion at all costs. Would like to see more regional investment in Active transportation modes	7/10/2018 1:07 PM
423	Highways are a dead end.	7/10/2018 11:06 AM
424	I propose less \$ for highways and more \$ for transit and active modes	7/10/2018 8:39 AM
425	Autonomous travel and multiple modes for a single trip purpose will result in higher system management costs	7/9/2018 11:35 PM

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426	We need greenways, better/safer access to the spring water corridor, and we even need a new bike path along the 99/railroad tracks that take you to 17th so those who work more central don't have to go out of their way. We also desperately need to entice exiting businesses to have shuttles from public transit to work.	7/9/2018 11:11 PM
427	I place a higher priority on "active travel" than what is currently presented. I particularly value safe walking and biking routes, and the creation of new routes to make more of the city accessible to walking/biking. I'm glad transit capital is getting such a healthy chunk of resources, public transit deserves that— or more.	7/9/2018 8:55 PM
428	This pie chart is deceiving to the voter, like most government planning. This pie chart shows a little more than half the budget going towards highways, roads and bridges, but I bet there is a very small part of that money that expands capacity for automobiles. Is not most of the money budgeted for highways, roads and bridges meant to make smoother interchanges and safety improvements for mass transit, bicycles and pedestrians? Isn't it true that there is not one single dollar budgeted for any bridge in the Metro area to gain automobile capacity?	7/9/2018 7:51 PM
429	I think this lines up pretty close to what I would like to see. I would still like to see safe walking options for my area improved greatly. I would love to leave my car at home and walk to the stores, etc. However, it is completely unsafe for me to do so at this time since there are limited sidewalks or bike lanes to get around on.	7/9/2018 6:06 PM
430	More emphasis is needed on highways, roads and bridges	7/9/2018 4:40 PM
431	Greater Portland traffic can not solve its traffic problem by building its highways.Switch 500 million to from highways to transit improvements. Anyway, the new tolls on the highways can pay for itself for maintaining its highways. Metro has to give an incentive to get people out their cars	7/9/2018 2:17 PM
432	Allocating 11.7% of the budget to active transportation is probably considered revolutionary in some quarters, but highways still get almost 30% of the budget. The era of highways is over - time to prepare for the Next Thing.	7/9/2018 2:15 PM
433	I like the amount on public transit, would love to see more in active transport	7/9/2018 12:47 PM
434	I would invest less in highways even more in * Transit Capital/Active Transport: to improve transit to the point where it is superior to driving * Roads and bridges: fix our aging bridges so they don't all fall down in an earthquake or other disaster	7/9/2018 11:35 AM
435	There is currently too much money allocated for highways, and not enough for active transportation and transit.	7/9/2018 10:53 AM
436	Much greater emphasis on highway construction and capacity enhancements as well as bridges would have a higher priority for me.	7/9/2018 8:23 AM
437	I hope to see more transit and bike/ped investments.	7/9/2018 8:00 AM
438	TDM, AT, first, not a sliver of the pie.	7/8/2018 11:07 PM
439	happy to see capital investments in transit capital and active transportation.	7/8/2018 9:41 PM
440	I would swap highways with active transportation. \$1.8 billion for highways and \$4.6 billion for active transportation should go a long ways towards rectifying the current vast imbalance in quality between the network of transportation infrastructure supporting driving, and that supporting safe, convenient and easy walking and bicycling.	7/8/2018 8:46 PM
441	I would prefer more resources for freight access, transit, and active transportation, and fewer for highways.	7/8/2018 5:36 PM
442	Transit Capital is out of alignment with Highway allocation. Transit Capital needs to be cut to make this work for all.	7/8/2018 5:08 PM
443	Transit spending is to high given the small amount of people using it. Moving goods, services and people through our areas should be the highest priority	7/8/2018 7:25 AM

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444	We need more for active transportation and transit	7/7/2018 9:40 PM
445	I'd like to see more locals using public transit. They need to be educated about its ease of use and low cost.	7/7/2018 8:03 PM
446	I think this over spends on highways and under-spends on roads and bridges	7/7/2018 7:18 PM
447	more focus on walking and biking options, bridge and road safety, transit to underserved areas/minority population	7/7/2018 6:51 PM
448	We need to invest more in active transportation and transit and less in highways. We have goals to move people from single occupancy goals and into busses or active transportation and this does not achieve that. Also, with climate change happening, we need to stop building fossil fuel infrastructure and that is exactly what highways are.	7/7/2018 6:44 PM
449	Reduce highway spending in favor of transit	7/7/2018 3:23 PM
450	I believe balance among transportation is needed, not exclusion or favoritism of one or another mode.	7/7/2018 2:08 PM
451	Exchange highway for more bicycle funding	7/7/2018 1:40 PM
452	Much less highway funding in exchange for bicycle	7/7/2018 1:39 PM
453	I'm nervous about continuing to expand our highway system. It simply isn't a system that can be sustained over the long term. We're going to look back on this continued enormous investment as wasteful and a missed opportunity.	7/7/2018 1:13 PM
454	More than half of the money is going to car travel. I recognize that it's the most prevalent transportation method, but that will only change if we invest in better transit and active transportation options.	7/7/2018 1:08 PM
455	There should be no spending on Highways, they kill people and encourage profligate carbon use. The spending on roads and bridges is fine as long as it's not used to promote car usage. We should use the bridge capacity we already have more efficiently with buses (100x as many people moved per hour versus cars) and active transportation.	7/7/2018 1:07 PM
456	traffic IS already getting worse and worse-anything that can be done should NOW.	7/7/2018 12:26 PM
457	I feel a little more money should be going to Active transportation and transit capital. I feel these two things we should and will be relying on these more and so we need to invest in these more	7/7/2018 12:22 PM
458	I would rather see enough investment in active transportation that it were easier for Lisa to ride a bike to work than drive.	7/7/2018 12:02 PM
459	Transportation demand management should be greater and slightly less on transit capital	7/7/2018 9:23 AM
460	"Active transportation" projects are usually built to get people walking and biking "out of the way" and make it more convenient to drive cars. Flashing beacons at crosswalks don't make people safe, they allow drivers to speed and ignore their surroundings. It doesn't matter how much we budget for these projects as long as DOTs continue to put cars first in all of their planning, maintenance, and operations. Transit spending is also done in service of cars first (such as southwest corridor costs never having been analyzed with a simple road diet on Barbur.) We do not have a complete network of bikeways or priority for transit. People cannot get around effectively without a car (and with too much traffic, going with a car doesn't always work either.) We need every transportation authority in the metro to prioritize a complete, convenient, and comfortable bike/walk network and transit priority signals/lanes to make these modes into viable options for everyone. We need it long before 2040 and some of it needs to come out of space which is currently just underused parking or passing lanes for cars.	7/7/2018 9:00 AM
461	Quite a bit of congestion is now occurring on roads and boulevards. I believe more money needs to be directed to more efficient non-highway transportation. Signal timing is one good example. Better road conditions and exploring one way streets.	7/6/2018 7:57 PM
462	Transit has more money than highways. Interesting	7/6/2018 7:01 PM

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463	We need the biggest investments in active transportation and transit.	7/6/2018 5:58 PM
464	"It's the rivers stupid" Time for something that is forward thinking, they're doing it in Europe. The 2006 study for the region needs to be revisited, that was 12 years ago and things have changed. https://drive.google.com/drive/folders/1OZAJbjKsFITBgaElHH7Mnmf06gkHdKu?usp=sharing	7/6/2018 5:42 PM
465	I don't drive, so freeways do not matter to me.	7/6/2018 5:33 PM
466	I think that a true city has a backbone of public transit much larger than highway	7/6/2018 5:11 PM
467	Mass transit should have more priority.	7/6/2018 5:08 PM
468	I am not qualified to judge the relative expense of developments for each category, so cannot say whether this fits my priorities. My desire is to reduce congestion during commute hours. In my experience this appears to require better options for distant commuters as well as improved highway infrastructure to handle east-west commutes to the outlying suburbs.	7/6/2018 4:23 PM
469	No more investment in highways, please. Put all of that money into replacing our bridges with seismically-appropriate structures, then make all future investments in Transit Capital (light & heavy rail, busses, etc.)	7/6/2018 4:17 PM
470	I would like to direct more money into public transit, more lines will give more people the opportunity to ride and more frequent service makes it more likely people will switch from driving.	7/6/2018 4:10 PM
471	Much more for System Management and Operations. Much more for Freight Access.	7/6/2018 4:05 PM
472	We need WAAAAAY more invested in mass transit. This city is a mess of cars and the busses and trains aren't frequent or clean enough for the upper middle class to take them. If you increase service that is dependable and clean, people would take it.	7/6/2018 4:00 PM
473	I'd like to see less money going toward highways and more to active transportation and TDM. We don't want to induce motorist demand or even keep motorist demand stable!	7/6/2018 3:58 PM
474	Too many highway widening projects and not enough investment in transit and active transportation.	7/6/2018 3:54 PM
475	Transit and active transportation investment is the only way to add the capacity we need while addressing the need to reduce greenhouse gas emissions.	7/6/2018 3:41 PM
476	The transit investments are shockingly low and what efforts will be made to deter single passenger auto users? Transit dollars are most effectively spent on bus and BRT not light rail.	7/6/2018 3:21 PM
477	More emphasis needs to be placed on active transportation and transit.	7/6/2018 2:47 PM
478	I'm interested in the majority investment be placed into active transportation. Buses, bikes, trains and walking. Any funds towards single occupancy vehicles I'd like to see captured through gas taxes, increased registration fees and most importantly tolls on all roads.	7/6/2018 1:10 PM

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479	<p>1. Roads and Bridges are not separate from Active transportation. Why are there two different budgets for it? We need to evolve the way we plan for transportation. Active Transportation, i.e., bikes and walking are alternative means of using our roads and bridges to get from Point A to Point B, hence any capital spent on roads and bridges should aim at reducing the load on the road by encouraging more people to switch from conventional modes like car to bicycle. I don't understand this division of capital. Any upgrade on a road system, should be comprehensive of all modes that use that road space. 2. We need to reduce our spending on Highways and impose congestion charges or per mile driven charges for repair and maintenance. There should be no need to set aside more money for highway maintenance from budget. Highways are the most primitive and inefficient form of transportation. Take money out of highway maintenance and move it to Transit. There's so much you can do in the field of transit to aid long-distance travel. For instance, - start running trams/buses on US26 for folks who want to go to Tigard or Washington Mall. - Increase the speed of Max lines. - Install a max/tram line that bypasses downtown portland to improve commuting speeds to East side. - For Blue line from Hillsboro, create a shunt so that it skips Beaverton TC and goes to Sunset TC from WillowCreek. This will again save time and make Max a lucrative mode of transit. - Set up a wide network of fast buses in Hillsboro! PLEASE! Time is money nowadays. Spending money on Transit to create slow transit options is a waste of money. Spending money on Highways to maintain the roads is only taking that money away from Transit. 3. Please move some money into installing speed cameras. There is so much that is wrong in the way we have built our infrastructure. Our road designs are very poor and all new roads are being built like soccer fields for cars. Most of the money allocated to bicycles is being spent on building bike lanes whenever a road is being expanded, but that just means that now bicycles are interacting with high speed cars. There are so many unsafe intersections that it is impossible for the police force to man them all. Car drivers break laws all over the place, such as, cutting in front of cyclists to use the bike lane as a right turning lane, or overspeeding. Please add more money into speed cameras and regulation of traffic rather than just expanding lanes and putting up signs.</p>	7/6/2018 11:43 AM
480	I don't own a car at the moment and I am not planning to purchase one in the near future, I mostly use public transit and bike. I would like to see increased public transit options in a more equitable spread around the city and close suburbs.	7/6/2018 10:36 AM
481	More on highways and bridges. Possibly a "fast track" bridge directly to Portland with only a few exits like Beaverton and Hillsboro to alleviate traffic congestion.	7/6/2018 10:29 AM
482	If we are serious about being equitable and providing our kids a healthy environment to live in, we cannot keep doing business as usual maintaining the 1960s mindset. The \$4.6B slated for building highways will only incentivize more people to drive everywhere and should be eliminated altogether. We have to start thinking about changing how we travel and weaning people off the personal automobile. The \$3.3B assigned to roads and bridges is sufficient to maintain existing surface roads and highways in their current capacity. The only expansion that I believe needs to happen is providing better public transit and active transportation infrastructure. The USA really lags the rest of the developed world in that regard and can learn a great deal from their experiences.	7/6/2018 10:26 AM
483	I feel as though more money should be invested in highways and determining how to increase capacity or improve their efficiencies. I live in Forest Grove so I am unable to benefit from light rail and most transportation so the highways are very important to me.	7/6/2018 9:05 AM
484	Think more roads and bridges, i.e, infrastructure, need attention	7/6/2018 5:38 AM
485	Transit capital should be more impactful at that level of spending. MAX is not efficient as it could be.	7/5/2018 9:09 PM
486	There is too much public money going into mass transit. Trimet needs to be profitable and pay for its own projects. The electric and self driving cars are future and most people do not like taking the bus. They are not convenient and plug up the roadways and this makes the congestion. We would be better off working with smart traffic lights to help move the traffic and improve the roads	7/5/2018 8:41 PM
487	It's difficult to fully gauge where I stand precisely without more understanding of the different areas. But transit is highly important, as are roads and bridges. Not sure how to measure roads against highway spending though.	7/5/2018 8:36 PM

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488	I would like to see a higher priority on bus and Max transportation.	7/5/2018 4:40 PM
489	I hope the dollars include maintenance and not only new projects	7/5/2018 4:25 PM
490	More for roads and bridges and freight, less for highways.	7/5/2018 1:47 PM
491	x	7/5/2018 11:26 AM
492	System management and operations budget is probably on the low side--weather conditions may bring more problems than we have had in the past.	7/5/2018 10:54 AM
493	Spends too much on transit and active transportation, not enough on highways, roads and bridges.	7/5/2018 10:20 AM
494	What if anything involves or includes earthquake survival? So maybe more for bridges, viaducts,etc because when they fall they take out two roads: the one they are on and the one they cross.	7/5/2018 9:55 AM
495	We should be spending less on highways, and more on Active Transportation. As our city grows and traffic is more of a problem, this is the only way to become a more green, efficient, and livable city.	7/5/2018 9:53 AM
496	We need a significantly higher level of investment in highways, roads and bridges. Mass transit (other than buses), is too expensive and grossly underutilized for the cost of building and operating such options. Money planned for extension of light rail would be better spent increasing lanes on highways expanding bridge capacity. It is frustrating to watch nearly empty WES cars stopping traffic on Tualatin Sherwood road multiple times each other. Light rail is a huge waste of taxpayer dollars and doesn't fit the needs of most citizens.	7/5/2018 9:35 AM
497	Focus development on I-5 Columbia river crossing and express/high-speed MAX service between city centres and business areas	7/5/2018 9:34 AM
498	I think we should make maintenance of roads more of a priority. We should pave the unimproved roads in Portland, which are an impediment to those that live on them. Most of these unimproved roads are found in areas where the majority of the community is low-income, causing additional stress and problems for transportation. People living along these roads also have to walk in the street when there are no sidewalks. So, I think that paving unimproved roads, putting in sidewalks for safe pedestrian transit, and maintenance of existing paved roads should be a very high priority of the plan moving forward. Otherwise, the city will be neglecting the needs of the poorer areas and adding new transit options along corridors that are already well-served.	7/5/2018 8:03 AM
499	This is realistic and prioritizes the regional infrastructure well. I'd like to see a bit more for active transportation. I appreciate the focus on transit.	7/5/2018 7:57 AM
500	The only funds that should be spent on highways and roads should be funds that are dedicated to them - gas tax, etc. All discretionary funding should go to the other categories. If we want more highways & roads, the users should be willing to pay with user fees such as gas taxes.	7/5/2018 4:10 AM
501	I would like to see more money spent on highways and roads/bridges. Spend less on transit.	7/4/2018 6:00 PM
502	Less highways, more active transportation improvements, and earthquake retro-fits for existing freeway over passes and eventually all PORTLAND METRO bridges.	7/4/2018 5:12 PM
503	Too much investment in highways	7/4/2018 4:16 PM
504	More on active transportation and Max, less for cars	7/4/2018 3:44 PM

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505	Budget for transit capital and active transportation is too large, at the expense of highways and roads and bridges. Transit and active transportation investments have shown little to no benefit for the vast majority of metro residents, despite massive investments in these areas over the years. Meanwhile, the highway/road/bridge systems (which are the only viable options for most residents) are choked and failing.	7/4/2018 3:14 PM
506	invest more in transit than in road capacity, in light of the crisis facing the planet	7/4/2018 3:13 PM
507	I support investment into active transportation and transit capital	7/4/2018 3:12 PM
508	nothing	7/4/2018 3:06 PM
509	I want better options for driving and so much transportation planning is geared towards making driving harder, in favor of mass transit which isn't always practical especially suburban working moms.	7/4/2018 1:47 PM
510	Transit capital would be minimized, because, especially to the suburbs, it is lightly used (compared to cars).	7/4/2018 12:35 PM
511	More money towards highways and much less money towards transit capital. The largest and completely obvious problem is the highway. We need to expand lanes and look for solutions that address the real problems.	7/4/2018 11:11 AM
512	We are in no position to do without roads. No matter how hard you try to force people to use alternate transportation we will still need new roads.	7/4/2018 10:59 AM
513	Transit capital should be 3.3B, roads and bridges 4.6B, and highways 5.1B. The growth to our area is only increasing yet the amount of people utilizing public transportation does not reflect the growth. Riding public transportation is a "native portlander" concept. How many people actually utilize WES? I've been in Tualatin 11 years and ridden WES 6 times. Our highways are not growing with the population increase and we need to focus on infrastructure.	7/3/2018 10:38 PM
514	More needs to be towards active and transit, less on highways.	7/3/2018 10:21 PM
515	Lower highways by about \$1B and split it between transit capital and roads/bridges.	7/3/2018 8:52 PM
516	More freeway lanes have to be built in tandem with increased mass transit.	7/3/2018 8:17 PM
517	Regional transit is critical to support suburban growth	7/3/2018 8:03 PM
518	The greatest needs, greatest inequalities, and our way out of the climate and congestion-with-growth crises are found in walking, cycling, and public transportation infrastructure. So why is more than half of the budget being dedicated to the automobile? Pedestrian deaths are skyrocketing (and it's been linked to more SUVs), climate change is still marching forward, and transportation costs are strangling low-income households that can't afford car ownership but feel trapped in it because there are currently no good alternatives (especially true of those working off-peak jobs and/or have been pushed out to the more affordable suburbs). Other municipalities have been tearing down their aging highway infrastructure instead of undergoing costly rebuilds; if we're serious about adding 500k people to the Metro area, we should be devoting nearly all our transportation budget toward efficient and affordable modes of transportation, not doubling-down on mistakes of the 20th century.	7/3/2018 5:42 PM
519	I'd like more in active transportation and transit capital.	7/3/2018 5:30 PM
520	I'd reduce highways and add to freight (unless they are overlapping). Additional industrial development will necessitate moving more freight.	7/3/2018 5:27 PM
521	I'd prefer more toward active transportation.	7/3/2018 5:20 PM
522	Transit extremely important	7/3/2018 3:27 PM
523	slightly more on roads & bridges, slightly less on Highways	7/3/2018 2:53 PM

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524	More for roads and bridges. Public transportation is not well regarded in the area. People don't want to give up the flexibility of driving.	7/3/2018 2:50 PM
525	I'm grateful for Metro and view they are handling this. Looking forward to the SW corridor line (96 Express is notorious at being stuck in rush hour traffic and there have been times when there was no A/C and could be stuck in traffic for up to two hours)	7/3/2018 2:37 PM
526	I would like more money spent on transit capital and active transportation.	7/3/2018 1:55 PM
527	Far too much being spent on bike transportation improvements.	7/3/2018 1:49 PM
528	Traditional transit (buses in mixed traffic) is losing ridership rapidly. In order to get adequate benefit from large investments in transit, the resources should be directed to smart technology transit projects, dedicated right of way projects, and new services.	7/3/2018 1:39 PM
529	Less for bike paths and trails. More for highways. Washington county needs a north south freeway syatem!!	7/3/2018 1:28 PM
530	I think there's too much going to "highways". But very happy about large share to transit. It's key to be making significant capital investments in transit and active transportation to facilitate mode shift.	7/3/2018 12:03 PM
531	So much is being invested in transit, completely ignoring the other side of the coin: that growth and development are happening in ways that cannot fit with efficient public transit. Bus lines extending into the developing wastelands of suburbia are inefficient and undesirable.	7/3/2018 12:01 PM
532	It's great to see the investments in transit, walking, and biking. I am disappointed to see the tremendous investment in highways, which undercuts the investments in other modes. Widening highways induces driving, and VMT is a top factor in determining traffic safety. More driving makes our streets more dangerous. If we are serious about safety, we need to move away from a "balanced" approach and intentionally invest a disproportionate amount of money in walking, biking, transit, and maintenance--not more or wider streets and highways.	7/3/2018 11:30 AM
533	Move half of the Highways funding into Active transportation and Transit capital. Up the demand management and operations budgets probably.	7/3/2018 11:17 AM
534	Please bear in mind that this is Usual & Accustomed area for many tribal members who are utilizing the area "in common with the citizens of the territory". You cannot impede their treaty reserved right to use these transit systems. To be equitable and inclusive, this language must be reflected in the planning process, through to implementation.	7/3/2018 10:54 AM
535	Active transportation is more important than the share represented here and more cost effective. We could have a truly transformative effect on our region's health, safety, and affordability by investing 3.5 billion in active transportation before we widen highways. With the exception of highway bridge retrofits for earthquake safety, addressing congestion by widening highways is like addressing obesity by getting bigger pants. It is NOT preventative. We need to double down on investments in sidewalks, protected bike lanes, while encouraging development in proximity to these investments to support affordability. We are not seeing the necessary economic returns from investments in increased roadway and highway capacity, which means that we have not demonstrated that we can support the long-term cost of maintenance. We already have a multi-million dollar backlog of basic maintenance, so why do we propose to build any new lane miles unless they support the kind of development that will generate the tax base or fees to maintain it? Let's do more of the cost effective safety investments first.	7/3/2018 10:44 AM
536	We need to spend much more on "system managment and operations" and "transporation demand managment".	7/3/2018 10:25 AM
537	Highway investment vs Active transportation is unbalanced. More should go to Active Transportation and we need to ween ourselves off highway expansion dependency.	7/3/2018 9:52 AM
538	Too much money spent on highways and too little on active transportation and roads and bridges.	7/3/2018 9:43 AM

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539	I am disappointed that we are spending money on highways. A fully-funded multimodal street network could support our existing highway system for long distance and freight traffic by removing short and mid-distant trips. Most people most days could move in other ways. Let's not fall into the induced demand trap. Our children's future depends on our immediate and sustained reduction in greenhouse gas emissions. We need to spend our transportation dollars like we value their lives.	7/3/2018 9:02 AM
540	Need more for roads less for bikes	7/3/2018 8:39 AM
541	Prioritize funds to highways first. Then roads and bridges. Then transit. The other categories are fine.	7/3/2018 8:15 AM
542	I'm not in favor of widening highways to accommodate more vehicles; however I do think that the bridges need attention or maybe even replacement such as the one over the Columbia River into WA. state.	7/3/2018 7:38 AM
543	Most of the road work, from what I've seen, involves implementing additional bicycle and pedestrian facilities rather than increasing lanes for vehicle traffic. We desperately need more lanes and ways to decrease traffic congestion - not add to it with bumpouts.	7/3/2018 7:35 AM
544	increase Active transportation to 25% of total investent	7/3/2018 6:18 AM
545	More transit, especially from SE Gresham to Damascus, Happy Valley.	7/2/2018 10:21 PM
546	More car-free biking options. Bike Freeways work.	7/2/2018 10:20 PM
547	Unless transit is dependable and reaches areas it does not go now and is not a cost burden to the consumer, they will still rely on highways and bridges.	7/2/2018 9:49 PM
548	Highway spending is too high.	7/2/2018 9:26 PM
549	Improve transit alot more. Make the leap to frequent, convenient, clean and safe transit so people like my wife, daughters and mother in law may someday decide to ditch their cars.	7/2/2018 8:53 PM
550	This is a good balance. If there is anyway to invest even more in transit - then let's do that. Driving alone will only become more expensive and more out of reach in the future. Transit needs to be frequent, safe and convenient for people to make the switch. We need more suburb to suburb peak period express lines.	7/2/2018 8:44 PM
551	Spending too much money trying to force people out of their cars	7/2/2018 8:26 PM
552	Roads/Highways have been neglected for over 30 years. We need to expand Highway and Road capacity.	7/2/2018 7:03 PM
553	better roads and bridges	7/2/2018 6:33 PM
554	I think there is too much for Transit compared to highways, roads and bridges	7/2/2018 6:12 PM
555	There are no East West bike paths east of 82nd and out to Gresham. It would be great to get rid of all cars on Burnside so that it can be solely a bike/pedestrian/MAX route. Cars can go south to Stark or north to Glisan.	7/2/2018 5:26 PM
556	In my late 70's I use my automobile to go everywhere. I really don't appreciate our governor tacking on more taxes to the price of gasoline. Our president, Donald Trump, is working to bring the price down, but Gov. Brown won't do a thing to help. More taxes are on the way.	7/2/2018 5:20 PM
557	I really feel that there's no context to answer this question. It would be helpful to know what the current amount is and what, for example, does \$5.1B get us. Why not take \$0.1 and give it to fright access?	7/2/2018 5:19 PM
558	Less for highways, more for transit and active transportation safety. Maintain existing highways, do not expand them.	7/2/2018 5:05 PM
559	We need more for transit and active transportation, less for highways. Need to maintain existing highways but not expand them.	7/2/2018 5:02 PM

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560	Too much to Trimet and bikes, too little to roads bridges and highways.	7/2/2018 4:45 PM
561	More for roads and highways	7/2/2018 4:35 PM
562	The I-5 Columbia River bridge must be addressed.	7/2/2018 4:31 PM
563	Bike paths, expanded metro	7/2/2018 4:21 PM
564	I would like to see more money for TDM and less for highways.	7/2/2018 4:18 PM
565	Less on highways for personal use, instead highways for freight movement. More on TDM.	7/2/2018 4:11 PM
566	Since light rail is capacity constrained by nature of required distances between operating trains, I would like to see more emphasis on bussing using dedicated "Bus Only" thoroughfares instead. The infrastructure investment is much cheaper, maintenance is less expensive, and this will accomodate newer energy based vehicles much more flexibly. Mass transit plans seem to have a much lower ROI and usually run at a deficit.	7/2/2018 4:07 PM
567	Without substantial investment in mass transit the city's growth will dry up	7/2/2018 4:03 PM
568	Having transit capital taking that large of a portion of funding is ignoring current problems and not offering a solution that doesn't force people into traveling in ways they do not wish to.	7/2/2018 3:56 PM
569	More roads are not the answer	7/2/2018 3:52 PM
570	Highways, roads & safe bridges are way more important than transit, so why are we spending so much on transit. Our highway and inner city road improvements will benefit more people, much more than additional mass transit.	7/2/2018 3:33 PM
571	Safer alternative commute, every day I ride my road bike into work, and almost every day I have a close call with a car getting too close and speeding past.	7/2/2018 3:33 PM
572	there is too much investment on highways.	7/2/2018 3:31 PM
573	It's a little heavy on the Highways	7/2/2018 3:24 PM
574	Too much is being spent on highways. In the Metro region, far more emphasis is needed on transit and active transportation, which are more efficient, cost-effective, healthier and consume less public space.	7/2/2018 3:08 PM
575	This hints at a lack of understanding of how mobility will likely change in the next 20 years. There are still many unknowns about how technology, congestion and density will affect transportation, but an allocation of almost \$8 billion towards highways and roads is not realistic. We can't build our way out of congestion and this amount of money will be wasted if the autonomous vehicle revolution is anywhere near to what is predicted.	7/2/2018 3:00 PM
576	The current road structure is not being properly addressed. Adding the majority of the funding to transit is not a long-term approach to the transportation issue. It is a "feel good" idea.	7/2/2018 2:44 PM
577	I appreciate spending on active transportation projects, though the percentage of spending seems a bit high given that the highest mode share percentage we're likely to see is about 7%, and that is only during about a third of the year. Also, the majority of the active transportation money will be spent in Portland proper as the suburbs lack the density to capture a significant ped/bike mode share. Ideally, I'd like to see a somewhat higher percentage spent on TSMO and relieving north south congestion in Washington County.	7/2/2018 2:27 PM
578	O think the bridge and roads share will be greater than anticipated	7/2/2018 2:09 PM
579	I'd like to see a little more funding allocated to System Management and Operations	7/2/2018 1:44 PM

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580	Why bike lanes and all these millions of dollars for just a few people? Also, stop with the damn electronic signs. Spend the money on fixing the roads. Yes we know how long it takes us to get from 26 to 405, we don't need a sign to tell us. That is what car GPS and phones are for. Ridiculous waste of money.	7/2/2018 1:33 PM
581	I would like better sidewalks for walking, and that sidewalks would be paid for out of public moneys, not paid by the adjacent property owners. The sidewalks in my part of town, as well as downtown Portland, are very rough, lots of raised areas and holes, but I don't report them unless it's an extremely dangerous spot, because I feel sorry for the property owners. Also, for me as a walker, there are a lot of torn up streets at the crosswalks, which are dangerous to me as an older person. Instead of watching for oncoming traffic, I have to watch my feet to be sure I do not turn my ankle or fall down.	7/2/2018 1:21 PM
582	I would prefer less investments on highways with the exception of maintenance. Addition of freeway lanes is not a good use of money and an ineffective way to move people. As someone who spent 20+ years in Los Angeles I can share that adding lanes doesn't work.	7/2/2018 1:16 PM
583	I would like to see serious work on creating transit corridors for pedestrians, scooter and e-bike riders, and a class of vehicle that would be small and electric - a kind of neighborhood EV, but not using regular roads or highways.	7/2/2018 1:04 PM
584	Pie needs to be bigger.	7/2/2018 12:48 PM
585	Way too much is apportioned for transit. Too little is apportioned for System Management and Operations, and too little is apportioned for Highways.	7/2/2018 12:42 PM
586	More active transportation and demand management.	7/2/2018 12:42 PM
587	Fewer dollars should be spent on highways and more should go to active transportation infrastructure & earthquake retrofits to bridges.	7/2/2018 12:25 PM
588	Clarity on freight-supportive investments in highways, roads, and bridges.	7/2/2018 12:22 PM
589	I would spend less on highways.	7/2/2018 12:06 PM
590	I hope the "Active Transportation" portion is enough. I think that will become very important in the near future.	7/2/2018 12:05 PM
591	Bridges should be separated and given a portion of the slices meant for Highways and Roads & Bridges.	7/2/2018 11:59 AM
592	I'm concerned about infrastructure integrity in case of earthquake. Not sure where that fits in the budget.	7/2/2018 11:59 AM
593	Too high of allocation to transit. Too low for active transportation, highway and roads & bridges.	7/2/2018 11:50 AM
594	more priority to existing infrastructure	7/2/2018 11:49 AM
595	Way too much is being spent on highways	7/2/2018 11:49 AM
596	Need to widen freeways, period!	7/2/2018 11:39 AM
597	Let's not build more highways, let's try to find better ways to move people and goods, ways that will not pollute and will serve us in the future. More freeways bring more congestion, not less	7/2/2018 11:37 AM
598	This spends too much on highways- bring that number to zero, then spend it on upgrading bridges, transforming transit, and creating a functional network for active transportation.	7/2/2018 11:35 AM
599	Transit capital should be cut. It's a complete waste to invest in light rail.	7/2/2018 11:30 AM
600	Train/Rail should be limited to the Portland core. Region wide planning should focus on wider area and more frequent busses	7/2/2018 11:22 AM

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601	Seems to be a good balance between public transit and general road improvements	7/2/2018 11:21 AM
602	I hope we can use some of that 3.3B for retrofitting and improving our existing bridges as well as building an additional Columbia crossing.	7/2/2018 11:20 AM
603	I hope the plan addresses two areas in particular: The 1-5 bridge and the tunnels on hwy 26.	7/2/2018 11:18 AM
604	I personally use Trimet and bicycle whenever possible but I also know that trucks and cars and highways need consideration. I gave my agreement with the balance of investments a 9 instead of a 10 as a hedge over concern that highways may be slighted. Make sense?	7/2/2018 11:18 AM
605	More needs to be done on freight access, roads and highways	7/2/2018 11:16 AM
606	i'm excited to see more investment in public transit than in highways	7/2/2018 11:13 AM
607	Spending 4.6 billion on highways vs 1.8 billion on active transportation is way out of whack.	7/2/2018 11:11 AM
608	More needs to be spent on Highways & Roads and Bridges the Transit since very few use transit vs the other form transportation.	7/2/2018 11:07 AM
609	I would like to see more stop signs at intersections and I would also like to see more ada curb cuts and less replacements of already existing curb cuts. Please do the ones that have't been done before replacing ones that already exist	7/2/2018 11:04 AM
610	Investment in transit is good. There should be more investment in active transportation, transportation demand management, and system management and operations.	7/2/2018 11:00 AM
611	I think there is a danger in starting with the strategy and budget instead of the desired outcomes aka "attributes". If we start with attributes that the plan should support I would propose that "safety" and "accident reduction" should be in the top 5 and weighted heavily because in many cases this is far less expensive than construction and allows incorporating technology and communications. I would also add "public health" into the list of desired attributes so that limiting dirty diesel trucks such as overloaded dump trucks that in Oregon require no review but have a permanent license and damage roads far faster than light weight vehicles. Environmental impact studies are required to consider the effects on public health (which would favor public transit with batteries such as major European cities) actually do more harm than good in that regard as evidenced by the Environmental Impact Study requirement that the price of gasoline cannot be forecast to increase and speculation that dirty diesel smog does not adversely affect health cannot be included but diesel emissions while building rail can be. These fundamental issues should be determined as objectives first then the strategies and budget weighted accordingly. But given that you ask if this allocation might be about right without any other information, sure I guess it is about right but whether it will do any good will be depending on deciding what "good" is before spending the money!	7/2/2018 11:00 AM
612	Highway spending benefits are few and externalize much of the cost to other users. Continued prioritization of automobiles will not lead to promised climate change goals and will also not relieve congestion as promised.	7/2/2018 10:59 AM
613	Over half goes to highways, roads and bridges. Does that mean more cars? New or expanded freeways? Where will these new freeways go? Will we destroy more neighborhoods and how will we deal with all the pollution from more cars?	7/2/2018 10:55 AM
614	Less on highways and more on system management and transit.	7/2/2018 10:43 AM
615	Highways only.	7/2/2018 10:42 AM
616	I no longer believe the new max line to SW Portland is a sound investment, especially when your new motivation is to cut costs wherever you can rather than build it the right way, but improvements in roadways, more frequent bussing, and pedestrian safety are still very much needed!	7/2/2018 10:41 AM

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617	I appreciate that the investment in active transportation is significant. Would like to see more funding for the TDM sphere - a little more can go a long way. While investing in infrastructure is critical, fostering a culture that values, utilizes, and accepts alternative options as is necessary as well. This in turn improves freight accessibility, transit ridership, and congestion.	7/2/2018 10:40 AM
618	Highways and roads and bridges should take priority over transit. Highways are clogged all hours of the day and roads are in terrible shape.	7/2/2018 10:39 AM
619	Improving highways and surface streets for trucks and autos	7/2/2018 10:35 AM
620	- extending highways/roads/bridges will attract more traffic but can't solve the problem of increased traffic congestion. - increase public transport within the city boundaries: specifically, more bus lines (with fewer stops) that connect North South. Not every bus has to go via downtown. - it would be amazing to use the train line to get commuters in the city. Create P+R schemes in Vancouver on the way to Salem and have buses available at Union Station to take people into downtown etc. Make sure people can take their bike on the train. - There is a fair amount of cycling infrastructure. At this point, I would just consider creating 'parking facilities' for bikes as this may be the limiting factor if cycling increases.	7/2/2018 10:35 AM
621	Since Public Transit is Portland Centric I feel it should receive a smaller percentage of the available funds. Update the Public Transit plans to add capacity that doesn't pass through Portland and my opinion will change	7/2/2018 10:35 AM
622	The region should be spending more on transportation demand management and less on highways. This budget spends 35 times more on highways than demand management. I appreciate the investment in transit, fixing bridges and active transportation.	7/2/2018 10:30 AM
623	for me personally, it still puts too much emphasis on highways though I realize I'm out of sync with much of my community (I don't drive and don't want to drive)	7/2/2018 9:19 AM
624	Too much money on highways. If we want people to drive less, we need greater and better investment in transit and active transportation.	7/2/2018 9:02 AM
625	would like to see less spent on fixed mass transit (ie light rail), more emphasis on flexible mass transit (bus, high speed bus) from that portion of 'pie'	7/2/2018 8:47 AM
626	We need to make highways the #1 priority, as having 3 lanes is not enough, hence why traffic has gotten worse over the last 10 years. Having 4 lanes on 205 and I5 would be my first priority. I also think roads need to have potholes filled in SE and NE Portland.	7/1/2018 10:23 PM
627	I would like to see more focus on removing cars and on protecting the safety of neighborhoods. Keep cut through traffic out of our neighborhoods, these are the people who are speeding through endangering us.	7/1/2018 7:58 PM
628	a higher roads and bridges budget may be appropriate for maintenance	7/1/2018 6:39 PM
629	As I age I'll need more options for travel. I'll give up my car someday and I'll want to easily get from place to place.	7/1/2018 4:34 PM
630	I'm surprised more isn't being directed to bridges, but perhaps in the "highways" and "transit capital" are also bridges. I know we have a number of aging bridges that need help.	7/1/2018 3:41 PM
631	Only the healthy benefit from biking & walking. If we build highways, then motorists will come. We need renewable, electric robotic vehicles.	7/1/2018 12:42 PM
632	More transit. High speed rail east to west.	7/1/2018 10:00 AM
633	Expand freeways highest priority add additional freeways/highways through out the metro area should be the top priority	7/1/2018 6:23 AM
634	I would like to see a little bit more for highways	7/1/2018 1:01 AM

635	Place great emphasis on transit capital and active transportation, followed by roads and bridges.	6/30/2018 9:24 PM
636	Does this include increased safety for transit users?	6/30/2018 7:13 PM
637	I want the highway system to fall into disuse -- if disrepair will lead to that, fine.	6/30/2018 9:58 AM

What do you want policymakers to know as the transportation safety strategy is implemented?

Answered: 231 Skipped: 650

#	RESPONSES	DATE
1	Including the I-5 expansion as a safety project is a farce. Although there are plenty of good ideas and plans included, I don't believe there are sufficient actions to change driver behavior or improvements in infrastructure to improve safety. As of right now, there is little incentive, or disincentive, for drivers to operate their vehicles safely. I believe a dense network of speed and red-light cameras is the only mechanism I can envision the prompt a change in behavior. A bonus of using cameras is that they are free from bias, unlike human traffic enforcement officers. As such, I applaud the plans to address policy issues at the state level. Missing from these plans are robust network designs of a protected active transit network. Although some aspects are quite positive developments such as the Flanders bikeway or the light at SE Ankeny and Sandy, there are far too little actions to result in any real changes in safety.	8/15/2018 11:35 PM
2	As chair of the South Tabor Neighborhood Assn Land Use Committee, We would like to be sure 82nd is included in this plan.	8/15/2018 6:17 PM
3	Improving safety also increases capacity and use by pedestrians/ transit and active transportation.	8/15/2018 6:03 PM
4	Strategy 3 actions are most likely to have a positive affect on safety and should be the priority far and above everything else. I strongly believe that state laws should be changed to enable wide-spread use of automated traffic enforcement technologies which are free of bias towards certain groups historically targeted by police.	8/15/2018 4:28 PM
5	I applaud the premise of this strategy; it's entirely correct. It's not clear that the action steps described are up to the task that you've set out.	8/15/2018 2:46 PM
6	If significantly more enforcement (including cameras) is actually implemented along with harsher penalties for distracted driving, I can see the plan having impact.	8/15/2018 2:39 PM
7	Keep in mind that infrastructure like dedicated bike lanes, more and better crosswalks contribute to fewer accidents. We should not be widening roads for cars, we should instead try and build more infrastructure for bikes, buses, and pedestrians.	8/15/2018 2:22 PM
8	As Portland's Vision Zero approach shows, if you only mouth the words, and don't make the hard choices to remove lanes and slow down auto traffic, you'll get Zero Results. If you really want 82nd, (e.g.) safer, reduce it to one lane each way, let the traffic back up, and add center medians, and signalized crosswalks every two blocks. Add bus only lanes (no BAT lanes), and bike lanes protected by concrete curbs.	8/15/2018 1:46 PM
9	This needs to be much more aggressive in improving safety for vulnerable road users. In crossing any street, including highways, no more than one lane should have to be crossed at a time. This means removing lanes and/or median islands at crossings. Multiple lanes also make cycling dangerous. One lane in each direction should be the standard for anything except freeways.	8/15/2018 1:39 PM
10	We need to prioritize the safety of the most vulnerable. Cars are the norm in our culture, and we need to try to actively shift that dynamic. Part of that work is ensuring protection for folks using active transit or walking. There is so much danger for people using these methods of transportation now and radical shift is necessary.	8/15/2018 1:26 PM
11	Beyond speed limit reduction, I would suggest pedestrian zones and other car-free areas where possible.	8/15/2018 1:17 PM

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12	Include animals in plan - seperste bikes from cars	8/15/2018 1:12 PM
13	If you honestly want Zero traffic related deaths you need to remove the driver from the equation entirely. Intersections could also be safer in the meantime (TRY PAINTING THEM SO DRIVERS KNOW PEDESTRIANS CAN CROSS.)	8/15/2018 12:20 PM
14	I do not see any strategy to reduce auto usage, only mitigate the negative effects of it. I find this to be a setup for failure.	8/15/2018 11:40 AM
15	We need to remove highway-style slip lanes from City streets, provide pedestrian crossing ramps at ALL intersections (west side of Morrison bridge, for example), and stand up to freight demands of hgih speed roads and wide driving lanes through or into neighborhoods (Greeley, Lombard, etc)	8/15/2018 11:15 AM
16	I'm sure it's a great policy. Here's what I know: over 50% of the drivers on my street exceed 35 miles per hour. 85% exceed 25 miles per hour, which is the posted speed limit. In the last six months that I've been collecting this data, I have seen exactly one car pulled over for a traffic violation on the street, and he was a black teenager that was pulled over in front of his own house. My bottom line: there is no traffic enforcement in Portland. The police's own record keeping shows that they make an extremely low number of traffic stops (on the order of 3000 per month as I recall). The culture of speeding and aggressive driving in Portland is only increasing. Without enforcement, you can put up all the 20 and 25 MPH signs you want, but don't expect any change in behavior - people know they'll get away with it.	8/15/2018 10:28 AM
17	More lighting on wide, fast roads could help. On roads like Powell and 82nd so often in the winter it's dark and rainy and hard enough to see other cars , it's impossible to see people running across in dark clothing. Lighting up those main traffic corridors could help. More safe places to cross on streets like Division and 82nd.	8/15/2018 9:04 AM
18	There are unsafe roads that need improvement even though people have not died on them as frequently, such as Columbia Blvd in St. Johns, and N. Fessenden St.	8/15/2018 8:58 AM
19	Deaths from traffic violence continue to rise in the metro area and in Oregon, and it's extremely important to implement safety strategies such as Vision Zero to prevent any more people from dying on our roads.	8/14/2018 11:59 PM
20	I love Vision Zero and the idea of designing roads for safety rather than for faster car travel.	8/14/2018 11:04 PM
21	Adding trees as dividers on wide streets helps slow traffic down—that should be the top priority for dangerous, wide streets. Also, the "20 is plenty" campaign is great, but requires more enforcement. Few officers patrol the neighborhood greenways to catch motorists who are going to fast. My street, 16th ave, has a 20 mph speed limit but drivers often go 40 mph because it's a highway onramp, despite proximity to a preschool, multiple high-capacity apartments, and public parks.	8/14/2018 3:38 PM
22	Policymakers funding decisions should align much closer with these types of safety strategies. The proposed mix that provide over 25% of regional funding for increased auto capacity is antithetical to Vision Zero in most cases.	8/14/2018 1:26 PM
23	I like the Safe People aspect (as in Safe Drivers). Please please please make drivers over 75 years old take a driving test every 5 years!	8/13/2018 8:23 PM
24	Sometimes I see "no pedestrian crossing" signs. I understand that this is because it's cheaper to put those signs up than to do the work necessary to make those crossings safe. Take the money from the highway fund. Make it safe to walk.	8/13/2018 7:54 PM
25	Although this plan seeks to address reducing the fatality factors of pedestrian accidents, it fails to take into account the variability of drivers as well. Blind corners, low-visibility streets, and street-ways that lend themselves to higher speeds are also areas that can be modified to systematically prevent the possibility of pedestrian fatalities.	8/13/2018 6:59 PM
26	If these ideas are implemented FIRST, along with transit improvements, I think you'll find a lot of our congestion problems lighten by a substantial amount.	8/13/2018 6:24 PM
27	More red light cameras!	8/13/2018 4:04 PM

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28	Please lower traffic speeds in neighborhoods, particularly around schools, even if it takes lobbying the state to change the rules. I live near an elementary school and middle school and regularly see cars speeding by.	8/13/2018 3:59 PM
29	Policymakers should know that the right-of-way of pedestrians and other non-car active transportation (bikes, skateboards, scooters) should always lead the issue. The burden should be put on vehicle drivers to pay for and accomodate that right-of-way at all times. The burden is not on the pedestrian, whose body (unlike a car) has little to no safety threat to any other means of transit.	8/13/2018 3:30 PM
30	policymakers aren't doing enough to achieve vision zero as people continue to die on our streets. Virtually all speed limits should be 20-25 mph	8/13/2018 2:31 PM
31	Street design, not enforcement should be used to keep people safe.	8/13/2018 1:37 PM
32	Protect6ed bikeways and pedestrian crossings/sidewalks must take priority for highway expansions. Toll first, use the money for safety projects then assess the results after a full active transportation network is built. Any drug/alcohol stiffing dogs must be used judiciously, as bombs are more important. The drug way has been a racist tool from the beginning, and marijuana sniffing dogs are a waste of resources.	8/13/2018 11:48 AM
33	I and many others really appreciate the efforts make southeast Portland more bikeable! I am very excited about the work on Foster road	8/13/2018 10:49 AM
34	Anything for safety is good. Always and forever should making people, especially pedestrians, be a priority. One thing to give more consideration to is that if you get more of the vehicle traffic out of the small commonly walked streets and to major arterials it is as beneficial as anything. Make those main roads easy to navigate for vehicles, widen and add lanes to them where possible and naturally vehicular traffic will avoid the roads you want safer for pedestrians.	8/13/2018 10:20 AM
35	Vision Zero will never be attained if we continue to invest in new highways and roads designed for fast moving vehicular traffic, as your funding pie chart suggests. Instead, please truly move toward Vision Zero by investing in public transportation, active transit, road diets, safety improvements, and begin tolling or otherwise charging for motor vehicle time of use.	8/13/2018 10:18 AM
36	We have the technology to rate-limit every car in the larger metro area to 20mph (for arterials) and can make the speed limit in neighborhoods 15mph or less. Seems like that'd solve a lot of safety problems right away.	8/13/2018 5:57 AM
37	The city should build protected bike lanes on all major streets	8/12/2018 11:16 PM
38	Focus first and invest the most in historically -underserved and disproportionately-affected communities and corridors. This means tackling difficult issues like 82nd Ave, Powell Blvd, and other highway-like roads. These need to be made much safer, much more quickly. Instead of spending billions on highways, look first where deaths and serious injuries occur on our streets and focus there instead.	8/12/2018 10:00 PM
39	Section 4.3 Reduce speeds and speeding looks appropriately aggressive. The rest of the policies are too timid. For example, "Develop criteria and spacing standards and/or policies for enhanced pedestrian crossings in areas with pedestrian activity (such as transit access) and where enhanced crossings are greater than 530 feet apart." doesn't commit to actually doing anything. The strategy needs to commit to ensuring that by 2035 pedestrians have no incentive to cross unsafely no matter where they're trying to go. Other strategies need similar commitments: don't just create a policy by 2035, fix the problem by then.	8/12/2018 9:32 PM
40	This is really important, and it's really key that we get all the local players on board. PBOT has been a great ally. I wish the same could be said of ODOT. We need to apply these principles to all our roads and routes.	8/12/2018 8:29 PM
41	Cars are killing us in every way. Cars should not be allowed in the central city. Barriers to fast car traffic should discourage car use and prioritize walking, biking and public transport.	8/12/2018 11:49 AM

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42	Vision Zero has been referred to as Zero Vision. I agree with that.	8/11/2018 4:52 PM
43	Loss of life, particularly of vulnerable road users, on our streets is never acceptable.	8/11/2018 12:15 PM
44	Please see page 107 of this report for the map showing projects with primary purpose of reducing crashes: https://www.oregonmetro.gov/sites/default/files/2018/06/29/RTSS_PublicReview_062518.pdf Note that such projects are few and far between in Washington County. I think an analysis would show that most of the work being done by Washington County is intended to increase the use of motor vehicles, and increase the number of such deadly vehicles used, and to increase their speeds by widening roads (which also can increase conflict points). Metro cannot claim to seek the safety of all road users when just a fraction of projects are aimed at improving safety. Metro should block funding to projects which result in increased M/V capacity or speeds.	8/11/2018 11:51 AM
45	Lower speeds save lives.	8/11/2018 10:20 AM
46	Actually fucking do it. People die hit at 40 mph? The speed limit should never be close to that high, anywhere.	8/10/2018 11:26 PM
47	reducing speed limits would go further	8/10/2018 11:12 PM
48	This type of investment is incredibly important to livability.	8/10/2018 1:06 PM
49	Additional roadway expansion and construction is contradictory to this entire strategy. You cannot preach safety, while also planning to expand options for the number 1 cause of death in the US.	8/10/2018 10:25 AM
50	widening highways won't make things safer for pedestrians and cyclists. focus on improving existing infrastructure.	8/10/2018 9:56 AM
51	The only way to make people and the planet safe is to drastically curtail motor-vehicle use ASAP. Please come up with a plan that does that. Be bold and visionary!	8/10/2018 9:03 AM
52	What about East Portland? We need sidewalks to walk on and safe places to cross the street.	8/10/2018 8:58 AM
53	Vision Zero, if taken seriously, is a radical framework. It demands us to see that every single death on our transportation network is preventable. In order for us to actually achieve vision zero, though, there will have to be fairly major structural changes to the way that people currently drive around our city. Speeds will need to be reduced everywhere. In some cases, entire areas should become pedestrianized (I'm thinking here that much of the Pearl District, especially NW 13th Ave, should be entirely car free) and others should undergo road diets. There also needs to be ideological shifts at ODOT. Throughput will need to be deemphasized; a vision-zero type of safety will need to be elevated and taken into account in every decision that ODOT makes. Ownership of Powell Blvd will need to be transferred to the City of Portland, and we should demand that there are no more urban highways running through the city — slow down every high crash corridor and force people to recognize that their speed is a risk to everyone (including themselves). In short, driving will need to be made significantly less convenient for Vision Zero to actually be implemented. (Wherever it is made less convenient, there needs to be a concomitant investment in adequate transit — we do not need to be making it more challenging for poorer residents to make it where they need to go.) I'm concerned, though, that the City and Metro might not have the courage to make this happen. As I said, Vision Zero is indeed radical.	8/10/2018 7:33 AM
54	Wide streets and roads move traffic efficiently. Road diets and eliminating traffic lanes increases congestion, tailpipe emissions and fuel consumption. Time wasted in traffic can never be replaced.	8/9/2018 9:20 PM
55	Cannot just rely on infrastructure, at some point drivers need to be sufficiently punished for their bad deeds.	8/9/2018 7:51 PM

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56	The attached document reads well -- but the proof of our conviction will be measured in the tangible changes we make to improve safety. We have spent a lot of time and funds on analysis to support what we know -- people in cars are dangerous, and people in cars kill other people. Period. Bold steps must be taken to markedly improve safety on our streets. To be meaningful these measures must alter behavior, and that will be politically difficult; however, there is no other way forward to safe streets. Improving safety can do wonders to increase the livability and desirability of our communities -- there are many, many benefits. But at the end of the day this is a question of moral responsibility -- to ensure all are safe on our streets vs. inconveniencing some auto drivers. We know the right answer. We know what must be done.	8/9/2018 5:22 PM
57	more sidewalks and protected bike lanes, and lower speed limits are all things i would approve of!	8/9/2018 4:46 PM
58	Separate bicycles and cars/trucks. New investments like Sullivan's Gulch trail offer vision zero help.	8/9/2018 2:06 PM
59	Per my previous comment, please focus these safety projects on the last/first mile, where pedestrians/cyclists are trying to get safely from their homes to alternative forms of transportation.	8/9/2018 12:44 PM
60	We KNOW what to do to make bicycle users/pedestrians safer. There exist known, proven, and tested methods to make folks safer. Things such as the dutch bike intersection. We should be building those!	8/8/2018 5:05 PM
61	It's important to implement and all of the above approach using techniques to slow traffic and physically protect pedestrians from harm. Also giving pedestrians more safe places to cross with signals would help prevent injury or death from vehicles not yielding to pedestrians. If the crossings are signalized(with H.A.W.K beacons for example), then any injury that occurs would be due to failure to obey signals.	8/8/2018 1:44 PM
62	I am concerned that the policy tries to make equity a lens through which success will be considered. This is transportation - it should be about safety. I do not think it should be deemed a success if there are reductions in crashes involving non-English speakers but there is an increase in overall crashes. The objective should be safety for all. Do not get distracted from your primary purpose -- make the transportation system work better for all users.	8/8/2018 10:19 AM
63	Cool. First, "Vision Zero" is stupid. I know, everyone's doing it but what does it mean? I see nothing? My vision is null. I mean, it's laughable. Try "Stop frelling killing people." "focused on reducing and minimizing the impact of dangerous behaviors" Then cars and other motor vehicles need to be taken down a notch or two on your priority list. The mindset that streets are for cars only is (ahem) driving the madness.	8/8/2018 10:15 AM
64	Policy makers need to make it clear that automobiles are inherently dangerous and to chase a goal of zero deaths in the transportation system means advancing a policy of reducing vehicle miles traveled. This is an oft stated goal when vision zero is adopted in European countries, in particular in Sweden where vision zero was first adopted as policy. I highly encourage Metro to pursue a policy of reducing vehicle miles traveled as a way to reduce death within the transportation system.	8/7/2018 9:46 PM
65	It is important to account for human frailty in designing transportation infrastructure and improvements, but overcompensating for human stupidity will drive the design teams in circles and result in out of control costs.	8/7/2018 9:44 PM
66	I am hoping that increased density will shrink the need for long distance commuting, making slower speeds more acceptable	8/7/2018 5:09 PM
67	I support you in the use of speed cameras and higher enforcement - so long as they're balanced by the recognition that such efforts can have disproportionately high effects on lower income drivers	8/7/2018 2:05 PM
68	Learn from other cities/countries, especially with regards to bicyclists.	8/6/2018 10:36 PM
69	Flow is still important. Making it miserable to drive in the metro area is not good way to increase safety. It gets drivers more frustrated.	8/6/2018 1:44 PM

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70	Concentrating efforts on the most dangerous areas is a reasonable approach. Efforts should be made to reduce car speeds, reduce car use (with both carrot and stick policies, like improved transit and congestion pricing), improve protected bike paths (i.e. NOT bike paths mixed with cars). Invest in East Portland! There is a socioeconomic aspect to this whereby people in lower income areas have less safe pedestrian and cycling infrastructure.	8/5/2018 1:32 PM
71	Traffic calming design is good, but you will not achieve a traffic death rate of "zero" as long as drivers and pedestrians have opportunities to interact. Your top priority should be to discourage driving as Metro residents' primary means of transportation. Work to make mass transit use a no-brainer for the middle-class professionals most likely to scoff at it.	8/5/2018 11:00 AM
72	We must prioritize building infrastructure projects that increase safety for bikes and pedestrians... this must be the TOP priority. Specifically, please fill in 100%of the gaps in the bike/ ped/ multi- use path network in the first 10 years.	8/5/2018 7:18 AM
73	I support this commitment to vision zero. I think this statement would benefit from more specific language about how these corridors will be targeted: reduced speed limit? protected bike lanes? what?	8/4/2018 6:28 PM
74	More action behind these words. Especially action that sinks in what Vision Zero is to more car users.	8/4/2018 9:41 AM
75	If you are taking this seriously, stop spending money widening roads and freeways!	8/4/2018 8:37 AM
76	WE NEED LAW ENFORCEMENT!! I bike 16 miles a day between Montavilla and Downtown. The number of drivers running red lights, speeding, driving dangerously close to bikes, cutting off bikers and peds is simply astounding. And they do it because there aren't police around who are ticketing. A sign on every street that says "25 MPH" is nothing but a piece of scrap metal if we don't have law enforcement.	8/3/2018 8:27 PM
77	I think traffic calming strategies are highly effective where simply lowering a speed limit is not.	8/3/2018 1:05 PM
78	Road expansion only invites "induced demand".	8/3/2018 11:11 AM
79	Focus on high injury corridors is a good approach.	8/3/2018 9:54 AM
80	Speed limits need to be lowered on the dangerous streets in east county and other places. These streets need to be made safe for everyone.	8/3/2018 8:17 AM
81	If safety is truly the priority then Metro would have allocated the majority of this budget to it rather than to highways.	8/2/2018 9:01 PM
82	Fewer private cars and more public transit and bike infrastructure	8/2/2018 7:21 PM
83	We need to treat this as seriously as it is. If we want to reach zero fatalities, we need to have no more 4- or 5-lane roads. Travel speeds (not limits, but the actual speeds of drivers) need to be 25 mph or less anywhere where an interaction with vulnerable road users is possible. Metro can start by reducing the limits on the bridges, narrowing lanes, and providing other traffic calming measures as necessary.	8/2/2018 5:53 PM
84	They have to actually *do something*, they have to make hard difficult choices that prioritize safety. They don't "balance" safety, it is the #1 goal. VisionZero is too often used as a buzz phrase and nothing changes; engineers continue using auto LOS and stuff stays the same as it ever was.	8/2/2018 3:10 PM
85	Expanding freeways is not a safety issue. Using the money on our local street is though.	8/2/2018 2:48 PM
86	Williams is another street that, because it is so long and relatively flat, has a lot of very fast traffic that makes it dangerous for cyclists and pedestrians crossing.	8/2/2018 2:44 PM
87	I want to see actual infrastructure improvements that prioritize vulnerable road users, e.g., flashing beacons at crosswalks on roads where there is a high incidence of pedestrian fatalities; protected bike lanes. Also, we need to address "state highways" Powell, 82nd, and Barbur. The standstill/stand-off between ODOT and PBOT is unacceptable.	8/2/2018 2:01 PM

88	I hope the stark reality that the most popular form of transportation is responsible for virtually all traffic-related death and injury. It will take politically unpopular decisions and planning to make Vision Zero a reality, and I hope policymakers recognize this and push forward or drop the pretense of Vision Zero entirely.	8/2/2018 10:18 AM
89	It's the ODOT controlled roads in urban areas that are the deadliest. east 82nd ave, Powell, hwy 43, et al. ODOT roads are actually very good, when they are outside urban areas. Hwy 26 from Portland to Idaho is one of my favorite drives in the country. Inside Portland, I will go miles out of my way to avoid riding a bicycle on any of these roads.	8/2/2018 9:52 AM
90	I'm glad to see the focus on particularly vulnerable (pedestrians, seniors, and bikers) and systemically underserved people (people of color and low income folks). I hope that this focus continues to be centered, particularly that investments are targeted with these folks in mind. Don't get clouded by motorists!	8/2/2018 8:03 AM
91	This certain all sounds good in principle, but I am dubious about how serious the people at ODOT and other transportation agencies are in pursuing improved safety, especially for pedestrians, cyclists, and kids. The amount of investment that needs to be dedicated in this plan does not seem to be near enough. Furthermore, engineering manuals used by the agencies are still primarily car-centered. Policymakers should see the blood on the streets and throw out the manuals they have been using and look to places that have taken more innovative and creative steps to saving lives.	8/2/2018 7:46 AM
92	Transpo funding is Metro's main policy leverage. It should use it, and it should not tolerate freeway or stroad expansion until streets are made safer.	8/2/2018 1:06 AM
93	Make everyone who complains about spending money on safety cross back and forth across one of ODOT's death-trap arterials for a week. If they're still alive and haven't changed their mind at the end of it, they're probably not worth listening to.	8/2/2018 12:03 AM
94	Vision zero is important but honestly if we aren't providing an alternate transportation system for people who should have their keys taken away, we won't have the backbone to take those keys which means we're going to continue having a lot of traffic fatalities	8/1/2018 11:13 PM
95	-Invest is separated bike lanes - Invest in personal security on bike and pedestrian ways and bus & transit stops, including lighting, long sightlines, visibility, etc...	8/1/2018 10:19 PM
96	Enforcement, as well as road design, should be key components of this strategy. Speed cameras, as well as reduced travel lane widths, should be considered.	8/1/2018 10:05 PM
97	From reading the document, I didn't understand how will all of this spending will solve the largest stated issue of drunk people of color not being seen as they make a fatal mistake at the four lane intersection at night. Wouldn't it be cheaper to put high viz features on all the clothing so they could be seen? Also please consult an actual cyclist before putting green paint all over everything. We hate hate hate paint in our bike lanes!!!	8/1/2018 9:10 PM
98	The statement above is not a functional policy. It is an aspirational vision statement. No action has been identified, other than analysis of high crash corridors. It is politically and practically impossible for analysis to lead to zero fatalities in any time frame.	8/1/2018 8:29 PM
99	An overhaul of land-use zoning is needed to turn many boulevards from "auto row" into a family-friendly place with a mix of light industrial businesses, housing, public spaces, and protected bike lanes, and access to greenways.	8/1/2018 8:25 PM
100	Provide & route ped/bike traffic onto low traffic streets interleaved with high traffic automotive streets (ie - bike boulevards, etc). Bike lanes on very busy streets are not fun. East side Portland gets it, other areas less so.	8/1/2018 7:25 PM

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101	Follow through on the commitments to increase mode share rather than making it easier for people to drive. We need more options for everyone. Make good on the commitment to invest more in historically underinvested and underrepresented areas and people. Everything in this plan sounds good, and we need it now more than ever.	8/1/2018 6:54 PM
102	Acknowledging that all injury is preventable is great. But the stats on pedestrian fault in the PDF is bad. The information is perhaps useful, but at any point putting blame on pedestrians for being struck I think is completely incorrect and car centric thinking. Drivers should always be alert enough not to hit peds, and infrastructure should make it safe for peds and make it slow for cars. 20 is plenty.	8/1/2018 6:47 PM
103	Having a strategy is fine but spending needs to follow priorities. The I5 Rose Quarter Project does nothing for safety.	8/1/2018 6:19 PM
104	So far they're just words. Little action. How can this be a goal when active transportation gets such a little slice of the pie? Answer: It can't be. Time to get serious.	8/1/2018 6:10 PM
105	Safety extends beyond the street footprint. Development (design and long term planning) needs to be part of the process.	8/1/2018 5:29 PM
106	The largest cause of damage/death is people operating automobiles. Unfortunately, the roads are designed to give them highest priority and easiest mobility, which leads many to think they can drive much faster than is safe. Automobiles (aside from buses and freight) should be restricted to fewer streets/lanes, and those streets need to be designed to force slower speeds, instead of just putting up low speed limits and hoping people obey (since we have a ridiculous lack of enforcement). There should also be large sections of cities where cars are completely prohibited, similar to what many cities in Europe are starting to do. We need to stop prioritizing convenience for drivers while just giving lip service to safety. If streets are designed so that transit/active transportation is at least equal in convenience to driving then more people might actually get out of their cars, which would immediately and drastically improve safety.	8/1/2018 4:01 PM
107	They need to support it.	8/1/2018 3:22 PM
108	If we want safer streets, it does not lie in the street, but rather it lies with more restriction being put on Driver's Licenses being handed out. There is too much leeway, and privilege with licenses. We need tighter regulations on how we administer licenses as well as stricter punishment. It's not the roads, or the cars; it's the people-- the emotions, those who lack patience and empathy.	8/1/2018 2:59 PM
109	The city has continued to lower speed limits but I don't see it affecting the actual speeds of cars. Also I can't believe how many people I see using phones while driving. Laws are not helping people to drive safer at this point.	8/1/2018 2:53 PM
110	It ain't scooters that are running people over.	8/1/2018 2:37 PM
111	Right now, it feels like transportation in Portland is designed to privilege cars. Thus, we're safest in cars. Give us protected bike lanes- please make it safer to use alternate transportation! Imagine the city we could have if you all took the money that you're planning to spend on highways and instead spent it on safe bike paths and more public transit options- the improvement to the safety and health of the citizens of portland would be amazing.	8/1/2018 2:20 PM
112	There needs to be more enforcement of current laws!	8/1/2018 2:14 PM
113	If we fund highways, we're going to have more driving. More driving means people are going to keep getting killed. We need to shut down our highways and get people out of cars to make the streets safer for people. This plan does not go far enough.	8/1/2018 1:40 PM
114	I live off of 82nd Ave in Clackamas County, and I don't feel comfortable taking my nephews along it, especially by bicycle. I ask that Vision Zero be as bold as possible, encouraging traffic calming on all major roads, and safer bicycle infrastructure.	8/1/2018 1:38 PM
115	We need to put our money where our mouth is. Without bold action, Vision Zero amounts to lip service.	8/1/2018 1:16 PM

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116	Without measurable long term goals on safety and specific short term goals goals on implementation of safe infrastructure "vision zero" is meaningless.	8/1/2018 12:48 PM
117	I agree with this statement and think that this safety should be the cornerstone RTP update. Prioritize projects that improve the safety of our high-collision roadways!	8/1/2018 12:33 PM
118	The biggest threat to safety is the failure to address ODOT managed roads like Powell and 82nd	8/1/2018 12:00 PM
119	We need better enforcement. We need to eliminate uncontrolled intersections. All the yard signs and slogans in the world can't replace that.	8/1/2018 11:59 AM
120	Add "high" to the drunk and distracted category. We need clear messaging that it is unsafe to drive while high on Mairijuana or anything else	8/1/2018 11:49 AM
121	Don't waste time on data collecting, studies and analysis. If 60% of fatal/life-changing injury occurs on 6% of roadways, fix those 6% now! The next person who doesn't get killed will appreciate it!	8/1/2018 11:10 AM
122	Investing in improvements to high-crash cooridors is a good strategy, but we also need more investment in our neighborhood streets throughout the city. We need lower speed limits, more traffic calming devices, more physically protected bikeways, elimination of all slip lanes, and more bulb outs.	8/1/2018 11:01 AM
123	talk and plans sounds good but don't do anything unless its backed up by enforcement (of speeding , distracted driving etc.), and by good, bold design, not 1/2 measures.	8/1/2018 10:50 AM
124	I think the priorities stated above would greatly improve safety in greater Portland if they were actually implemented and reflected in Metro's policy choices. Unfortunately, Metro's insistence on continually spending the majority of its transportation resources on furthering automobile use will prevent Vision Zero and similar priorities from being effective.	8/1/2018 10:16 AM
125	I'm all for making roads safer, but not wider. Nor for building more of them. Many European cites are beginning to ban cars altogether from city centers. Now THAT's making streets safe! We can't move that fast but we will be playing catch up to more advanced parts of the world re: transportation, so let's keep that in mind now.	8/1/2018 10:14 AM
126	Safe systems are going to depend on less people driving. As more people move to the region it's not going to magically become safer because they are "good" drivers.	8/1/2018 9:50 AM
127	This is an ideal strategy, but I have serious doubts about how our money is being spent to accomplish these goals. Expanding freeways doesn't do this. Investing in things like traffic calming, separate/connected bicycle infrastructure and improving pedestrian access does.	8/1/2018 9:34 AM
128	Flx the roads first. They are in horrible shape. Put up more street lights so there is more visibility at night. Use advertising to alert people that if they want to be safe at night, they need to wear light colors, or safety clothing.	7/31/2018 6:52 PM
129	Pedestrians first; transit second, active transportation third; enforcement with attention to racism biased police actions	7/31/2018 3:50 PM
130	It sounds great in theory but needs to be backed up with actions. Actions that include lower speed limits, design that provides de facto enforcement rather than requiring the use of police officers, and designing the public right-of-way in a manner that works at a human level, not for people passing by inside a car.	7/30/2018 9:45 PM
131	Wise investments are those that lessen the need for cars in the first place, but funding priority should go to underserved neighborhoods in places like east Portland, and to creating better pedestrian crossings along busy thoroughfares.	7/27/2018 11:03 AM
132	Reducing driving -- by improving transit, biking and walking -- is the best way to increase safety for all.	7/26/2018 2:29 PM
133	Enforcement needs to be a key element of this plan.	7/26/2018 8:17 AM

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134	Clear messages to passengers how to safely access other means of transport when an accident causes disruption of trip.	7/26/2018 5:58 AM
135	Narrow these streets. If ODOT does not, I hope Metro will advocate for a jurisdictional transfer	7/25/2018 10:52 PM
136	All projects should be safety projects, the region's roadways should have slower speeds (no more than 40 mph), and we need to separate people walking and bicycling/rolling from those in motorized vehicles.	7/24/2018 4:25 PM
137	Limiting/lessening car lanes on major city streets will only work if city transit is much more frequent and safer.	7/23/2018 10:04 AM
138	The discussion around adding tollways to our city on both I-5 and 205 will work against this goal, driving traffic to neighborhood streets where pedestrians and cyclists frequent. It will also add confusion and frustration for drivers who are avoiding tolls, leading to a stronger likelihood of unsafe driving behaviors. Sidewalks on the east side, where dangerous driving runs rampant MUST be prioritized to reduce traffic injuries and pedestrians. I live in an area with no curbs or sidewalks — 117th between Burnside & Division has two elementary schools with no safe sidewalks for families or children to walk on to get to them. This strip is also frequently used by police to travel at high speeds, particularly the stretch up until main. We also have a high population of Russian residents who walk on foot weekly to church service. The only area that exists for pedestrians is a gravel shoulder, upon which cars are often parked & that is extremely difficult to walk on in heels when going to work or church by transit or walking, or push a stroller along. There are increasing numbers of young families in this area due to cost of living needs & it's extremely important this area of our city and it's needs be paid attention to if you're hoping to reduce traffic fatalities.	7/22/2018 10:37 AM
139	Vision zero is a joke. We need police officers to help change the culture. Taking lanes away from drivers is just stupid. I say this as a cyclist.	7/21/2018 2:02 PM
140	They actually need to happen to make an impact. Words on a page does not reduce injury and fatal crashes or protect people walking and rolling.	7/21/2018 8:51 AM
141	Focus on areas of PDX metro that lack sidewalks, crosswalks, adequate lighting	7/20/2018 10:38 AM
142	Safety on TriMet needs to be greatly improved. There aren't nearly enough security people for the system.	7/19/2018 1:38 PM
143	I live on Harold St east of 102nd Ave. we are a bus route, an emergency vehicle route, and a school bus route. We are often used by people driving to 92nd. We have no sidewalks or bike lanes (save a few paved areas in front of houses). People in wheelchairs have to ride in the street or navigate a gravel pothole-filled roadside. Our quality of life is decreased because we can't safely and peacefully walk to places like downtown Lents. Please help.	7/19/2018 7:21 AM
144	Please keep the most vulnerable members of the community and population in mind As an individual who cannot drive due to disability, I am constantly at the mercy of other motorists When I travel around the city and my daughter is with me, we are now two individuals at the mercy of other motorists I do not cross through a single intersection without considering Possibility My life will and in that moment When an irresponsible motorist Fails to live up to the Responsibility Incumbent upon them	7/18/2018 7:16 PM
145	Safer roads and highways please	7/18/2018 1:48 PM
146	For decades governments have been addressing such things as speeding, impairment, aggression, and distraction, and very little has improved. I don't expect any better results now. The vulnerable users strategy is supposedly based on ". . . proven and recommended programs and education. . . ." Of course, when you want to get cyclists out of motorists' way, you can find plenty of studies that support marginalizing cyclists. I noticed your strategy document doesn't mention the Jensen and Jensen study that shows the dangers of sidepaths, nor does it mention any of several critiques of the Teschke study. As for education, the only proposal is to provide education about traffic laws and street designs. There is no proposal for on-road education. With that attitude, why not save lots of money by dropping the road test for driver licenses? Just have people take the written test on laws, and give them licenses and the blessing of the state to go forth and drive anywhere.	7/18/2018 9:50 AM

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147	There are so many accidents and near misses on streets that are not corridors but drivers are now using as such because of increased traffic on main roads such as Broadway. Knott between MLK and 33rd (esp 15-33rd) is a prime example. Despite the posted speed of 20 drivers go 30-35+ regularly. It's a wide street and this is very unsafe for pedestrians and bicycles	7/17/2018 9:46 AM
148	Do not allow efficiency to win over safety in any way at any level.	7/16/2018 7:42 PM
149	The studies are clear, the policy is obvious, but it needs teeth in the face of those who would feel inconvenienced in the name of safety. 20 is plenty. Multiple lanes lead to speed. Deprioritize automobile traffic. People need to accept that they will get there when they will get there.	7/16/2018 11:36 AM
150	You don't mention injuries & deaths due to travel on light rail (eg, passenger attacks, track-related collisions). How will the emergence of 'self-driving' vehicles be accounted for?	7/15/2018 12:23 PM
151	Reliable and dependable infrastructure is a key requisite for safe roadways. Funding is helpful, but so is a clear framework on the specific roadway designs that should be used.	7/15/2018 7:58 AM
152	Safety should always be a top priority. There will always be careless drivers that will ignore safe driving guidance.	7/14/2018 6:23 PM
153	I don't know that Vision Zero strategies as we are willing to implement them will achieve the intended result. If we are not willing to prioritize safety over convenience and speed, if we compromise because drivers are enraged and threaten to punish leaders in the next election, then this will fail as Portland's approach to Vision Zero is failing.	7/14/2018 5:22 PM
154	Yes safety around moving vehicles is needed, but what about the safety of passengers on platforms and in public transit vehicles?	7/13/2018 7:41 AM
155	Expressways around busy regions can divert traffic from busy arterial roads.	7/12/2018 8:24 PM
156	Please also make sure you watch for distracted pedestrians and bikers. I see people riding bikes with no hands while using cell phones and people walking doing the same. A man nearly walked into me on the sidewalk he was so distracted. Really lame.	7/12/2018 7:20 PM
157	Speed is the #1 factor how deadly auto crashes are. Reducing speed limits is very important, but it is just as important to implement physical infrastructure changes that encourage people to drive more slowly. Also, fewer drivers means fewer crashes. Incentives and infrastructure to encourage transportation modes other than driving will help improve safety. Don't rely on future tech to improve safety.	7/12/2018 3:44 PM
158	To focus on safety and car deaths, we should also look to encourage non car trips. Focusing on improving roads for bikers, walkers and transit is one way to do this along with decreasing speeds.	7/12/2018 3:31 PM
159	Reduces individual responsibility.	7/12/2018 1:37 PM
160	In addition to this strategy, I would like to understand efforts to reduce distracted and aggressive driving. Anecdotally and through personal experience, many close calls and accidents can be attributed to these issues. Strategies should also include addressing the root cause, not just reducing the likelihood of a negative outcome.	7/10/2018 9:19 PM
161	We still have to get to work	7/10/2018 7:49 PM
162	Lowering speed limits in urban and suburban areas, and putting more energy into enforcing those speed limits, will help greatly. Many people continue to speed by parks and schools, and past busy apartment complexes and popular meeting areas.	7/10/2018 5:57 PM
163	Collaboration between jurisdictions and departments is essential, as well as engaging all road users and encouraging mutual respect and knowledge.	7/10/2018 8:17 AM
164	While I applaud the emphasis on design/governmental action as a significant part of achieving vision zero, the lack of emphasis on human behavior (not following the BasicRule, use of alcohol, etc.) needs much more attention in the plan	7/10/2018 12:25 AM

165	We need sidewalks. We need bike lanes, greenways, and more crosswalks that are well lit. As our town grows, we have to be mindful of how close cars can park near a corner because in Portland this results in many accidents and pedestrians from getting hit because there are so many blind spots.	7/9/2018 11:15 PM
166	While everybody would agree that zero traffic-related fatalities is a noble goal, I think most would agree that making traffic so congested and slow that a traffic fatality is almost impossible is not the right way to achieve that goal. People that drive cars daily, about 85% of commuters, need fast arterials, highways and freeways. At some point, the needs of the automobile must be a priority.	7/9/2018 7:57 PM
167	Does the strategy take into account the unpredictable nature of pedestrians?	7/9/2018 4:45 PM
168	Vision Zero is the way to go. No number of transportation deaths is acceptable. The era of jump in your car and drive like hell is over.	7/9/2018 2:17 PM
169	Vision Zero is great, keep educating everyone on the roads about how to be safe and improving the system to prevent deaths and injuries.	7/9/2018 11:36 AM
170	I've seen a lot of rhetoric about this and very little action, which is frustrating.	7/9/2018 10:54 AM
171	The emphasis on safely assuring all modes does not mean that vehicular access should be impeded or limited. Consider vehicle utilization as the priority that it is for most of the public, about 75%	7/9/2018 8:38 AM
172	Focus on the strategies under item 2.1, physical infrastructure that protects bicycles and pedestrians, when making spending decisions. It's possible to waste a whole lot of money on other things that, in the end, will not make the system's safety resilient to the passage of time; or, those funds can be invested in hardening the physical system in ways that bake safety into the networks, ensuring that bicycles and pedestrians are safe no matter what their origins and destinations; safety for automobiles will largely follow from the changes required to make the system safe for bike/ped.	7/8/2018 9:00 PM
173	Thank you for focusing on wide highway/road areas.	7/8/2018 4:13 PM
174	60% of fatal crashes occur on 6% of the roads. Yes, spend resources to reduce that. However, that still leaves 40% of fatalities and we shouldn't wait until the 6% of roads are improved. We need to start thinking of what to do about the other 40% really soon. That's why I scored this question only 6/10. I've just returned from a trip to Europe. It is now required in many countries there that if you are walking on a road, you must wear a bright reflective safety vest. Everyone carries one in their car in case of a breakdown. I also see so many people running across TV highway or Murray Blvd at night wearing all black. Let's start a major program to educate people to be more visible, especially at night.	7/7/2018 7:42 PM
175	greater consequences for ped fatality	7/7/2018 6:59 PM
176	We need to be aggressive in meeting this goal. It will require moving away from single occupancy car trips as the primary mode of transportation and you're bound to get push back. You must lead and push through the pushback if you're going to meet this goal.	7/7/2018 6:46 PM
177	Slow vehicle speeds and make cycling easier	7/7/2018 1:41 PM
178	It's a good priority, but I'm unconvinced that elected officials and government staff will do what it takes to achieve the goals laid out.	7/7/2018 1:15 PM

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179	There is no safe way to build five-lane roads; they kill people. Every five-lane road and most four-lane roads need a diet. This space could be much better used for protected transit lanes, cycle-tracks, and comfortable pedestrian facilities. I am concerned that despite the stated policy goal, the city and region continues to allow engineers stamp plans that are certain to maim and kill.	7/7/2018 1:10 PM
180	2035 is a weak goal and doesn't mesh with our climate action plan for 2030. How do you expect 25% of all trips to go by bike when cars are killing dozens of people per year in Portland alone? Car traffic is much safer for everyone on access-controlled highways such as i5, 26, 84, and 217. Everywhere else could have a 20mph speed limit right now. To say this is impractical is to value automobility above human life. The width and speed of surface streets is a form of induced demand which keeps more people driving. Through traffic should be kept on access-controlled highways. Congestion pricing is the only way to keep highways free-flowing.	7/7/2018 9:15 AM
181	I highly value safer streets, even if it means getting to my destination slower. I want to prioritize life over speed.	7/6/2018 6:01 PM
182	"all fatal and life changing injuries are preventable" is an outrageous goal unless you plan to fully enclose all roadways, eliminate human drivers, or reduce vehicle speeds to no more than walking pace.	7/6/2018 4:27 PM
183	There are not enough projects in the RTP to achieve these safety improvements.	7/6/2018 4:00 PM
184	Safety is important. Dangerous drivers need to be removed from our roadways and cyclists need separation from motorized road users.	7/6/2018 3:24 PM
185	1. Wherever possible, install planter/tree space between cars and cyclists. Ref. Image on Page 7 of the document above. There are three advantages of that: a. It isolates the bicyclist from speeding cars. b. It creates a buffer space so that a car that is trying to turn right at an intersection, will have 5 feet of turn after which the driver will encounter the cyclists, making it an almost 90 degree (perpendicular) interaction. This will make the cyclist more visible, rather than requiring drivers to check their blindspot for cyclists when turning right, which, lets face it, requires an effort from the driver and therefore is less likely to be safe. c. Trees on the side of the car lane have a speed-calming effect. 2. Toughen laws and make car drivers responsible for crashes where a pedestrian or a bicyclist is hit. Current laws are very lenient on car drivers and excuses them from persecution for reasons like "I didn't see the cyclist/pedestrian". A car should be recognised as power tool and like all power tools, it's operator needs to be held accountable. If they give reasons like "didn't see", then they shouldn't be driving and persecuted as such. 3. Jacking up of vehicles should be made illegal. 4. No road within city limit should be allowed to have speeds greater than 35 mph. 5. All arterials should have a rapid transit bus lane, which should be the right most lane, separated from cycle track by a pedestrian island at bus stops and planters otherwise. 6. Wide roads with stop signs should have pedestrian islands to ease crossing on foot or cycle. 7. The stop line for cars at an intersection should be 6 feet behind pedestrians and 10 feet behind cyclists. 8. Our driving license test doesn't test rigorously enough on how to share the road with cyclists. Most drivers don't learn to treat bicyclists and pedestrians as equals. 9. The contractors who design our road upgrades should be held to a higher standard. The road upgrade designs in Hillsboro in the last 5 years seems to have been done by a car enthusiast with no education. 10. Please talk to Building and Land Use Committee so that neighborhoods are designed to have mixed purpose and residents don't need to drive to get groceries and medicines.	7/6/2018 12:36 PM
186	Vision zero is a great goal to have for a growing city. We need to see a decent amount of funds going into this program however. As it stands now, the funds available to this program are only good for printing and distributing placards and yard signs. We really need to ratchet up the funding so that the vision zero program can re-design major streets and get those changes on the ground swiftly. Please assign a dollar value to every human life lost on your streets and then balance your budget accordingly. Safety has to come at the cost of car-convenience and those bold decisions have to be taken in the face of the epidemic of rising traffic deaths in the state of Oregon.	7/6/2018 10:32 AM
187	Safety is vital. More flashing lights at crosswalks help notify drivers when pedestrians are crossing.	7/6/2018 10:31 AM
188	Please make sure you talk to neighbors before making changes.	7/5/2018 8:54 PM

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189	Adequate safe access is needed. Try to understand how pedestrians, bike and transit users are moving, then fill the gaps and strengthen the existing	7/5/2018 4:27 PM
190	Please include flashing lights and better overhead lighting at crosswalks. Some crosswalks are just marks on the asphalt, giving pedestrians a false sense of security that they are visible to cars and other vehicles. This means that they start walking immediately into the crosswalk without seeing if they are recognized. I think if we only paint new crosswalks, without providing enhanced visibility, we will continue to have pedestrian casualties.	7/5/2018 8:06 AM
191	I live on one of the streets listed as a high crash corridor and I feel like this plan sets up action to improve safety and reduce speeds in our neighborhood. I fully support these efforts as a homeowner.	7/5/2018 8:05 AM
192	More freeways mean more vehicle fatalities, make existing freeways/interchanges safer, and gradually incorporate light rail to outer metro areas, as bond issues permit or transportation monies permit.	7/4/2018 5:17 PM
193	A goal of zero deaths/injuries sounds good, but indicates how unrealistic the strategy is. The only way to meet this goal is for everyone to remain in their homes and not travel. Any safety expert will tell you that the goal should be to identify and mitigate risk to an acceptable level, not make impossible "goals" like this. The likely results of this policy will be ultra-conservative designs and regulations that ignore the root cause of most so-called "accidents" (which are caused by drivers). A truly visionary policy would attempt to change the fundamental problem with driving in the world, which is the lack of any meaningful attempt by to ensure that drivers are skilled and safe.	7/4/2018 3:24 PM
194	We cannot have a safe transit system until we address the drug issues in The Portland Metropolitan Area. Those 2 things cannot coexist. I have ridden public transportation with my child and it is absolutely horrifying and frightening. Safety is not just about lessening traffic related deaths, however vision zero is a step in the right direction.	7/3/2018 10:41 PM
195	Vision Zero is great. Just keep your eyes on the modes that are doing the killing rather than getting killed. Increases in SUV numbers has been linked to increasing pedestrian fatalities across the US. Reduce vehicle speeds AND volumes, and you'll get to Vision Zero.	7/3/2018 5:45 PM
196	I'm one of those 1/10. I survived being run over by a 1975 Ford Granada going in excess of 45 mph. In a huge proponent of traffic safety.	7/3/2018 2:41 PM
197	I love the lowered speed limit (20mph). I would like to see better signage and enforcement. I would like to see more infrastructure slowing traffic like islands at 4-way stops throughout the city and particularly on bike and residential streets. Bike roads that share the road with cars are not ideal. In cities like Stockholm, Copenhagen, and Amsterdam there are bike-only roads that are PHYSICALLY separated from cars. This kind of physical separation is essential for the feeling of safety among the very young, elderly, and otherly-abled cyclists.	7/3/2018 2:00 PM
198	We need to be intentional about moving quickly toward safer designs for arterials throughout the region that include separation and protection for people on bikes and on foot. Each County needs to revise their street standards for arterials to include greater protection and buffering. We need to prioritize the retrofitting of these corridors and allocate a greater share of the funding towards these projects, which can also help reduce congestion by getting people out of vehicles. Widening roads is not the only congestion measure--safety projects are also congestion measures. Simply putting in a bike lane or wide shoulder can no longer be acceptable.	7/3/2018 12:16 PM
199	Please recognize that VMT is a top determinant of safety. This means we need projects and policies that result in greater proportions of people walking, biking, and using transit. For example, if we add bike lanes as part of a road widening project, the net effect may be negative in terms of safety because widened roads induce more driving--which leads to more crashes that severely injure or kill people.	7/3/2018 11:38 AM
200	Here is the question. Do you believe in Vision Zero? If so then the metro area needs to move to eliminate right-turn-on-red.	7/3/2018 10:27 AM

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201	I am happy to see a safe systems approach, rather than a reliance on behavior change. We need to reduce travel speeds throughout the region; improve infrastructure to make it safer and more attractive for people to bike and walk; and prioritize vulnerable road users. To really move the needle on traffic fatalities, we need to reduce vehicle miles traveled, so in addition to making the roads safer, let's make driving less attractive. Fewer cars and trucks on the road brings less air pollution, fewer conflict points, and greater visibility for all folks rolling and strolling around our communities. Plus, active travel is really healthy!	7/3/2018 9:07 AM
202	You can't legislate to fix stupid. Bike risers need to be held to the same standards, including speed limits as vehicle drivers. Pedestrians wearing dark hoodies, crossing in the middle of the block and wearing headphones should be held to a higher standard of responsibility for being safe. You continue to blame vehicle drivers for all traffic fatalities. Let's step back and only blame them, if they are truly at fault.	7/2/2018 9:57 PM
203	Do not over invest in a strategy that chokes traffic flow and transportation efficiency. As long as people are going to be driving, riding and walking they will do dumb stuff. All investments should be based on analyzing the causes of accidents and what can be done to mitigate them in the future. Getting bad or drunk drivers off the road for example, or safety tests of cars, tickets for jay walking, breaking traffic laws by cyclists for example will give the most bang for the buck	7/2/2018 6:21 PM
204	Wouldn't express routes across the Willamette and north-south routes with safety features, like overpasses for cars, bikes and pedestrians, increase traffic flow rates, reduce the number of accidents? Is any of that feasible?	7/2/2018 5:26 PM
205	I think there should be an even stronger focus on the danger of five-lane urban arterials.	7/2/2018 4:20 PM
206	While meritorious in principal, we cannot realistically plan for every possibility. If everyone rode bicycles, you would still experience fatalities and serious injuries. It is simply human nature to shortcut and disregard the rules. You cannot make it impossible for people to put their own and other lives in danger when they are under the influence, too lazy to use the provided means of safe transit, or make an honest mistake and go against the flow of traffic. Better to convince people through education to follow the rules. We can teach kindergarteners to hold hands in a group to keep safe, but many adults don't comprehend the danger they place themselves and others in by standing in the turn lane on a busy street waiting for an opportunity to dash across the street when a crosswalk is half a block either way.	7/2/2018 4:18 PM
207	I'm excited to see the vision come to life. Often, I feel like placement of poles for lights and wires is an impediment (in places where sidewalks and lit crossings exist) to drivers making a turn to seeing the pedestrians ready to cross. It would be great to pay attention to both the existence of sidewalks and lights and the visibility of all parties from the crosswalk in the design/updates of pedestrian crossings.	7/2/2018 4:15 PM
208	The premise that the cornerstone of the Regional Transportation Plan is safety, is incorrect, and give us a false sense of security. By cramming more people into less space you are just creating more issues with safety. I feel that better roads, wider, less compressed traffic, with bikes on different roads, increases safety, as well as improved and speedier ways to get around.	7/2/2018 3:38 PM
209	The summary sounds nice, but too often the actual spending priorities reveal that higher vehicle volume and speed take priority over safety.	7/2/2018 3:09 PM
210	I want to know the reason why pedestrian/vehicle fatalities and life changing injuries have been increasing in Portland and statewide, since 2015. Why? This has got to stop!	7/2/2018 1:28 PM
211	Prioritizing those at greater risk and that have been historically underrepresented should be taken into consideration as deciding where to invest funds occurs.	7/2/2018 1:20 PM
212	We need to increase places for pedestrians that severely limit motor vehicles. Sharing roads and streets increases danger to pedestrians, bike riders, etc.	7/2/2018 1:06 PM

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213	Two things need to be done to improve upon this plan. 1) Make the rich follow the same rules as the rest of us! Traffic citations should be conducted on a sliding scale based on income. Someone who makes \$500,000 a year will simply ignore traffic rules because they have the money to cover any citations without any impact to their lifestyle. 2) If people drive impaired, they should not be allowed a license again for no less than 10 years. during that time they can use public transit and active transportation.	7/2/2018 12:46 PM
214	Safety is important to ALL Portlanders, regardless of income or background. Please don't skip neighborhoods, rich people can get hit by cars too.	7/2/2018 12:09 PM
215	I highly approve of enhancing safety on dangerous roadways. However, if you look at where your funding is directed, an enormous amount is going towards highways which are not particularly dangerous. That money should be redirected to safety improvements on arterials (and often that improvement would be to make them smaller and slower).	7/2/2018 11:51 AM
216	Implement the strategy by separation, not by slowing down transportation.	7/2/2018 11:32 AM
217	Ten years ago my son suffered a serious cycling injury due to a pothole at NE 23rd & Clackamas. I wouldn't suggest that Portland invest in fixing every pothole within the next five years but I would like to see a balanced expenditure between top tier, middle tier, and bottom tier concerns. In other words, don't get hung up ideologically, spend practically.	7/2/2018 11:25 AM
218	The starting premise is correct. But addressing "the transportation system" is bound to fail because it is not based on an understanding of accidents which are not caused by the "transportation system" but by drivers and vehicles. Changing "the transportation system" takes decades and the impact is not measurable. I suggest taking the transportation system as it is and making vehicles safer by incentives to install crash avoidance and by immediately building in restrictions that are known and proven to reduce accidents and making sure they are working by carefully monitoring. Lowering the speed limit with active signage is already being done and this is obviously extremely effective. The fact is that traffic moves better at a lower speed limit as numerous studies have shown. Rear end collisions are a major source of injury. Providing an incentive to those who equip their vehicles with flashing LEDs designed to add on to the rear of vehicles (Subaru dealers will install such things) when braking with a goal of universal deployment in out years would reduce these accidents according to studies. People not paying attention who rear end others would be forced to do so. Oracle in particular is teaming with crash avoidance systems that can be retrofitted onto vehicles and testing in other states. Join the test and pioneer the use. There is a list of things that can upgrade vehicles and drivers to be safer by far and all are inexpensive compared to rebuilding roads and all are immediately available without years of disruption after years of controversial planning.	7/2/2018 11:14 AM
219	Safety is super duper important, but the way to pursue it is by slowing traffic throughout the city and encouraging more active transportation NOT by investing more in highways. Bicycle users and those traveling by foot don't die in crashes with others using those modes. Ever.	7/2/2018 11:13 AM
220	I am seeing an increase on road rage because of these policies. One thing in particular I am seeing is cars that push other cars into oncoming traffic. Another thing I am seeing a lot is cars passing bikes and crossing into the oncoming traffic to do so	7/2/2018 11:10 AM
221	Vision Zero for ALL users is critical. Projects that promote automobile travel at the expense and safety of other users should not be included in the RTP unless they're reconfigured to balance safety and achieve Vision Zero goals and policies.	7/2/2018 11:04 AM
222	Remove state control of speed limits and push ODOT to reduce speed limits in any and all urban areas.	7/2/2018 11:01 AM
223	If building new freeways is not your solution then you are on the right track. We need a robust, fully functioning public transit system if we want good quality of life. We have to find a way to limit and discourage use of private cars.	7/2/2018 11:01 AM
224	Using this funding allocation method is just plain inaccurate. It favors areas that already have pedestrian facilities, where in SW Portland there are fewer pedestrian accidents simply because there are much less safer places for people to walk, so very few do. You need to finish improving the unimproved streets to add just basic sidewalks on the major SW Portland arteries before upgrading pedestrian facilities that already exist, don't you think?	7/2/2018 10:47 AM

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225	Things wont change if people WALK and drive distracted and walkers and bikers dont obey traffic laws.	7/2/2018 10:41 AM
226	Focusing safety improvements on East Portland is important. East Portland has the worst transportation infrastructure in the region, by a wide margin.	7/2/2018 10:32 AM
227	I doubt Hillsboro can be bothered - their current approach (and that of ODOT) suggests that pedestrians ARE the problem - they impede traffic and emergency vehicles and walking should be made as difficult and uncomfortable as possible to get more people in cars. I don't feel safe on a bike in Hillsboro and am tired of cyclists riding me down on the sidewalk because they don't feel safe on the streets either. Even simple things like signed no parking areas (and parking patrols) in a busy area like the Health & Education District, the city can't be bothered unless the police say it's a problem. Who cares, what's another dead pedestrian in Hillsboro, right? We gotta drive fast!	7/2/2018 9:24 AM
228	I fully support the safe system approach. There seems to be a disconnect between policy and investment, however. In the above paragraph 82nd Avenue is used as an example of a fast, wide highway where people die or are seriously injured. Yet, when I look at the project list I don't see investment in safety on 82nd Avenue. If we are truly serious about eliminating traffic deaths and serious injuries, we need investments to be made now and we need them to be made on our most dangerous roads, identified through data and not politics.	7/2/2018 9:05 AM
229	people need to be educated on driving in a safer manner and not using their cell phones while driving	7/1/2018 7:59 PM
230	Individual motorists are not controllable 100% Robots could be. Combine human with AI & one gets closer to 100%	7/1/2018 12:49 PM
231	Adding barriers crosswalks would work slowing traffic for jay walkers should not be considered	7/1/2018 6:27 AM

What do you want policymakers to know as the transit strategy is implemented?

Answered: 287 Skipped: 594

#	RESPONSES	DATE
1	The plan to build a MAX tunnel is the only part of the RTP that I believe will change transportation through the region. I strongly suggest that the ETC funding be increased and take a priority over other projects such as expanding I-5 or, even, the streetcar network. A dense ETC network has the potential to fundamentally improve mobility for the region, but it will only do so if it truly is rapid. Invest in rapid.	8/15/2018 11:39 PM
2	Again, we'd like to be sure 82nd Ave is included in this strategy and adjusts for multi-modal transportation and safety.	8/15/2018 6:18 PM
3	dedicated transit lanes and bus rapid transit are crucial for equity and decreasing single occupancy vehicle trips.	8/15/2018 6:05 PM
4	Transit will improve tremendously if an entire network of ETC is built throughout the region. Anything short of that will fail.	8/15/2018 4:31 PM
5	That the investment is a good start, but more funds need to be diverted away from more highways and freeways and more towards transit.	8/15/2018 4:11 PM
6	The plan is good as far as it goes. There has to be a willingness to ruffle some feathers as far as taking space in the public right off way that's currently given to storage of private automobiles and using it for transit. There also must be a recognition of the role supportive land use plays in making transit effective (including zoning and parking mandates.)	8/15/2018 2:51 PM
7	Policymakers will need to have courage in the face of a LOT of negative reaction. They should know much more transit implementation/usage will be the only way to significantly reduce travel times for the majority of our residents.	8/15/2018 2:46 PM
8	This sounds like a great strategy. More public transit in more places will improve traffic congestion and lessen pollution.	8/15/2018 2:24 PM
9	Affordability (even free) mass transit with goal to get as many cars as possible off the road. Make taking mass transit the best possible option for people	8/15/2018 2:15 PM
10	Prioritize options to make busses and trains the preferred option for people who can otherwise afford to drive. For me this means the public transit option can't be more than 15 mins slower than driving in my car	8/15/2018 1:49 PM
11	This is too little, by far. If we're serious about improving transit, we'd have bus-only lanes, (with no BAT or other dilution), on all major arterials, and probably on freeways as well. We'd remove auto traffic to facilitate bus travel.	8/15/2018 1:47 PM
12	I didn't have time to read the entire report without an executive summary included, but it's very important that we prioritize better public transit opportunities throughout the region as low income folks inevitably get displaced from easy-access transit corridors.	8/15/2018 1:28 PM
13	Increase transit opportunities outside of the core would be useful too. Reduced congestion is important, but transit from the SW and far East side is vital for those communities	8/15/2018 1:19 PM
14	Fix the MAX by doing what you should have done 20 years ago, put the damn thing under ground when downtown. Also the fact that it fails when hot or cold means it has a serious design flaw. Climate change is real, we will see more hotter and more colder days in years to come. Fix the trains so they continue to operate!	8/15/2018 12:25 PM
15	Hate climate change? Support free transit.	8/15/2018 10:37 AM

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16	I want to see high speed rail from Eugene to Portland. I want better access to North, North East, and East Portland. And most importantly, I want busses to run on direct electricity, batteries or carbon-neutral SNG. If your plans don't directly address climate change, you are personally asking for a new kind of tick to crawl in your ear and eat your brain.	8/15/2018 10:35 AM
17	A fix must be made to the fact that all but one MAX line require the Steel Bridge. There are constant problems which cause delays and in the event of even a minor earthquake this could completely halt all light rail.	8/15/2018 9:54 AM
18	BRT. Dedicated bus lanes. Make using the bus/max as convenient as driving a car. If the travel time on public transit was more conporable to driving, or even faster than driving, it would provide a great incentive for more people to use public transit. People value their time and will make trade off based on commute time. Also air fresheners in the busses in winter time.	8/15/2018 9:08 AM
19	We have to reduce our dependence on automobiles. In order to do that, transit has to be an easier and more efficient option. Right now, I'm the metro area, it is not. It is going to take a serious investment in transit to get to the point where the average person will choose it over driving.	8/15/2018 8:12 AM
20	Need to convert to electric buses.	8/15/2018 7:49 AM
21	Investing in transit is incredibly important and will help the metro region move away from over-reliance on cars. Transportation accounts for 40% of our carbon emissions and we need to cut that drastically to curb climate change.	8/15/2018 12:01 AM
22	I think buses need their own lanes. We need to prioritize public transportation so that it is faster and more reliable for people with disabilities and low incomes who need it and more appealing to the people who currently choose to drive.	8/14/2018 11:07 PM
23	The MAX is the most popular and fastest public transit in Portland. Expand it!	8/14/2018 3:39 PM
24	This is a good start to improving transit's attractiveness and reliability, but we'll likely need even bolder vision and action to reach our 2040 goals.	8/14/2018 1:27 PM
25	Love collaboration among all these transit options!	8/13/2018 8:25 PM
26	Take over the orange bikes. They should be integrated into and run by Metro, not Uber. Provide bathroom facilities at major transit centers, such as the Rose Quarter.	8/13/2018 7:57 PM
27	The current transit strategy appears conservative compared to past efforts at modernizing and expanding service to neglected areas. There is still no MAX connection points close enough to Union Station to allow easy and convenient transitions to regional transportation (such as Amtrak). The breakdown between transit systems in Oregon is a major headache!	8/13/2018 7:13 PM
28	Again. Implement these plans BEFORE you continue to reward single-occupancy private cars in and around our city. If there are better options available, fewer people will decide to drive, and our congestion will decrease.	8/13/2018 6:27 PM
29	The single reason I have to use a car more than I want is the infrequency and unreliability of bus and Max service. Please give buses and streetcars total right of way so they don't have to wait behind cars. Bus rapid transit and control over the stoplights etc. would help a lot. I should be able to just walk or bike to a max station and not have to check a schedule to know that a bus or max will be there in a few minutes. Also, we need more service out of downtown late at night so when I go to a show or restaurant, I can be assured of getting a ride back home without waiting half an hour.	8/13/2018 4:03 PM
30	Transit service and convenience in the future must make up for lost ground in historically less-privileged areas of Portland.	8/13/2018 3:33 PM
31	Be aggressive with designs that move people on busses faster. Supplement efforts with public education on busses that explain why it is important that busses get priority and remind people driving not to use/block bus lanes.	8/13/2018 1:38 PM
32	Investment in both coverage and frequency is needed in the suburban communities	8/13/2018 1:37 PM

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33	Active transportation needs to be a higher priority when developing mass transit and highway projects. Specifically: when the Abernathy bridge is replaced it needs to include a new bikeway as well from Oregon City to West Linn including a multi-use path connecting the I 205 path with the Tualatin path System and Fanno Creek. The CRC does not need a replacement bridge, but a three lane by pass, then the current bvrldges can be retrofitted for local acess HCT and Active transportation.....this should include a full remodel of the railroad bridge downstream including a new bikeway crossing and eliminating the shipping "S" curve.	8/13/2018 12:04 PM
34	This is on the right track. The easier, more efficient, more cost effective and affordable we make public transit, the more it will be used.	8/13/2018 11:56 AM
35	1) Access to transit, especially for seniors, should be a major focus of the transit strategy. The plan consistently discusses "bike/ped" improvements, however, many seniors can't walk or bike to transit stops. We need my discussion around "first/last mile" options. Grove-link should be used as a model. Options should include deviated fixed routes, micro vehicles, on demand service are a couple ideas. 2) Affordable housing is moving farther away from jobs and services and the transit services are not moving with the new housing. Transportation planners must begin holding discussions with land-use planners and housing professionals and advocates. The lower cost of housing is being offset by higher costs for transportation. I am pleased that the Transit Plan recognizes the differing needs of our rapidly aging population. I think a sense of urgency is required.	8/13/2018 10:24 AM
36	Oh sure it may be improved, but there is still no town on any planet in this galaxy where it makes any amount of sense to spend such a large portion of your transportation budget on a form of transit used by such a tiny portion of the population. Either get massive funding, loans, grants, bonds all of it and everything, like in the hundreds of billions and expand light rail everywhere at once so that all the outlying suburbs can take advantage of it, or give it up and call it good enough while focusing on more bigger roads and highways.	8/13/2018 10:24 AM
37	Having options available for adjoining metro regions leads to greater connectivity, more options for active transit, and gives people more realistic options to opt out of gridlock and driving alone.	8/13/2018 10:18 AM
38	The Regional Transit Strategy for the 2018 Regional Transportation Plan is a highly auto oriented plan (54 additional freeway lane miles by 2040) that fails to provide the infrastructure needed to grow a robust and interconnected transit system. MAX, our rapid transit system, focuses on downtown Portland and shuns its potential as an interregional travel alternative to the freeway network and lacks an effective north-south interregional spine. The Blue Line is the interregional east-west MAX spine. If its surface operation through the central city were replaced by a tunnel, described on page119 of this report and proposed by AORTA in 2015, its operating time from end to end could be reduced to less than 1-1/2 hours making it time competitive with the freeways. The Yellow Line could be the interregional north-south spine if extended north to Hayden Island - interconnect with C-Tran's Vine BRT Line; extended south from the Rose Quarter to South Waterfront via inner east side and the Tilikum Crossing; and connected to AORTA's Dec.2014 recommended Southwest Corridor alignment. (See attached) The total trip time from the Columbia River to Tualatin would be less than an hour, attract enough commuters off of I-5 to make I-5 freeway expansion unnecessary. The Regional Transit Strategy for the 2018 Regional Transportation Plan is a highly auto oriented plan (54 additional freeway lane miles by 2040) that fails to provide the infrastructure needed to grow a robust and interconnected transit system. MAX, our rapid transit system, focuses on downtown Portland and shuns its potential as an interregional travel alternative to the freeway network and lacks an effective north-south interregional spine. The Blue Line is the interregional east-west MAX spine. If its surface operation through the central city were replaced by a tunnel, described on page119 of this report and proposed by AORTA in 2015, its operating time from end to end could be reduced to less than 1-1/2 hours making it time competitive with the freeways. The Yellow Line could be the interregional north-south spine if extended north to Hayden Island - interconnect with C-Tran's Vine BRT Line; extended south from the Rose Quarter to South Waterfront via inner east side and the Tilikum Crossing; and connected to AORTA's Dec.2014 recommended Southwest Corridor alignment. (See attached) The total trip time from the Columbia River to Tualatin would be less than an hour, attract enough commuters off of I-5 to make I-5 freeway expansion unnecessary.	8/12/2018 11:46 PM

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39	Speed and frequency of transit are important for riders	8/12/2018 11:17 PM
40	The priorities are great, but we need leadership and follow-through to actual see these implemented. When there are conflicts between these priorities and the status quo (auto-first infrastructure, ubiquitous free parking, punitive transit fare evasion fines, and so on on), it's essential that we truly honor these priorities.	8/12/2018 10:00 PM
41	I don't see a strategy here. I see a lot of individual projects, that are probably worthwhile, but no guide for telling if you've missed an area or are focusing too much on an area that doesn't need it. For example, the strategy needs to make sure that point-to-point times, including waits for transfers, are no more than X% longer than the same trip by car. You need to gather survey data to figure out which trips people want to take, instead of just assuming it's mostly in-and-out commutes. Be more aggressive about taking away single-occupant car space to improve transit.	8/12/2018 9:50 PM
42	I want transit planning to think bigger. The 2010 plan is too small. We can build SW and call it good. We need to plan for the next big projects. We need a Willamette tunnel (and frankly, run the MAX under all of downtown), an Eastside N/S MAX line, and many many more HCT lines. Dedicated bus lanes! Go bigger - don't just settle.	8/12/2018 8:31 PM
43	We need high speed regional rail. We must make driving expensive and difficult. We should invest in equitable mass transit.	8/12/2018 11:51 AM
44	It is critical that mass transit be affordable and accessible to all. This needs to be addressed in the plan. Also would like to see a priority of elimination of fossil fuels in mass transit.	8/12/2018 8:15 AM
45	Transit is not all that safe, which does not seem to be addressed here.	8/11/2018 4:54 PM
46	1. There needs to be a much more significant effort placed on lobbying for transit funding from the state. For example, Metro should work to overturn the constitutional restriction on using fuel related taxes (such as carbon taxes) for transit funding. 2. Metro needs to take a more active role in pushing for interstate and regional rail - for example, ODOT's High(er?) Speed Rail project which would serve Portland region, and the need to improve rail connections from Eugene to Portland to Seattle and Vancouver BC. Over time, as Cascadia develops, connecting these urban hubs of knowledge workers will be essential to our economy. 3. We should look to both Vancouver BC and San Francisco for inspiration for our transit system. In Vancouver, they have relatively short trains which run fast and frequently, because they're completely automated - no drivers. In San Francisco, a single BART train can be 10 cars long and you often see what seems like half a stadium leaving a Raiders game to get on it. In addition, the SF area is electrifying their regional train lines which make them clean and quiet - we should do the same with intercity passenger rail. 4. Finally, look to China for the amazing progress they've made with electrification of buses. They have whole cities where all of the buses have converted from diesel to battery electric. Electric buses are clean and quiet.	8/11/2018 12:01 PM
47	You should be spending >75% of your transit funds on this, not on handouts to cars that are cooking our planet.	8/11/2018 5:53 AM
48	Prioritize efficient, equitable transit over expensive, unsustainable single occupancy vehicles, and as transit speed and reliability improves, more people will want to use transit.	8/10/2018 11:26 PM
49	MORE BUSES	8/10/2018 11:13 PM
50	Not enough on autos	8/10/2018 6:35 PM
51	Including the I-5/Rose Quarter Project as a public transit improvement project seems grossly irresponsible. The \$400-million project should not be projected as an achievement for public transit improvement. Those funds could really be used to make small but effective improvements as described in the City of Portland's Enhanced Transit Corridor plan. Additionally, the extension of WES to Salem does seem like a great proposition for increasing the rail lines ridership, however its cost per passenger is considerable higher than that of Bus or Light Rail, perhaps other regional mobility priorities should be considered. In all, the identified Enhanced Transit Corridors should be the priority of the regions public transport initiatives over the next few years in order to ensure to improve poor bus conditions.	8/10/2018 1:31 PM

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52	I fully support making transit more user friendly and getting more people out of automobiles.	8/10/2018 1:07 PM
53	Do not waste money on HCT expansion into Hillsboro employment areas. It is wasteful and not thought through. Don Odermott is unaware of how to analyze needs of the community, only for employees that don't live in the City. Focus more on undeserved communities and areas of true illustrated need. Stronger focus on transit priority and priority infrastructure on existing capacity such as TSP and bus lanes. BUILD THE SUBWAY DOWNTOWN.	8/10/2018 10:28 AM
54	Better & more transit, working towards free transit for all but definitely for youth & working-class people	8/10/2018 9:28 AM
55	We need free transit for all. We can afford it. It pays for itself. Please include that in your plan.	8/10/2018 9:04 AM
56	Prioritize the needs of low income people and make it easier and cheaper to take transit so that more people will.	8/10/2018 8:59 AM
57	Thank you! I am thrilled to see these strategies ("bus lanes, queue jumps with priority signals at intersections") included in this plan. These are essential tools at making transit more reliable and an easier choice to make for all residents of the city. I am also encouraged by your effort to link up with other transit agencies in surrounding areas. An underserved space, in my opinion, is car-free travel around our great state. It can be done now, with some significant effort, but a world-class transit system that serves residents and tourists (and those residents that like to be tourists in their own state!) would be an incredible thing to have access to here. We need bus only lanes in much more of downtown and on our arterials. In particular, the wait time for the turn of the #4 bus from the transit mall onto SW Madison (to cross the Hawthorne Bridge) at peak evening hours is currently unacceptable. It pains me to see a bus full of people — probably close to 40+ people onboard — being completely stuck because there are less than 40 other people clogging up the entire road with single occupancy vehicles. We need more bus lanes downtown, and — long shot, but I encourage you to dream big — an eventual orientation towards making significant parts of downtown entirely car free. This is being done in other cities, but Portland again lacks the courage to transform downtown in a more people-focused manner. Eliminating cars from much of the core (while allowing buses and light rail through) will go a long way to making downtown a destination for everyone.	8/10/2018 7:40 AM
58	Please invest in bus rapid transit lanes to increase ridership by ensuring that bus passengers aren't stuck behind traffic of single occupancy vehicles. Faster and more reliable buses will increase ridership.	8/10/2018 6:47 AM
59	Most metro residents still drive cars. Transit doesn't work for everyone.	8/9/2018 9:21 PM
60	Light rail is too expensive and unreliable, need to invest more in dedicated bus lanes and high frequency bus routes	8/9/2018 7:52 PM
61	Wont pencil out with riders. More cars	8/9/2018 5:45 PM
62	We need bold leadership to make transit work for all. I fully support and believe we need to radically expand our transit service. Transit in this country is a chicken-and-egg problem, but that doesn't resolve issues at hand — there is enough room in our region for everyone that will move here, but there is not enough room for them and their autos. We cannot build enough roadway (+parking) to solve congestion (nor would we want to live in such an environment.) We must expand reliable and convenient transit so that transit, not driving, is the obvious mobility choice for the average person in our community.	8/9/2018 5:28 PM
63	Que jumps and bus only lanes are awesome! Please expedite the SW corridor light rail!	8/9/2018 5:11 PM
64	Need more ROW for transit. UG MAX downtown.	8/9/2018 4:48 PM
65	I don't know how to get people to use it, but hopefully if you build it they will come.	8/9/2018 4:46 PM
66	Put MAX under downtown and convert downtown fixed guide to street cars, rapid street cars is an oxymoron - BRT makes more sense, more attention is needed on incentives for alternative modes, including transit.	8/9/2018 12:20 PM

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67	Until we actually put these goals ahead of car based transit we are, I think, unlikely to succeed. The budgets to maintain the massive subsidized car system of transit must be redirected to transit that reduces greenhouse gas emissions and fundamentally remakes our systems of mobility. Freeways should not be built or expanded in anyway. Those dollars should be redirected to radical improvements in the transit network.	8/9/2018 6:31 AM
68	Make transit easy to use, and people will use it. Crank up the frequency, speed, and reliability, and you won't even need to market it. One thing to be thinking about: land use. If you have a High Capacity Transit stop in a highway median surrounded by single family homes, why would you be surprised nobody wants to use it. Transit should be surrounded by ultra high density development, which will also help with housing affordability by hosing the market with housing supply. Something to think about: underground transit. Maybe do something like Seattle's Link Light Rail, where the rail is underground through the densest parts of the city, and is above grade or at grade elsewhere. This allows for more reliability, and also it would permit the area to have longer trains. Maybe even do something like Germany's S-Bahn system!	8/8/2018 5:12 PM
69	We need a subway system.	8/8/2018 4:59 PM
70	While transit agencies only serve a certain population in their district, it's important to remember as our region grows, people will likely be commuting from places where the system might now be integrated into the rest of the network. For example, someone commuting from Woodburn to Portland would need to ride multiple buses or a bus to WES to MAX. Working on a strategy to integrate fare and maybe overlap some transit service districts to help avoid deadzones in bus networks. Also, it would be helpful as the region grows to implement an express service (co-op with multiple transit agencies) to help connect outerlying areas to Portland city center and other regional transit centers (similar to how Sound Transit does this within the Seattle region). Finally, transit priority, transit only lanes, working to increase the reliability and speed of MAX and planning for future improvements to remove it from surface right of ways within Portland, and expanding service are all essential to meeting the needs of 2040 and beyond.	8/8/2018 2:02 PM
71	It is very important that frequency, accessibility and affordability is maintained and improved. It is also very important to everyone in our state (including those who do not use public transit) that we reduce emissions from this sector. Balancing these priorities is difficult, but important. Transitioning these fleets to natural gas and renewable natural gas will maximize the environmental benefit, while allowing these agencies to continue to focus and fund their other service priorities.	8/8/2018 11:48 AM
72	Whoo boy! Make it a mandatory requirement that every single person employed by transit has to USE transit for a full month. This would also force them to be pedestrians and cyclists. Let's see how they like being honked at and ran off the road by a city bus, left choking on exhaust. Oh goodness! Would you look at this! Y'all KNOW already: "A regional transit network, coupled with transit-supportive development patterns and policies that support taking transit, biking, and walking, will be necessary to help the region: • be less dependent on automobiles • reduce overall transportation and housing costs • lead healthier lives • reduce greenhouse gas emissions" Then WHY spend 5 billion to increase the traffic and pollution in Portland by expanding freeways? This is... I ... what? Just ignorant. Speaking of really stupid, why does it take 2 hours to get from, say, Milwaukie to Lake Oswego when I can walk faster. You don't have to divert every single line through downtown. Finally. Thank you for adding low-income tickets. But, what you've offered is for the lowest of the low, so please raise the minimum income. Be progressive!	8/8/2018 10:49 AM
73	I have little faith in the transit system being effectively used. It has consistently overpromised and underdelivered with respect to cost and ridership and relief from congestion. Coordination is fine, but the level of investment contemplated is oversized compared to the benefit realized.	8/8/2018 10:21 AM

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74	Has anyone on the committee done a demographic study to see who is living in the suggested expansion areas and where they drive to work? Many people who commute in do not have a stop nearby their home or where they work (a.k.a. Their destination) additionally, a huge majority of people do not use public transit because their day, or job, requires them to be a multiple locations throughout the city. Expanding into areas like Sandy and Canby will not solve the problems- it will only cost more \$ and there simply are not enough people demanding public transit. The problem lies in current transit locations, schedules and availability of transit from outlying urban areas (NoPo, NE PDX, SE PDX, SW PDX), and not going into Sunurbia. Many residents in the inner city areas would love to use more public transit however, there simply is not enough trains/buses running frequently to get people to their destinations on time for those working 5:30am-3pm. Or working swing shifts. Re-allocate the budget and spend the money on existing locations by employing more drivers, buying more buses and trains, therefore increasing the availability of public transit 24/7, so those who love to live within the city can actually be using the transit system we all pay for with our tax dollars. Those who choose to live in suburbia don't want the city lifestyle and this don't necessarily see the value of public transit, nor want their tax dollars going into something they rarely, if ever, would use.	8/8/2018 8:27 AM
75	You had me at more frequent rail system	8/7/2018 11:48 PM
76	I would like it if Metro would take a more aggressive stance to improve transit. There does not seem to be a push to significantly improve transit which is unfortunate, even if the list of 'HCT needs not included list' was included this plan still appears to be fairly weak. Also why is the streetcar network that was developed in the 2009 streetcar report significantly reduced?	8/7/2018 10:09 PM
77	Again, no mention at all of seismic issues. What will happen when it all needs to be repaired. Look at the after case now to help plan for long term resilience and actually spend our money in an appropriate way. Also, the #1 issue with transit is that you can get to the central city but not between neighborhoods. No one will ever ride the bus from NE to SE when it takes an hour instead of 10 minutes in a car.	8/6/2018 1:46 PM
78	Ensure that public transit is a better option than driving alone - if it isn't as convenient, then people won't take it.	8/6/2018 12:52 PM
79	The MAX seems to have a lot of reliability issues in extreme heat and cold. One issue which I'm not sure Metro has power over: we should be building denser housing around MAX and streetcar networks. I wonder if Metro has decision making power with BPS at all. Building a bunch of ticky-tacky four story buildings in transit-rich areas which could have supported ten story buildings is a lost opportunity. Next point: I would like to see existing transit within Portland improved. The bus and streetcar suffer when streets are congested with single occupant vehicles. On streets like Hawthorne or Grand buses and streetcars should have their own lane, and traffic lights should respond to them (like how they do for the MAX). This would make the bus or streetcar much more appealing as a mode of transit. Also, the streetcar is too slow. Thank you!	8/5/2018 1:39 PM
80	Trains trains trains trains trains. Raise trains above grade. Bury trains below the streets. Build a train to Lake Oswego, build a train across the river, force these people to confront their fear of poor people and POC, get them off the roads, give them trains.	8/5/2018 11:07 AM
81	Increase transit frequency on all modes of transit—buses, light rail and streetcar	8/5/2018 10:41 AM
82	We are facing a traffic crisis in Portland that will NOT be resolved by more road widening or new highway capacity...induced demand will ensure that the new lanes/ roads will fill up almost immediately. Mass transit, which moves people far more efficiently, must be prioritized over single- occupancy vehicles. Please move ALL of the transit and bikke/ped projects currently on the "strategic" list only, to the "constrained" list, and fund as many of these as possible in the first 10 years. This is the approach that will actually lead to congestion relief. Finally, I *strongly oppose* including the I-5 Rose Quarter widening project on this list--it is a massively expensive and wasteful project that is being deceptively sold as a congestion- reduction plan, when ODOT staff now admit it will do no such thing. This \$450 million could be far better spent elsewhere. Please remove this from the project list.	8/5/2018 7:27 AM
83	I support this commitment to improving transit. Enhancements such as bus lanes and all door boarding are long overdue. policymakers should implement these as soon as possible while also pushing forward on large capital projects.	8/4/2018 6:31 PM

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84	Additioinal investment is needed, particularly with creating/increasing bus network and dedicated bus lines for longer trips.	8/4/2018 6:15 PM
85	Drop WES, Light rail and Streetcars from ALL future transit plans and get back to world class basics: frequent service (<8min headway) buses! Build the best bus network on earth!	8/4/2018 5:57 PM
86	keep it on track, keep moving, keep adding service	8/4/2018 4:14 PM
87	It's fine though I wish there was some more transparency between these private entities serving public good. Also now with electronic fares moving to the future, there should be more reduced fare options for groups. Also more transit only lanes in the downtown core to speed up transit times and make transit the first, fastest option.	8/4/2018 9:43 AM
88	Please implement bus only lanes and priority signals as soon as possible, the future of our transit system depends on it. Making transit reliable will ensure that it is popular and will bring people out of their cars and make it compelling to use transit instead.	8/4/2018 8:41 AM
89	The Max system design is good, but the MAX on-time and reliability record is poor, and this undercuts my support. (I am on the Orange)	8/4/2018 7:02 AM
90	Making it easier, faster, cheaper for people to use transit rather than drive is a good step in the right direction.	8/3/2018 8:28 PM
91	We need an improved public transportation network to get people to MAX and Wes easily.	8/3/2018 11:14 AM
92	Allow more bikes on buses	8/3/2018 9:31 AM
93	I would like Trimet focus more on increasing frequency, expanding hours, and improving access rather than enforcement.	8/3/2018 8:43 AM
94	I am a big supporter of good transit. Many cities in Europe, especially France, and also in Latin America, are using high capacity aerial trams to move lots of people. Unlike our tram to OHSU, these use lots of pods and can move almost as many people as a light rail line. They do not use much road space and are comparatively inexpensive to build. We could have one down MLK and over the river to Vancouver. Another out Hawthorne, 52nd and Foster.	8/3/2018 8:17 AM
95	Moving more people throughout the city can only really happen on mass transit. However, it receives considerably less money than highways in this strategy.	8/2/2018 9:02 PM
96	Only half a solution	8/2/2018 3:14 PM
97	Transit should *always* be prioritized over a SOV, unless it is in a manner that is unsafe to vulnerable road users. These things are a must.	8/2/2018 3:11 PM
98	Congestion pricing reduces traffic. More highways and highway lanes have the opposite effect. Put money into the street car/MAX system which also reduces traffic. But if you build more roads, there will be more cars on them. That always happens.	8/2/2018 3:09 PM
99	All that freeway expansion money should be used here to make transit better, faster and more frequent.	8/2/2018 2:49 PM
100	Pull money from highway work, and more dedicated bus only lanes (the 6 is late every evening because it's stuck in traffic).	8/2/2018 2:45 PM
101	Clackamas Town Center to Damascus as a future HCT project is a ridiculous inclusion in the project list. This area is unlikely to ever support high transit ridership.	8/2/2018 2:45 PM
102	What about light rail to Vancouver?	8/2/2018 2:02 PM
103	Unfortunately, there isn't much room to build more roads (and this is hardly desirable anyway), so improving transit will almost certainly take space from SOVs. This will be unpopular, but necessary for a sustainable transportation network. Bus-only lanes down busy corridors during rush hour would be comparatively super cheap compared to the huge efficiency gain buses would benefit from, and I hope these are implemented sooner rather than later.	8/2/2018 10:22 AM

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104	Lane right of way (LRT) is the key to reliable transit. If the bus is stuck in traffic, it's not able to do its job. Also, I don't want my tax dollars to pay for more MAX lines that cost billions but don't actually improve transit availability. The proposed MAX from PSU to Bridgeport Village is a joke. You could have a bus rapid transit line with LRT From PSU to Tualatin or Sherwood or Wilsonville for half the cost, move more people, displace fewer neighborhoods, and because BRT runs over pavement, you could have a bicycle highway along the route. Basically, any time a MAX line is proposed, you need to ask if BRT couldn't do the job better.	8/2/2018 9:58 AM
105	We should SERIOUSLY invest in maximizing our current infrastructure, invest in multi-modality (integrate biking infrastructure with transit infrastructure), and invest in projects with maximum benefit with most efficient cost. Consider: Bus Rapid Transit, modeled after Seattle's Rapid Ride, is a cost effective intervention. We could build out a high frequency, well integrated network relatively cheaply (for the cost of a new Max line, ~\$1.5 billion, we could have—conservatively— 7 new high quality bus rapid transit lines at ~\$200 million each). Also, double tracking downtown MAX tracks and strategically closing off some through streets. Activates street corridors that are closed off, optimizing street level space for productive pedestrian use, allows more MAX trains to run downtown and fully utilizing suburban track capacity (it seems they're constrained by how many trains that can be run downtown), speeds up trains.	8/2/2018 8:09 AM
106	Overall I think transit has been a regional strong suit. I also think MAX has long past the time it should have been upgraded to a true rapid transit system. Every MAX train should be running on its own dedicated right of way and the rolling stock should be automated. True bus rapid transit should have already been a reality in the region, but the scaling back of the Division project is pathetic. There will always be rationalizations to be made for not doing transit projects the right way, so policymakers need to commit from the outset that a project will either be truly rapid or not done at all. At the end of the day you're going to have to find the courage to de-prioritize the car along some routes.	8/2/2018 7:53 AM
107	Good ideas but I fail to see Metro's role or policies being influential. Trimet gonna Trimet. Metro should be pushing Trimet to deemphasize rail and reemphasize BRT.	8/2/2018 1:09 AM
108	The evidence seems pretty good that more buses (on existing routes and new ones) and prioritizing bus travel over drive-alone vehicles are the most efficient ways to improve transit access in a flexible and responsive manner. The evidence also seems pretty good that things with rails are good at increasing property tax revenue but maybe not actually as awesome as desired at getting the people who most need transit where they need to go. (And for prioritizing buses I mean for real, not just getting to jump the light once every ten blocks. A priority bus should only be stopping for drop off, pick up, and other transit/emergency vehicles. The rest of the time it's gotta be moving!) Also, 20% reduction in emissions by 2035 is laughably inadequate. Let's do way, way better even if the legislature didn't tell us to do so!	8/2/2018 12:27 AM
109	The priorities are good, we need more funding and more backbone to take solace away from private cars	8/1/2018 11:14 PM
110	- Provide more bus service in outer SE and into Clackamas and Washington counties - Build SW Corridor and a light rail line (or BRT) to Vancouver - require transit-friendly land use planning of all cities & counties so they are more likely to be able to support transit service in the future. This includes higher density housing and complete bike and walking networks. - Don't provide transportation \$\$ for any project to any city or county that does not have the above.	8/1/2018 10:24 PM
111	Do not be afraid of creating bus-only lanes all thought out the metro region.	8/1/2018 10:06 PM
112	What can be done to make transit easier for wheelchair users and bike users? With only 2 spots per bus, that can leave these individuals waiting longer for an open spot.	8/1/2018 9:23 PM
113	Prioritize better transit connections to outer Portland communities and around the metro region. There is no reason there can't be regular commuter rail service between Salem and Portland	8/1/2018 9:17 PM
114	Please make high-density transit replace the park-and-ride garages. Make many walk / bike bridges over freeways to improve access to transit.	8/1/2018 8:26 PM

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115	Make a place to walk to the bus.. a dirt path is fine.. on BUSY Patton rd. Patton from sw 44th to sw Dosch	8/1/2018 8:21 PM
116	An executive summary of this strategy would be helpful for survey takers to understand it better without reading all 154 pages. Given what I see, the climate strategy outlined here is not aggressive enough to deal with climate change.	8/1/2018 8:05 PM
117	First/last mile support is weak on the west side due to low density transit routes	8/1/2018 7:33 PM
118	More bus rapid transit. Take lanes away from cars for bus only lanes everywhere.	8/1/2018 6:58 PM
119	Money needs to follow priorities. We need to get people out of cars and on to transit. Our financial priorities seem to be around the Paving Industrial Complex.	8/1/2018 6:24 PM
120	Close in, crosstown transit seems to be a weak link at present in the system; more broadly also would like to address desirable transit destinations subject to heavy road congestion: the Gorge / Hood River, Astoria / Hwy 30 corridor, Mt. Hood (via Gresham), Seaside / Cannon Beach.	8/1/2018 6:21 PM
121	Dedicated bus lanes. Dedicated streetcar lanes. Put the streetcar stops back that were removed in Portland. Make transit free for all. You could do that for a number of years with the \$450 Billion allocated for that ridiculous I-5 Rose Quarter freeway expansion. So again - really just words. Nothing serious yet.	8/1/2018 6:13 PM
122	While I think the priorities listed and planned are strong, it seems that a push to implement ETCs sooner is key to improving transit for current riders and increasing ridership. Likewise, improving bus stops with shelters (please make shelters face the street!), benches, and lighting will go a long way to increasing the visibility of transit and making waiting more comfortable (we live in a rainy place, after all, and people are tired). It is not clear to me if the ETC plans include things like express buses. In Vancouver, BC (where I have lived as a graduate student) they have "B-line" buses which travel greater distances, have fewer stops, and are an important way to move quickly through the city. It also continues to seem crazy to me that most MAX stations do not require riders to pay before boarding trains. If stations are being reconfigured, and HOP cards are becoming the norm, can they please require a tap in payment in order to enter the station? This is the case in Vancouver, BC and seems important for gathering fares and information about riders patterns. It also isn't clear if reduced student fares include local universities and colleges. Again, while a student in Vancouver, part of my annual student fees paid for a deeply discounted transit pass. This was extremely helpful for me as a low income student, and was made possible by collaboration among many universities and colleges in a group bargaining agreement with Translink (the regional transit provider). If every student from PSU, UP, Reed, Lewis & Clark, PCC, OIT (and more) had a HOP card with an already paid for monthly pass (via their student fees), I believe it would increase the number of students using transit, reduce the need for students to drive, and create transit supporters/advocates out of current students. If public institutions can shift funds away from building parking lots to supporting safe, efficient, and environmentally sound transport options, it is a win for everyone. And, as mentioned previously, shifting funds away from projects such as the Rose Quarter I-5 widening would allow the region to move forward on bold plans like building a MAX tunnel through downtown. This is the sort of idea that should be in the active study and planning to get build stage. We can't wait another 30 years for vision to get moving. Let's start working now and have this implemented well before 2040.	8/1/2018 5:45 PM
123	If this strategy is actually implemented as it should be, it could be great. We really need to get cars out of the way. That's the biggest issue preventing reliability of bus service, they're stuck in auto traffic. If we can remove personal motorized vehicles from large sections of the city transit service would be quicker, more reliable, and would be looked at as a favorable option compared to driving. Most people I know think the bus is only for people too poor to own a car. The current design perpetuates this view, as driving is way more convenient the majority of the time. That needs to change if we want to get more people to use transit.	8/1/2018 4:10 PM
124	A better transit system, capable of withstanding significant seismic events, between Vancouver and Portland should be the highest priority. A dedicated public transit bridge incorporating light rail and bus lanes is something that should of happened years ago. Current transit options do not adequately meet today's demand let alone future demands.	8/1/2018 3:40 PM

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125	Don't make political statements by paying for outrageous means of transportation (so you can say "I did it."). Think like a business owner. It has to pay for itself. Stop buying "shiny things" (like the cable car that cost WAY more than ever expected)	8/1/2018 3:39 PM
126	I think these strategies will certainly help, but mass transit needs to be expanded much more than it currently is and it needs to be done with a mind towards incentivizing public transit over driving. More accessibility, reach and efficiency is needed to make it a more viable option for people's commute. Put tolls on the highways!	8/1/2018 3:16 PM
127	This is great, but also a lot of our traffic is from Washington State. If there is a way we can collaborate with Vancouver, Camas and surrounding cities although out of state, we can cut down on a lot of these problems. I have a friend who sincerely wants to commute by bicycle from Vancouver to work in Portland, but it is either too dangerous or too far, and she cannot afford to live in Portland at this time. I feel that this represents a lot of forward thinking individuals in our northern suburb. If we can get a train that goes further than the expo center to downtown Vancouver, people like her could benefit greatly while reducing congestion and aggression in Portland.	8/1/2018 3:05 PM
128	Make transit free or very very cheap. It's the best way to get more people to consider and use transit vs cars.	8/1/2018 2:55 PM
129	Don't forget about coverage. One of the big slowdowns of public transit is walking to and from the bus stop.	8/1/2018 2:39 PM
130	Yes, this is better than nothing. But you - our policymakers- can do so much more! We don't want highways- we want inexpensive, safe, and healthy transportation options.	8/1/2018 2:23 PM
131	I like the plan, but it doesn't go far enough. Transit should be given more of a priority over personal vehicles.	8/1/2018 2:17 PM
132	Be as bold as you can when it comes to Transit investments. Move funds from highway projects over to transit projects. They are better for the environment, and cheaper for the same capacity.	8/1/2018 1:54 PM
133	Yay for busses!	8/1/2018 1:40 PM
134	This depends on how bold and aggressive we're willing to be. We have to make public transit an attractive, viable option for commuters.	8/1/2018 1:18 PM
135	The transit plan should be bolder! Include a tunnel under the river and downtown, create a grade-separated transit center in the Rose Quarter, add HOV/Bus Lanes on I-5 from 205 to the river. Add transit-only lanes on major arterials throughout the city	8/1/2018 12:18 PM
136	The Division Transit Project is a complete waste. Focus on improved frequency.	8/1/2018 12:17 PM
137	It's time to make tough decisions about locating high quality transit on inner city roads - in particular Powell Blvd. MAX lines along freeways are far less useful to everyone except the park and riders	8/1/2018 12:04 PM
138	Just make public transit way more convenient and accessible than driving and people will use it.	8/1/2018 11:14 AM
139	We need bolder solutions to congestion problems as our region grows. We need designated and enforced bus- and streetcar-only lanes throughout the city. Dedicated road space to transit will dramatically increase reliability, decrease transit times, and increase ridership. The increased ridership will get people out of their cars, and commutes for people throughout the city will improve. People who choose to continue driving will still experience delays, and they should because they choose a dangerous and inefficient mode of travel. But people who take advantage of transit investments will see huge improvements.	8/1/2018 11:05 AM
140	ok if it includes bus only lanes on ALL major routes, including I5 over the bridge.	8/1/2018 10:53 AM

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141	I think this has a lot of potential. I'm interested in seeing continued expansion of bus only lanes. There is a large push in Portland right now for making buses a true priority, rather than just part of the regular traffic. Continued expansion of bus lanes, bus lights, and queue breaks is a great idea. Things I'd like to see: express buses, especially from transit centers to the central city during peak times. Removal of parking on main thoroughfares to allow more bus traffic. I'll still think that the cities priorities are around, walking, biking, transit, freight and then cars and I worry when I see that highways are getting the biggest overhaul, when transit doesn't even use the highways, outside of the long-distance commuter lines.	8/1/2018 10:44 AM
142	I want policymakers to know that in order to get more public support for transit, they need to make hard choices about buses, streetcars, and light rail such as creating 24/7 exclusive lanes for these modes so that they don't simply get stuck and traffic. Exclusive ROW for buses, streetcars, and trains will make them much more time competitive with private automobiles. Every time a person sitting in a car in traffic gets passed by a streetcar, they are more likely to consider leaving their car at home and taking the streetcar. They're never going to do that if they always see the streetcar stuck in traffic alongside them. There is no point in investing in transit if we're going to limit its efficacy by failing to dedicate the road space it needs to function properly. Have some vision and lead up to a healthier transportation future!	8/1/2018 10:21 AM
143	These need to work in concert with active transportation and reduce SOV capacity at the same time. Building up more infrastructure as though it's a collection and treating it as independent from other modes means it won't be used by as many people.	8/1/2018 9:51 AM
144	As someone who has lived car-free in many other cities, but feels dependent on cars in Portland, I think it is important for the city to recognize that not everybody lives or works downtown, so a bus system that is only concerned with getting people to that one location is set up to fail. Also, when waits for buses/streetcars are upwards of a half hour, they become unusable for most people. I moved from NW to NE Portland last year, and my transportation options have all but disappeared. Bus lanes would be amazing, bus rapid transit even better, but the city really needs to think seriously about where people are going outside of the small central business district in SW.	8/1/2018 9:50 AM
145	That they shouldn't just pay lip-service to it. Truly invest in this strategy. Go all in.	8/1/2018 9:35 AM
146	It's going to take bold steps to really make transit not just competitive, but advantageous to driving. Strategies that can be implemented quickly are great, but not a long term substitute for things like dedicating significant right of way to transit.	7/31/2018 2:23 PM
147	This policy is still missing the most important element for why people don't use transit: IT DOESN'T TAKE PEOPLE WHERE THEY NEED TO GO! Having lived in a city with great public transport (Minneapolis/St. Paul), the major difference is that buses actually go places other than downtown, unlike here where if you don't want to go downtown then you're out of luck. Especially on the westside, there is nearly zero north-south service, a glaring deficiency, and the reason I do not currently ride transit.	7/31/2018 2:01 PM
148	For a transit system to be effective and realistic for people to take to work each day instead of driving, it must be faster and not add a substantial amount of time to your day. I would love to be able to take the Max from Gresham, where I live, to Hillsboro, where I work, each day, however, it takes 108 minutes, which adds over an hour and a half to my day on days I take the Max.	7/31/2018 7:43 AM
149	Leaving TriMet to its own devices is not going to be successful as they have designed infrastructure that is only good for their purposes and is at conflict with active transportation. They have shown an inability at a high level to provide service that works for everyone. Ultimately getting people out of their cars needs to be the goal and if TriMet is able to help with that then that's a win. Reliable frequent service is the best solution for getting people out of their cars.	7/30/2018 9:48 PM
150	Looks pretty balanced overall. Specific projects/measures I'd like to see prioritized: * Southwest Corridor * Rose Quarter * Steel Bridge bottleneck * Lombard St ETC * MAX Yellow Line extension to Clark Co., especially now that the Vancouver Waterfront project is under way.	7/30/2018 4:58 PM
151	Don't forget that our transit system must transition to electrification as soon as possible, and make this a key metric for decisions on individual projects or programs.	7/27/2018 11:12 AM

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152	We need dedicated bus lanes, more routes and more frequent service, and most importantly, cheaper fares. Really, transit should be free of charge.	7/26/2018 2:31 PM
153	Transit should always be prioritized over private motor vehicle traffic. Service needs to run more often, and there should be many routes available 24 hours a day.	7/26/2018 8:18 AM
154	Integration of types of transit is absolutely necessary. Good forward planning.	7/26/2018 6:03 AM
155	Speed up the schedule if possible. Would rather have more bus only lanes than more light rail to get better bang for buck. Would like to see bus only lanes to Vancouver implemented in the next 5 years at the same time as congestion pricing.	7/25/2018 11:07 PM
156	Looking at demand indicators for service does not necessarily equate to use. Provide the service and measure the use. I do not take transit, (although I would like to) because the service is not there. How do you know I would like to use transit without providing viable options to get me from point A to point B?	7/25/2018 8:38 AM
157	Need parking garages with ample capacity where MAX (and others) are close to highway. A bus will not get people from their car.	7/25/2018 8:26 AM
158	Invest in transit everywhere and make sure transit is not stuck in car traffic - provide dedicated transit lanes and transit priority.	7/24/2018 4:26 PM
159	I'd want them to keep in mind that the best way to handle traffic congestion (like 217) is to offer better more flexible options in public transit.	7/23/2018 10:16 AM
160	Electric busses would make a much cleaner, quieter, more pleasant ride.	7/23/2018 10:10 AM
161	Focus on light rail is a mistake. It is wasteful and unnecessary. Our bus transportation system between Tigard and Portland is extremely efficient and sufficient. As the population grows more buses can be added.	7/22/2018 11:09 AM
162	I wasn't able to read the whole report, but transit enhancements should focus on making transit times more reliable, increasing express routes out of downtown for commuters through the most congested areas & adding bus only lanes getting out of the downtown area and onto the east side of town. It took me an hour to get out of downtown last week after the steel bridge was shut down, busses were full and passing stops and traffic was backed up so busses couldn't go anywhere. An ambulance also got stuck in heavy traffic and bus only lanes would open up options for our emergency vehicles as well. Additionally a coworker of mine who uses a chair and depends on the elevator at the 60th ave max stop where the elevator has been closed for maintenance has had issues with the busses servicing the area during this closure not having any space left for motorized/wheelchairs because they are already full of people with chairs in need. When a closure like this reduces access to transit, something more direct to meet that need must be put into place. Perhaps consider setting up a shuttle route for those who regularly commute and are in need of accessible transit options to be serviced by during the closure than assuming existing bus routes can meet the need.	7/22/2018 10:48 AM
163	If only metro stayed in the business parks and recreation I might actually like them more. The policy is simple though, more police officers.	7/21/2018 2:03 PM
164	Critical to give bus-only lanes wherever congestion from SOV creates slowdowns in order to make transit an appealing alternative to driving.	7/21/2018 8:52 AM
165	Prioritize transit improvements for areas most in need - where people depend on transit to get to their jobs and schools	7/20/2018 10:39 AM
166	include passenger ferry service in the strategy and utilize our natural resource	7/19/2018 9:46 AM
167	What would a regional transportation network look like if you were to design it from scratch starting now?	7/18/2018 7:24 PM

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168	I see these strategies written for the City of Portland with less emphasis on the greater area. The strategies for areas outside Portland are different and yet so influenced by the Portland policy and stakeholders that the greater areas just don't ever seem to get the priorities they need met.	7/18/2018 5:43 PM
169	It would be great to have a more robust streetcar system - it seems to be considered joke by Portlanders right now. I'd be interested in seeing more express bus services into portland from the surrounding cities.	7/18/2018 1:21 PM
170	Again, a very strange question... it includes a plan from 2010- uh? I'm rating this from 1-10 based on what? 1.3	7/18/2018 2:38 AM
171	We need a dedicated bus/ max line all the way to Vancouver and back to help the awful congestion on 5 southbound	7/17/2018 9:47 AM
172	Ideally, a city's transit service would be free to use, just like paved streets or water/waste services. Every long-term vision should be moving in that direction.	7/16/2018 9:18 PM
173	It still doesn't go NEARLY far enough. There are a LOT of things we need to do IMMEDIATELY: 1. Provide LOTS of *transit-only* lanes. Portland has the second-highest percentage of urban space devoted to STREETS of any city in the U.S. (trailing only Austin). We MUST devote 5-10% of our street space to BIKING ONLY and another 10% to TRANSIT ONLY. 2. Headways need to come WAY DOWN. No one wants to sit (or stand, because there's nowhere to sit in the hot sun or cold, pouring rain) and wait for 30 minutes for a bus. 3. The bus stops are way, WAY too close to each other. The space between stops needs to DOUBLE. I never, ever, ever take the bus. I bike (admittedly risking my life on our ridiculous street network) because the bus is not frequent enough, it stops seemingly every 10 seconds, it gets horribly stuck behind endless private autos, the ride is jerky (stop-start-swerve-stop-start-accelerate), etc. The bus needs to be something that people would *want* to use. And the Portland Streetcar?!? OMG, I could WALK from my place at 1st & Harrison to the Pearl District faster than the Streetcar. It needs to be WAY sped up. I LOVE that they got rid of four totally useless streetcar stations, but they need more streetcar/bus-only lanes, AND they still *desperately* need to fix the incredible chokepoint at 4th & Montgomery! Their recent "fix" did very little, from what I can tell.	7/16/2018 3:04 PM
174	I think that a lot of what we need in our transit system is out of the hands of policymakers. The chicken-and-egg problem is that people don't ride transit because of their conceptions of public transit which exist because they don't ride public transit. In a time of skyrocketing ridership it's easy to make transit better, more frequent. With ridership stagnant, there is no clear avenue to success, all approaches are worth a try, and the best I can think of to do is act as if ridership is skyrocketing and try to live in the transit system I want to have.	7/16/2018 11:39 AM
175	What is the plan for using/improving existing rail tracks, that may have been built for other purposes, and upgrading them for current use plans instead of building new rail lines and disrupting people and businesses?	7/15/2018 12:26 PM
176	The effectiveness of transit is amplified by two key issues: (1) dedicated transit space (ie bus lanes) and signal priority to provide a fast and reliable journey and (2) proper land use, zoning and development review (ie dense, well-connected, mixed use, walkable) to ensure that the places built close to transit stops complement and support transit use rather than hinder it (such as through low density, auto-focused, pedestrian hostile, etc). Without both of these, any investment in transit will not yield a positive return, and will make it harder to achieve the congestion and mode share goals.	7/15/2018 8:04 AM
177	Road improvements need the most improvement anon with bus systems. NO more light rail	7/14/2018 8:24 PM
178	The plan will help.	7/14/2018 6:25 PM
179	Again, if you're willing to do it wholeheartedly, it could be great. Bus-only lanes are cheap and very effective at both moving a lot of people and showing SOV drivers stuck in traffic that there is a good alternative. You have to be willing to make their commutes worse and more congested and listen to howls of complaint until enough of them give up and get on the bus. Enough of that and even the SOVs trips will improve.	7/14/2018 6:04 PM
180	Go take a trip to another city or country and see how they do mass transportation.	7/13/2018 11:41 PM

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181	I fully support Enhanced Transit Concept.	7/13/2018 9:41 PM
182	Transit is barely used or effective beyond certain pockets of the central city area. The best way to make transit more effective is to have a loop around the suburbs, rather than having interchanges in the central city.	7/12/2018 8:26 PM
183	As long as you have some sort of rail line between st johns and downtown connections it's good. What about hwy 30?	7/12/2018 7:27 PM
184	Investments in regional transit also need to includes investments/improvements in service/frequency/reach, as well reduce fares across the board, starting with low-income families and kids, but expanding to everyone. We need to address the constitutional amendment restricting road user fees to be spent on road infrastructure improvements so revenue like highway tolls can fund improved transit service.	7/12/2018 3:46 PM
185	Part of the investment should be to reduce the cost to users, to encourage use. Also, despite lots of people moving to Portland in recent years, the tax base never seems to increase significantly. This and the combination of the effects of climate change and the federal tax cuts will negatively impact local economies for years to come. This always impacts lower income residents with more force, so despite the fact that many of them are moving here from places with little or no transit compared to PDX, they will eventually have no choice but to use transit, and we will need it to be there in greater frequency and availability long before 2040.	7/12/2018 11:06 AM
186	Congestion and slowness of transit can be key deterrents from using transit. I support the work focused on these topics. Improving MAX travel time through downtown is also an issue. Studies to identify the best way to improve this would be beneficial and would increase the number of people using MAX for longer-distance commutes. I also urge consideration of developing rapid-transit options from Portland to employment centers in Beaverton, Hillsboro, Gresham, Tualatin, etc.	7/10/2018 9:25 PM
187	This will undoubtedly improve transit, but so much more could be done if the funds set aside for highways were moved into the transit category. Major investments in highways will only cause more problems and congestion as has been seen in many other cities. Transit should be THE priority, not A priority.	7/10/2018 9:02 PM
188	the transit system seems to be only loosely linked to the land market for housing and affordable housing	7/10/2018 12:47 AM
189	On board! Desperately needed.	7/9/2018 11:16 PM
190	No matter how much money Metro throws at mass transit, a very small percentage of the population uses it and a very small percentage will use it in the future. So basically, the needs of the few are more important to Metro than the needs of the many.	7/9/2018 7:59 PM
191	MAX/mass transit in its current state is too slow to get people out of their cars. Fewer stops or dedicated surface routes could improve this. Bus lanes could speed bus travel (less expensive than light rail?) Most people would consider mass transit/bicycle travel if it was faster and for bicycles, safer. I would like to see Portland/Metro to start thinking like a big city and begin construction of a faster subway system to get travelers through bottleneck areas and remove (at least some) light rail traffic from surface streets. (I was able to spend some time in some mid-sized european cities last summer and was quite impressed with their underground transit)	7/9/2018 4:55 PM
192	More MAX lines over bus lines. Re-examine the number of bus stop to make some routes faster too	7/9/2018 2:21 PM
193	Seems smart to focus on problem areas, with a systemic approach.	7/9/2018 2:18 PM
194	I love the focus on supporting low income riders. I hope this continues to be a thoughtful part of this plan.	7/9/2018 12:38 PM
195	Great. If Transit improves to the point where motorists feel like suckers for waiting around in traffic, that will be a huge win.	7/9/2018 11:37 AM
196	Anything without bus-only lanes is a farce.	7/9/2018 10:54 AM

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197	The longer term decline in ridership and the role that transit will play in the autonomous era should be more closely evaluated prior to investments, with recognition that the autonomous vehicle will be here much before any new transit capacities (at least rail)	7/9/2018 8:39 AM
198	It's a good start. All of these changes should be built in the next 5-10 years. I really and truly hope that, as a region, this plan does not represent the full extent of our vision for the build-out of the system for the next generation. Otherwise, I would ask — that's it? That's the best we can do, or even plan to possibly do if we can figure out how to finance it? Because if that's the case — we can do a lot better, but maybe we need to fire some of our near-sighted regional leaders first.	7/8/2018 9:02 PM
199	I'm glad to see more 24 hour lines coming in this fall.	7/7/2018 8:05 PM
200	move away from city center pass-thru, focus on linking outer areas to each other, focus on minority pop, expand and increase hours of public transit	7/7/2018 7:02 PM
201	To make transit work better we should also implement cordon pricing around downtown to make fewer cars congest the system.	7/7/2018 6:46 PM
202	This should get priority over highway improvements	7/7/2018 3:25 PM
203	Be transparent as to the changes that will occur and realize that people who are accustomed to things being a certain way may need to change their expectations.	7/7/2018 2:10 PM
204	The goal should not be to make transit an acceptable alternative to driving; it should be BETTER than driving. Cheaper, faster, more pleasant. We need many many miles of bus-only lanes that allow them to glide past backed-up traffic, rather than a few quick fixes.	7/7/2018 1:17 PM
205	Spending on ETC must come with local commitments to get cars out of the way. We need to have solid wins when we reallocate space from cars to buses, so that we get the simultaneous mode shifts that will provide popular support for subsequent projects.	7/7/2018 1:12 PM
206	I think bus lanes and priority access for public transportation are key to making it more attractive for folks to use. I dream of a day when it's faster to get home from downtown on public transportation than to drive.	7/7/2018 12:08 PM
207	Too much transit investment is being spent on cars first, such as preserving redundant lanes on Barbur as part of southwest corridor planning. The 2015 Road Safety Audit found that half of southbound traffic turns onto Capitol Hwy and yet the bike lanes are still discontinuous through the woods. There are five northbound onramps from Barbur to i5 between Tigard and Portland. Leaving the underused passing lanes will only invite more driving while adding \$1B to the light rail project. Meanwhile, that space could be used right now to move bus and bike traffic. I can't believe that we're going to spend so much to build a new rail line and expect people to get out of their cars while going to so much trouble to keep people driving. Congestion pricing is the only way to keep highways free-flowing.	7/7/2018 9:25 AM
208	Why not planners work with smart transit agency of Wilsonville????	7/6/2018 7:03 PM
209	We must prioritize transit over individual cars. Transit must be made convenient and enjoyable to use. We need incentives to convince people that transit is the smarter, healthier option for our city and fellow Oregonians.	7/6/2018 6:03 PM
210	Again, include the rivers. The only rails that make sense are light rail. A huge savings can be realized by eliminating rails for street car. An electric trolley bus system can have the permanency and much of the cachet of a rail streetcar at far less cost. Not to mention it would be speedier, more agile in traffic, and less of a boondoggle than the streetcar.	7/6/2018 5:47 PM
211	Trains revitalize communities and provide critically efficient transportation corridors. We must invest in more forms of mass transit which minimize our dependency on cars and provide relief for incurred environmental externalities.	7/6/2018 4:19 PM

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212	The streetcar system could be an effective way to navigate the city, but it is too slow. It needs its own lane of traffic so it doesn't get caught in rush hour and in some locations stops are extremely close together. For example there's a NS line stop at 22nd and Lovejoy and 21st and Lovejoy. Stops should be a minimum 4 blocks apart because then the maximum walking distance from your destination to the stop is still only 2 blocks.	7/6/2018 4:14 PM
213	High capacity transit is needed as soon as possible along the entire I-5/I-205 freeway loop. WES needs to be rethought and remade into a larger commuter rail system serving Vancouver, Gresham, and Oregon City.	7/6/2018 4:14 PM
214	There are a lot of transit deficient areas in the region with a high number of employees and users that are not served in TriMet's Service Enhancement Plans.	7/6/2018 4:01 PM
215	I would like to see more emphasis on busses and improving frequency and reliability by dedicating lanes to high capacity busses	7/6/2018 3:27 PM
216	Transit strategy should have the following two goals: 1. It should always be faster to take public transit than a private car. 2. At no time should be an individual be more than 500m away from the nearest public transit stop. You can also consider another billing approach to make transit lucrative for short trips. Allow passengers to card in and card out when boarding and deboarding, respectively, and charge them based on distance, instead of a flat charge.	7/6/2018 12:43 PM
217	Please increase public transit options in Clackamas county.	7/6/2018 10:57 AM
218	There are great examples of cities that do exceptionally well on public transit. Please implement the learning from the transit systems of the cities of London and Paris. Closer home, Seattle has done a great job of making public transit attractive and efficient and have accordingly seen a jump in ridership in recent years. The basic fact remains, if public transit is not the most efficient option to get from A to B, no one will take it.	7/6/2018 10:37 AM
219	I do not trust TriMet considering the MAX incidents and they do not act. I ride public transit as little as possible due to concerns for my own safety.	7/6/2018 10:33 AM
220	Talk to neighbors and users. People need to be engaged to be invested in a project and we need community support to make these big projects happen.	7/5/2018 8:59 PM
221	Transit is not used by most people. Money needs to be directed to transportation that most people use.	7/5/2018 10:22 AM
222	Express MAX/WES service is needed to maintain ridership as service area grows	7/5/2018 9:52 AM
223	This is fine for most of Portland, but I still believe we are delaying an enormous problem by deciding not to move forward with MAX on Powell to SE and East Portland. I have no idea how even the most successful Bus Rapid Transit system will move any faster than personal auto traffic on Division. While there are some high dollar properties on Powell west of 39th that would need to be purchased for a light rail system, many of these sites sit vacant now (Wendy's, taco house), or are being developed with street frontage into affordable housing (Safari). The time is now and we are boxing ourselves in to any movement to downtown from future growth to the SE of Portland (Boring, Damascus, Happy Valley, etc). This plan has a real lack of vision on solving this problem for the long term.	7/5/2018 8:43 AM
224	I would like to see more specific outcome oriented goals/objectives that can be communicated broadly. IE: "Our goal is to have 90 % of our citizens served by transit stops within ¼ mile of their homes." Give us something to support, to strive for, not just "address the most congested..." Boring.	7/5/2018 4:13 AM
225	Will a One Call/ One App be feasible with all the immediate needs of the metro transportation needs? Will there be funding to sustain it in the next 25 years?	7/4/2018 5:19 PM

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226	Transit options in Metro are unrealistic for most residents, and this policy contains nothing that would change that. I have lived or worked for 10 years in downtown Portland, south metro, PDX airport, and Salem, and I have never encountered a transit option that provided a realistic option (cost, schedule, time). It has not been for lack of desire either, because the struggling road/highway transportation provides strong motivation to find another option. Despite this, transit options in the greater Portland area have always been inferior and unworkable.	7/4/2018 3:30 PM
227	focus on connections between 20-minute neighborhoods; coordinate with cycling and walking	7/4/2018 3:15 PM
228	Prioritize ways to get to the Max or streetcar stations.	7/4/2018 1:49 PM
229	Most important: more bus lanes (Hawthorne Bridge!!!), rapid service buses and MAX, re-define "frequent service" as every 10 minutes or better. And the next "bus rapid transit" project *HAS* to involve dedicated right-of-way for most or all of the line.	7/3/2018 9:23 PM
230	Don't exclude investment in freeways, we need both mass transit and point to point solutions. Electric, autonomous shared vehicles will provide climate friendly solutions along with mass transit.	7/3/2018 8:52 PM
231	Pushing MAX to Bridgeport is excellent, I would like to see it pushed a bit further to Nyberg or even further to Sherwood	7/3/2018 8:07 PM
232	I think more emphasis is needed on security (e.g. turnstiles) and distance-based fares to make transit cost-effective for short daily commutes. It would be great to have more on-demand microtransit options in the near future.	7/3/2018 5:42 PM
233	Please add more MAX lines	7/3/2018 5:31 PM
234	Mass transit please.	7/3/2018 3:34 PM
235	WES is NOT sufficient for that corridor. We need more frequent, regular transit through that SW area, with longer hours.	7/3/2018 3:32 PM
236	Something needs to change, and adding more light rail to key areas that are heavily impacted by rush hour traffic that is growing wise makes the most sense.	7/3/2018 2:42 PM
237	I really want to to see much better bus service. Buses need to be cheaper, more extensive and frequent. Buses are key to the safety and health of Portlanders. Right now it costs me more to take my family downtown using the bus than to drive our SUV and park it. That is absurd. Until it is cheaper than driving and parking few people are going to make the right ethical choice.	7/3/2018 2:04 PM
238	Traffic would move faster without bike lanes.	7/3/2018 1:51 PM
239	No more MAX tracks. No more WES tracks. No more street cars lines.	7/3/2018 1:33 PM
240	Investments in transit are important, and policymakers need to support the cost-effectiveness of transit by allowing greater flexibility in development along high capacity transit lines. In Clackamas County where I live, not enough is happening quickly enough to capitalize on the Orange Line, or the McLoughlin Corridor. Land use planning needs to step up and move faster. Also in Clackamas County, the Orange Line needs to come down to Oregon City, without too many stops along the way.	7/3/2018 12:24 PM
241	Metro transportation seems to be trying to find a BandAid big enough to cover the mis-steps pushed and promoted by Metro's rampant growth policy.	7/3/2018 12:03 PM
242	Please recognize that investments in transit are also investments in safety. This is because transit is the safest way to travel, so long as people can safely navigate to and from transit stop locations. Please also recognize that dedicated transit lanes should ideally reapportion existing road space rather than result from a road widening. Reapportioning existing space used for motor vehicles is relatively cheap and supports higher transit mode share relative to projects that widen roads to create transit lanes.	7/3/2018 11:43 AM
243	While making connections is important, travel time and travel time reliability are what will convince commuters in outlining areas to use transit. Focus on strategies that make transit a better choice for the commuter. Possible solutions include more isolated guideways for transit (ie. Not operating in mixed traffic), hard shoulder running for buses, increased use of transit signal priority.	7/3/2018 10:32 AM

244	Reliability and more frequent service.	7/3/2018 10:03 AM
245	I am very happy about the growing connections/integration of systems, and an intentional focus on proving rides for folks on the edges. I would like to see even more. Let's not fund highway projects and fund more frequent/longer hours of service throughout the network. Where we have to choose, I would like Metro to use race and ethnicity as a prioritization metric; our region (our nation) has a legacy of systemic oppression of people of color which has had significant generational impacts on where people can afford to live, and the kinds of transportation options available to them. We should spend our transportation dollars in ways that begin to repair those hurts.	7/3/2018 9:27 AM
246	I work in downtown Portland and I drive. So do all the members on my team. There are always going to be people who do not take transit. Taxing businesses more to pay for these measures will further stunt the growth of this sector.	7/3/2018 7:40 AM
247	Improve Improve across Portland transit times e.g. Lents to Hillsboro +`	7/3/2018 6:23 AM
248	While buses and light rail/Streetcar/WES can ply the same routes, people will use the rail options more often than they use the buses - it's just the truth of it.	7/2/2018 10:30 PM
249	Waiting for more of the transportation future -- scooters, electric bikes, more orange bike options	7/2/2018 9:29 PM
250	Improve transfers. No one wants to watch their connection pull way and have to wait a long time for the next one. Improve frequency. Improve image - Trimet especially needs to rebrand themselves as friendly, clean, safe, affordable and convenient - that way my mother-in-law might take the bus to work.	7/2/2018 8:56 PM
251	Improve the timing of transfers - that is, there needs to be more overlap. People don't want to see there connection pulling away when their bus pulls up to the transit hub only to have to wait 45 minutes or more for the next connecting bus. Also Trimet has work to do on its image in terms of customer service and public safety on it's vehicles.	7/2/2018 8:51 PM
252	There has been too much emphasis on Transit for the last 30 years. The pendulum needs to swing towards roads/bridges and highways.	7/2/2018 7:05 PM
253	Policy makers need to know that many of us will never or very rarely use mass transit. You can't make us use it, it's not suited to our needs or location and where we go or what we do.	7/2/2018 6:24 PM
254	There are no East West bike paths east of 82nd and out to Gresham. It would be great to get rid of all cars on Burnside so that it can be solely a bike/pedestrian/MAX route. Cars can go south to Stark or north to Glisan.	7/2/2018 5:33 PM
255	Anything that encourages people to utilize mass transit, carpool, etc. and reduce the vehicles on our streets and highways has to be a positive.	7/2/2018 5:27 PM
256	We need more high frequency bus lines in order to increase ridership. Also need north-south bus lines in east portland.	7/2/2018 5:06 PM
257	expand bike lanes and the max	7/2/2018 4:23 PM
258	Please provide additional funding for enhanced/faster/more efficient transit	7/2/2018 4:21 PM
259	Taking an assessment of the skill set of the growing population	7/2/2018 4:06 PM
260	There is not enough detail to know where the transmit money will be spent. You're already planning to waste billions on the Tigard light rail that it's obvious that NOT a majority of the public wants.	7/2/2018 3:58 PM

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261	Relative to much of the US, Portland is way ahead in the cohesiveness of its public transportation. Having lived in Germany, I recognize that Portland still has an opportunity to improve. I've found that Portland's transit system is very good when you already live in the core of the city, however, it becomes more lacking in suburban and on the edges of the city. Bus lines don't run often enough along the NW waterfront, meaning a walk of 1+ mile to get to a reliable transit line (e.g. MAX, Streetcar) There are similar issues in Raleigh Hills where the 51 doesn't run outside of school transit hours. To make matters worse, there aren't enough Park-n-Ride space in those areas that allow connection to MAX. Washington Park is the closest station but has no parking, and Sunset TC fills up very early in the morning. One other general flaw in Portland is the lack of sensible walking routes through residential areas. Unlike places like Cologne, Germany and Berkeley, CA, in Portland there aren't enough walking paths, which often means pedestrians have to walk 2-4 times greater distance that the crow flies. Future development and even some "retrofit" easements could allow walking traffic across residential areas, making transit access more efficient and increase ridership.	7/2/2018 3:11 PM
262	Fix I5, Fix I205 - Bottom Line	7/2/2018 2:45 PM
263	Is the South Hillsboro development included in the priorities?	7/2/2018 2:11 PM
264	MAX cars need to be safer, with doors that open easily if someone puts their hand or body in the doorway. The present MAX car doors slam very, very hard and firmly and are dangerous. The Open Door buttons on MAX cars also need to work much better than they do. Once the doors start to close, the Open Door buttons should work to re-open the doors. MAX cars also need driver contact buttons closer together. I have been in a place where 5-6 people were screaming at each other, and they were between me and the nearest Call button. I was scared.	7/2/2018 1:31 PM
265	We need more buses linked to MAX or whatever rail systems exist in 2040. People end up driving when they don't have adequate access to better bus lines. Here's an instance. I looked at taking a bus from my home in Aloha to Kaiser Sunnyside hospital. That requires a mile walk to the nearest transit center and a 3/4-mile walk from Clackamas Town Center to Kaiser. I intended to go there for leg surgery, so ended up driving. Think things through.	7/2/2018 1:10 PM
266	There should be further investment in new rapid transit lines. To cover this, all employers in the metro area should be forced to pay a small percentage of each employee's wage for which that employee would receive a free monthly transit pass. Additional increases in parking rates should cover the rest. This would increase the amount of riders on transit, encourage people who normally do not ride transit to ride and pay for the development of new service.	7/2/2018 12:53 PM
267	This transit strategy is not focused on the entire transit network. It focuses on travel into and through Portland. It ignores the benefits of an I-5 loop through Washington County out west of 217 up to I-5 north of Vancouver. This would relieve through traffic avoiding Portland and provide economic growth potential for Washington County.	7/2/2018 12:50 PM
268	If most of the growth is projected to be west and south, transit lines should anticipate this growth with increased capacity for existing and future corridors.	7/2/2018 12:50 PM
269	Inner-ring Portland still doesn't have full-day bus service. Portland Heights has limited option for getting downtown.	7/2/2018 12:11 PM
270	Public transportation investments will become critically important	7/2/2018 12:06 PM
271	More, more, more!	7/2/2018 12:00 PM
272	There is way too much emphasis on light rail. Light rail is a waste of money. The money would be better spent expanding bus service.	7/2/2018 11:43 AM
273	I think public transit needs to be made as free from congestion as possible. Sharing the roads with private cars does not seem to work well	7/2/2018 11:40 AM

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274	I wish you offered me an Executive Summary of this plan. I'd like something between the three brief paragraphs above and the full 154 page plan. But, I trust Trimet's planners. Let 'er rip.	7/2/2018 11:29 AM
275	First decide how to measure "frequent, convenient, accessible and affordable" or better yet change the vision to goals and set goals that allow measurement and that fit with the overall goals, whatever they are, such as safety and health and cost control. The word robust does not mean anything. Take the whole plan to a diverse group of people who can sit in a room together and begin with attributes and re-do this plan together, hearing one another, starting with each proposing attributes, weighting them and then moving to strategies and weighting them against each attribute. And make sure each is specific and measurable. Again technology can be inexpensive and provide human factors that make the public feel more comfortable and well served with only common sense improvements as opposed to the proposed disruptive ones such as queue jumping and "routing fixes". An example of such improvements would be to change the rule about bus stops being placed where patrons need to risk their lives to get to them because of the lack of crossings. We have at least a dozen in Lake Oswego along Country Club and along Boone's Ferry. The Trimet/Metro requirement is to have bus stops spaced a certain distance apart with total disregard for the fact that there is no way for anyone to get to them without risking injury and this applies even and especially to disabled or young children. The solution would be to remove unsafe bus stops but your policy will not allow that. So if your goal is to improve the safety and convenience of bus routes step one would be to only put them where safe crossing to them is available, don't you think?	7/2/2018 11:27 AM
276	Don't forget to extend and make more robust transportation plans for the areas on the UGB and just beyond. West Linn has dismal transit options, and with value-pricing on the horizon, our already clogged side streets will become even more so, creating headaches and safety hazards.	7/2/2018 11:23 AM
277	All opportunities for enhanced transit should be taken, including closing roads, lanes, and bridges for public access if additional bus capacity is needed.	7/2/2018 11:16 AM
278	transit needs to serve two populations- one that has no access to cars and one that needs to be enticed to use their cars less. it needs to remain affordable and accessible first and foremost to those who do not have other options.	7/2/2018 11:16 AM
279	Sounds good. Frequency & reliability, along with usability is key. Transit users should be able to walk out the door confident that they can get anywhere in the metro area within 1 hr by transit, and much much less in the central city. Point to point in the city should be 20 mins.	7/2/2018 11:15 AM
280	You need to balance the cost with utility, paying several billion dollars to make just a few thousand riders daily commute slightly more pleasant just doesn't make sense. Adding a few park and rides, some crucial ped. upgrades and more frequent express bus service makes so much more sense and would cost several billion less!	7/2/2018 10:52 AM
281	Transit is too slow. Add express MAX trains and add a loop that connects Hillsboro to Gresham without going through Portland. Having every line pass through Portland is slowing the system down	7/2/2018 10:38 AM
282	The region needs a much more aggressive transit strategy to relieve traffic congestion and serve households that rely on transit. Transit must be fast and convenient to compete with cars. Tri Met's system serves much better as a money-maker for real estate developers than as a useful transportation system.	7/2/2018 10:36 AM
283	two things I'd like to see emphasized more: 1) speeding up trips - it takes, at best, twice as long to go by transit and sometimes that might be 4 or 5 times as long if one has to travel a long way or the connections are inconvenient (therefore most chose to drive) and 2) as the poor are pushed further out due to obnoxious housing costs, it only means longer times on transit. Ever go from Hillsboro to Gresham on Max? It takes way too long since the entire system has and makes too many stops!	7/2/2018 9:31 AM

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284	Invest, invest, invest. We need to put money where our policies are. In this case, we need to spend money on a transit network that more efficiently carries people where they need to go. This means more frequency in places that have more density of jobs, housing, and destinations. If we are serious about meeting our goals by 2035, we need to give more priority to transit. This means accepting the political blowback when ETC tools like bus only lanes are put into place. Do the right thing. Not the popular thing.	7/2/2018 9:10 AM
285	Public transit doesn't work and shouldn't be invested in. Especially adding to the system outside of the area. This money should be focused on freeways	7/1/2018 6:30 AM
286	Impose congestion pricing to the point where it hurts enough to get motorists to use alternative transportation methods. That, and hope the cost of gasoline reaches \$5 a gallon!	6/30/2018 9:26 PM
287	We ned you to get serious about this. Public transit is not only important; it must be central to urban life - with its various vehicles running 24/7.	6/30/2018 10:00 AM

What do you want policymakers to know as the freight strategy is implemented?

Answered: 112 Skipped: 769

#	RESPONSES	DATE
1	Freight is not coordinated and regulated enough within the Portland metro area. Freight companies are allowed to maximize profit at the expense of efficiency. This includes rail and truck freight.	8/15/2018 6:07 PM
2	I applaud the approach attempting to track diesel emissions from freight, it's critically understudied. Ensure freight has access to less congestion by helping to enact tolls on all regional highways.	8/15/2018 4:37 PM
3	I do not know much about freight in the area. I do know that adding more lanes on the highway is not the way to reduce traffic, and would ask that policymakers prioritize finding new ways to carry freight that do not involve paying for infrastructure with tax revenue that large corporations are not contributing to with their own taxes.	8/15/2018 2:27 PM
4	Although rail is the most fuel-efficient for freight, we have discarded many sidings at industries, leaving trucks necessary. We should have truck-only lanes on freeways, and possibly on major highways, along with bus lanes (probably not shared). Auto use of roads should be last priority, as it supposedly is in adopted heirarchies, but not de facto.	8/15/2018 1:49 PM
5	Increased freight, while economically helpful, brings enormous increases in emissions in an already heavily polluted area. If the regional plans are to facilitate that increase, business and industry must also ante up in that benefit by helping the people of the region. They must show and prove an investment in cleaner engines and transportation the region, provide vegetative buffers, especially in adjacent and near-by areas, and provide filtration systems in homes, apartments, and condominiums that are and will continue to be hardest hit by the increase emissions and pollution. They should work with these communities to actively listen and respond to their concerns and needs.	8/15/2018 1:23 PM
6	Do care about the environment with this plan. Those cargo ships burn crude oil for fuel, dumping millions of pounds of carbon in the air. We can't control that when they are outside of the Portland area, but we cn at least do something about it when they are here. We want safe waterways and air.	8/15/2018 12:28 PM
7	I don't care how many trucks there are as long as they run on batteries and not diesel.	8/15/2018 10:35 AM
8	Priority needs to be given to Amtrak to make it a feasible commuting option which will help ease traffic on I-5.	8/15/2018 9:55 AM
9	Please focus on minimalizing traffic impact of trains. Also the truck traffic over the St. Johns Bridge seems like it could be improved on. It is dangerous to have big trucks go through a business district. It'd be great to have a second bridge from Hwy 30 to Rivergate.	8/15/2018 9:01 AM
10	Need to reopen the port for ships to reduce truck traffic on I-5. Need to encourage electric trucks at least for local delivery. Need to move off carbon-based fuels to improve greenhouse gas emissions, air quality, and hazards from fuel transport	8/15/2018 7:52 AM

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11	I am deeply concerned about the focus on highway improvements and the plans to expand I-5 in the Rose Quarter, right alongside Harriet Tubman middle school. Due to the concept of induced demand, freeway expansion has been shown time and again to be unsuccessful at reducing traffic congestion. Spending 500 million dollars on a freeway project is just kicking the can down the road, throwing away a lot of money for a short-term, bandaid fix that will worsen our already terrible air quality and dig us further into the hole of highway dependence that is contributing to climate change, air pollution (and related poor health outcomes), fatal crashes, and traffic congestion.	8/14/2018 11:25 PM
12	DO NOT widen 1-5 if you expect more trucks to be driving on it. There's a middle school right next to the planned location of the widening project, and pollution from freight trucks is the most dangerous to human health.	8/14/2018 3:40 PM
13	A true freight strategy would implement congestion pricing for single occupancy vehicles and reserve lanes for freight and high occupancy vehicles on important freight routes. Often the term "freight" is used by stakeholders as a boogeyman as in, "you can't do that project because it will impact freight movements." But what they really mean is you'll make driving my car slower.	8/14/2018 1:31 PM
14	Freight, while important, should be considered along with safety and active transit projects, rather than at their expense. As an example, freight interests have successfully lobbied to remove safety infrastructure at the corner of Rosa Parks and MLK because it made it too hard for trucks to turn from Rosa Oaks onto MLK. Rosa Parks isn't a freight corridor, so why is freight getting a priority over safety?	8/13/2018 8:50 PM
15	To my understanding, delays in motor vehicle traffic are considered a positive in transportation planning. When biking, walking, and transit become more useable than using a personal motor vehicle, people will bike, walk, and use transit more frequently. This, in turn, will get personal motor vehicles off the road so there's more room for freight. De-prioritize the flow of personal motor vehicle traffic.	8/13/2018 8:00 PM
16	Congestion pricing.	8/13/2018 4:06 PM
17	Our waterways are important, incredibly so and they need protected and improved. That said, we also need to prioritize fish, salmon, passages to make sure they are safely able to get upriver to spawn.	8/13/2018 10:34 AM
18	It will be important to also tax businesses who expect to export technology and other polluting products from our region to reduce freight traffic. Priority should be given to sustainable agriculture, and other sectors which increase quality of life and economic vitality without polluting our region to the benefit of other markets.	8/13/2018 10:22 AM
19	Need Westside bypass to reduce trucks going through downtown to get to North Portland	8/13/2018 9:46 AM
20	Oregon's diesel standards are behind neighboring Washington and California, and so Oregon takes the brunt of dirty diesel emissions. Transportation accounts for a large percentage of Oregon's greenhouse gases, and freight is a significant piece of that. We should be investing in ambitious improvements to the current system, such as the pilot project at the Port of Los Angeles to electrify core truck freight corridors.	8/12/2018 10:15 PM
21	It seems like a problem that so much freight is carried in trucks. Can you increase the fraction that's carried on more scalable modes like trains?	8/12/2018 10:00 PM
22	I support freight and it's role in boosting a local economy - to an extent. Freight wants to expand freeways, which I strongly oppose, but also supports decongestion pricing, which I strongly support. So my point is that we need to find the right balance that considers all of Portland's needs, including meeting our climate goals, when considering freight.	8/12/2018 8:33 PM
23	Toll freight trucks. It needs to be more expensive than shipping by boat or rail.	8/12/2018 11:52 AM
24	This city will never update roads, and with the way people are moving from Portland, freight traffic may be a problem in the future.	8/11/2018 4:55 PM

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25	Too often, we prioritize freight movement over safety and livability.	8/11/2018 12:48 PM
26	Freight experiences congestion and delays at every step of the process and should be accounted for in an organization's planning process. It should not be the public's responsibility to improve freight transit times for (mostly) commercial entities.	8/11/2018 10:25 AM
27	This should focus primarily on reducing greenhouse gas emissions from freight.	8/11/2018 5:54 AM
28	You absolutely must connect the freight plan with the safety plan. Freight vehicles are inherently dangerous, with blind spots and vehicle designs that kill people walking and biking regularly. Any safety plan needs to require freight vehicle design and operation to eliminate these issues. ELIMINATE.	8/10/2018 11:31 PM
29	The adoption of freight-only lanes should be considered on regional highways and freeways.	8/10/2018 1:34 PM
30	Less focus on roadway expansion to mitigate freight delay, stronger focus on tolling.	8/10/2018 10:28 AM
31	If you want freight to be able to move through the area you need to get people out of cars and into public transit.	8/10/2018 9:00 AM
32	If transit planners create choke points and transportation inefficiencies by design as a political statement, freight transportation will suffer as well	8/9/2018 9:23 PM
33	The forgotten child. Given short shrift. The biking/ transit actives have tunnel vision, especially about freight n	8/9/2018 4:50 PM
34	reducing delays for truck travel can be had through congestion pricing and allowing trucks in HOV lanes	8/9/2018 4:48 PM
35	I don't think the strategy is bold enough. Freight is a major part of the bottleneck up and down the Portland Corridor. Real creative ideas that can help for the next 50 years is needed.	8/9/2018 10:41 AM
36	Improve rail freight! It's much more efficient in terms of fuel and labor than truck freight. In fact, long haul trucking should be much more rare than it is now. Work with the federal govt to repeal the Jones act and get more waterborne freight moving too! But I do like the advances in truck technologies such as platooning	8/8/2018 5:16 PM
37	More freight should be moved via rails. The interstate system should not be used for hauling goods interstate or within the state. We cannot pave our way out of congestion. Smaller renewable energy trucks should be used to carry goods within the city but not for long distances. More semi trucks mean more dirty, disease-causing diesel.	8/8/2018 3:35 PM
38	I am encouraged by this focus on economic activity and measuring the cost of congestion, and the acknowledgement that trucks will remain the primary means of transportation for those goods. We must invest in our roads to ensure a continued strong economic base for the region's citizens.	8/8/2018 10:24 AM
39	Policy makers need to make reducing green house gas emissions while maintaining an efficient freight network a higher priority. It was nice to see the that restoring operations at the Willamette Falls Locks was included even if it did appear to be an after thought.	8/7/2018 10:27 PM
40	Need to reduce traffic congestion to enable traffic to flow more smoothly Toll roads to be considered	8/7/2018 7:26 PM
41	Any freight strategy that relies on more trucks on the road seems problematic to me. Rail and barge is much more efficient, and has many fewer domino effects on the rest of the transit system	8/7/2018 5:11 PM
42	- Get with the rest of the planet and implement a revenue-neutral sales tax to discourage people from buying junk they don't need. - Encourage home-scale permaculture to increase the amount of food people grow in their neighborhood, and thus less food shipped from thousands of miles away. - Promote infrastructure for non-diesel trucks	8/6/2018 10:50 PM
43	How are we going to move goods after a large seismic event to get our economy back up and running?	8/6/2018 1:47 PM

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44	We should have much less focus on building new freight infrastructure. A much more cost-effective approach is to use demand side management on single occupant vehicles through tolling and congestion pricing. By reducing car commuters, it will ease congestion for the freight vehicles that need the roads.	8/5/2018 1:45 PM
45	Get the land routes below grade	8/5/2018 11:10 AM
46	Use trains, not trucks. And please start taxing trucking companies at a rate that will cover the enormous damage they do to the roadbed!!	8/2/2018 3:10 PM
47	I'm all for it if it doesn't include the freeway expansion.	8/2/2018 2:49 PM
48	We need tolls to control congestion and allow freight to move more freely.	8/2/2018 1:43 PM
49	Why are there not any dedicated freight lanes on interstate highways? There ought to be. Of course that would be one less lane for single-occupancy private vehicles, but that would be fine. Every stretch of freeway, US 26 from Banks to I-405, 1-405, I-5, I-205, I-84 should have at least one dedicated HOV lane.	8/2/2018 8:57 AM
50	Decongestion pricing and bus/freight lanes are the answers to freight needs. Roadway expansion is not.	8/2/2018 1:11 AM
51	I've gotten too tired to read these giant things at this point, sorry. But I suspect the best way to improve freight conditions in the metro area is to use decongestion pricing to get solo people out of their cars/off the roads at peak travel times so freight can move. Moving less freight by truck and more by boat/rail is probably always going to be more carbon efficient, too, so maybe prioritize that transition more than you're doing.	8/2/2018 12:33 AM
52	Why do we need to prioritize freight. If users of the freight system aren't paying for these upgrades then they shouldn't happen. Freight should pay it's own way	8/1/2018 11:15 PM
53	Much more freight needs to be moved by train and boat. The harbors are under utilized. The trucks are breaking up our roads and dangerous.	8/1/2018 3:39 PM
54	Freight traffic causes pollution that disproportionately effects low income and minorities. These needs to be address if we're going to increase freight capacity.	8/1/2018 2:57 PM
55	Stop putting giant freight trucks through the city. Freight belongs at the edges of a city, not in the center.	8/1/2018 2:40 PM
56	Instead of sinking more and more money into highway expansion, how about we use other tools - like improved mass transit and congestion pricing - to reduce congestion and help ensure that freight can move freely?	8/1/2018 1:25 PM
57	Need safer vehicles for urban conditions: smaller and less polluting. Getting freight moved is pointless if we get killed in the process	8/1/2018 12:20 PM
58	I think these policies will be only moderately effective in improving freight mobility. After transit, freight is the single most important use of our roadways. The best way to help freight is to eliminate private automobile traffic through increased gas taxes, tolls, and higher transit, bike and walk mode share. If the roadways are less congested, freight moves more easily. We should work to design a transportation system that prioritizes use of the roadways by users with no other options, and that includes freight. Our policies should otherwise encourage others to get out of their cars and on to trains, buses, or bicycles.	8/1/2018 10:24 AM
59	The Port is vital to good freight. Also removing SOVs from our highways is good for freight by allowing for more predictable traffic patterns for trucks to get in and through the city.	8/1/2018 9:54 AM
60	Much of this is in direct conflict with the SAFE system that is being advocated, IMO. We should be moving away from having freight trucks on our roads.	8/1/2018 9:37 AM

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61	Making decisions solely based on what the freight lobby wants is not efficient. They don't seem to understand that getting people out of their cars will benefit their end goals as well. Adding congestion pricing to the highway system and eliminating street parking can improve reliability and resiliency for our freight network.	7/30/2018 9:50 PM
62	Congestion on 26WB in the vicinity of VR Tunnel and 5NB in the vicinity of Marquam Bridge will continue to be an issue as long as the merge-weave situation and other choke points aren't addressed.	7/30/2018 5:19 PM
63	If we are going to be investing Portland's taxpayer dollars to improve our freight system, make the sharp reduction of emissions (particularly from diesel) a strict condition for these investments. It's unfair to ask residents to shoulder the health impacts of these emissions under the guise of an investment in our economy.	7/27/2018 11:19 AM
64	I think freight should have a dedicated lane (with transit possibly) instead of expanding the freeway. Emissions from these vehicles are unacceptable and need more regulation.	7/25/2018 11:09 PM
65	The freight system will only get better if freight travels on its own lanes. We should also look at smaller freight vehicles when off the freight network.	7/24/2018 4:27 PM
66	N/A	7/22/2018 10:51 AM
67	The emissions from increased truck traffic will be contrary to our climate change imperative unless dramatic reductions can be made in other vehicle trips (e.g. through decongestion pricing which will bring other benefits for freight mobility). Also, from a safety lens, some streets such as those in city center and others where there is a higher concentration of people walking and rolling, are inappropriate for large trucks and these trucks should be prohibited from some roads on safety grounds (replaced with smaller delivery trucks for local deliveries).	7/21/2018 8:56 AM
68	That's a lot of additional trucks, which have a direct impact on air quality. I'd like to see alternatives for bringing freight through downtown N/NE portland	7/17/2018 9:58 AM
69	It might help freight concerns if they could separate things like the Rose Quarter project from other freeway expansion projects. Individually the Rose Quarter project makes a lot of sense but it is my opinion that on balance freeway expansion needs to be opposed.	7/16/2018 11:42 AM
70	We are not moving old growth trees through Portland, the most valuable things we produce - ideas and chips - are either transported electronically or are tiny and usually go by air. We do not need to have enormous roadways for freight, and huge-radius curves for semi-trailers anywhere but on freeways. Manufacturing is not driving our economy, and deliveries to grocery stores do not have to be made by huge trucks.	7/15/2018 9:45 PM
71	So far the railroads operate intermodal operations in the city with little oversight from & much toadying by local government. Meanwhile dirty diesel & noise pollution are diminishing our quality of life & killing some of us	7/14/2018 7:16 PM
72	Highway tolling will dramatically improve the speed at which freight can move around the region, as does improved transit service and higher parking costs. Curbs need to be managed to allow for freight loading/unloading -- that should be a higher priority than personal vehicle parking.	7/12/2018 3:47 PM
73	Air pollution from freight is a major issue in this city. I urge consideration of air quality impacts when developing this plan.	7/10/2018 9:26 PM
74	Build bridges to ease traffic on the current highways and interstates. Cornelius Pass to Fruit Valley in Washington with exits in the North Portland industrial area, NW Kittridge to Swan Island, and Troutdale to Camas would divert a lot of freight and vehicle traffic from even entering the congested core of our city.	7/9/2018 8:04 PM

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75	Freight used to be moved by railroads but is now moved by road b/c shipper don't help pay for the road - at least not to the extent they did for railroads. I'd like you to go back to the railroad concept and separate freight from auto traffic. Trucks on highways are just really dangerous.	7/9/2018 2:20 PM
76	A stronger emphasis on rail transport instead of trucks would be the more efficient carbon emission strategy.	7/9/2018 11:42 AM
77	The future role of the freight delivery system has been undervalued, along with vehicle capacity in the system	7/9/2018 8:40 AM
78	This is a pathetic, rearward-looking freight strategy that destines the region to failure. We need to be discussing a whole new electrified regional rail network, to connect the Silicon Forest to the airport to the rail main lines to the port to Vancouver and beyond. This network could allow for freight and passengers to move separately from the freeway system, producing zero emissions, in a manner that is time-efficient and less prone to congestion delays.	7/8/2018 9:07 PM
79	Dedicated lanes for freight and transit seem like they would be very effective	7/8/2018 5:40 PM
80	Need to find a way to make it much cheaper for semi trucks to use the freeways at night after rush hour is over. Some kind of weight-mile tax incentive?	7/7/2018 7:44 PM
81	move freight from city center hub	7/7/2018 7:03 PM
82	We need smaller, safer trucks, especially where they enter neighborhoods. Massive semis should be banned from areas where pedestrians are likely to be present, like around schools and in our downtown core.	7/7/2018 1:19 PM
83	We should be creating a robust network of bus-only lanes. Where it would not degrade bus service, we should sell commercial access to these lanes to improve the movement of goods (regardless of SOV congestion) and gain funding more transit-focused infrastructure.	7/7/2018 1:13 PM
84	How much would it cost to implement a high-occupancy / toll / freight lane on i5 from 205 to 405? Why aren't we doing it yet? SW Corridor light rail won't get freight moving through this congestion. Congestion pricing is the only way to keep highways free-flowing.	7/7/2018 9:28 AM
85	We definitely need the port of portland to be working at full capacity unlike now to relieve congestion on Portland freeways	7/6/2018 7:04 PM
86	I am concerned about the high percentage of freight on our roads.	7/6/2018 6:05 PM
87	Too much reliance on trucks and not enough on alternatives such as rail and barge.	7/6/2018 4:02 PM
88	You can have a two-word strategy regarding freight - Congestion Pricing. Businesses won't mind paying the premium to ensure reliability and reduce delays. We really need to start treating road-space as a limited resource and charge according to demand as is done with any other non-infinite resource on the planet.	7/6/2018 10:40 AM
89	If we buy local there is less freight.	7/5/2018 8:59 PM
90	You need to find ways to bring them closer together. Use more trains and try and reduce the truck traffic.	7/4/2018 11:05 AM
91	Freight improvements cannot come at the expense of safety; people's lives are more important than commerce. Look for "two-in-one" ways to take busy corridors like Powell Blvd and convert one lane to transit and specifically-licensed (perhaps with an attached fee?) freight only.	7/3/2018 9:25 PM
92	Improved freight transportation is absolutely essential for a growing economy, increased employment and better wage jobs.	7/3/2018 1:53 PM
93	Policymakers should be emphasizing and investing in rail-based freight more, because it is safer, more efficient, and more environmentally responsible.	7/3/2018 12:27 PM

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94	Please recognize that highway widening projects, including the addition of auxiliary lanes, induces additional driving that overwhelms any congestion mitigation effects. Addressing bottlenecks through widening creates a neverending cycle of widenings--you widen one bottleneck and create or exacerbate others on the network. It never ends, money is wasted, and travel time and reliability goals are not met. Improving freight trip times and reliability requires that we manage the use of our roads, either by putting a price on use of the road that changes based on congestion or by restricting access to travel lanes (e.g. freight and transit only lanes).	7/3/2018 11:53 AM
95	Brining container shipping back to the Port of Portland would decrease the total vehicle miles on our roadway system. Strategies like freight-signal priority could reduce emissions and damage to pavement.	7/3/2018 10:35 AM
96	I think we need to prioritize getting individuals out of cars and making our streets safer. That should be our primary strategy no matter which category of traffic we're trying to impact. Fewer cars on the roads, and fewer crashes, could improve traffic conditions for commercial vehicles.	7/3/2018 9:29 AM
97	This is important too	7/2/2018 6:26 PM
98	Any possibility of making some roads/streets, (e.g. Marine Drive) designated freight only?	7/2/2018 5:29 PM
99	we need wider roads, improved R.H. turn lanes at major intersections, better (5 lanes) in areas such as Foster Rd, from 122nd, eastward, Powell Blvd, needs to be widened from 92nd eastward, Sunnyside Rd needs to be 5 lanes all the way to the Mt Hood. highway.	7/2/2018 3:42 PM
100	The summary fails to recognize that single-occupancy vehicles are the leading impediment to smooth flow of freight. It's time for Metro to overtly prioritize freight movement by assigning SOVs lower priority in the highway system... and by seeing that investments in transit and active transportation that are good enough to lure at least some drivers out of their cars is a fundamental strategy for improving freight movement.	7/2/2018 3:13 PM
101	Again, we need systems that isolate trucks and large vehicles from pedestrians and light vehicles.	7/2/2018 1:11 PM
102	On page 43, a critical route is missing, as demonstrated on page 46. Portland is a choke point. We need I-605 through Washington County up to north of Vancouver WA. This will provide an additional avenue for traffic from Washington County to go north without having to go through Portland, and will give freight haulers a way to bypass the Portland CHOKE POINT.	7/2/2018 12:59 PM
103	No new investments should be made for freight transportation, until all dirty diesel trucks are removed from Oregon roadways and Oregon passes strict tailpipe emissions rules that are already in place in Washington and California. Until then, Freight companies should pay the state for the use of these roadways and any improvements.	7/2/2018 12:56 PM
104	The priority ought to be on moving freight without trucks, which are dangerous	7/2/2018 11:52 AM
105	Need to improve highway capacity for freight travel. Possibly dedicated lanes or segments of freeway to avoid the congestion due to non-freight vehicles.	7/2/2018 11:52 AM

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106	Again, if one of the major outcomes desired is the health of those of us living here then as well as the drivers of these trucks who are exposed to the exhaust then the first thing to do is to require trucks to be inspected annually and a license tag issued for safety and health so that the trucks are not belching black smoke or driving around for years with an out of state license on a Mexican built truck and weight limits and maintenance of the truck are required and enforced. The Truckers Association has fought any restrictions for years, not allowing any legislation out of committee. So before any money is spent on facilitating trucking I would like to see the Truckers Association be required to move out of the way of legislation requiring trucks to meet the 2007 Clean Air Standards and be inspected every year. The weight limitations should be observed and facilities for truckers to rest and be refreshed should be maintained and truckers that exceed their time without rest should be required to provide improvement or not allowed to drive. As indicated above, lower speed limits allows traffic of all sorts to move faster during congestion. Better management of the roads is going to do zip for moving vehicles including freight and common sense should prevail. So the money would be better spent in subsidizing truck replacement and upgrades and annual monitoring which could be done at private facilities instead of the only partial upgrades to dirty diesel trucks that are brought in from states with regulations like our neighboring states. Again if a major attribute of this upgrade is the health of our citizens and of drivers then that is where the focus should be. And of course health is measurable. The asthma rate in Oregon is testimony to that.	7/2/2018 11:38 AM
107	After carefully digesting the entire 180 page plan I agree completely. I give the plan a 9 because nothing deserves a 10.	7/2/2018 11:32 AM
108	Reducing single occupancy vehicles on the road would have the largest positive impact on freight movement in the region.	7/2/2018 11:18 AM
109	The way we handle freight traffic is ridiculous. There should be regional distribution centers that handle large trailer truck traffic, and offload goods to smaller vehicles for distribution within city limits. We need to stop designing our urban spaces for freight traffic, and rather redesign our freight system for livable urban spaces.	7/2/2018 11:17 AM
110	Would like more specifics on how freight access from Brooklyn yard to highway system can be improved to reduce number of semi-trucks on Grand & MLK.	7/2/2018 9:38 AM
111	More rail less roads	7/1/2018 10:02 AM
112	Freight ways should be expanded more shipping in the area more rail in the area and more trucking routes is needed and should be expanded	7/1/2018 6:32 AM

What do you want policymakers to know as the emerging technology strategy is implemented?

Answered: 160 Skipped: 721

#	RESPONSES	DATE
1	Please be sure the 82nd Ave corridor is included in this strategy as growth continues east.	8/15/2018 6:19 PM
2	New technologies have the potential to make things much worse given the inability of policy makers to control the companies that benefit from and lobby for implementation. With strong regulation they could be useful, but the truth is we have solutions that are not being implemented due to lack of political will.	8/15/2018 6:12 PM
3	Again good start, but without more investment, the improvements will be limited.	8/15/2018 4:12 PM
4	Regulation on driverless vehicles will be crucial - they are still just as inefficient as cars with drivers as they take up just as much space.	8/15/2018 2:49 PM
5	Please make sure that Uber and Lyft and any other ride hailing service is doing their due diligence to train drivers properly before allowing them a license/permit to offer their services. Policymakers should also ensure that these new businesses and corporations are paying their fair share of taxes to maintain the roads that their employees are using.	8/15/2018 2:30 PM
6	Lyft and Uber are only increasing traffic, pulling trips away from buses and rail. We should improve the transit options (and restrict SOV and even shared cars).	8/15/2018 1:51 PM
7	We need more accessibility of these dynamic tools farther out in East Portland. These communities often get left behind when technology shifts. These communities are also experiencing more pollution and other consequences, and need to be prioritized as we move forward.	8/15/2018 1:30 PM
8	While ride-sharing and autonomous cars are convenient, they add to the emissions by being low-capacity transportation. This could be headed off slightly with investments in fully electric vehicles, solar-powered charging stations for those vehicles, and using that same strategy for charging the new electric scooters and bike share docking stations.	8/15/2018 1:25 PM
9	Automated vehicles are the future - prepare for it, ban combustion engines, look at what Europe is doing with bike lanes, they use medians so idiot drivers don't drive on them.	8/15/2018 12:33 PM
10	Uber is an affront to law and order. They are liars, cheaters, and stealers. They clog my streets up, idle their cars for hours, and serve absolutely no purpose. They literally created software to avoid regulation. I am personally offended that the city even mentions that they exist. Take a damned taxi.	8/15/2018 10:37 AM
11	In my wildest dreams I would never turn in such vague and useless information as is in this "strategy." People got paid to put that together?	8/15/2018 9:39 AM
12	Make more requirements that things like Uber and Lyft and driverless cars have areas a certain percentage of fleet in electric vehicles. Evidence exists that ride sharing is increasing car trips, not reducing them, so implemebt policies to offset the increased carbon emissions.	8/15/2018 9:10 AM

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13	I think Portland has handled the rollout of the eScooters really well. I'd like to see a focus on decreasing car trips. Studies have shown Uber and Lyft worsen city traffic. Is it possible to incentivize people to use public transportation, or have a transit tax built into rideshares, to minimize use of these methods?	8/15/2018 9:02 AM
14	Need to consider how ride-hailing and autonomous vehicles could result in reduced use of transit and active modes and thus increase congestion. Need to consider how to keep the recently adopted electric scooters from being left partially blocking pedestrian ways and how they present a hazard to pedestrians.	8/15/2018 7:55 AM
15	I appreciate the focus on equity	8/14/2018 11:28 PM
16	Its hard for government to predict emerging technologies in five years, let alone 25. Good luck!	8/14/2018 1:32 PM
17	Equity and reducing single-occupancy vehicles should be the priority of emerging technology solutions.	8/13/2018 8:52 PM
18	Love that you're considering all car based options. But there's also Bike Share. With a couple of bike companies entering this market in Portland, I think this can be a great option for people who can't afford a taxi or Lyft or Uber; particularly if Bike Share becomes part of a MAX ticket (as is the streetcar, WES, busses).	8/13/2018 8:27 PM
19	We cannot have equity if the regional services provided are not equitable. "Sharing economy" companies such as Uber-owned transportation services, while providing popular services, are not equitable. These "jobs" pay below minimum wage and do not offer the traditional benefits associated with employment, such as employment insurance. We cannot build an equitable transportation network on the backs of desperate, under-compensated workers.	8/13/2018 8:27 PM
20	Limit the Uber and Lyft like NY just did. More separated lanes and lower stress roads (diversions) for safer biking. Congestion pricing.	8/13/2018 4:09 PM
21	It's hard to have much faith in Metro's ability to deal with tech when the link to the full plan immediately above this survey question will not work on my tablet.	8/13/2018 4:04 PM
22	Be aggressive with adopting new solutions and technologies. Don't let corporations decide how new mobility will play out in our region. These are tools that can maintain and improve quality of life and reduce green house gasses; and we should be focusing on them as much as possible.	8/13/2018 3:33 PM
23	This is only three paragraphs, it doesn't really tell me anything.	8/13/2018 2:32 PM
24	Consider shifting to a dockless bike share program.	8/13/2018 1:29 PM
25	Driverless cars should not be allowed. I am sorry, maybe I am old fashioned, but I'll never support nor feel safe on the same road as a care without a human driver.	8/13/2018 11:17 AM
26	Please move toward the vision outlined in figures 1 and 3 in the .pdf document for the emerging technology strategy, or better, even beyond that. Hold up Copenhagen, Amsterdam, Münster, and other successful multimodal cities as the goal, not a slightly improved version of a US city. Portland and Oregon have lead the pack on progressive issues before, including land use policies into the 70s which lead to the very existence of Metro, early implementation of light rail, funding for bike infrastructure and other related transportation issues. It is time for the Portland Metro Region to again step up to that reputation and create a truly vibrant, thriving city and region, balancing the needs of rural and natural areas with those of the urban environment. On a more specific policy level, dockless bike share & scooters need to be accessible with a keypad, or otherwise unlockable by those without so-called smart phones in order to increase useage and equity concerns. I applaud Biketown's keypad access system for bikes, and hope electric scooter companies can figure out a way to do the same.	8/13/2018 10:34 AM

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27	I believe that the introduction of technology in the urban areas is receiving heightened attention. I worry that the rural areas of the region are not receiving the same levels of attention. We need to address the coordination between providers to ensure more timely transfers and availability of rides across transit boundaries. Perhaps, discussions need to be initiated on options to bring services to rural and isolated areas.	8/13/2018 10:33 AM
28	Equity must be at the forefront as we adopt any new technology. In the past and present, new systems tend to launch only in communities that are already (relatively) well-served and affluent.	8/12/2018 10:24 PM
29	The parts of the strategy I skimmed looked great. A lot of other cities' plans focus on trying to limit ride hailing services on the theory that they're luxury only, so I was happy to see this strategy divide them into luxury and not, and talk about plans that encourage things to develop in good ways, and not just try to slow things down.	8/12/2018 10:09 PM
30	Policymakers need to do everything they can to limit the environmental & traffic impact of car hailing services like Lyft and Uber.	8/12/2018 9:00 PM
31	I have serious concerns about ride sharing, AVs, and the emerging technologies. My biggest concern is their impact on meeting our climate goals. Ridesharing is moving riders off of transit and creating more congestion and worse carbon outcomes. I imagine that AVs will have a similar impact. And that's a huge problem that we need to figure out. But I also support emerging tech like the electric scooters, and also things like electric buses. The biggest thing I want to say about emerging tech is that there is rarely going to be a single transformative technology that meets all of our goals. Instead, we likely already know the solutions we need, but lack the political will to implement. Gradual change is also underrated. So don't just go looking for a silver bullet, but make the tough decisions that are already proven to be successful.	8/12/2018 8:36 PM
32	New technology should not be blindly accepted without considering its place in society. Uber and Lyft have already increased traffic; driverless cars will still burn fossil fuels while only carrying at most six passengers.	8/12/2018 11:54 AM
33	Technology is not a panacea. It should be accommodated thoughtfully, but not seen as a savior nor as the goal itself. Technology should be utilized to help us live our best lives.	8/11/2018 12:50 PM
34	There's basically no mention of electric bus service, which would allow quiet and clean buses to serve more neighborhoods, while helping us clean city air from diesel pollution and reduce our ghg emissions. This should be fixed. There's very little mention of the possibility of EV AVs or EV ride hailing. See CA SB 802 (2017) - a bill originally to require AVs to be EVs, and CA SB 1014 (2018) - a bill originally to require Lyft and Uber to achieve goals for electrification. Both bills were watered down and/or killed by the auto industry. Metro should lobby Salem for similar bills and be prepared to fight for them.	8/11/2018 12:20 PM
35	Ride hailing and autonomous vehicles do little to help us meet our regional goals.	8/11/2018 12:19 PM
36	Driverless cars and rideshare programs both increase emissions from vehicles. Active transportation and programs such as bikeshare or scootershare should be prioritized.	8/11/2018 10:27 AM
37	Please focus your energy on active transit, not ride share and cars. Studies have shown that Ubers drive over two "empty" miles for each mile a passenger is carried; this is awful for traffic and the environment.	8/11/2018 5:56 AM
38	Single occupancy vehicles and for hire vehicles are still the most expensive and space inefficient mode of transportation. Getting a taxi with an app doesn't change this. Making the vehicles electric doesn't change this. Replacing a for hire vehicle driver with AI doesn't change this. These different configurations can be prepared for and regulated appropriately, but should only represent only options within a shrinking SOV slice of the transportation mode split pie.	8/10/2018 11:38 PM
39	Uber and Lyft create more traffic versus solving transportation problems. They also treat their drivers unfairly — and often incentivize treating the rider unfairly. They should not be promoted. Instead invest in bike, e-scooter and other alternative technology and more and better, faster transit. Moving people out of cars is a positive thing.	8/10/2018 1:09 PM
40	Make it equitable.	8/10/2018 10:29 AM

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41	The technologies we need are already here: bike, bus, MAX, walking. Please improve our access to those instead of dreaming about flying cars or whatever.	8/10/2018 9:06 AM
42	there is no technological solution to traffic in Portland. Focus on equity.	8/10/2018 9:01 AM
43	I believe driverless cars are an accident waiting to happen. Drivers pay the taxes while ped, bike & bus enjoy the benefits.	8/9/2018 9:27 PM
44	Oregon and Portland have neither the vision nor the funding mechanism to do it like Los Angeles and other places. Plus, the activists are delusional about consensus in their righteousness.	8/9/2018 4:53 PM
45	equity is important with emerging tech. further out areas can benefit the most, but are often least invested in. more bikes/scooters/ ?? should be deployed to outer areas.	8/9/2018 4:50 PM
46	The task is difficult because the pace of innovative technology is much faster than our ability to plan for it, so don't. Set out guidelines for desired outcomes and respond to the changes. For example, new technologies should not displace/inconvenience other alternative modes. For example, dockless bikes and scooters dumped on the sidewalk are a nuisance and hazard to pedestrians. Amend Title 3 to require local governments adopt rules that these devices MUST be dropped in designated areas, (e.g. repurpose on-street parking spaces for storage with spacing every few blocks.	8/9/2018 12:29 PM
47	We don't need a pie-in-the-sky app or uber to fix congestion, just better land use policies, less sprawl, and better transit. How about instead of wishing on a star that these problems get solved, we just make a better city? These "solutions" often cause problems of their own, sometimes worse than the problems they're trying to solve. For example, Uber added 2.6 miles of deadhead driving for every passenger mile they drove. They've added tons of congestion to our streets too, partly due to illegal stops they make. Intelligent Transportation Systems are bad too, since they reduce walkability and pedestrian safety to prioritize moving cars. Just make a better city less focused on cars, and you'll find people will drive less. https://www.pressherald.com/2018/07/26/traffic-analyst-predicts-ride-share-gridlock-as-uber-lyft-lure-mass-transit-users-bikers-and-walkers/	8/8/2018 5:22 PM
48	It's important to remember that while this technology seems promising, we Should bet on it completely replacing current technologies however, this plan would work quite well even in the instance that automation doesn't work out like we planned. We should always try to create more space for people and public transit and discourage the use of SOVs.	8/8/2018 2:08 PM
49	Oof. I'm done. Kill any freeway expansion ideas and anything else that will exacerbate pollution, i.e. put more cars on the road. Every single separate report contains mention of "green" "livable", banking on "future technology promises" that may or may not (hi. usually not.) happen. Plan for the absolute worst so we can achieve the best - why can't the green loop BE PORTLAND.	8/8/2018 12:59 PM
50	This seems inconsistent with the equity arguments in the safety study. Emphasizing high technology (and therefore expensive) approaches in lieu of basic infrastructure improvement would hurt the poor and elderly with low incomes. Better to fix the current problem than make a big bet on a future trend that may be completely wrong.	8/8/2018 10:26 AM
51	I have a lot of concerns about driverless cars in Portland. We have issues with pedestrians and bikers paying attention to transit and other traffic.	8/7/2018 11:50 PM
52	If there is to be autonomous vehicles they should be shared and electric. Fixed transit routes (rail and bus) should lead the way and Metro should encourage transit agencies to pursue automation.	8/7/2018 10:39 PM
53	Continued planning for, and adaptation to, emerging technologies should remain a priority to help us creatively meet our transport needs	8/7/2018 5:14 PM
54	- More and more people are able to work from home or an office space in their neighborhood one or more days a week. Encourage this. - These technologies are going to happen no matter what. Be an early adopter, but no need to be on the bleeding edge of every one.	8/6/2018 10:56 PM

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55	I would like to see more realistic views that emerging technology will be very expensive to obtain and use - I'd like to see how public transit can be a solution for those who will be priced out of these new technologies	8/6/2018 12:54 PM
56	We must utilize pricing strategies to get the best outcome for emerging technologies	8/5/2018 7:42 PM
57	We should strongly de-prioritize support for automated/autonomous vehicles. Instead we can focus on more equitable (and proven) forms of transit like bus and rail.	8/5/2018 1:47 PM
58	You can be a lot more ambitious. Move "5-10 Years" into "Next Five Years" and move everything else up. Set your demands and make billion-dollar technology companies respond favorably to them or kick them out. And dump the scooters.	8/5/2018 11:19 AM
59	I don't feel that this statement clearly articulates what the priorities are. Technology such as Uber and Lyft impose congestion on the current transportation system, as may autonomous cars, while services such as biketown remove cars from the road. Metro should be more clear in what steps they will take to regulate and manage externalities for each technology named in this statement.	8/4/2018 6:37 PM
60	Keep appraising new technology on your framework of if it helps users in a way that's ethically good	8/4/2018 9:45 AM
61	Looking only are cars is not the future of our cities. They must use the data layer not to create smart cities, but responsive ones. That means getting a better idea of how people move around the city and providing access through public transit, cycling, and walking as the main way to get around. Other large cities around the world have done this -- put people first and made walkable, liveable cities. Portland must do the same, and it can use emerging technology as a way to foster people (not car) first initiatives.	8/4/2018 9:27 AM
62	As a biker, I'm very concerned with autonomous vehicles. The technology is too new to understand how it deals with bikers and ensures the safety of all road users. Please please please proceed with caution and be willing to stand up for the lives of vulnerable road users against corporations pushing product.	8/3/2018 8:30 PM
63	Technology will advance faster than policymaking. Decisions need to be made quickly.	8/3/2018 10:12 AM
64	Autonomous cars will run on fossil fuels, they will increase VMT and contribute to continued increases in carbon emissions (though for EVs some may be "relocated", and production of vehicles is rarely accounted for). Carbon Taxes are needed ASAP along with Congestion Pricing and strong regulations of Safety First. Rideshare is worsening transit ridership and congesting roads by people with more money. SOVs need to be taxed ASAP. Active Transportation, including sister elements like EBikes and Scooters, should be pushed, subsidized, and allowed to grow freely and without extra regulations that do not apply to other modes like vehicle caps.	8/2/2018 3:14 PM
65	Invest in alternative form of transit along with public transit. Think about all that awesome stuff you could do if you didn't expand the freeway. The future isn't in single occupancy vehicles and the sooner we recognize it the better.	8/2/2018 2:54 PM
66	At some point in the future, I expect self-driving cars will eliminate much if not all of the traffic inefficiencies caused by human drivers (the easiest example being a line of cars at a stop light - safe driving and human reaction times dictate a lag as driver A begins to accelerate, then driver B, then driver C, etc...whereas an automated system could in theory accelerate the entire line at the same time), but this would not solve the geometry problem, in that cars simply take too much space on the road to ever be scalable to a dense urban environment. Buses/trains/bikes/etc can still maintain higher throughputs and the focus needs to be there if we're ever to avoid a future of never-ending congestion.	8/2/2018 10:27 AM
67	Given new research showing that Uber and Lyft better serve lower income neighborhoods than public transit or traditional taxis, I'm all for this! Also, the docked and dockless bike share and scooters will help extend transit reach for last mile connections. My current commute from Johns Landing to Tualatin-Sherwood is basically not possible by mass transit (unless 11 miles in 1-2 hours is "doable"). With a BIRD scooter or Limebike, it would be doable.	8/2/2018 10:01 AM

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68	It's too early to tell what policies will be good or bad in this realm. Policymakers should be very open to the idea that the current model will be very incompatible as these new technologies become more prevalent. For instance, public funds being spent on parking structures are probably a waste already.	8/2/2018 9:13 AM
69	Don't rely on private ride-share to serve low-income/people of color that have been displaced by the housing market. It's inefficient, and reduces a public good to a private commodity. Equally, don't rely on autonomous vehicles to be the end all be all. I appreciated the integrated vision that sees a place for AV and ride-share that is integrated, and does not supplant, transit. Lastly, new technologies shouldn't be swept up with the hype—they need to be held accountable and need to be fair corporate citizens. They need to be taxed equitably, particularly modes that produce more congestion, and employers need to be held to account. Their workers deserve fair pay and fair treatment—allowing them to skirt the law because of technicalities is horrendously unfair and unjust to customers, to the people of Portland, and to their workers. It is an inequity that must be righted.	8/2/2018 8:18 AM
70	Autonomous transit must be pursued aggressively and not allowed to fall behind autonomous SOVs.	8/2/2018 1:11 AM
71	Even more tired... Ride-hailing services don't really seem to have turned out to be net positives for the region. Let's stop subsidizing parking before we start approving the next wave of externality-offloading technology and see how that shakes things up first.	8/2/2018 12:40 AM
72	Recent analysis and reports shows that Uber and Lyft increase congestion by 180% adding greatly to urban air pollution, while pulling riders away from transit, cause an effective defending of transit. This is not a good use of technology and should not be supported. In contrast, the recent popularity of eScooters, which do not pollute the air, take up only a tiny fraction of road space compared to a car, and provide safer low kinetic energy transportation with great equity potential, should be included in plans going forward.	8/1/2018 9:51 PM
73	Policymakers should be wary about counting too much on the "inevitability" of autonomous vehicles—it's still very much unproven and uncertain technology and I think it would be unwise to depend too much on it as a tool going forward.	8/1/2018 8:12 PM
74	Please continue to deemphasize individually owned single occupancy vehicles	8/1/2018 7:01 PM
75	Ride sharing options are only increasing congestion. They are also biased in that they do not serve people with disabilities and lock out people who don't have smart phones.	8/1/2018 6:34 PM
76	Would like to see coordinated and aggressive measures to curb petroleum use and greenhouse gas emissions; also want to see ride hailing companies (uber and lyft) held to fair wage standards and accountability (as traditional cab services)	8/1/2018 6:29 PM
77	Ban Uber and Lyft. They fuel congestion and are a menace on the roads. Talk about distracted driving! Enact congestion pricing ASAP. This is a no-brainer. AV's won't really solve anything either and will most likely fuel congestion too. We need less cars on the streets, not more. Active transportation and congestion pricing. Proven solutions.	8/1/2018 6:17 PM
78	Safety needs to be kept more in mind for these modes.	8/1/2018 3:41 PM
79	To continue supporting.	8/1/2018 3:24 PM
80	Technology can be powerful, but keep in mind many cities have built fantastic transportation systems without it. Don't get too caught up in technology and neglect good fundamentals.	8/1/2018 2:42 PM
81	Car-sharing is good. Bike-sharing even better (especially dockless). But I don't think driverless cars are a guaranteed solution, unless they somehow reduce the aggregate number of cars on the roads - whether actually moving or parked in our public right of way.	8/1/2018 1:28 PM
82	This is where the most change can occur.	8/1/2018 11:11 AM

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83	We need to make it easier for companies to operate car-sharing, and harder to operate ride-sharing. Car sharing reduces parking and car ownership. Ride-sharing (Uber, Lyft) increases congestion and the drivers operate dangerously, putting the safety of everyone on our streets at risk. We need to expand the Biketown service area further in North and East Portland neighborhoods. We need extremely rigorous safety standards for driverless cars. These cars should function without reliance on a human operator whatsoever. They should be limited to operating only under conditions in which they've been proven safe.	8/1/2018 11:09 AM
84	technology will not solve all problems, may even lead to more, ie lyft and uber drivers increasing congestion due to driving around, waiting for a fare. Also think about equity, not everyone has a smartphone or wants to rent a bike/car etc. Simple strategies that have work in other cities such as making large parts of downtown etc carfree, should be considered. Also basic maintenance and upkeep of roadways is important, if you want more people to bike, scoot, take transit etc. make those options appealing, right now it sucks for a portion of the system.	8/1/2018 11:03 AM
85	Perhaps you don't have too much control over this, but while I see a lot of talk about congestion, I don't see more than one mention of parking. When you want to control congestion, you simply need to control parking. If you limit the ability to park, you reduce the need to drive. I whole-heartedly agree with the long-term plan of adding in additional payment for driving (tolls, etc.) so that the true cost of driving can be paid for, but if the parking remains, then so will the incentive to drive.	8/1/2018 10:49 AM
86	Driverless cars are incompatible with urban environments and should not be allowed to operate in the greater Portland area. They will never be able to handle the myriad complexities of the urban environment and their use will put people at constant risk.	8/1/2018 10:27 AM
87	Technology is a tool, not a solution. Waving a magic wand, saying technology, and hoping that things solve themselves is not the way things work, just look at smart phones and GPS as prime examples of technologies that have had some benefits with the cost of safety for everyone on the road. This is one area to tread very carefully.	8/1/2018 10:01 AM
88	Technology will not save us. Bike shares, etc. are great. Data shows that ride-hailing services are clogging our roads even more than SOVs are. Driverless cars won't improve anything. Our focus should be on transit and active transportation.	8/1/2018 9:39 AM
89	Emerging technologies and alternative methods of transportation (driverless cars) are primed to be utilized more and more over the coming years, which ideally keeps more cars off the road--so long as costs remain low.	7/31/2018 1:27 PM
90	These technologies have great potential but there are three issues that should be better understood as we begin investing in them. The first is equity, it is great that the plan incorporates this lens since these technologies are only beneficial so long as they are not exclusive. The second is sustainability: to what extent do these technologies contribute (or detract from) our goals, such as the Portland Climate Action Plan? The third is privacy. As transportation becomes more automated and we are asked to share data in return for access, how do we ensure the security and safety of our transit systems from hacking or other threats?	7/27/2018 11:27 AM
91	Why don't you pretend the bike was just invented, and work on making it easier and safer to use that wonderful technology that saves money, energy and lives. You don't have to fall for the false promises of robots and self-driving vehicles.	7/26/2018 2:34 PM
92	Some research shows that services like Uber, Lyft, actually increase the number of cars on the road. Self-driving cars are likely to do the same. How is this being addressed?	7/26/2018 1:31 PM
93	Ride-hailing services need to be more strictly regulated. There needs to be education and enforcement of dangerous, distracted driving that these types of services exhibit. We could start with making it illegal for ride-hailing operators to stop in bike lanes. This is rude and dangerous. Self-driving cars won't save us.	7/26/2018 8:22 AM
94	How to include Lyft, Uber, Robot vehicles. Must be affordable.	7/26/2018 6:06 AM
95	Driver-less vehicles need to have speed governors so collisions with other road users are not fatal until we have developed a safety program to vet their systems	7/25/2018 11:13 PM

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96	We must make sure that emerging technology is equitable and in fact helps to rectify disparities, especially for communities of color and low income communities who may not have access to technology.	7/24/2018 4:29 PM
97	More frequent, further traveling electric busses would lessen the need for so many Uber/Lyft vehicles.	7/23/2018 10:15 AM
98	It's IMPERATIVE our city stop thinking accessible transportation alternatives end at 39th or 82nd Avenue. The greatest need for these options are lower income areas that are considered the city's outskirts and left ignored. Car2Go ends at 82nd ave — a friend of ours uses this service and in coming to visit us had to park at 82nd and walk 35 blocks east to reach us. There are no bike share programs or car share programs nearby. As a one car household, which is more than many out here, it's really difficult and stressful to find alternatives that work for getting around the city. One bus line can take me down Burnside or I can walk 25 minutes to take the max downtown but otherwise getting into town or even around the east side feels extremely inaccessible beyond 205.	7/22/2018 11:00 AM
99	Equity requires higher taxes on luxury modes of transit (carshare, microtransit) to be invested in more accessible transit (e.g. making TriMet free for all). In particular, services like Lyft and Uber are run based on arbitrage labor rules and should be taxed heavily to offset the additional VMT they create (city wide decongestion pricing would be advisable) to ensure the social cost of these services is priced in to their cost structure. Autonomous vehicles are a hazard to safety and should be prohibited until they can affirmatively demonstrate they are safer than human driven vehicles in all conditions Don't build anymore parking garages.	7/21/2018 9:02 AM
100	I am glad to see the section on equity, and the recognition of the needs of marginalized communities including low-income, people of color, and others with accessibility needs. Please be sure to include the elderly, and those with other needs beyond wheelchairs. Pregnant mothers, or persons with strollers, canes, walkers, hearing or sight loss, cognitive issues, dexterity impairment, etc... please think about where they live, and where they need and want to go. Direct lines to health care facilities, grocers, social workers, employment or benefit offices, as well as parks, cultural centers, libraries, etc. Let's get people to where they need to go! Not sold yet on driver-less cars, feel that infrastructure is not ready for them to be used safely. I don't think driver-less cars should be on the roads with all other traffic. Should have their own lanes at the very least, and they should be as green as possible.	7/20/2018 1:44 PM
101	Glad we're thinking about new technologies, but think basic improvements to the current public transit system and road safety are more important.	7/20/2018 10:40 AM
102	So often policy makers are set in their ways and from an older generation. They either struggle to see how the technology is really going to come to fruition so are less supportive or their voter support who is less informed struggle to believe it will become the new trend. I think more real life examples will help.	7/18/2018 5:48 PM
103	I'm one of those who thinks the negative results of each item are far more likely than the positive results. People will for the most part do what is cheapest and easiest. Alternatives to the personal SOV tend to appeal to people who are already not driving alone - those who are mostly bike or bus commuters. The thing that is most likely to get cars off the road - and that includes being parked on the road - is charging for parking. That's not directly under Metro's control, but I'm sure there is something you could do with policy that would make it happen. From discussions, I'm of the opinion that fixed-route transit is the best candidate for AV. The only way to not choke the region in congestion is to fund mass transit exceedingly well, and make driving considerably more difficult than it is now. Technology can probably help improve the timing of traffic signals and maybe even reliably recognize vulnerable road users, but I don't think our solutions are going to come from it.	7/16/2018 10:55 PM
104	Too much emphasis on car/highway-related technology.	7/16/2018 9:24 PM
105	You are behind the 8-ball and the the private mobility interests are going to scrape more from the underserved for the benefit of the few. It's too bad you blew this one. You are for too late and reactionary at this point so grab your ankles and bend over.	7/16/2018 4:10 PM

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106	I'm pretty cynical about technology as a person who works in technology. Technology does not fix core problems. It can smooth some pain points, but the standard example is knowing that a bus is coming in 12 minutes doesn't change the fact that a 12 minute transfer makes 2-hop bus routes unappealing. A counterpoint is that bikeshare is a great boost to bicycle trips, and bikeshare would be impossible without the past 10 years of advances in technology. Driverless cars are way more off than 5 years. The AI is over-hyped and Google/Waymo/Uber are being irresponsible in the public statements they're making on their research projects.	7/16/2018 11:46 AM
107	Make it happen but with strict controls	7/13/2018 7:44 AM
108	AVs must be electric, shared, and slow. We need to think carefully about how we manage the curbside. We can apply fees to rideshare services and use that revenue to fund transit service. Rideshare services, AVs, and other new mobility services should be required to share sufficient data with public agencies in order to operate in the region.	7/12/2018 3:51 PM
109	More electric transportation infrastructure.	7/12/2018 9:56 AM
110	While physical proximity and accessibility is one issue for ensuring equity in access to emerging technologies, the requirement that these apps are tied to a credit card and other financial aspects can also be barriers and should be considered. These technologies are clearly a reality and need to be incorporated into planning, but transit accessibility for all is paramount.	7/10/2018 9:32 PM
111	Government and Metro are very bad at choosing winners and losers in the technology industry. While it is nice to embrace the private sectors efforts in technology, staying out of it should be Metro's goal.	7/9/2018 8:07 PM
112	While it's important to consider the impact of technology on transportation, it's also important to acknowledge that you don't know how tech will impact trans in 20 years. There is some technology that has not yet been invented - and that will have a huge impact.	7/9/2018 2:22 PM
113	Thank you for calling out equity first and foremost. Much of the advancing tech will be unassessable to many in our region and our policy choices should aim to level the playing field.	7/9/2018 12:47 PM
114	People over vehicles, good plan.	7/9/2018 11:46 AM
115	I think the reliance on the view that "more space should be available for people" is counter to the trend that will emerge, and that we will need to have efficient roadway systems that permit vehicles to move independently, along with freight.	7/9/2018 8:46 AM
116	Don't waste money chasing new technology; focus on regulating it intelligently, and focusing public funds expenditures on making higher-quality infrastructure for walking, bicycling and transit.	7/8/2018 9:11 PM
117	If neighborhoods have high walkability, people will spend more time in their own areas. Reducing the need to travel and keeping areas from sprawling as much as possible will be important in fighting congestion in the city, even as automated vehicles and ride-hailing become the norm.	7/8/2018 4:25 PM
118	support emerging technology	7/7/2018 7:03 PM
119	TNCs are making the system work worse. They are getting people out of busses and into cars. We should tax them more so that they bear the cost of the congestion they bring into the system. We should also encourage more bike shares and scooter shares. We should allocate more parking space for these so that they work better instead of only allowing a few parking stations.	7/7/2018 6:48 PM
120	Need to be agile as technology hits our streets and we start to understand the effects	7/7/2018 3:31 PM
121	We need to be careful not to overload our crowded streets with more vehicles, attended or not. I am not happy with the proliferation of on-demand services, which cater to higher income people, and do not know why or how automated vehicles will be an improvement.	7/7/2018 2:14 PM

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122	Let's keep the public interest as our top priority, as opposed to allowing Silicon Valley venture capitalists set policy for our transportation system. It doesn't matter what they want; what's good for us is what matters.	7/7/2018 1:21 PM
123	Zero-occupancy vehicles should not be allowed to become the next SOVs. Driverless cars are a distraction from policies that would promote strong transit.	7/7/2018 1:15 PM
124	It sounds like an excellent goal, I worry that technology will outpace public policy especially facing entrenched habits for driving alone. Finding ways to make other things more attractive than single occupant SUVs will take a lot of work.	7/7/2018 12:16 PM
125	Congestion pricing is the only way to keep highways free-flowing. Car-centric technology (including self-driving cars) will do just as much harm as traditional cars. Access-controlled roadways are the safest way to move car traffic. When people are crossing and sharing surface streets, low speeds are the only thing that keeps people safe.	7/7/2018 9:31 AM
126	I am on concerned about how ride share services create low wage, unhealthy jobs. I am also concerned how driverless technology interacts with people walking and biking.	7/6/2018 6:09 PM
127	Uber and Lyft have created a lot of traffic congestion, particularly in parts of the region not well served by transit. We should promote transit over these motor vehicle service alternatives. BikeShare serves only a small segment of the region and should be expanded and include electric bicycles (not scooters) for the hilly parts of the region. I am very afraid for the safety of vulnerable road users sharing the road with driverless cars (which also create congestion).	7/6/2018 4:04 PM
128	Metro and the City of Portland are doing a great job of creating people-oriented goals and priorities! Let's keep it that way!	7/6/2018 3:59 PM
129	Uber/lyft adds more cars to our roadways and it's use should be discouraged. The Bike share is great in the city center.	7/6/2018 3:28 PM
130	Bike sharing is a very effective way to encourage mobility using shared resources. Unfortunately, the bike share plan in Portland downtown is very expensive and does not have good enough options for tourists who are visiting for a few days. Please expand the bike share network to different cities in the metro area.	7/6/2018 12:51 PM
131	The portland metro area has done reasonably well with regard to testing autonomous driver technology on the public roads. Thankfully, we haven't seen loss of life or property because of our eagerness to allow this untested technology unlike some other cities in the country. Regarding shared-use mobility services, we can do a lot better and expand our bikeshare service from its very limited service area. We can also partner with carshare providers and make it possible to live without owning a personal car in this region. We can also let private providers of dockless bikeshare services operate in our region, at least in the areas which are not served by the established biketown bikeshare.	7/6/2018 10:45 AM
132	Specifically addressing the driver-less cars, the concept & implementation will never happen as long as the car industry entices the American mentality of independent (solo)drivers. Unless, it is a service that is affordable for all, only the wealthy will be utilizing it, but then those who can afford 45k automobiles may not go for driver-less car service!	7/4/2018 5:24 PM
133	Technology has huge potential to improve transportation, but there has been a huge failure to make effective use of it in the Portland Metro area. I fail to see how Metro can take any credit at all for the innovation of ride-sharing services. Metro's idea of technology seems to be "advisory speed" signs that tell us what we already know (how fast the traffic is going). Yet we still suffer the pains from outdated technology like traffic signal timing that has major arteries clogged by stopping for every single cross street. Strong support for driverless cars should be a major priority, because the impact of human drivers on safety and congestion cannot be overstated (or easily corrected). Driverless cars have perhaps the most potential to make major improvements in both safety and congestion, by preventing human driving errors that cause accidents and congestion. Metro should do everything possible to champion this future.	7/4/2018 3:46 PM

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134	Why is there almost nothing about electric vehicle (EV) charging stations?? As an owner of a Chevrolet Volt, I know that if you don't have your own garage where you can charge your vehicle at night, an EV is not a good choice. Many residents of the area don't have their own garage. Public charging stations (except the few free ones) are too expensive. And there are too few. Please, please provide numerous electric charging stations scattered throughout the area. They don't need to be free (although that would be nice), but charge the current rate that PGE would charge a homeowner, not something like \$0.49/kilowatt-hour. That is a rip-off. And include many Quick-charge stations, as many newer EVs can use them (my 2013 Chevy Volt can not). EV usage would soar if it was more convenient for people to charge at work, or at dinner, etc.	7/4/2018 12:47 PM
135	Biketown programs for suburban cities would be highly utilized if available.	7/3/2018 10:43 PM
136	AVs will set city transportation networks back decades if privately-owned AVs are permitted. Unsurprisingly, people are much more willing to sit in hours of traffic if they're not having to operate the vehicle (and instead can take a nap, watch a movie, catch up on emails, etc). This has potentially huge negative impacts on congestion and vehicle miles traveled (which has major quality of life, transportation maintenance, and environmental costs). AV tech needs to emerge simultaneously with a societal shift away from private (especially single-occupancy) vehicles and toward public transportation, which won't happen without local legislation.	7/3/2018 9:30 PM
137	It would be nice to see pooled ride sharing services such as Lyft line and car sharing extend deeper into the suburbs.	7/3/2018 5:47 PM
138	Thank you for tracking and planning for new technologies. In particular, I'm happy to see Policy 2 Action 1 on page 31: Price, manage and design streets to reduce vehicle miles travel ed and prioritize transit use and shared travel. (ODOT, Metro, cities and counties, transit agencies)	7/3/2018 11:57 AM
139	Portland has a reputation for innovation in transportation. To maintain this reputation the Metro area must stay at the leading edge of innovations (but not the bleeding edge). This is an area where over regulation will stifle development. Focus on providing funding for an unknow future and let the regions experts focus on how to build and use technology. Don't be reactive in regulation and only step in if there is a large ongoing problem that cannot be corrected through market forces.	7/3/2018 10:41 AM
140	I'm glad Metro is looking at this. I want to make sure we don't have a bunch of autonomous vehicles hitting pedestrians on our streets. And it would be great if cars in our region had to have safety features like automatic breaking to prevent lunatics from using cars as instruments of terror.	7/3/2018 9:31 AM
141	Make sure users are involved in the plans	7/2/2018 6:27 PM
142	There are no East West bike paths east of 82nd and out to Gresham. It would be great to get rid of all cars on Burnside so that it can be solely a bike/pedestrian/MAX route. Cars can go south to Stark or north to Glisan.	7/2/2018 5:33 PM
143	Make technological solutions understandable, easy to use and VERY accessible to low income people, especially those who work in the downtown area, but have to live far away to commute.	7/2/2018 5:31 PM
144	Regardless of the strategy, people will de-facto use ride services which will reduce the need for off-street parking. Plan for that now by removing requirements for off-street parking for businesses and residential. Compensate with more pay parking and permit parking.	7/2/2018 5:08 PM
145	This is an extremely biased and negative view of individually initiated travel and freedom. Automation is not a panacea without costs. You mention dwindling fuel tax revenues, but where will you get money to pay to maintain automated transportation systems? All the perils you mention are biased against individual choice to travel where and when one wants to, by the means most preferred. Citing the fact that more affluent citizens would have access to newer technologies is a straw man, since these same people through their purchase and use of new, expensive technologies ultimately make them more affordable for others in the long run.	7/2/2018 4:30 PM
146	equity	7/2/2018 4:21 PM

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147	It is vital for Portland to be identified as a leading city in new technology	7/2/2018 4:08 PM
148	Driverless cars are a BAD idea	7/2/2018 3:43 PM
149	I'm confused... ride-hailing services are causing more congestion. Recent surveys of drivers show that they drive at least one riderless mile for every fare-carrying mile... in essence doubling the vehicle volume. And at the current subsidized rates they are cannibalizing transit. Who would have guessed that technological innovation could create a transportation mode that is even less efficient than single-occupancy vehicles! Ride-hailing services must be taxed and controlled so that they supplement transit, rather than displacing transit and increasing congestion. Create a framework so that ride-hailing helps solve the 'last mile' transit challenge, rather than clogging transit routes.	7/2/2018 3:18 PM
150	Let's provide more bus service and more separation between heavy vehicles and lighter vehicles and pedestrians.	7/2/2018 1:12 PM
151	Bear in mind the cost and reasonableness of forced implementation. The picture on page 20 seems to show 1/3 of all transit will be biking or walking. It rains here for 6 months. If we constrict transit corridors to one mode of transportation, we lose options. Some options are extremely expensive and inflexible, like light rail. We should concentrate efforts and technology on options that are less costly and more flexible.	7/2/2018 1:10 PM
152	Any autonomous cars that come into Portland should be charged a special autonomous vehicle fee, on a re-occurring basis, if that car is not zero emissions. The rich are going to be the primary beneficiary of these cars to start out with, so they should be forced to pay significantly more for the development of this technology. Additionally, as these cars come into more widespread use, more strict driving standards should be put in place to test people's driving skill regularly and remove problem drivers from the road.	7/2/2018 1:03 PM
153	I'm not thrilled about driverless single-occupancy cars. It's still single-occupancy.	7/2/2018 12:16 PM
154	Can eliminating parking minimums be part of this scope?	7/2/2018 11:53 AM
155	If you said "crash avoidance systems installed in vehicles" and "adaptive signage" instead of "autonomous vehicles" I would have given this a 10. I strongly advocate for teaming with Oracle on these systems.	7/2/2018 11:40 AM
156	Technology will not provide solutions to the regions problems and shouldn't be used as a way to ignore the solutions that are already available to us.	7/2/2018 11:19 AM
157	we need to focus first on those who must access transit and may not have the income to use or benefit from these technologies	7/2/2018 11:17 AM
158	not only racial minorities are priced out of tech, but I know that Metro is making a special effort to redress past systemic discrimination (while ignoring other minority groups who no one cares about) - I can't afford tech. Yes, I have a phone, but nothing works on it since it only has 1gig of usable memory. So how do I get access to all this current transport solutions? I can't afford Uber even if it would run on my phone..	7/2/2018 9:37 AM
159	Don't fear technology but also don't count on it to solve the region's problems. A bike is old technology and it could do more for our region than a computer algorithm.	7/2/2018 9:13 AM
160	Biking paths should be connected but not at the cost of narrowing roads. Uber and Lyft should be allowed to operate free of government oversight and bike sharing services should be removed since they take up public parking and road space.	7/1/2018 6:37 AM

What's one big idea you have for improving greater Portland's transportation system?

Answered: 497 Skipped: 384

#	RESPONSES	DATE
1	Adopt conjection pricing	8/16/2018 7:02 AM
2	Invest in rapid - Make transit rapid by building the downtown MAX tunnel, making all new MAX lines grade-separated, and built a network of ETCs.	8/15/2018 11:48 PM
3	Add Bus/Bike sharing lanes everywhere	8/15/2018 11:38 PM
4	Toll freeways	8/15/2018 8:29 PM
5	Continued focus on public transportation as the default. Decentivize solo auto transport. Consider timed HOV lanes that change and align with to/fro traffic flow (Seattle strategy).	8/15/2018 6:22 PM
6	Remove the I-5 on the east side of the Willamette.	8/15/2018 6:20 PM
7	Don't fund freeway expansion! The rosequarter expansion alone is a half of billion dollars wasted in moving us in the wrong direction - insteand direct those funds to safety improvements east of 82nd and towards transit.	8/15/2018 4:15 PM
8	Tolls and congestion fees	8/15/2018 3:06 PM
9	Congestion price all highways before even thinking about expanding them (not an original, or new, idea), and put nearly all of that revenue into transit and maintenance of existing roads and structures.	8/15/2018 2:57 PM
10	Recognize that investing in burning fossil fuel is causing a catastrophe for human existence. Implement congestion charges and spend the money on less carbon intensive ways to move people.	8/15/2018 2:56 PM
11	We should be building more bike friendly infrastructure that includes dedicated roads for bikes throughout the area. This would include adding more Greenways, but also having roads where cars are not allowed. This could mean taking our existing Greenways and blocking off one of the lanes, raising that side of the road to allow protection from cars, and only allowing bikes on this raised road.	8/15/2018 2:34 PM
12	Make it free and make it more robust. Get creative and progressive. Make our mass transit world class.	8/15/2018 2:17 PM
13	Put bus-only lanes on all major arterials, along with bike lanes that are separated by concrete curbs at least, to increase non-auto mode share. Let auto traffic back up, until folks realize they could get there faster by other means.	8/15/2018 1:54 PM
14	Dedicated bus lanes on streets like Powell, Sandy, foster, Vancouver. Make transit free during rush hour.	8/15/2018 1:54 PM
15	Safer for bikes. Easier public transportation that is accessible to houseless folx and handicapped folx.	8/15/2018 1:52 PM
16	Make public transit free. Stop spending money on enforcement, start spending it on better access to service. It will help us with our traffic, our pollution/climate change goals, quality of life, safety, etc.	8/15/2018 1:32 PM

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17	Wider, easier access to public transit. This reduces emissions and pollution. Making it more convenient to bike and walk places, with dedicated areas for bikers and pedestrians both. Reducing emissions by keeping highways their current size, not expanding, and by innovative ways to buffer pollution from heavily trafficked areas are important considerations to make.	8/15/2018 1:30 PM
18	Don't widen I5. Look at New Orleans. Around Baton Rouge, I12 splits off from I10 and completely bypasses New Orleans, saving 30 minutes for people just passing through on I10. Make a new highway, I3 perhaps, split off around Salem, go west of Hillsboro, then rejoin I5 around Kalama. It seems like it's a more direct route anyway. It'll save trucks and others passing through from having to go through Portland, saving them time and money and emissions, and greatly reducing congestion.	8/15/2018 1:24 PM
19	Keep public transport clean & fresh - use vouchers/rewards for citizen cleaners like in Brazil	8/15/2018 1:17 PM
20	Figure out how to get daily commuters more comfortable with public transit. Get people out of their cars.	8/15/2018 12:11 PM
21	Higher quality bike/ped networks that offer ease of travel and real safety (not just paint on the ground).	8/15/2018 11:44 AM
22	remove I-5 and I-405. Let 205 become the Interstate route and redevelop I-5 and I-405 as interconnected, City streets (see Vancouver, BC). A subway from the Rose Quarter through downtown. A grade-separated transit hub at the Rose Quarter	8/15/2018 11:19 AM
23	There is no one big idea - there are millions of people here, each with their own needs. However, the first and only thing that matters is removing gas and diesel as fuel sources. Everything else is secondary. Vision zero? Yay. You want to save lives? Statistically, just *diesel exhaust* will kill 275 Oregonians this year. Enact a limit on the amount of fossil fuel that can be purchased in a transaction - 10 gal should be a good start. Add a 30% carbon tax on top of the price. Add a 50% tax on fossil-fuel only vehicles doing less than 40 MPH average. COME ON IT'S BEEN TIME TO FIX THIS FOR THIRTY YEARS.	8/15/2018 10:44 AM
24	Free transit.	8/15/2018 10:39 AM
25	Increasing the streetcar network East and west. Improving and increasing public transit between north portland and southeast, which is currently atrocious and takes forever.	8/15/2018 9:59 AM
26	Subsidize public transportation completely and have buses run more often and around the clock. Nothing will get people out of cars faster.	8/15/2018 9:43 AM
27	BRT with more express busses and dedicated lanes on main streets and freeways. Make it so busses bypass traffic making it faster to bus commute than drive. And ideally make the busses electric.	8/15/2018 9:12 AM
28	Light rail to St. Johns, and a new pass (tunnel?) to get from Hwy 30 to Hwy 26.	8/15/2018 9:06 AM
29	We need an underground transit system. Trains and buses on street level need their own lanes. We need to start shrinking car lanes and making streets more pedestrian friendly. We need more and safer separated bike ways.	8/15/2018 8:17 AM
30	Find a way to remove I-5 along the east side of the river. The block of access and noise along the Esplanade makes use of the river (which could be one of the best features of Portland) difficult and unpleasant.	8/15/2018 7:58 AM
31	More transit and active transportation options, no more freeways!	8/15/2018 12:05 AM
32	Designated bus lanes	8/14/2018 11:31 PM
33	Spend more time focusing on realistic changes instead of "road diets". The population will continue to grow therefore the need for better roads and bridges will only continue to grow as well. Continue to focus on ways to improve the existing roadways and how to implement new strategies and systems for continued growth of the existing road infrastructure for future development.	8/14/2018 4:00 PM
34	Prioritize bikes over cars and bike lanes over street parking within town. Prioritize public transportation over highways for people coming into town.	8/14/2018 3:45 PM

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35	Congestion pricing on all major highways.	8/14/2018 1:34 PM
36	BUILD ROADS!!!! That is the sure way to reduce congestion and it is cheaper than transit. http://www.debunkingportland.com/roads/buildwayout.htm	8/13/2018 11:13 PM
37	Decommission the freeways in central Portland.	8/13/2018 11:13 PM
38	Private bus lanes! It is time that Portland gets serious about penalizing those who decide to take private transportation through the city - it is the most expensive and damaging mode of transportation that people can take. I cycle from inner southeast every day into downtown / the pearl and see stuck traffic every single day. People stuck on bridges, traffic going nowhere. Unfortunately buses are stuck right in the middle of all of this, which completely disincentivizes those taking the bus. Second, I want to see the city get serious about dedicated bike lanes - more than just a shoulder on the road and through major thoroughfares. It is time for dedicate cycle paths, with permanent and meaningful physical barriers. Better Naito has been a wonderful example of this type of conversion. I am a dedicated cyclist, 10 years in Portland without a car. I want more than just a shoulder of a road for my transportation. I want whole dedicated lanes with barriers where I can ride safely with my children.	8/13/2018 9:40 PM
39	Use congestion pricing to reduce single-occupancy vehicles and use the money raised to improve transit service.	8/13/2018 8:55 PM
40	Attach Bike Share to the Hop Card! Make it part of the MAX, WES, Streetcar, Bus system.	8/13/2018 8:32 PM
41	Car-free downtown	8/13/2018 8:29 PM
42	Connect all modes of ground transit (highway, rail, and public transit) to the other municipalities and neighboring regions (i.e. Vancouver, Salem, and Hood River/The Dalles).	8/13/2018 7:47 PM
43	Ban private vehicles in downtown Portland. Entirely. They are a wasteful luxury that is destroying our planet and our city.	8/13/2018 6:32 PM
44	Eliminate parking on major arterials in favor of dedicated rapid bus transit	8/13/2018 6:29 PM
45	Congestion charge and/or tolling autos	8/13/2018 6:23 PM
46	Congestion pricing.	8/13/2018 4:12 PM
47	Physical separation of all bikeways from cars, as I've seen in Europe. It makes biking seem so much safer.	8/13/2018 4:07 PM
48	Clean, regional rapid transit that goes from suburbs to cities.	8/13/2018 3:35 PM
49	Affordable transit for people getting to work.	8/13/2018 2:32 PM
50	I'd love bus rapid transit lines! Things like underground MAX stations/river crossings or extra rails to keep service moving 24/7 would be amazing, but bus rapid transit is much cheaper for the region to build and will have many of the same results.	8/13/2018 1:55 PM
51	East Burnside from 102nd-162nd should be a linear park	8/13/2018 1:40 PM
52	Invest in through-ways and arterials to the emerging urban areas to support job creation	8/13/2018 1:39 PM
53	Better biking infrastructure--there are so many kinds of bikes for all kinds of people and if the safety infrastructure is there, people will use it.	8/13/2018 1:31 PM
54	Take funds assigned to freeway expansion and instead use it on improving public transit.	8/13/2018 1:25 PM

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55	A full build out of a multi-use path system connection the future Salmonberry Trail with the Columbia river gorge scenic highway, Willamette falls, Tualatin river and Fanno Creek Trails, over the west hills into Portland, a new Brooklyn Bridge connecting the Gibbs Street Overpass with Ross Island and the Springwater then connecting path to Kelly Point park (North Portland Greenway Trail), west over Forest Park and east via the Columbia river trail system. This should be built one corridor at a time, and including an international ecotourism campaign. Portland is sitting on the Pacific rim and with climate change can be the active transportation tourism capital of the Pacific...if we invest well. Pacific to Cascades, urban trail system highlighting our park and neighborhoods, our falls and forests all contribute. This could be one of our major economic drivers if properly invested in infrastructure...NOT new highways, Think of the investment \$500 million in paths could bring economically through a generation of ecotourism?	8/13/2018 12:13 PM
56	Build more public transit. Do not invest in freeways.	8/13/2018 11:59 AM
57	Go big or stop with the light rail already. If this system we currently have was in place 25 years ago it would have been great, and could be expanded to an even better useful system, but now you're on the verge of growth that'll put the Portland metro into the top 20 metro areas by 2040 needing way better roads and highways. So by go big, I mean, get hundreds of billions of dollars and put it into expanding the light rail in every direction of main outlying suburbs, i.e. Tualatin/Tigard/Sherwood/Wilsonville, Oregon City/Gladstone/Milwaukie, Canby/Aurora, Damascus/Boring, Farmington/Hazeldell/Aloha. This would allow these smaller communities to grow and benefit from the light rail system; without expanding to more outlying areas it just doesn't serve enough people. Other big idea. Portland Metro is attracting more people from other parts of the country than pretty much any metro right now, yet without a sales tax is getting very little additional tax revenue to upgrade the ailing infrastructure; therefore put a new resident tax on homes sold to out of state residents, \$10,000 per residence sold to incoming residents could go a long way to building infrastructure.	8/13/2018 11:42 AM
58	Max to Vancouver. Not a new idea, but still a good one.	8/13/2018 10:53 AM
59	Cut funding for new highway infrastructure and instead invest that money in public transportation and active transit.	8/13/2018 10:45 AM
60	We must work to remove silos from our transportation systems and work with all of the providers who impact the Social Determinants of Health. That includes housing, health care, food insecurity and the toll of isolation on the health of our total population.	8/13/2018 10:40 AM
61	Westside bypass with bridge crossing Columbia and connecting to I-5 in Washington. Another bridge crossing near Troutdale to take pressure off Glen Jackson bridge. This added capacity will also help if and when the I-5 bridge is replaced.	8/13/2018 10:06 AM
62	Expand I-5 & build a new crossing over the Columbia River.	8/13/2018 7:04 AM
63	The Regional Transit Strategy for the 2018 Regional Transportation Plan is a highly auto oriented plan (54 additional freeway lane miles by 2040) that fails to provide the infrastructure needed to grow a robust and interconnected transit system. MAX, our rapid transit system, focuses on downtown Portland and shuns its potential as an inter-regional travel alternative to the freeway network and lacks an effective north-south inter-regional spine. The Blue Line is the inter-regional east-west MAX spine. If its surface operation through the central city were replaced by a tunnel, described on page 119 of this report and proposed by AORTA in 2015, its operating time from end to end could be reduced to less than 1-1/2 hours making it time competitive with the freeways. The Yellow Line could be the inter-regional north-south spine if extended north to Hayden Island - interconnect with C-Tran's Vine BRT Line; extended south from the Rose Quarter to South Waterfront via inner east side and the Tilikum Crossing; and connected to AORTA's Dec. 2014 recommended Southwest Corridor alignment. The total trip time from the Columbia River to Tualatin would be less than an hour, attract enough commuters off of I-5 to make I-5 freeway expansion unnecessary.	8/12/2018 11:55 PM
64	Remove all freeways from the central city.	8/12/2018 11:21 PM
65	We have the tools and the means — we just need to align actions on the ground with our stated priorities. Invest first and foremost in safety and mobility for our most vulnerable users, and work up from there.	8/12/2018 10:31 PM

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66	Eliminate private car ownership from as much of the city as possible, repurposing that space and investment toward shared transportation.	8/12/2018 10:17 PM
67	Remove a lane of car traffic on I-5 and replace it with high speed regional rail.	8/12/2018 9:01 PM
68	Be bolder. Stop designing based on constraints like budget (e.g. SW corridor skipping OHSU and PCC) and design based on the best outcome for the entire region. When you build something that is actually useful to people, they will support it regardless of the cost.	8/12/2018 8:39 PM
69	Leave no street in portland with more then one auto lane in each direction. All remaining space to active travel, sidewalks, and bus/streetcar space.	8/12/2018 7:22 PM
70	Invest \$500 million set aside for I-5 Rose Quarter expansion to make Trimet free. Ban cars downtown!	8/12/2018 11:57 AM
71	Focus on reducing reliance on cars.	8/12/2018 8:18 AM
72	Make it affordable.	8/11/2018 4:57 PM
73	Compact , pedestrian-oriented development. It's not a new idea, but it does seem like we keep expanding the UGB without densifying, and keep building more freeway capacity needlessly.	8/11/2018 12:52 PM
74	Designate I-405 as I-5 and remove I-5 south of I-84, and remove the Marquam bridge. The space should instead be used for high density housing and a new east side park system. To facilitate this, a) don't expand I-5 as currently planned, and b) immediately add decongestion pricing to Portland area roadways.	8/11/2018 12:25 PM
75	Raise the speed limits by at least 10 miles on highways, fix potholes and add a trail on the west side of the willamette in downtown	8/11/2018 12:17 PM
76	Ban private cars from downtown Portland or even the central city area. This would make single-occupancy cars much less attractive as transportation options and would increase other means of travel.	8/11/2018 10:31 AM
77	Ban cars in the city center.	8/11/2018 5:57 AM
78	Put more focus on roads, transit, and safety in east Portland (east of 82nd).	8/11/2018 12:06 AM
79	Plan for transit and active transportation, coordinate with density and development.	8/10/2018 11:45 PM
80	free buses	8/10/2018 11:17 PM
81	More freeways	8/10/2018 6:36 PM
82	Improve roadway infrastructure	8/10/2018 6:05 PM
83	Light rail and streetcars are very attractive forms of public transport, however the cost and timeline of project development may be too much for Portland to handle at our current state. I believe the region should seriously consider how to prioritize improving bus service in order to serve all people of our community. Simple improvements such as queue jumping, to bus-only lanes, is the most logical option to help improve the regions mobility. A region wide network of faster, reliable, and accessible bus transport can be achieved at a much lower cost, and within a much shorter planning process period. I would recommend our civic leaders to take note of Bus Rapid Transit systems in cities such as Seattle, as important case studies of the benefits of improved bus transit.	8/10/2018 1:47 PM
84	Improving roadways for alternative transport — bikes and e-scooter.	8/10/2018 1:10 PM

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85	The region needs to put its money where its policy mouth is - in active transportation. Table 6.13 shows active transportation investment of 4-5% depending on the scenario. Tables 7.7 & 7.8 indicate the rate of walking/riding won't budge (along with mode share - Table 7.10) with the scenarios.	8/10/2018 1:06 PM
86	DON'T EXPAND HIGHWAY CAPACITY.	8/10/2018 10:52 AM
87	car free squares in certain sections of downtown, similar to barcelona.	8/10/2018 9:59 AM
88	Replace the Interstate Bridge.	8/10/2018 9:58 AM
89	Tax anyone with a big car/truck who makes above middle class income or has more than car to pay more for roads. That's who's jamming the roads	8/10/2018 9:32 AM
90	Curtail car use ASAP. Improve transit and walking and biking.	8/10/2018 9:09 AM
91	How about a few N/S bus routes in East Portland?	8/10/2018 9:04 AM
92	Pedestrianize large sections of downtown Portland.	8/10/2018 7:41 AM
93	A robust and sensible network of physically protected bike lanes as opposed to the half ass paint protected network we have in Portland right now where only the bravest and youngest will regularly ride in. Every cyclist commuter is one less driver.	8/10/2018 6:50 AM
94	protected or separated bike lanes	8/9/2018 9:38 PM
95	Don't fall for the next new shiny thing, Invest in busses	8/9/2018 7:54 PM
96	Decongestion pricing	8/9/2018 5:48 PM
97	Widen the freeway	8/9/2018 5:46 PM
98	Boldly commit to expanding core people-moving service (Commuter Rail, Light Rail and _actual_ BRT). We must make the average person see that taking transit is the _obvious_ choice to move around the community -- not driving. Transit will not grow and work unless it is the obvious solution. There is only one way to do that -- make driving the NOT obvious solution.	8/9/2018 5:37 PM
99	We need TOD housing! TriMet should invest in/ and work hand-in-hand with housing development	8/9/2018 5:17 PM
100	Underground MAX and electricity everything. Revised land use in anticipation of autonomous vehicles.	8/9/2018 4:58 PM
101	tolls on the highways to reduce congestion. Offer income based offsets to not further disadvantage lower income residents. Let businesses write off the tolls as an expense.	8/9/2018 4:53 PM
102	Complete "river to gorge" bike trail in Sullivan's Gulch corridor -- benefits 17 neighborhoods out thru Troutdale, captures state investment in trails in the gorge.	8/9/2018 2:09 PM
103	Carbon tax	8/9/2018 1:30 PM
104	Improve the last/first mile to make alternative modes of transportation both safer and more inviting.	8/9/2018 12:54 PM
105	Put MAX under the Central City. Get rid of the HOV lane and reserve it for freight only during peak hour to reduce harmful diesel emissions.	8/9/2018 12:38 PM
106	Develop Bus Rapid Transit routes for regional connectivity and major corridors. Expand arterial roads and intersections to accommodate capacity demand and to increase traffic safety with modern traffic signalization.	8/9/2018 10:47 AM
107	stop following the highways for other mass transportation projects, you are bottle necking traffic by having the max run with the highways.	8/9/2018 10:43 AM

108	Demolish I-5 between the south waterfront and N Lombard. Tear out 84 from i5 to 205. Repurpose with amazing greenways/parks and improved rapid transit.	8/9/2018 6:35 AM
109	Highway tax and funding high quality public transportation with it	8/8/2018 5:28 PM
110	We need a subway system, more light rail, bigger busses and less space for cars.	8/8/2018 4:59 PM
111	Remove parking on Sandy in favor of protected bike lanes.	8/8/2018 4:12 PM
112	Crosswalk "walk" signals on demand. When we push the button as a pedestrian, the light changes automatically in our favor. The walk sign should stay on as long as parallel traffic has the green light. Priority should be given for non-auto transport avenues. The auto has all the benefits of the road and is not held accountable for their missteps. If we made it easier for people to bike, walk, run to work or for errands, we could get more people out of their cars. This would benefit everyone.	8/8/2018 3:46 PM
113	From gateway to the current east bore for MAX(to union station for green/orange/yellow and working on a transit only plan and transit mall redesign to prioritize transit), relocating underground and reducing the amount of stations. Cut and cover from 33rd ave curves to gateway and modify the current above ground tracks for express bus service with shared MAX/express bus stations. Give current central city surface tracks to Portland Streetcar to also speed up their system and open up new service possibilities. Add an underground line from new underground rose quarter station to the Powell station for equitable service in SE, serving near the bridgeheads down to division and 12th, then servicing Powell serving major connections connecting with the green line and blue to continue to Gresham. Finally, for east/west service, building underground stations to accommodate 3 or 4 car trains and rebuilding or expanding existing stations to allow the use of longer trains. All this would bring major improvements to our transit system which improve the overall on time performance and reliability of all public transit modes.	8/8/2018 2:28 PM
114	Put the billions you want to spend on creating pollution and create a no-cost transit.	8/8/2018 1:01 PM
115	Transition the transit fleets away from diesel buses to ultra low NOx natural gas engines operating on renewable natural gas.	8/8/2018 11:59 AM
116	Reallocate funds from other priorities into roadway expansion and improvement. We have underinvested in roads for decades, and need a leap forward to catch ourselves up for the future.	8/8/2018 10:29 AM
117	EXPAND AND ENCOURAGE TRI-MET RIDERSHIP	8/8/2018 10:10 AM
118	Transit priority. Transit only lanes on Ross Island, Hawthorne, Morrison, Burnside, Broadway bridges. Buses with dozens of commuters shouldn't wait in same traffic at autos each containing one.	8/8/2018 9:54 AM
119	Max line that goes from green line to Orange line	8/8/2018 9:48 AM
120	See previous comment	8/8/2018 8:28 AM
121	Require pass purchases to be made through a ticket booth that opens and closes doors before entry on to a platform. This could help keep these locations safer.	8/7/2018 11:52 PM
122	The 'Common Sense Alternative' supported by AORTA for the I-5 bridge replacement should be prioritized.	8/7/2018 11:09 PM

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123	Increasing the diversity of MAX routes. Right now the Red, Blue, and Green lines all follow a single route through northeast Portland along I-84 from Rose Quarter to Gateway. Breaking up these lines and having them run on different routes (Stark street, Powell Blvd, division, i.e.) would provide greater access to larger segments of the Portland population and reduce interference between lines. Further, the establishment of a higher-capacity Commuter Rail along I-84 from Downtown Portland to Gresham and even further east towards Sandy would provide a serious and reliable boost to commuters from East Multnomah and Clackamas Counties.	8/7/2018 9:49 PM
124	New interstate bridge should be a priority followed by a third Columbia river crossing west of I-5	8/7/2018 7:33 PM
125	Designate some streets as pedestrian/bike/transit only.	8/7/2018 7:05 PM
126	Creative use of highway and bridge tolls to raise funds to meet the infrastructure needs	8/7/2018 5:18 PM
127	Expand MAX access to Vancouver and increase the # of trains to accommodate increased ridership.	8/7/2018 3:02 PM
128	Narrower roads everywhere. There's nothing wrong with 10 foot wide roads, even for arterials - it slows everyone down.	8/7/2018 2:07 PM
129	More seperated bike lanes, like in Amsterdam. make it safe for people to ride, and encouraging to those who are afraid to ride in car traffic.	8/7/2018 11:23 AM
130	Home-scale permaculture. We are blessed with a climate which allows people to grow much of their food. Encourage people to set up backyard or neighborhood forest gardens. There are lots of people in the area already doing this, including me :-). Our yard already produces way more than we can eat, with very little work. What I need are neighbors/restaurants/stores that I can trade with.	8/6/2018 11:36 PM
131	It would be nice to have a train/ max that allows pets. Maybe have one every so often. That would greatly help reduce pollution and traffic. Bringing bikes on the max is difficult so a better way to make that work would be awesome.	8/6/2018 9:01 PM
132	Blow it all up as we expect after the earthquake. See what survives and what doesn't. Are you going to build it back the same way? If the answer is no - then consider not spending money in those areas now and start to build resilience and redundancy into our system now to avoid large amounts of wasted money.	8/6/2018 1:51 PM
133	I support the HB2017 funding and think we should also go for more transportation measures. We need more funding to make all of these awesome ideas happen!	8/6/2018 12:56 PM
134	Congestion pricing on cars on I-5 and I-205.	8/5/2018 1:49 PM
135	The Portlanders who repelled Robert Moses's highway system, setting the stage for the Portland of today, were acolytes of Jane Jacobs. Moses's big-shouldered style of ramming through bad ideas is hot again thanks to garbage economics; Jacobs's antidote of street-level diversity remains the right response.	8/5/2018 11:25 AM
136	Greater frequency of service on all bus lines along transit corridors in conjunction with more transit only lanes, along with further increses in service for MAX and streetcar. This is essential for stemming the decline in ridership and to for movement around our increasingly populated region	8/5/2018 10:44 AM
137	Two game- changing project that is nowhere in this document: 1) *The East Side MAX Connector, running from the Rose Quarter to OMSI.* This would provide a vitality needed alternative crossing over the Willamette for all MAX trains if/ when the Steel Bridge is disabled in an earthquake or damaged in a train derailment/etc. It would enable direct service from the north and east to the Orange Line, bypassing downtown, and it would provide service to tens of thousands off new riders on the near east side. Please put this project in the RTP list, at least in the "strategic" category. 2) Building a MAX tunnel under the Willamette river. Our light rail System is painfully, embarrassingly slow. Seattle built a bus tunnel in the 80's, which is now the heat of their much faster light rail system. Please include planning funds for the tunnel and move forward *now*, not in 20-30 years. Thank you!	8/5/2018 7:49 AM

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138	Don't expand freeways. Use funds for transit and active transportation.	8/4/2018 9:17 PM
139	The light rail system is pretty good, but it's not effective at a crosstown commute because the train is so slow through downtown. I'd like for metro to look at capital projects that focus on improving the system speed.	8/4/2018 6:52 PM
140	Congestion pricing with free passes for low income households!	8/4/2018 6:28 PM
141	Don't spend money on highway projects, like the I5 widening. Spend it out demand management and bus service	8/4/2018 6:18 PM
142	Get people riding Trimet, walking, riding bikes, and only driving when needed. Fossil fuels are destroying our air and quality of life. Be the progressive city we say we are!	8/4/2018 6:05 PM
143	Move I-5 to I-205, close I-5 through Portland, reconnect the neighborhoods with dedicated bus ROW routes, bike and pedestrian facilities.	8/4/2018 5:59 PM
144	speed up max trains where possible, even eliminate stops if they are too close together (e.g. the stop at Providence Park that is at Goose Hollow one block from the two other goose hollow/providence park stops	8/4/2018 4:15 PM
145	More transit only lanes, less highway expansion, less cars in the downtown core. More visible crosswalks more frequently across busy streets. Expand sidewalks and finish unpaved city roads. Implement stronger enforcement of cars that lack insurance/maintenance that increase injury and issues. Pair that enforcement with free/reduced transit passes to help offset cost of poorly maintained vehicle, not fines or arrests. All these ideas are interconnected in placing people moving over vehicles moving.	8/4/2018 9:58 AM
146	Create better access to public transportation to and from downtown.	8/4/2018 9:31 AM
147	Invest a huge portion of available money into a regional system of protected bike lanes, sidewalks, greenways to ensure everyone of all ages and abilities can ride a bike anywhere in the Metro area. You would have a exponential increase in people using active transportation, reducing congestion, smog, and making themselves healthier, happier members of a real community. Getting people out of cars will make our city a more connected, human place and will have huge benefits to everyone.	8/4/2018 8:46 AM
148	Like Germany, use lane-light system for trucks showing 'ok' travel in lit lanes. This provides safer travel in every lane=less frustration, even speeds, less lane cutting.	8/4/2018 7:33 AM
149	More bike and pedestrian river crossings south of Sellwood bridge. This is a HUGE transportation gap that is growing more critical as population surges on both sides.	8/4/2018 7:07 AM
150	Pay or otherwise reward people to bike, walk & take the bus.	8/3/2018 9:25 PM
151	Eliminate MAX track crossings at Gateway. Trains crossing in front of one another is a huge cause of MAX reliability and schedule issues.	8/3/2018 8:33 PM
152	elect more moderate politicians and less of the feel good idealist left leaning officials	8/3/2018 2:35 PM
153	Bus only corridors in every place possible. BRT and dedicated right-of-way for the streetcar.	8/3/2018 1:09 PM
154	Force traffic/navigation technology (apps) to NOT use neighborhood streets in their routing schemes.	8/3/2018 10:12 AM
155	It's said time after time, but a larger focus on expanding freeways, highways, and roadways. I don't believe that personal and solo use vehicles will decrease in the future. Most people simply do not want to share space or ride with others to and from work. (Personal opinion, and opinions of others I know) It is also imperative that when new civil projects are under way, that future needs will be met. It appears that many roads built just a short time ago were not designed to be the largest that they possibly could. This creates congestion and slow travel times in a matter of a few short years due to increased population growth.	8/3/2018 10:05 AM

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156	Creating a plan to connect East and other areas with less active transportation infrastructure to the transit and biking/walking systems in ways that allow downtown and other job centers to be more accessible.	8/3/2018 8:46 AM
157	Build out the long distance bike paths such as the North Portland Greenway and the Sullivan's Gulch Trail.	8/3/2018 8:20 AM
158	Bus only lanes across all bridges and downtown. Cycle tracks throughout the city center. The ability to cross the street in east Portland without feeling like you may die.	8/2/2018 11:53 PM
159	A car-free central city.	8/2/2018 9:03 PM
160	Let's get cars out of the central city/downtown area	8/2/2018 7:22 PM
161	Tear down I-5. Implement road user fees in the entire metro region.	8/2/2018 5:54 PM
162	Stop turning roads into bike lanes. Just add bike lanes on the side or make side streets into primary biking zones (like NE Going)	8/2/2018 4:46 PM
163	Get rid of I-5! Tear down I-405, the Fremont Bridge, and I-5N through town. That will improve the town overnight and force traffic to the NE/E/SE areas where most of it is coming and going to anyway. Develop 205 as a heavy transportation corridor.	8/2/2018 3:18 PM
164	Congestion pricing	8/2/2018 3:16 PM
165	We need to move away from car based transport. It's hard, painful and maybe expensive, but from an environmental standpoint, essential.	8/2/2018 3:16 PM
166	Transit is actually prioritized and the MAX is tunneled.	8/2/2018 3:15 PM
167	Spend the freeway expansion money on improving local streets to encourage more biking, walking and public transit.	8/2/2018 2:58 PM
168	Dedicated bus lanes so the bus is actually on time in the evening and FASTER than driving a car. And hire a designer to make the inside of the bus much nicer so people want to ride.	8/2/2018 2:49 PM
169	Do the MAX tunnel under downtown.	8/2/2018 2:46 PM
170	We need a stronger focus on bicycle and pedestrian infrastructure.	8/2/2018 2:38 PM
171	Free transit.	8/2/2018 2:07 PM
172	Give bicycles a dedicated north-south right of way, uninterrupted from the Interstate Bridge, through Portland along a straight street, like Vancouver all the way to Willamette Falls. Create a dedicated, east-west right of way for cyclists connecting to the Historic Columbia River Trail across the metro area to the start of the Banks-Vernonia Trail. Another idea would be make certain areas in the central city as well as in the downtowns of certain suburbs car-free.	8/2/2018 1:09 PM
173	Bus-only lanes has to be one the cheapest wins for increasing people-moving efficiency. But they need to run all along a given bus' most traveled route - there's no real win in bus efficiency if a bus has its own lane on, e.g., Hawthorne/Morrison/Burnside, only to get stuck in congestion on the bridge to the west side, or congestion downtown. More transit-only bridges like the Tillikum Crossing or the proposed crossing between Lake Oswego and Oak Grove are great steps in this direction.	8/2/2018 10:37 AM
174	More frequent bus service	8/2/2018 10:35 AM
175	Lane Right of Way Bus Rapid Transit	8/2/2018 10:07 AM

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176	Doubling down (heavily) on our existing infrastructure. Let's build out a network of frequent, lane separated Bus Rapid Transit quickly and cost effectively to scale that up. Let's invest heavily in electric buses and negotiate to bring those factory jobs to Oregon, cleaning up our fleet and investing in our workforce. Let's invest in a bike network for everyone; one that is integrated with transit, safe, and extensive. Let's invest in marketing and behavioral change tactics to encourage people to see biking and walking as a viable, and more effective and efficient, alternative to driving--and back that up with the hard infrastructure to make that viability true. Let's invest in our MAX tracks, stations, and trains: fully extend platform protection to provide better weather protection for a better all season wait; procure open gangway cars that increase capacity, close off SOME downtown streets to through traffic where the max runs to allow longer trains, increased speeds, and increased headway; double track downtown to run express tracks and open up that bottle neck to for increased capacity (the suburban right of way has already been claimed, it needs to be made more efficient now with this increased capacity); construct another bridge (relatively low cost, like Tillikum) open only to transit, walking, and biking to clear the bottleneck at the Steel Bridge. These are relatively low cost solutions that invest in and optimize the infrastructure we already have. Doing so increases existing MAX capacity, creating higher farebox returns and reducing need for subsidy. Some lines are already close to making a "profit," money that can be returned into the system. Similarly, increasing bus line efficiency increase farebox recovery, returning more of the otherwise needed subsidy towards improvements elsewhere. More capacity for less money = more money for the system and increased buy in = increased investment in the system. It's a virtuous cycle.	8/2/2018 8:30 AM
177	A public surcharge on public & private parking purchases that originate in the morning peak, coupled with a per-vehicle fee on TNC trips in that hour, would function as a privacy-friendly decongestion charge that would not be subject to the constitutional restriction and could be implemented with a single jurisdiction's authority.	8/2/2018 1:18 AM
178	Density	8/2/2018 12:44 AM
179	Get more people or of their cars and into shared vehicles, transit, or scooters, e bikes, bikes, roller blades, skateboards, anything small that gets you from a to b	8/1/2018 11:19 PM
180	Most congestion results from companies trying to have all employees arrive at 8am and leave at 5pm. For many employees these times are arbitrary and many would likely prefer to shift some hours schedules to off slightly peak commute hours. Companies in many cases force this huge need for transpiration infrastructure burst capacity arbitrarily, simply because they have not put any effort into thinking about the issue. Why not motivate medium to large size companies to do their part in reducing burst capacity strain on the system, by assigning a per head transportation impact fee. Companies would be allowed to reduce their fee to zero by earning points by choosing from a list of free or low cost options. For example, they could set up a in-house car pool program, allow a certain percentage of employees to shift hours away from peak commute times, or allow some hours worked from home, or on the weekend. They could earn points by providing secure bike parking, or transit passes, or even just showing minimum participation numbers for bike to work day/week/month. You can probably think of many other options. Or they could just pay the fee to offset their burst capacity impact...and why not when they are exact cause.	8/1/2018 10:51 PM
181	Free transit throughout the system.	8/1/2018 10:25 PM
182	Higher gas prices used to subsidize transit.	8/1/2018 10:08 PM
183	Neighborhood shuttle van service to provide better access to public transit - use retirees, etc as drivers who will work part time during rush hour.	8/1/2018 10:00 PM
184	Stop funding car travel and funnel that money to a truly usable transit system, where buses and trains arrive every ten minutes or better (nights and weekends too) and use prioritized lanes to go everywhere. Set us free!	8/1/2018 9:38 PM
185	More wheelchair and bike accessibility on buses.	8/1/2018 9:26 PM
186	Expanding light rail to Oregon city, commuter rail from Salem to Portland (with stops in communities between), express commuter bus service, and less MAX stops downtown to improve speed.	8/1/2018 9:19 PM

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187	A road diet for SW Scholls Ferry Road for Multnomah County between SW Raleighwood Lane and just south of SW Humphrey Blvd. That north / south road connects to cemeteries, several TriMet bus lines, schools, and a big mix of housing and demographics.	8/1/2018 8:33 PM
188	Make a place to walk to the bus.. a dirt path is fine.. on BUSY Patton rd. Patton from sw 44th to sw Dosch	8/1/2018 8:21 PM
189	Rapidly and aggressively curb private vehicle usage in the region, particularly single occupant vehicles	8/1/2018 8:15 PM
190	Make MAX go underground as a Subway when going through downtown or in general on surface streets.	8/1/2018 7:04 PM
191	Stop incentivizing single user car trips / commuting by widening freeways in center city and suburban corridors.	8/1/2018 6:58 PM
192	Free public transit.	8/1/2018 6:35 PM
193	Implement congestion pricing on all Interstate Highways and use the proceeds to fund alternatives to Single Occupancy Vehicles.	8/1/2018 6:28 PM
194	One big idea? Seriously?!? It'll take more than one big idea.	8/1/2018 6:19 PM
195	Please please build the subway through downtown! It is CRAZY that MAX takes so long to move through the centre of the city. Also, please please invest in the High Speed Rail line from Eugene to Vancouver, BC. It could truly transform our region.	8/1/2018 5:47 PM
196	Implement congestion pricing and use the funds from that to subsidize mass transit.	8/1/2018 5:44 PM
197	I would like to improve access to Forest Park for those who live on the east side of Portland. Currently it is difficult, and it is a valuable resource that can improve the quality of life for all Portlanders. Access to this green space should extend to those who cannot afford to live in NW Portland and who do not have a car.	8/1/2018 5:43 PM
198	Car-free downtown.	8/1/2018 5:37 PM
199	free	8/1/2018 5:28 PM
200	Create large car-free zones, especially around downtown areas. Build several parking garages around the edges of these areas so people that still want to drive some have a place to leave their vehicles. Then have dedicated bus lines and bike-/scooter-share stations within the boundary for last-mile service. Also take certain streets/arterials outside the boundary and make them bus/bike only and restrict cars to fewer roads, so that it's easier to get around the city outside of a vehicle without fear of injury/death.	8/1/2018 4:33 PM
201	A new dedicated public transit bridge in combination the planned tolling of Interstate Bridge need to happen sooner rather than later. Current infrastructure is not sufficient or resilient.	8/1/2018 3:48 PM
202	More policing to make the roads safer. Currently safety is not being considered or enforced.	8/1/2018 3:45 PM
203	Rezone Portland and region with hubs for living, working and accessing services. The majority of workers don't live near work = congestion! Make it easy to grow jobs near to the residential areas.	8/1/2018 3:45 PM
204	Reduce driving dependence within the downtown Portland area, including permanent car free zones. Look at examples of car free zones in Madrid Spain and Copenhagen Denmark.	8/1/2018 3:41 PM
205	Lest car on the road and more public transportation.	8/1/2018 3:36 PM
206	Close neighborhood greenways to car travel and watch how many cyclists start using them.	8/1/2018 3:34 PM
207	Shift the bike lane project on HWY 43 (State Street) to the 2018-2017 time frame.	8/1/2018 3:32 PM

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208	Easier and safer bikeways to/from Vancouver, Washington, as well as to the westside of Portland into Beaverton.	8/1/2018 3:23 PM
209	It functions great as is, it just needs expansion. More max lines, more express bus lines, etc. Make certain north/south or east/west routes bus and active transit only. I don't take the bus because it takes so much longer than riding a bike or driving. if it was quicker and easier to use it to get to a destination or connect with the Max, I would be more inclined to make use of the systems.	8/1/2018 3:19 PM
210	(dream): Zone I-5 into a commercial avenue and parks. (slightly more politically feasible): MAX line to Vancouver	8/1/2018 2:49 PM
211	Revisit the Westside Bypass project	8/1/2018 2:45 PM
212	More protected bike lanes and please stop designing transportation around what makes life easiest for cars.	8/1/2018 2:26 PM
213	Free transit; make buses, MAX, Wes free, giving incentive for people to get out of their cars.	8/1/2018 2:24 PM
214	More roads and more affordable housing near business/employment centers to reduce commutes. Also, staggered work hours.	8/1/2018 2:12 PM
215	Bus and bike Lanes! ROW currently used for parking and general travel lanes should be reallocated to bikes and transit so that roadway space is shared more equitably. This is the best bang for your buck way of increasing capacity in the region. And it will have the added benefit of lowering our carbon emissions.	8/1/2018 2:05 PM
216	Make private vehicles and commercial vehicles pay their true social cost (road wear, congestion, emissions) and use the revenue to pay for alternative means of transportation.	8/1/2018 1:52 PM
217	We need to price driving on all roads. Make driving more expensive and we'll make our city safer, transportation will be more efficient, and we'll start saving the planet.	8/1/2018 1:42 PM
218	Makes bikes and transit a higher priority than all the cars.	8/1/2018 1:34 PM
219	Have numerous car free streets to encourage active, walking, biking. More money on transit as well	8/1/2018 1:12 PM
220	Please consider making bike/walking trails from East to West and North to South. People should be able to travel safely on foot/on bike from West to East and North to South of the Metro area. Map it out and implement it.	8/1/2018 12:50 PM
221	Bury the MAX downtown and speed up service.	8/1/2018 12:27 PM
222	Transit Tunnel under the Willamette and Downtown with a grade-separated transit Center at the Rose Quarter (cars/bikes/peds above, trains/buses below) Close I-5 from I-84 to south junction with I-205	8/1/2018 12:24 PM
223	congestion pricing, with the \$\$ for transit and active transportation projects only.	8/1/2018 12:20 PM
224	Direct West side (Beaverton) to Downtown Bike Route.	8/1/2018 12:10 PM
225	Better max access in northeast Portland. More frequent service buses. Increased bike carrying capacity on buses.	8/1/2018 12:02 PM
226	Quickly implement the planned network of bike lanes downtown, and fill in the missing gaps in the connections to other bikeways. Start bus only lanes now !	8/1/2018 11:42 AM
227	Make owning/driving/parking single occupancy vehicles less convenient and more expensive. And use the revenue generated for public transport instead. Make driver's license harder to obtain. There are too many bad drivers out there.	8/1/2018 11:27 AM
228	Generous bike lanes that are reliable and safe. As someone who rides all the time, it's terrifying. Improved green space trail access (Columbia Slough trail, Springwater trail).	8/1/2018 11:14 AM

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229	Make it harder to drive so people drive less: designate bus- and streetcar-only lanes throughout the city; dedicate more road space to protected bikeways by eliminating parking; eliminate dangerous slip lanes.	8/1/2018 11:13 AM
230	Reduction in parking.	8/1/2018 10:50 AM
231	24/7 exclusive right of way for buses and streetcars.	8/1/2018 10:28 AM
232	Doing more of what we're already known, loved and envied for. An advanced rail and streetcar system and fostering active transportation. For the latter we've fallen behind other cities in recent years but can easily regain momentum there. No rocket science; just do more of what makes us great and (sadly) sets us apart from so many US car culture cities.	8/1/2018 10:23 AM
233	Getting cars out of the downtown core.	8/1/2018 10:09 AM
234	Fewer cars on the road in 10 years. Europe can do it, why can't we?	8/1/2018 10:03 AM
235	There are streets in the city that could easily be car free, providing greater connectivity to transit. A high frequency bus on NE Alberta taking people to the MAX line on Interstate would be awesome. Also, creating more overpasses or underpasses for freight trains would have a huge impact. I work on SE 11th, and the train blocks cars, buses, and bikes for long stretches of time throughout the day. Fixing that would have a huge impact on transit efficiency.	8/1/2018 9:56 AM
236	Focus on providing increased capacity for our freeways & arterials.	8/1/2018 9:46 AM
237	Bus-only lanes on all arterials.	8/1/2018 9:43 AM
238	A dual track system for the blue & red lines to Hillsboro or further out that would allow for an express line from the Washington County Fairgrounds to Beaverton Transit Center.	8/1/2018 7:58 AM
239	This is a crazy impossible idea, but still, if we all drove smaller cars, or certain roads were only for subcompact tiny cars, then those roads could have each lane split in two and that would double the road capacity. See it probably would not work. Maybe just make more one way streets and if it were a two lane both direction street, it could be made into a three lane one way street. Well, odd for sure.	7/31/2018 7:05 PM
240	Fix the roads, and expand the highways. From Milwaukie to Oregon City, in the morning, takes me over 30 minutes on I-205 Southbound because it is TWO lanes for most of the way there. You can't move that many cars on two lanes. How about some practical urban planning? Expansion of roadways too.	7/31/2018 6:57 PM
241	increase frequency of buses, especially in east county	7/31/2018 3:52 PM
242	More transit only lanes.	7/31/2018 2:28 PM
243	Make the city more bike friendly. Portland has a fantastic biking community but it could be far larger if bike lanes were safely implemented on a wider scale. Especially as traffic congestion worsens, biking can become a clean, cheap alternative. Invest in wide bike lanes, more bike sharing programs, and more bike racks throughout the metro area.	7/31/2018 1:30 PM
244	A multimodal corridor connecting Clark and Washington Counties, bypassing Sauvie Island and skirting Forest Park to the north, that includes: * Commuter rail on upgraded Portland & Western Cornelius Pass line * Four-lane limited-access expressway * Bike/ped trails * Landscaped lids over expressway to allow possible northward expansion of Forest Park.	7/30/2018 5:31 PM
245	Evergreen Road extension from Hillsboro to Forest Grove to support more efficient freight transport as well as emergency response access and more convenient commuting options.	7/30/2018 10:34 AM
246	Increasing parking rates downtown and charging for cars entering the CBD similar to London.	7/30/2018 9:23 AM

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247	Quit permitting the building low income housing monstrosities along every MAX line you create. No objection to providing the much needed resource but these people tend to be much younger and can easily manage a route that includes a combination of bus & light rail. These huge structures are being built right in the center of long established neighborhoods and communities. People have had to move from their homes they've lived in for decades. And the ones who stay are dealing with years of construction right in their backyards. These buildings destroy the quality of the established neighborhoods as well as quality of life. Yes change is inevitable. But smart change is the key to livable cities & towns. Don't ruin Oregon in the name of progress. Listen to your community members when they come to public hearings to PLEAD with you to rethink your "vision" of the future.	7/29/2018 12:40 PM
248	Work to Make clear to people in the region that freeway expansion to relieve congestion only creates more freeway use and ultimately more congestion. Work to get people out of and less dependent on single occupancy vehicles and ideally active modes.	7/29/2018 10:18 AM
249	More lanes	7/27/2018 12:50 PM
250	Invest heavily in pedestrian and biking infrastructure and particularly in safety. I bike year round and when I try to encourage others to do the same, safety from traffic is a huge concern for them.	7/27/2018 11:34 AM
251	Use decongestion pricing on all gridlocked freeways before undertaking any freeway expansion. Use revenue raised by decongestion pricing to fund transit investments.	7/26/2018 5:26 PM
252	Free transit and safe, separated bike lanes.	7/26/2018 2:36 PM
253	Electric bikes are rising in popularity and they will surely expand bicycle use. Greater infrastructure is needed for additional and faster bikes.	7/26/2018 1:34 PM
254	Car-free downtown. Make large parking garages at the edges and have free transit within the city center.	7/26/2018 8:27 AM
255	Easy access, how to find instructions to use public transit. How to easily find the transport one needs. Phone? Who to ask how!	7/26/2018 6:17 AM
256	Traffic free transit to Vancouver to Portland. Could easily run in the breakdown lanes like CTran. Bus only lanes on Sandly Blvd would provide direct access from I-205 to downtown PDX free from traffic.	7/25/2018 11:16 PM
257	More high capacity transit that is attractive and reliable to provide alternatives for the heavily congested thoroughways with feeder small buses or vans to reach out to neighborhoods and destinations. We need to get more cars off the road. I know it's expensive, but our future needs this kind of transit system.	7/25/2018 6:15 PM
258	Decommission the train service from Fox Lumber at Hagg Lake through Cornilius, Hillsboro, Aloha and Beaverton. Add light rail to existing right of way, bike lanes and turn into a regional trail.	7/25/2018 8:50 AM
259	close 205 circle highway west of portland area back to vancouver.	7/25/2018 8:43 AM
260	Outer bypass tollway (circle around the city/metro area) connecting I-5 North and South to Hwy 26 East and West. See Hwy 8 in Houston, TX. This creates optimal efficiency for general passenger traffic.	7/25/2018 7:31 AM
261	In the next five years, fund the 100% completion of the active transportation system in the region, and connect it to an improved transit network that doesn't get stuck in traffic. Include stable funding for transit and travel options operations and programming.	7/24/2018 4:34 PM
262	New Bridge over the Columbia	7/24/2018 1:59 PM
263	Increasing demand by incentivizing companies to pay for their employee's public transportation use.	7/24/2018 10:30 AM
264	More electric busses until 100% coverage, more transit police on troublesome routes and times.	7/23/2018 10:32 AM

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265	A south branch of the Blue line (extension of the Red line) that branches off at Murry or 158th/Merlo to connect Beaverton with Tigard. Along 217 the land might be too congested but as we've seen, once a line is in place it generates new opportunities for bus connections and community migration. It might seem back tracking to head east from Tigard to get to Portland but keep in mind many of those coming up 217 then head east to employment centers in Beaverton and Hillsboro.	7/23/2018 10:30 AM
266	I've called about this before but there are some intersections that traffic lights do not service properly during rush hour considering both car & pedestrian needs. Look into adding pedestrian only crossing & car only traffic lights at intersections such as SW 2nd & Madison during rush hour. This intersection in particular is a perfect example that could be used as a case study — cars back up on 2nd waiting to turn right onto Madison/the Hawthorne bridge while pedestrians cross Madison on a green light. This light in particular is timed in a way that by the time pedestrians cross and cars are able to turn, the light behind it at 2nd & Jefferson turns red before any cars are able to pass North through the intersection. Once the light at Jefferson changes red, the lane ahead of it empties and is immediately filled by cars turning right onto 2nd from the parking garage inn Jefferson, subsequently backing up the lane so no cars on 2nd can get through once the light turns green again. I have sat in gridlock here for 7 light cycles due to this issue. I'm sure it's not the only main intersection this is happening at given how many of us are on foot as pedestrians or transit takers downtown and around the city.	7/22/2018 11:21 AM
267	Our transportation system is working very well (at least as far as my experience on Barbur is concerned). I would suggest reopening downtown to fare-less square.	7/22/2018 11:13 AM
268	we need to partner (again) with Wash. State & get the light rail across BOTH I-5 & 205 into Clark County. MAX runs to the state line - need vision & \$ commitment from all the WA commuters who come into PDX each workday. It's only going to get worse with time.	7/21/2018 10:01 PM
269	Build faster lightrail - MAX is not fast enough to service my trips. I would like to replace my car, but MAX is not fast enough. Focus on bike transportation making it easier to get from West (NW 23rd) to East.	7/21/2018 5:22 PM
270	More roads, freeways to support the growth. Developers should help fund.	7/21/2018 2:52 PM
271	Scrapping Vision Zero and laying off the excess fat at PBOT, which there is plenty. Oh, the big idea, actually fixing the roads.	7/21/2018 2:04 PM
272	Stop building new infrastructure to serve the needs of cars and repurpose existing infrastructure away from cars and towards safer, more equitable and more climate aligned than cars.	7/21/2018 9:05 AM
273	Trains! Please don't give up on high speed rails. Also, please think carefully about driver-less cars. I think that we need special lanes at the very least, but I would like to see driver-less car "trails" so to speak. Roads with only these cars. I do not think it is safe to have them on the roads with other vehicles. But I do see the potential in them for people with accessibility needs.	7/20/2018 1:51 PM
274	Our city needs more frequent schedules for all the current systems, bus and rail.	7/19/2018 1:42 PM
275	bring passenger ferry service to the region	7/19/2018 9:49 AM
276	Consider more bus only lanes. When buses get stuck in traffic they aren't very convenient.	7/19/2018 9:30 AM
277	Do you have granula level info on where most jobs are with low income workers and/or long commute workers? Seems like flow of transportation access would follow those lines. I am probably missing something and you have already done this work.	7/19/2018 8:43 AM
278	Sidewalks for all!	7/19/2018 7:30 AM
279	Subway system. Everywhere. Not joking. Imagine that for this city.	7/18/2018 7:33 PM
280	Convenient and common ride share. I still see alot on one occupant vehicles. I also see traffic levels increase significantly on school days. IF oportuinties for ride sharing become easy and popular this has a huge potential to improve our congension on our transportation system	7/18/2018 5:57 PM

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281	congestion relief on major highway & arterials	7/18/2018 4:45 PM
282	Thoughtful development, Public transit systems and pedestrian right of ways	7/18/2018 2:33 PM
283	Reduce by blocking side street neighborhood access paths to major roads like Powell and Sandy. These neighborhoods would access the major roads at signal control streets.	7/18/2018 2:05 PM
284	More frequent trains during the day (rather than only during rush hour) and when there are large events.	7/18/2018 1:23 PM
285	Rebuilding / widening our roads. Portland is a tight, compressed city. This can lead to a number of accidents. By widening roads, it will decrease the number of accidents. Also, if we encourage people who live in the deep metro area to be not have cars, that will make our public transportation system easier.	7/18/2018 10:20 AM
286	Get rid of all bike facilities, and treat bicyclists like other drivers.	7/18/2018 10:00 AM
287	24 hour buses or max from the airport (how is this not happening in a supposedly modern, international city?)?	7/18/2018 2:41 AM
288	Dedicated high speed bus lines (or street car whatever) extended up MLK, Broadway and into neighborhoods far enough that people will use them.	7/17/2018 10:06 AM
289	Publicly fund active transport on collector/arterials like SW 35th ave between Stephenson and Huber. Do not expect local property owners to use LIDs and pay for this.	7/17/2018 9:58 AM
290	Make transit the obvious choice for most trips.	7/16/2018 11:03 PM
291	Focus the most on those with the least.	7/16/2018 9:29 PM
292	more freeway capacity, and use that capacity for more busses. Eliminate MAX and use its' ROW for busses.	7/16/2018 4:29 PM
293	Stop people from coming here.	7/16/2018 4:12 PM
294	Create a network of frequent service bus routes which truly have priority over cars by creating bus only lanes. Note queue jumps but taking existing lanes for cars and giving them to buses.	7/16/2018 3:43 PM
295	I will tell you the MOST OBVIOUS game-changer: an ACTUAL gold-level BRT along Powell/Division!! I've been telling as many people as I can what needs to happen: We need a "MAX on rubber tires" solution on inner Powell, followed by a *regular bus line* on 82nd from Powell to Division (a tiny distance) and then back to a GOLD-LEVEL BRT (median-aligned, level boarding, half-mile-spaced stations, REAL stations, 50 mph between stations, short headways, etc--ALL the features of LRT except that it's a bus) all the way out to Gresham. This would INSTANTLY solve every public transportation issue we have along this entire corridor, AND it would simultaneously, *permanently* eliminate the only TWO mental blocks people have: Powell and 82nd. It would be the biggest game-changer for transportation you've ever seen in Portland! You'd have 50,000 people per day whizzing super fast & comfortably from the TWO most densely populated parts of the metro area into downtown every weekday! And the sheer number of CARS it would remove from Powell would be incredible! And Powell would actually become a real urban STREET for the first time ever!! Yeah, I know that it's ODOT, but it's still VERY CLOSE-IN URBAN PORTLAND! :)	7/16/2018 3:10 PM
296	Convincing people that they need to change is hard but necessary.	7/16/2018 1:08 PM
297	Please start using toll roads or demand pricing for driving downtown--yes, people hate the idea, but it really works! (But this needs to be done in a way that doesn't just become a regressive tax on low income folks.)	7/15/2018 10:32 PM
298	Make use of old rail tracks in locations like Lake Oswego and Tigard & upgrade those before you build new.	7/15/2018 12:31 PM
299	Improve our bus system with better roads less light rail	7/14/2018 8:28 PM

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300	Move Union Pacific's intermodal operation to the outskirts of town and strengthen diesel pollution standards	7/14/2018 7:21 PM
301	Encourage more companies to allow working from home.	7/14/2018 6:31 PM
302	Improve Tirmet	7/13/2018 11:42 PM
303	Expanded buses and more incentives to utilize public transit! Less cars on the road means better maintained roads and a better environment.	7/13/2018 11:25 PM
304	Metro needs to enact a carbon tax - and the fees on transportation by State Constitution would go to "facilitate" vehicle movement, but this can easily be applied to meet congestion, pollution and equity goals.	7/13/2018 9:45 PM
305	I don't have a big idea for improvements, I just want to keep the Portland area beautiful, so transportation while important should not detract from the beauty of our area nor should it detract from essential environmental concerns.	7/13/2018 1:40 PM
306	Put more emphasis on uninterrupted bike trails	7/13/2018 7:53 AM
307	Hire conductors for the Max and have a visible presence on busses and max trains. It will increase fare payment and increase ridership of those of us who do not feel safe now.	7/13/2018 7:43 AM
308	More freeways, and a loop around the metro area.	7/12/2018 8:28 PM
309	I moved here from Seattle two years ago. I lived in Fremont. There was no way to get to or around the city. Add the infrastructure before you add all of the new condos/apartments. Most people do not work where they live. They have to be able to move freely. Make developers share in costs. If they don't have to add parking for residents make then pass the savings along towards transit improvements before they are long gone.	7/12/2018 7:33 PM
310	Toll the entire highway system and revise the constitution to allow for the revenue to fund improved and discounted transit service (or reconfigure the ODOT budget to pull general funds from other buckets for transit and replace it with the tolling revenue).	7/12/2018 3:53 PM
311	Bus only lanes on major roads and bridges to improve the transit experience. Use tolls and congestion pricing to provide free access to public transit thus incentivizing use and increasing equity.	7/12/2018 3:36 PM
312	More attention to vehicle movement.	7/12/2018 1:40 PM
313	Part of the "investment" should be to reduce the cost of transit, to encourage use. Combine that with a campaign to show how increasing road capacity does not decrease traffic congestion - with the 405/West LA expansion as an example - and you just might change behavior, which is what really needs to happen.	7/12/2018 11:15 AM
314	Create incentives for working closure to where you live.	7/12/2018 10:28 AM
315	Increase green energy policies, decrease our carbon footprint.	7/12/2018 9:59 AM
316	Another freeway ring around the Portland & Vancouver metro area. Includes multiple additional new bridges across the Columbia & Willamette rivers.	7/11/2018 7:08 PM
317	More dedicated rights of way for transit - subway tunnel downtown and dedicated bus lanes, especially on bridge approaches	7/10/2018 9:35 PM
318	More rapid and frequent transit throughout the city. This would mean fewer stops on buses, dedicated transit lanes throughout the city, and for a REALLY BIG idea a subway through the central core like in Seattle.	7/10/2018 9:05 PM
319	Reduce light rail and street cars and put more clean buses on the road. Don't take vehicle lanes out of service - actually reinstate old vehicle lanes that have been removed.	7/10/2018 7:52 PM

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320	Make public transit convenient to ALL metro areas. Make it 24hrs.	7/10/2018 5:23 PM
321	More trains and more stops within the region. It would really help if there was a max line with a LARGE parking lot in Vancouver and would eliminate some of those that commute to PDX downtown from the Couve. Also, provide security on all trains, and ridership that actually PAY would increase. right now, most people do not feel safe on the MAX given the homeless situation in our area.	7/10/2018 4:22 PM
322	A big wish would be all road users respecting each other...	7/10/2018 8:24 AM
323	More trains. More greenways and more bike paths that you can ride from Canby, to Oregon City, to Milwaukie, and into central SE Portland that is NOT the springwater corridor.	7/9/2018 11:21 PM
324	Stop actively removing automobile lanes for bike lanes. Bikes can be directed towards neighborhood roads that parallel major arterials. Metro should create a ballot measure to see if most voters agree with this policy.	7/9/2018 8:16 PM
325	Our freeway system needs to be expanded. It should include new bike lanes, bus lanes, (or light rail if that is viable) tunnels under bottlenecks, etc. to reduce the amount of time people spend travelling. I support much higher gasoline taxes to help fund this and to reduce the frequency of single person car trips.	7/9/2018 5:08 PM
326	Ban cars from downtown and turn it into a two-wheel, low-power-motor zone (electric bikes and scooters).	7/9/2018 2:26 PM
327	NO URBAN SPRAWL.....lots of infilling	7/9/2018 2:24 PM
328	I am eagerly following the congestion pricing conversations.	7/9/2018 12:50 PM
329	Perhaps if Elon Musk/The Boring Company's transit line in Chicago works out, Metro should consult with them. Also, ensure there is adequate N-S bus and bike lanes to get to the MAX. I live on the west side and have to head up 170th to reach Elmonica. There are no bike lanes and the road is 40 MPH, so I find myself either terrified of being hit in traffic, or terrified of hitting a pedestrian on the sidewalk.	7/9/2018 11:48 AM
330	People will never change their reliance on private automobiles without (1) serious barriers to driving to the central city and (2) viable alternatives. This means that transit and active transportation / multi-modal options need to be as fast or faster than driving, and that driving must be disincentivized through tolls and costly parking.	7/9/2018 10:57 AM
331	Provide free bikes to any resident that wants one to encourage ridership, and to decrease any chance at theft. Long term costs will be substantially less than subsidized transit/highways. Create a critical mass of bikers.	7/9/2018 10:18 AM
332	Add roadway capacity at bottleneck identified locations, improve traffic control and throughput capacity through electronic communication with signals and on ramp devices	7/9/2018 8:48 AM
333	trains that have a third half size car in the middle to carry bicycles and large carriages.	7/8/2018 9:51 PM
334	Create a new medium-to-high speed electric inter-urban rail network, connecting the Silicon Forest to downtown Portland to the Airport to Vancouver; and to southern Oregon, central Oregon, Mt Hood and the Coast as well. This will support our transition away from reliance upon the automobile and fossil fuels for people and goods movement around our great state.	7/8/2018 9:13 PM
335	Need to convert highway 30 into a freeway from Cornelius Pass road to the Airport at highway 205.	7/8/2018 5:34 PM
336	If neighborhoods have accessible options, people will travel shorter distances. Focus on supporting communities that lack options such as grocery stores and parks.	7/8/2018 4:30 PM
337	A system of complete, regional trails in the SW / inner westside would be transformative	7/7/2018 9:43 PM
338	I use the MAX a lot, but we can probably use more express buses for the commuters.	7/7/2018 8:09 PM

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339	Don't just add lanes to freeways, the data show that doesn't improve travel times or system reliability. We need to add a new path along the western edge of the UGB, or even just outside of it for traffic to bypass the core and 217 corridors. If the state legislature needs to get involved to allow that to happen, then do it!	7/7/2018 8:08 PM
340	support minority and lower income pop support ped and cyclists	7/7/2018 7:06 PM
341	Right now driving is subsidized so deeply. I'm sure you've seen that for every dollar a driver spends, society pays like nine. Transit, biking, and walking are much cheaper for society. We should remove externalities and have drivers pay the true cost of driving. That means that cars would pay for the congestion they cause, the pollution they emit, the free parking spaces that they are allowed to use all over the city. That would mean drivers would pay more if they drove an SUV b/c it consumes more gas, makes non-SUV people less safe, does more damage to the road due to it's higher weight, etc. If drivers of cars were forced to pay the true cost of driving cars we'd have more transit riders, more bike riders, and more walkers. We'd have a cleaner and more efficient city. As such we should use technology to charge drivers for each mile they drive in the city.	7/7/2018 6:53 PM
342	Greater use of rail lines in Portland area to move people	7/7/2018 5:14 PM
343	Enhanced Transit Corridors are a great idea.	7/7/2018 3:32 PM
344	I do not have a big idea, but a number of smaller ideas, such as improving intersections downtown by separating pedestrians and vehicles by signals.	7/7/2018 2:16 PM
345	Protected Bike Lanes	7/7/2018 1:42 PM
346	Cities around the world are proving that for just tens of millions of dollars, world class bike networks can be built that dramatically increase usage of bicycles. Why not here?	7/7/2018 1:23 PM
347	We need a complete network of bus-only lanes.	7/7/2018 1:16 PM
348	Dedicated bus lanes.	7/7/2018 1:11 PM
349	Use roundabouts whenever possible-doesn't stop traffic as lights do. (see below)	7/7/2018 12:31 PM
350	It would be great to find a way to convince people to make fewer trips, with things like encouraging working from home and nearby restaurants and groceries.	7/7/2018 12:28 PM
351	Realize that cars are not a force of nature. You get the traffic you build for. Leaving all of the roads for cars and insisting that everyone who wants to go without a car can "share" that space creates more car traffic. We need to be actively restricting and discouraging car traffic from surface streets, not planning eventual sidewalk projects while cars continue unimpeded.	7/7/2018 9:42 AM
352	Exploring implementing real-time traffic management. This may make use of signals and one-way streets to direct traffic based upon actual demand.	7/6/2018 8:03 PM
353	More transit on I-5 and I-205 more lanes on freeways all over	7/6/2018 7:05 PM
354	Electric assist bicycles.	7/6/2018 6:12 PM
355	THE RIVERS	7/6/2018 5:48 PM
356	Fix division st	7/6/2018 5:35 PM
357	we simply have to reduce the number of car users, or at least the rate of growth of car users. This will require a lot of work, so i am happy yo uare working on this.	7/6/2018 5:14 PM
358	Pilot programs from self-driving car shares.	7/6/2018 5:12 PM

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359	Address regional housing market segmentation that causes people to have to commute across the city in order to meet their housing needs.	7/6/2018 4:52 PM
360	More Trains!! Connect the outer edges of the city and provide new hubs for economic development & revitalization. This will alleviate pressure on the downtown and balance out aggregate demand across the region, encouraging better affordability for everyone.	7/6/2018 4:21 PM
361	An express bus system serving the I-5 and I-205 freeway loop. Bus only lanes could be constructed within the existing right-of-way. An extension to Downtown Wilsonville would be included as a part of this network as well.	7/6/2018 4:19 PM
362	Invest in transit and access to transit throughout the region. We should abandon the hub-and spoke network and better connect with employment centers.	7/6/2018 4:16 PM
363	Underground transit through City of Portland! Incentives for businesses to locate downtown!	7/6/2018 4:05 PM
364	Can we PLEASE implement pedestrian scramble intersections downtown? https://en.wikipedia.org/wiki/Pedestrian_scramble Traffic is so bad downtown because it comes to a stop waiting for pedestrians to cross streets.	7/6/2018 4:04 PM
365	Prioritize high capacity and high efficiency transport.	7/6/2018 3:50 PM
366	Stop giving priority to single passenger autos.	7/6/2018 3:31 PM
367	More and safer bicycle infrastructure please!	7/6/2018 2:50 PM
368	Focusing on alternatives to motor vehicles. With drivers killing 40,000 Americans per year. Vehicles pollution killing~52,000 per year. The number one killer in our cities to youth is vehicles. Not to mention climate change. We can't keep investing in a deadly mode of this proportion.	7/6/2018 1:14 PM
369	Just one? 1. Fix the land use policy by avoiding any community development which forces residents to travel long distances for basic survival amenities like, groceries, medicines and parks. 2. Take lanes away from cars and put buses/bike/transit on it.	7/6/2018 12:56 PM
370	More frequent Max trains or other light rail/streetcar options more spread out throughout the city. Having bus only lanes to give people incentives to use the bus for commuting instead of driving.	7/6/2018 11:03 AM
371	Look at places like Curitiba and how they design blocks of pedestrian and bike only lanes that are faster than waiting at intersections and safer.	7/6/2018 10:56 AM
372	Start congestion pricing on the most congested segments of the region's highways. Use the resultant funds only towards improving transportation options which do not cause highway congestion - public transit and active transportation. We need to implement congestion pricing on all urban highways that go through the downtown core - I84, US26, I5. The cities of London and Stockholm have successfully implemented similar plans and have seen wonderful results without upsetting any demographic.	7/6/2018 10:54 AM
373	Making broad improvements to the light rail line to drive usage and efficiencies - 1) Creating "speed" light rail routes that hit a limited number of stations - especially for morning and evening commutes. 2) Create long-term parking lots that can be used for commuting to the airport or multi-day trips 3) Extend the light rail out to Cornelius and Forest Grove	7/6/2018 9:09 AM
374	Subsidize Tri-Met so it that it is less expensive to take Tri-Met than to drive.	7/6/2018 3:39 AM
375	Employers are the reason there is such congestion during rush hours. Tax businesses that have employees come in during traditional rush hours for congesting the roads. Or maybe there are some incentives, but tax breaks for businesses when we have embarrassingly low tax rates for businesses is not a great idea.	7/5/2018 9:08 PM
376	Improve are Existing roadways and traffic signal. Require new housing to have adequate parking	7/5/2018 9:07 PM

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377	Make using Public transit faster than driving alone where possible.	7/5/2018 4:44 PM
378	The max isn't fast enough to make it worth my use. I'd like to get where I need to go faster by getting to and through downtown faster. Can we have a subway instead?	7/5/2018 1:50 PM
379	Keeping auto speeds low.	7/5/2018 10:56 AM
380	Build a west side 205	7/5/2018 10:24 AM
381	Dont jam in housing where there are no sidewalks and lacking bus lines. i.e. Multnomah Village.	7/5/2018 10:01 AM
382	Improve transportation options from outer SE Portland	7/5/2018 8:44 AM
383	Buses that run more often on the main transit lines. Additional bus routes that connect outer Portland from North to South, while also offering routes in to the center of town.	7/5/2018 8:09 AM
384	Impose a substantial fee on all automobiles brought into/registered in the Metro Area, and all replacement driver's licenses issued. When a new resident moves here and replaces their driver's or auto license, they pay the fee. AND they receive a packet of material from Tri-Met that includes a bus pass for three months. That way every new resident is encourage to leave the car at home and try out our transit system. And every new resident contributes to it by paying for a three month pass. We need to better educate newbies about our culture, our infrastructure and WHY the great place they just moved to is great.	7/5/2018 4:18 AM
385	More freeways with more lanes. Let's move people around the region quicker. Spending time in stop and go traffic is bad for the environment and negatively impacts the health of the people driving. It is also a loss of productivity for employees.	7/4/2018 6:05 PM
386	Public transportation routes that reach outer communities, and transport them into inner city quickly and frequently.	7/4/2018 5:36 PM
387	less money for bicycle s project not that many people ride	7/4/2018 3:21 PM
388	the land use-transportation connection: improve transportation where centers are dense; densify so people can walk and ride to destinations and transit riders can help pay for transit.	7/4/2018 3:19 PM
389	tax cut for those using public transit to get to and from work.	7/4/2018 3:14 PM
390	unclog the I-5 corridor. Reduce the amount of merging esp between 26, I5, 405 and 84 downtown	7/4/2018 1:52 PM
391	Besides more charging stations, I favor the boring stuff, like fixing potholes, paving ALL residential streets, redesigning engineering nightmares like the Beaverton-Hillsdale/Schools Ferry/Olsen Rd. intersection (before 2028!), and widening our freeways.	7/4/2018 12:52 PM
392	Get businesses to locate closer to the population.	7/4/2018 11:07 AM
393	Dedicated bus lanes!	7/3/2018 11:12 PM
394	Evolving our infrastructure to match population growth.	7/3/2018 10:47 PM

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395	We need more affordable housing near where people work. There are way too many people out there with stories like "I used to live in Portland and work in Portland, but now I have to live in Troutdale where rents are cheaper, and I lost my Portland job and the only thing I could find is in Hillsboro, so now I commute four hours a day." Or "I used to cycle to work every day, but now I live in East Portland, and the distance isn't a problem so much as the roads here are just too dangerous." Or "I work the swing shift and the buses don't run when I get off work, so I have to drive, but I'd consider walking if I lived within a mile of my workplace." Meanwhile, research shows that high frequency (every 10 min or better) is highly correlated with high ridership, but high frequency isn't sustainable in areas that don't have the density to support them. Look at where the jobs are and make sure there's an equal amount of housing available within walking/cycling/comfortable bussing distance. (Yes, this will require across-the-board upzoning and/or redefining zones' density limits!)	7/3/2018 9:44 PM
396	Embrace a future of clean energy autonomous shared vehicles. Mass transit is not a fix-all, it depends on extremely high densities to be effective. People's destinations are as varied as their personalities.	7/3/2018 8:59 PM
397	Major investment into improving the quality of roads, continued growth in rail and bus service.	7/3/2018 8:55 PM
398	Use smaller buses to provide more hours of transit coverage including weekends to areas where only rush hour service is provided	7/3/2018 8:11 PM
399	Dispersed community lockers and showers could make run commuting and biking more feasible for people who don't work at an employer with a fitness center or near a gym.	7/3/2018 5:53 PM
400	More MAX lines!	7/3/2018 5:32 PM
401	Stop focusing on mass transit and trying to force feed it to us	7/3/2018 4:28 PM
402	Increase more OFF-street rail lines for higher speed transit. The rapid transit usually takes 2Xtime of driving & parking a personal car on a long-distance, cross-town trip.	7/3/2018 3:37 PM
403	Make more car lanes, less bike lanes and some effective carpool lanes	7/3/2018 3:00 PM
404	More money to address car traffic.	7/3/2018 2:52 PM
405	Sell discounted light rail-only passes at DMV to anyone who parks at a Park and Ride. Add more Park and Ride locations.	7/3/2018 2:47 PM
406	Bike-ONLY roads and bike-ONLY lanes (physically separated from cars) to provide real safety for cyclists. Cheaper bus and public transit service and more expensive parking. No new freeway lanes. Make it hard to drive a safer and easier to get around without a personal car.	7/3/2018 2:11 PM
407	Stop planning for the "everyone will bike, ride public transit" dream. It will not happen and money spent withn this goal as the guiding principle leads to wasted funds.	7/3/2018 1:56 PM
408	An I-605 freeway in Washington county. It would start in Vancouver an sweep around to Wilsonville.	7/3/2018 1:38 PM
409	separated safe spaces for biking, walking, scooters, etc, connected seamlessly with high quality transit, across all major corridors and centers of activity	7/3/2018 12:33 PM
410	Promote flexible work weeks, employment from home benefits, tax benefits for companies willing to decentralize their business from large industrial/corporate centers to areas less impacted.	7/3/2018 12:08 PM
411	Eliminate minimum parking requirements for all new developments across the Metro region.	7/3/2018 11:59 AM
412	Fund infrastructure like it is a true priority. The benefit cost ratio is there. More dollars to build and maintain the transportation network result in increased in the tax base.	7/3/2018 10:44 AM

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413	Congestion pricing/tolls for downtown core. Charge residents for use of on street parking on residential streets. toll both interstate bridges.	7/3/2018 10:11 AM
414	If public transportation is going to be the priority then it needs to be a 24hr 365 day service that provides quick easy travel that rivals the faster driving a car to work etc. than it currently does.	7/3/2018 10:06 AM
415	Continue to lower speed limits and focus on Vision Zero.	7/3/2018 9:44 AM
416	Talk about moving people and goods rather than cars and trucks. Change the focus, then maybe we'll start spending our money where it matters: making it possible for people to roll and stroll about their communities.	7/3/2018 9:33 AM
417	use the existing train line to bring in commuters from Washington/Happy valley) by creating P+R facilities.	7/3/2018 8:42 AM
418	Building a bridge between Troutdale and Washougal and toll all of the bridges to fund highway and bridge improvements.	7/3/2018 8:26 AM
419	Please bring a Trimet bus to North Plains.	7/3/2018 8:13 AM
420	Add more lanes to freeways and streamline on/off ramps. Implement a toll on 205 and I5 bridges coming into Oregon to generate revenue from WA based people working in Oregon.	7/3/2018 7:43 AM
421	Go to Chicago and learn all about their public transportation system that works so well. It's amazing; it runs regularly until late into the night (and maybe overnight--I don't know that). It is convenient, clean and safe. That's what we need in Portland to encourage people to use our system.	7/3/2018 7:43 AM
422	Build a subway for MAX through downtown Portland	7/3/2018 6:27 AM
423	Minimize on the street parking, especially at night. It just creates too many problems with regard to safety, crime, runoff, public expense, driving, etc.	7/3/2018 3:28 AM
424	Bike Freeways. No cars allowed. Many people refuse to bike because they don't want to interact with cars.	7/2/2018 10:33 PM
425	FIX THE POTHOLE. We are paying 10 cents more in tax, but the only repaving is on thw westside. The eastside gets patches every couple of months.	7/2/2018 10:06 PM
426	The plan for the 172nd/190th Corridor from Happy Valley to I-84 is wholly inadequate. It is divided into a number of segments with the potential for different timelines. Completion of one of these segments could cause a crush of traffic on the remaining "old" roads, some of which are only two -lane.	7/2/2018 9:53 PM
427	Charge for street parking and have parking permits for every neighborhood.	7/2/2018 9:32 PM
428	Rebrand Trimet. Make transit a a nice experience for families, kids and seniors to get around without a car.	7/2/2018 9:04 PM
429	buses not trains	7/2/2018 8:30 PM
430	Possibility of using the Willamette river as a transportation path and thoroughfare instead of Barbur Blvd, for less disruption.	7/2/2018 7:23 PM
431	Time to increase road/highway capacity	7/2/2018 7:08 PM
432	new highway to bypass Portland area going east to central oregon	7/2/2018 6:38 PM
433	Not a new idea but the most important one is to improve capacity on the north south routes (205. & I-5) and interchanges.	7/2/2018 6:31 PM

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434	Most cars and trucks have just the driver. If we found a way to get half the people driving by themselves to carpool with one or more people, or use public transit on a daily basis, congestion would be reduced immediately. There should be multiple incentives for this: work-at-home, public service announcements, more park & rides, company funded transit tickets for employees and technology that helps people find ride shares. Orient new and existing infrastructure to encourage people to work, play, education, etc. within their own neighborhoods.	7/2/2018 5:46 PM
435	There are no East West bike paths east of 82nd and out to Gresham. It would be great to get rid of all cars on Burnside so that it can be solely a bike/pedestrian/MAX route. Cars can go south to Stark or north to Glisan.	7/2/2018 5:34 PM
436	Move the traffic! Their should be super highways moving cars through the area. Max is a failure.	7/2/2018 5:26 PM
437	Eliminate requirements for off-street parking.	7/2/2018 5:09 PM
438	There are no big ideas, but many small ideas.	7/2/2018 4:48 PM
439	Dedicated bus routes versus light rail. Lower costs in every respect and allows for more overall capacity and implementation of evolving means of propulsion.	7/2/2018 4:36 PM
440	Expand max along the old trolley, the tracks are already there, have it go all the way to oregon city/clackamas community college	7/2/2018 4:25 PM
441	Focus on ensuring that Metro Main Streets are built to a true main street standard.	7/2/2018 4:23 PM
442	Expanding the streetcars system for the inner city	7/2/2018 4:10 PM
443	Find a way to stop the I5 north bottleneck. Why hasn't a stacked interstate option through downtown and congested areas like Seattle has been brought up?	7/2/2018 4:00 PM
444	Consider smaller buses/vans (ideally electric) to service areas like Raleigh Hills that are too narrow for bigger buses. Run them regularly enough that people can rely on them. Those same buses might also be an option in areas farther outside the core where ridership is lower but growing.	7/2/2018 3:28 PM
445	Tax ride-hailing service trips longer than two miles in a way that encourages people to use Lyft & Uber to connect with transit rather than clogging transit routes with more vehicles. Use the tax revenues to increase the frequency and reliability of transit. Ride-hailing should be a supplement to transit, not a cannibal.	7/2/2018 3:24 PM
446	Understand and embrace the potential for autonomous vehicles and ride sharing.	7/2/2018 3:06 PM
447	Build a better N/S road system. Now, no more putting it off. I can't rely on public transportation to meet my work and leisure needs.	7/2/2018 2:47 PM
448	Support value pricing on the freeway system and use the revenue to maintain and improve it.	7/2/2018 2:31 PM
449	Extend the Red Line to Hillsboro	7/2/2018 2:13 PM
450	I love the idea of the Willamette waterway pedestrian path from LO to Portland...even from West Linn to PDX would be fantastic!	7/2/2018 1:37 PM
451	US26, barriers for no lane changes to force people to be in the right lane and stop the last minute people who cut others off and cause people to slam on their brakes and also accidents. Have them up like they do in Seattle.	7/2/2018 1:36 PM
452	Safer, level sidewalks that are publicly funded, as well as no potholes in the streets in intersections/walkways.	7/2/2018 1:34 PM
453	Identifying a way to move people along the I-5 corridor (Portland- Vancouver- Salem) that gets them out of their cars. There isn't more real estate to expand the freeway so creative solutions need to be identified to move people. (rapid bus service, tolling, priority bus lanes, etc , or all the above)	7/2/2018 1:28 PM

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454	Burying I5 and 405 thru Portland	7/2/2018 1:23 PM
455	Separate elements of ground transport - pedestrians, bikes, scooters, NEVs all need their own space. Add buses or shuttles to accommodate more flexible options.	7/2/2018 1:15 PM
456	I-605, a west-side bypass that will help Washington County grow and relieve transit pressure on Portland.	7/2/2018 1:14 PM
457	Everyone working in the Portland metro region should automatically have a free monthly transportation funded via employer deduction of which the employer should be forced to pay on a sliding scale based on the income of their worker. The cost of the entire monthly pass for lower income workers and should not have to pay anything for people making above 80k.	7/2/2018 1:08 PM
458	Look to Boston and Seattle to anticipate what will be needed to solve traffic congestion thru the city.	7/2/2018 12:52 PM
459	Is any emphasis being given to enhancing and creating alternative routes?	7/2/2018 12:39 PM
460	Eliminate light rail.	7/2/2018 12:32 PM
461	Stronger emphasis on maintenance/resilience of existing system, operations improvements, and system technology.	7/2/2018 12:25 PM
462	More traffic-calming, pedestrian-friendly intersection features.	7/2/2018 12:20 PM
463	Tie WES into Salem. Complete light rail into Oregon City and eventually into Canby	7/2/2018 12:10 PM
464	More light rail.	7/2/2018 12:02 PM
465	repair existing roads	7/2/2018 11:56 AM
466	Consider alternate highway routes outside of city center (e.g. Westside Bypass) to help move interstate freight, avoiding congestion caused by non-freight vehicles.	7/2/2018 11:56 AM
467	Get rid of the dangerous bus stops that require risking life and limb and cause kids to be running across the road on busy streets to get to and make bus stops that are in the right place much more attractive, comfortable and informative. See multiple studies in cities like LA and Phoenix on how well this works to project the image of the transit system being a comfortable and safe way to travel.	7/2/2018 11:54 AM
468	Implement robust congestion charging	7/2/2018 11:54 AM
469	To entice people out of their cars, transit needs to feel safe upscale. Getting on a filthy Max train with a group of drunks is not fun. I'll do it, but not everyone will.	7/2/2018 11:42 AM
470	Widen freeways through Portland.	7/2/2018 11:41 AM
471	My huge idea is that I wish there were a better system for putting my bike on a bus. Or a safer place to lock my bike at bus stops other than to a street sign.	7/2/2018 11:39 AM
472	Set a specific goal of making it quicker & cheaper to get from one place to another in the city using transit or active transportation. Until our infrastructure creates the right incentives, people will continue make selfish choices.	7/2/2018 11:37 AM
473	Optimizing our transit options with more east-west transit connections from Clackamas to Washington County and also using our rivers for ferry service.	7/2/2018 11:28 AM
474	A dedicated bus system that goes to local rural area's	7/2/2018 11:28 AM
475	you need to stop making two lanes into one. That strategy is going to make traffic horrible.	7/2/2018 11:27 AM
476	Move North/South freight from going thru Portland, have them use 205	7/2/2018 11:24 AM

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477	Close downtown Portland to automobiles in the way that all major European cities are considering or have already done.	7/2/2018 11:22 AM
478	more and safer rail services	7/2/2018 11:19 AM
479	Expand the capacity for Cars and Trucks	7/2/2018 11:10 AM
480	We need a public transit system that operates 24/7, gets us from anywhere to anywhere w/ 15 min headways. It needs to be reliable, and frequent if we want people to use it in place of cars. Get rid of the fare box. Make it free. That's my big idea.	7/2/2018 11:07 AM
481	Fix the unimproved streets before you start upgrading the ones that already are.	7/2/2018 11:03 AM
482	Tolls. To and from Washington. AS long as money GOES towards highways and roads and not in the pockets of our legislature.	7/2/2018 10:44 AM
483	Improve highway 217	7/2/2018 10:42 AM
484	A MAX belt line that connects Hillsboro, Tualatin, West Lynn, Happy Valley and Gresham bypassing Portland	7/2/2018 10:40 AM
485	Plan for East Portland in a way that uses increased density as an incentive to improve the transportation infrastructure.	7/2/2018 10:38 AM
486	Elevated rail loop in downtown for max	7/2/2018 9:45 AM
487	Instead of MAX over the Columbia, consider something like Medellin's MetroCable - this would get a bridge built, keep the waterway open, and move people between Expo and Vancouver Transit Mall. https://en.wikipedia.org/wiki/Metrocable_(Medell%C3%ADn)	7/2/2018 9:42 AM
488	Pay per mile pricing for auto trips throughout the region.	7/2/2018 9:14 AM
489	keep non-neighborhood drivers OUT of our neighborhoods	7/1/2018 8:00 PM
490	gain cooperation from employers to stagger work hours to better manage traffic flow	7/1/2018 6:41 PM
491	Think about going underground in some places	7/1/2018 4:37 PM
492	Robo/Human interface at the entire breadth and depth of the plan. Once again, bike/walk plans only benefit the healthy with the time to travel.	7/1/2018 1:02 PM
493	More rail for freight. High speed rail.	7/1/2018 10:06 AM
494	Expanding the highway network more routes into the city wider freeways.	7/1/2018 6:41 AM
495	Add HOV lanes to the freeways but not by taking one of the lanes that we already have a way	7/1/2018 1:11 AM
496	Discourage people from relocating here.	6/30/2018 9:27 PM
497	Run all buses, trains and streetcars 24/7 - at no longer than 15 minute intervals.	6/30/2018 10:02 AM

If you could tell policymakers one thing about transportation in greater Portland, what would you want them to know?

Answered: 485 Skipped: 396

#	RESPONSES	DATE
1	Too much pollution! Ban older Diesel engines.	8/16/2018 7:02 AM
2	Driving is too cheap and freeways are essentially oil pipelines that emit air pollution. Hope you're getting used to the forest fires :)	8/15/2018 11:48 PM
3	Peak traffic will always meet max capacity. Building more highway achieves nothing.	8/15/2018 11:38 PM
4	Don't expand rose quarter freeway, just toll and use the new money to subsidize transit and affordable housing in inner Portland. Maybe have an income waiver for the toll	8/15/2018 8:29 PM
5	82nd Ave is a safety hazard for pedestrians and bikes with limited crossing markings going east and west.	8/15/2018 6:22 PM
6	They are failing to make meaningful changes despite being confronted with the disastrous consequences of their inaction. They have to set policy that forces people to stop making single occupancy vehicle trips and to rely on transit and active transportation.	8/15/2018 6:20 PM
7	Freeways and larger freeways are not the answer and should not receive funding.	8/15/2018 4:15 PM
8	Too many cars	8/15/2018 3:06 PM
9	Distracted driving has reached ridiculous levels and is only getting worse. How is it that Lyft/uber are legal given our distracted driving laws (ie no looking at devices)?	8/15/2018 2:57 PM
10	Portland cares about its neighbors and we need to make sure that every end of the community is served, including often neglected East Multnomah County.	8/15/2018 2:34 PM
11	That's it's pretty good now but needs to be even better for our city to be clean, safe and manageable.	8/15/2018 2:17 PM
12	The evidence of Global Warming is upon us. Are you willing to lose your re-election campaign in order to make a significant difference now? We're dependent on your conscience to make the right choice for our future, and our children and nieces and nephews and grandchildren and all the people of the world, actually!	8/15/2018 1:54 PM
13	Don't build anymore trams unless they have a dedicated lane. There has to be an advantage to taking public transit.	8/15/2018 1:54 PM
14	Ppl just want to get from point a to b safely and efficiently. We don't need more freeways and frills we need more public transportation.	8/15/2018 1:52 PM
15	Everyone who moved here thinking Portland had a state of the art public transit system has been disappointed. We need to make great strides to keep that reputation current.	8/15/2018 1:32 PM
16	Increase low-occupancy vehicle usages will increase emissions in an already heavily polluted metro area. A robust and affordable public transportation system with strong non-combustion transportation infrastructure (dedicated bike lanes, pedestrian zones) will facilitate fewer cars being driven and lower emissions overall.	8/15/2018 1:30 PM

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17	Equity for east of 82nd - stop allowing infill to remove so many trees in existing hotspots -	8/15/2018 1:17 PM
18	I-5 is a mess. I use it maybe once a month. I don't believe that making it bigger will help. You need to figure out how to get cars off the road, not how to put more cars on it. Study after study shows that across the country, when you add more lanes, the congestion problems are not solved. Figure out how to get daily commuters off the road, out of their cars. Trains, busses, whatever it takes.	8/15/2018 12:11 PM
19	Be bold. A car-lite society will never exist as long as we nibble around the edges in attempts to make splashy headlines. People will adapt to the newer, healthier, safer built environment.	8/15/2018 11:44 AM
20	SOV trips will never ever work in this City ever again. Self-driving cars, rideshare, and electric cars will not save us. We not bold, intelligent planning for proven transit and good urban design that supports biking and walking.	8/15/2018 11:19 AM
21	You're not doing enough to combat climate change.	8/15/2018 10:44 AM
22	Our deadly car culture reigns unchallenged with criminally low levels of enforcement.	8/15/2018 10:39 AM
23	Favor public transit over cars. People will ride if it works.	8/15/2018 9:59 AM
24	Expand public transportation and walking/biking infrastructure. Go green (electric buses) wherever and whenever possible. More MAX trains through more parts of town	8/15/2018 9:43 AM
25	Good transportation is always going to be difficult if housing costs continue to skyrocket. When people have to live farther from the city to afford housing, commutes are going to get longer, which will decrease reliance on public transit and biking/walking.	8/15/2018 9:06 AM
26	Transit is not efficient. We still spend way to much supporting single occupancy auto travel.	8/15/2018 8:17 AM
27	Do not support expansion of I-5. New lanes will NOT reduce congestion in the long run and will discourage use of transit and active modes.	8/15/2018 7:58 AM
28	Freeways have no place in the 2020 Transportation Bond. We need to spend our money improving transit and active transportation, which move more people more efficiently and do not contribute to pollution and climate change.	8/15/2018 12:05 AM
29	Expect a lot of people moving here. If freeway or highway lanes are added, they will fill up! We need real solutions.	8/14/2018 11:31 PM
30	You must prepare the citizens of Portland for the day when personal vehicles will mostly be a thing is the past. Electric vehicles, whether driven by a human or not, will not get us to our carbon emissions goals. We cannot grow a new generation of citizens who look to themselves first (as in moving their bodies on foot, bike, or mobility device), then to transit, and only after that to a single-occupancy vehicle. Yes, this is hard, and the Auto industry has decades of programming our culture to believe that a car of your own is Freedom. But, as the mother of a child with Intellectual Disabilities, it doesn't matter that it's tough. It has to be done. My son may never be able to get a driver's license, but I can show him that life and fun are possible even without a personal vehicle. As our leaders you must do the same and tell the hard truths to the citizens of Portland, then show them how is done. You can do this. You have to.	8/14/2018 11:19 PM
31	Building a robust public transit system is crucial to reducing congestion in the future, along with improving bottlenecks, interchanges, and problem spots along the main highway corridors.	8/14/2018 5:48 PM
32	It is not working. And taking away travel lanes and replacing them with bike lanes is only adding to the problem.	8/14/2018 4:00 PM
33	Choose to induce demand on the types of transportation you want more people to be using.	8/14/2018 3:45 PM
34	Channel your inner Tom McCall. Lead assertively and don't be afraid of the repercussions.	8/14/2018 1:34 PM

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35	Continue advancing light rail public transit to suburbs. Please do not build more roads and don't encroach on public schooling to build a road if you have to. Make people just deal with inner city traffic rather than infringe on schools and expand transportation efforts within suburbs where people refuse to get out of their car. The traffic problem doesn't lie with Portlanders themselves.	8/14/2018 12:54 PM
36	Roads serve everyone. Transit serves only a few people because of its inherent limitations. Cars are easier to use than transit for most handicapped people. http://www.debunkingportland.com/elderly%20travel.html Transit only gets people to about 20% of the jobs - cars reach ALL locations. Brookings institute data: http://www.debunkingportland.com/transit_and_jobs.html	8/13/2018 11:13 PM
37	Look to cities that have incorporated bikes and decommissioned freeways. It has been done successfully and the citizens are happier with their government.	8/13/2018 11:13 PM
38	Investments in private automobile transportation are the worst investments you can make. Open the streets back to the people and let our cultures and communities thrive. PLAZAS!	8/13/2018 9:40 PM
39	Don't allow ODOT's freeway centric, last century thinking to cause us to build infrastructure that increases carbon emissions and that we'll look back on as comically over priced and unnecessary in a matter of only a few years.	8/13/2018 8:55 PM
40	People moving here are young and not wealthy. This is a great thing! We need the energy of youth. So give them reasonably priced transportation options. Our tickets to ride are very reasonably priced, especially now that there is a low-income option for a Hop Card. But I think by adding Bike Share to that option, we effectively tailor the journey exactly to each person's house -- particularly in the rainy season. Thanks for laying the groundwork for this expansive and expanding transportation system!	8/13/2018 8:32 PM
41	I came to Portland because it was famous for bicycling. Yet I risk my life every single day I ride. I ride miles out of the way to take the "recommended" bike route. As a person who walks and bikes, I am a second-class citizen.	8/13/2018 8:29 PM
42	The traffic is definitely getting worse on every highway. It's scary the amount of time that I now sit in traffic. A dramatic increase in just a couple of years. I am very worried about our highways and roads in the near future.	8/13/2018 8:16 PM
43	I love the previous wave of forward-thinking innovation that went into the TriMet/MAX system, non-discriminatory street layouts that prevented neighborhood lock-in and auto-only transportation systems (such as LA).	8/13/2018 7:47 PM
44	We need connections between bike routes and neighborhoods. It's all well and good to have a trail, but if you can't get there from home without braving traffic, it does no good for most people.	8/13/2018 6:32 PM
45	Congestion pricing and tolling is necessary.	8/13/2018 6:29 PM
46	Don't waste our tax dollars on highway 5 lanes; this hasn't worked in any other place, what makes them think that Portland is any different.	8/13/2018 4:12 PM
47	We've wasted way too much money on highways that are proven to not increase commute and travel times, and subsidized parking for private cars. If you'd just stop wasting our money on these boondoggles that only serve special interests, we'd have plenty of money left to spend on things that actually help working people and poor and middle class majority get around — buses, bikes, Max.	8/13/2018 4:07 PM
48	Rich people love their personal vehicles. Give them a good reason not to use them; or a bad reason to use them.	8/13/2018 3:35 PM
49	I would like the continued investment in road maintenance, bridges, roads, etc to continue. Our lack of maintenance and deferring it will only come back to haunt us. Additionally I do support the Rose Quarter project.	8/13/2018 3:26 PM
50	Do not expand any freeways.	8/13/2018 2:32 PM

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51	We can't keep building freeways to deal with the congestion in the region. Driving must be disincentivized in central downtown cores in the region for commuters in order for us to fit all the new residents we will have in the coming decades. Now is the time for bold planning to incentive walking/biking/transit in dense areas and around the entire metro area to create an equitable system for everyone.	8/13/2018 1:55 PM
52	We should not be spending millions/billions on expanding I-5 when people are dying in east Portland and roads are deteriorating across the region. Induced Demand of traffic will make expansion irrelevant. Decongestion pricing is the only thing that keep traffic flowing.	8/13/2018 1:40 PM
53	The investment mix should vary depending on a communities need.	8/13/2018 1:39 PM
54	The single most impactful thing to improve transportation is improving transit service and safety. Right now people that can afford to, drive. Only lower income people are forced to take the bus/MAX and submit to discomfort, inconvenience long wait times, and unsafe environments. We need to be more like large cities where cars are not the norm and everyone takes public transit, because transit is the better choice for everyone.	8/13/2018 1:25 PM
55	Active transportation should come first, automobile capacity should come last.	8/13/2018 12:13 PM
56	Consider the benefits of investing our scarce taxpayer dollars in infrastructure that addresses public health, climate change, and congestion (aka, biking, walking and public transportation).	8/13/2018 11:59 AM
57	Roads need to be improved, expanded and new ones created, plain and simple.	8/13/2018 11:42 AM
58	Don't expend freeways. Get light rail everywhere instead	8/13/2018 11:11 AM
59	People will use public transportation if it is available. Make it available! Don't encourage people to drive by fixing highways	8/13/2018 10:53 AM
60	I support tolling and time of use pricing on highways and roads. These funds, when invested public transportation and active transit, benefit all road users.	8/13/2018 10:45 AM
61	Broaden your scope of involvement!!!!	8/13/2018 10:40 AM
62	Need to be brave to push for added capacity, especially on the West side. I-205 loops around the East side and we need one on the West side	8/13/2018 10:06 AM
63	Be bold. Make large equatable changes.	8/13/2018 10:04 AM
64	It's nice to have sidewalks, bike paths, etc., but the vast majority of people still get around Portland in their cars & trucks, like it or not. The road & highway system here is broken...so fix it!	8/13/2018 7:04 AM
65	Portland is far too car dependent and there is a lot of opportunity to create a great city by changing that.	8/12/2018 11:21 PM
66	Highway expansion should be at the bottom of our priority list. We can make transformative investments in transit and active transportation for a fraction of the cost of even the most marginal highway projects. No money should be spent on expanding highway systems (and I mean literally zero dollars) until decongestion pricing is implemented and studied. If/when decongestion pricing is implemented, funds must go to transit and other highway alternatives; funneling the money back into highways is counterproductive.	8/12/2018 10:31 PM
67	The bus system isn't good enough yet.	8/12/2018 10:17 PM
68	The solutions already exist, but they're going to be hard decisions that require political will. If you stick your neck out, people will back you up. I for one will.	8/12/2018 8:39 PM

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69	All current plans are designed around 50yr old males who have never been blind, or sat and watched a mother with 2 children try to cross a 4-lane arterial.	8/12/2018 7:22 PM
70	Highways are the greatest sources of regional carbon emissions. Climate change is real and we must take action now!	8/12/2018 11:57 AM
71	Make mass transit systems work for everyone.	8/12/2018 8:18 AM
72	Stop pushing all the money into transit and a system that could not handle it even if everyone took it. People will never stop driving, stop taking roads to two lanes and making congestion even worse.	8/11/2018 4:57 PM
73	We often regret what freeways have done to our communities. Why keep expanding them?	8/11/2018 12:52 PM
74	The automobile has destroyed our forests, our farms, and our air. It is time to come up with drastically better systems - everything from electric scooters to electric buses and autonomous train systems like Vancouver BC has.	8/11/2018 12:25 PM
75	Nobody really wants to use public transportation so I'd suggest spending less on public transportation and more on roads and bridges. The big one is gonna be here sooner or later so I'd start planning on building a bridge for vehicles not like tillikum crossing which is only for pedestrians and the max. The gap in highway 26 from Ross Island bridge to 405 needs to be fixed because it's a mess over there all the time.	8/11/2018 12:17 PM
76	Fighting climate change should be the greatest planning priority, and transportation is a major contributor to climate change. Although our regional actions and decisions may not ultimately affect the global problem in one way or another, making decisions that don't make this fight our top priority will only make things worse.	8/11/2018 10:31 AM
77	Get as many people out of their cars and onto transit as possible, now, or there isn't going to be a 2040.	8/11/2018 5:57 AM
78	I think more people would take trimet more instead of driving if it was cheaper; and I think making trimet more appealing to more people is the best way to deal with the increasing traffic.	8/11/2018 12:06 AM
79	Active transportation and transit are only less popular modes because they haven't been designed for and invested in, while cars have. Change the design and investment paradigm, and create a healthy, efficient, climate friendly region. Or be a coward and keep the status quo of design and investment oriented to cars, and enjoy your 100° days from May though October. ☐☐	8/10/2018 11:45 PM
80	the only way to get rich people to take the bus is to make it super convenient	8/10/2018 11:17 PM
81	More and more freeways	8/10/2018 6:36 PM
82	End the war on cars.	8/10/2018 6:05 PM
83	Transportation is already at a halting point in the region, it is important that region adopt projects that can be implemented in cost and time saving methods in order to preserve the vitality of the region. Furthermore, the case for adopting bolder policies of transport planning which can benefit all people the region is something that I found to be lacking throughout this Regional Transport Plan. The big-ticket items such as the I-5/Rose Quarter project are not going to make the necessary improvements to disenfranchised communities.	8/10/2018 1:47 PM
84	How could only a 65% completion of the regional bike network by 2040 (Fig. 7.8) be considered an acceptable outcome? The auto network has been 100% complete for years, yet we just want to pour more money into more and more capacity, which simply encourages more driving. The pedestrian system outcome isn't much better.	8/10/2018 1:06 PM
85	DON'T EXPAND HIGHWAY CAPACITY. Build better options for transit walking	8/10/2018 10:52 AM
86	focus on expanding public and active transportation and maintaining the current infrastructure.	8/10/2018 9:59 AM
87	Bicycles are nice, but they aren't everything.	8/10/2018 9:58 AM

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88	If there's no affordable housing in town, who's going to clean the offices & make the lattes in this rich people's Disneyland?	8/10/2018 9:32 AM
89	The planet doesn't have time for your incremental improvements. Be bold and visionary! Get rid of all these cars. ASAP.	8/10/2018 9:09 AM
90	I want them to rely on the bus to get where they need to go. They can figure it out from there.	8/10/2018 9:04 AM
91	We must have the courage to inconvenience automobile users. It is the only way to actually implement Vision Zero.	8/10/2018 7:41 AM
92	Induced demand, people. Read about it. Fight against it. Toll our freeways before spending billions to expand them as a way to reduce congestion and use the \$ to improve mass transit, bike and walking lanes.	8/10/2018 6:50 AM
93	please don't make this a highway city. you're never going to expand road capacity enough to get rid of rush hour traffic so don't even try. get people out of cars and onto public transportation, bikes, e-scooters, etc. so much better for city vibrancy, air quality, health, quality of life...	8/9/2018 9:38 PM
94	Develop strategies to reduce SOVs drastically. Reducing greenhouse gas emissions should be the #1 priority. #1, with all others subordinate.	8/9/2018 5:48 PM
95	People drive. More roads please	8/9/2018 5:46 PM
96	One thing: Our transportation problems will not be solved by continuing to grant supremacy to auto traffic. We must boldly move into the future. Second thing (if you'll allow): Rush hour in Portland is awful. PLEASE make it more obvious that transit is the solution. (It isn't the solution now -- please invest in core people-moving services to ensure efficient, reliable commutes around the region.)	8/9/2018 5:37 PM
97	SW Portland is extremely underserved by transit.	8/9/2018 5:17 PM
98	Get real. Cars are crucial absent a BIG investment, a la Los Angeles. Squeezing cars without commensurate investment will screw the economy. AV and land use changes are the best path to equity. Otherwise it just bro's getting bike ways.	8/9/2018 4:58 PM
99	Expanding the freeway will do more harm than good. I would willingly pay per use to avoid the expansion.	8/9/2018 4:53 PM
100	We will continue to choke on congestion. Enact tolling.	8/9/2018 2:09 PM
101	People have to get out of their cars. And we can do that by making the alternatives more enjoyable but we also have to make sure driving alone hurts more	8/9/2018 1:30 PM
102	Please go and visit some of the areas where lack of safety/convenience for pedestrians/bicyclists is an issue. You will experience in person why there are hurdles for people to get out of their cars, and you will therefore better understand why these areas need improvement in order to increase participation in alternative modes of transportation.	8/9/2018 12:54 PM
103	Cars are the enemy, not trips. Trips are byproducts of economic activity and should not be constrained. More incentives are needed to replace car trips with other modes. Land use needs to aid this shift so people can make most trips without cars.	8/9/2018 12:38 PM
104	Use Denver's RTD as an example for rapid expansion of our regional transit system, as well as how CDOT and RTD work together to address congestion for transit AND roads and highways.	8/9/2018 10:47 AM
105	I-5 Bridge is the single most important fix needed.	8/9/2018 10:43 AM
106	The cars are the problem....stop subsidizing their use in a million little and big ways.	8/9/2018 6:35 AM

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107	You can't build untolled roads and expect to reduce congestion. Making it easier to drive will NOT cause people to drive less. Making it easier not to drive WILL cause people to drive less. That means building very high quality public transportation (think Seattle's Central Link, or a subway), and building extremely high density and supportive land uses around that transit. What puzzles me is why elected officials think they way they do: most folks look at congested roads and think "there are too many cars" but electeds for some reason think "there's not enough road" which just baffles me! I'm going to break the rule and tell you a second thing, which is that a good transportation plan is nothing without a good land use plan. You could have the best subway in the world, but if it's surrounded by single family homes rather than high rise offices and homes, nobody will ride it. Rezone everything to a mid-rise minimum for around a quarter to a half mile from each station, and WATCH the ridership boom. Heck we should be building longer trains in anticipation.	8/8/2018 5:28 PM
108	We do not need to widen any of our existing highways. If anything we should get rid of them.	8/8/2018 4:59 PM
109	Freeway widening the I5 corridor is a huge mistake.	8/8/2018 4:12 PM
110	It's better than it has every been for non-auto commuter/travelers biking or walking/running. I travel around the world and see that Portland has accomplished a lot in this regard. But when you see big cities like Toronto, Paris, Sydney having and adding to a robust subway system, I feel like we're falling behind.	8/8/2018 3:46 PM
111	Portland needs to stand out from other major metro areas. Where many others have opted for emphasizing the single occupancy vehicle, Portland metro needs to emphasize using public transit, particularly within the inner east side and to the West Hills where transit oriented development should be. Outside of the city of Portland transit around neighborhood/town centers should be enhanced to give people more choices and opportunities to connect with regional transit.	8/8/2018 2:28 PM
112	YOU are the traffic. Traffic doesn't just, like, happen. It's you! YOU are the traffic.	8/8/2018 1:01 PM
113	Our community is growing at a rapid rate. More people means more congestion, higher emissions, more noise, and greater use of our resources. It is going to require forward thinking to avoid a loss of many of the values and identities that we hold dear in Oregon as we accommodate a far greater population base. Doing so will require responsible allocation of resources. As my interest in clearly in CNG/RNG vehicles, my argument is largely centered around the idea that transitioning the fleet to CNG/RNG over electric will give 99% of the environmental benefit at a fraction of the cost. We can reduce noise pollution (CNG buses are quieter than diesel), air pollution, and GHG emissions, and we can do it with a proven technology that is comparable to diesel, and has a lower refueling cost.	8/8/2018 11:59 AM
114	Commuters and freight being able to move effectively are the two absolutely key elements to a successful region. Get people where they need to go quickly and safely. Do not let other concerns distract you from the key mission.	8/8/2018 10:29 AM
115	HELP CITIZENS GET BEYOND THE IDEA THAT A CAR IS THE ONLY WAY TO GET THERE	8/8/2018 10:10 AM
116	See previous comment	8/8/2018 8:28 AM
117	The roads are already crowded and struggling with construction detours. Transit rails are safety issues because of the homeless camps that pop up near them.	8/7/2018 11:52 PM
118	Prioritize walking, biking, and transit while also making a stronger effort to ensure zoning that works with those modes. Far too much of the Portland metro is sprawling single family homes and low density commercial properties with enormous parking lots that discourage walking, biking or taking transit. Adding sidewalks, bike infra, and transit routes alone won't change that, fundamental changes to zoning need to be made to encourage these modes of transportation.	8/7/2018 11:09 PM
119	Transit options such as MAX and WES need to considerably expand.	8/7/2018 9:49 PM
120	With the majority of growth taking place on the west side of the area the west side bypass needs to become a priority as our planners and engineers foresaw years ago	8/7/2018 7:33 PM

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121	The focus absolutely has to be on fewer cars and fewer trips, starting in downtown/Pearl/NW 23rd. I'd like to see Portland be much more like New York, where it's so impractical to own a car that hardly anyone does. If tolls or congestion pricing is implemented, I'd love to see it connected to a carbon offset program. Same goes for parking permits--if you're buying a permit to park a car, it would be nice if a portion (a dollar?) went to carbon offsets.	8/7/2018 7:05 PM
122	The growing popularity of e-bikes and e-scooters can help get people out of their cars while making transport relatively easy for those who have a long distance to travel or physical limitations.	8/7/2018 5:18 PM
123	This city is a nightmare to navigate by car. I use every other option available to me -- MAX, walking, biking -- but even as motivated as I am, there are weather concerns, time constraints, and times I travel with my dog that give me no option but to drive. Highways that barely even crawl at 2pm are a hallmark of a completely failed highway system.	8/7/2018 3:02 PM
124	It takes me 12 minutes to drive from my house in North Portland to my job in downtown Vancouver. It takes me 1 hour and 15 minute to make the same trip via bus and rail. There is terrible connectivity between these two areas, and that has a profound effect on commuters and their patterns of behavior. Trimet and C-tran need to work together to improve these patterns.	8/7/2018 2:07 PM
125	You really have to quit thinking of a carcentric future. Bikes, scooters, transit, walking,ferries, focus more on this!	8/7/2018 11:23 AM
126	I live in Camas so I constantly hear from our local politicians how Clark County residents should be able to drive our big fat SUVs and pickups across the river to work for free, with no traffic. That is ridiculous - infrastructure should be paid for by the people who use it. Bring on the tolls! If Clark County people don't like them, they can move or get a different job. I also encourage you to incorporate plants into your designs, to make them more appealing, reduce graffiti, absorb CO2/pollutants, etc. Some wacky ideas: - Place large floating planters around bridge pylons and plant cottonwood trees in them, to hide/buffer the pylons. - Plant vines (not English ivy) along any wall which may be vandalized/tagged. Aggressively pursue vandals/taggers. - Use galvanized or stainless steel wire rope or wire rope mesh to "cover" particularly ugly/busy/hot sections of freeways/roads with plants. The plants could be vines (certain non-invasive ivy, hops, etc.) growing from the sides of the roads (e.g. http://www.rope-mesh.com/img/rope-mesh-green-wall-decoration.jpg), or even hanging baskets on simple wire rope loops which move like a chair lift to enable watering and maintenance. Imagine a simplified version of this: https://www.youtube.com/watch?v=O40qimau-2k http://www.agriexpo.online/prod/cherry-creek-systems-inc/product-181113-42942.html e.g. I'm thinking that it could be maintained by volunteers, using a hand crank. Or you could get fancy and have it completely automated like in the videos. I bet this would become a "Portland Thing" and you could auction off some of the baskets to pay for the equipment, electricity, and water.	8/6/2018 11:36 PM
127	We need more safe off the road bike paths that connect all of the cities.	8/6/2018 9:01 PM
128	Our seismic event is going to make all this planning null and void. Unless you consider it ahead of time and plan accordingly, the money spent will largely be wasted. Build redundancy, build new infrastructure to the highest seismic standard, and consider letting it go if it's not seismically sustainable. Think long term and big picture. Also, no one here doesn't own a car. We all go outside. We may commute to work and downtown, but cars have to be in the plan. We're an isolated city, you have to get a car to get anywhere and outside.	8/6/2018 1:51 PM
129	Transportation in downtown portland is good, but in greater portland, it is very disconnected and hard to access. We need to be thinking about the ENTIRE regional connectivity, not just downtown portland.	8/6/2018 12:56 PM
130	Expanding freeways never improves traffic.	8/6/2018 9:32 AM
131	De-prioritize single occupant vehicle infrastructure; prioritize dense, transit-oriented development.	8/5/2018 1:49 PM
132	Business will drop you the minute somebody more attractive comes along. Don't get in bed with them.	8/5/2018 11:25 AM
133	Make it higher frequency and safer. Ask yourself: what would make you, a citizen of the region, take transit for work, errands and for weekend recreation?	8/5/2018 10:44 AM

134	We need a very large, game- changing transportation bond measure in 2020 that dramatically increases funding for *several* major rail projects (not just SW line) and also funds a MAJOR expansion of enhanced bus transit in the region--several genuine BRT lines, bus only lanes, signal priority, articulated buses, express buses, multi-use paths, etc. Seattle voters approved a \$56 billion measure for a massive transit- only exclamation. LA voters arrived \$100 billion. Our 2020 Portland area bond needs to be at LEAST \$30 billion, and should be entirely focused on game- changing transit, bike, and pedestrian projects. Voters WILL get excited about a larger plan that will actually make a major difference in moving people faster around the Portland area. Think big and go bold!!	8/5/2018 7:49 AM
135	Don't expand freeways -- it's terrible for our community and our planet.	8/4/2018 9:17 PM
136	I think transit investments are going to become increasingly important as the last mile problem becomes mitigated by bikeshare, scooter share, and denser housing. I would encourage policymakers to be critical of the idea that autonomous cars will magically solve the problems associated with car-centric transportation. The challenges plaguing our transportation system can be solved with existing technology, but it requires bold action.	8/4/2018 6:52 PM
137	ODOT shouldn't be calling the shots. Freeway expansion is a bad investment. There's a great body of research about road-expansion inducing demand, and we should be much more aggressive about investing in transit and active transportation options. Also, climate change is getting worse, we shouldn't be encouraging folks to drive personal vehicles if they don't have to--can we please make public transit a viable option for a much greater percentage of the region?	8/4/2018 6:28 PM
138	We should not be spending millions on parking garages and highway projects.	8/4/2018 6:18 PM
139	Get out of your car! Ride Trimet and talk to people. Learn about what people need and want for their city. Talk to people who are outside of your circle.	8/4/2018 6:05 PM
140	No more freeway upgrades!	8/4/2018 5:59 PM
141	transit is all important	8/4/2018 4:15 PM
142	Portland is best experience when you're walking around taking in our city's creativity and pride in our neighborhoods. But transportation also means being able to get somewhere without hardship. And by putting transit over cars doesn't mean disadvantaging either, as more people on stress-free transit helps free up roads for freight and cars.	8/4/2018 9:58 AM
143	We want a City that's built around people, not around cars. No one enjoys driving in traffic, it's a nightmare. Stop looking at how we used to do it (cars) and think about ways that we can make it easier and more enjoyable for people to get around through alternative clean and easy transportation options. Cities like Copenhagen have done this, and we have the technology and interest to make people the priority in our cities, too.	8/4/2018 9:31 AM
144	Stop wasting billions of dollars widening freeways to "reduce congestion". It doesn't work (induced demand) and that's money that could be better spent actually making our city better and more livable (active transportation).	8/4/2018 8:46 AM
145	Trucks going through Portland shouldn't rule; residents of PDX deserve the priorities.	8/4/2018 7:33 AM
146	We could not possibly build and maintain enough highway infrastructure to handle population growth. We must continue to be create and offer options-- bikeways, bus, MAX, streetcar and pedestrian bridges- to reduce vehicle congestion from at least those percentages of travelers who are able and willing to use those alternative options.	8/4/2018 7:07 AM
147	LAW ENFORCEMENT! I need to know that if a vehicle is going to threaten my life by running a red light, they will at a minimum get a ticket. This isn't happening, drivers know they can get away with it.	8/3/2018 8:33 PM

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148	work to expand highways to be able to handle the traffic instead of only expanding on what Metro and other more liberal policy would like to happen. People are not all going to ride mass transit and bikes	8/3/2018 2:35 PM
149	People will only choose transit if they have to or perceive it as more convenient than driving. If a bus or streetcar is stuck in the same traffic that their vehicle would be stuck in then they'll never choose transit.	8/3/2018 1:09 PM
150	Private vehicles are not going away, yet our roads and bridges are crumbling. It takes too long to get improvements designed and constructed because of required permitting and process. If improvements are safety related, the project should be accelerated once funding is in place.	8/3/2018 10:16 AM
151	I have lived in inner SE Portland for 20 years. The best experiences I have had whether in a car, bus, bike or walking, are on those corridors that are designed for all modes of transportation in mind. It seems that cars 'respect' pedestrians and non-car modes of transport more if the parts of the street used by these modes is obvious and well designed (wide sidewalks, well-marked crossings, protected bike lanes, etc).	8/3/2018 10:12 AM
152	Please focus more on increasing transportation avenues for the general public, and not a select few. A very small population of the greater Portland area uses public transportation. I understand the need to have public transportation, and to increase it's ability to move people around the city, however many people simply can't or won't use public transportation to and from work. Traditional highways and roadways need to be the focus to help the greater population of Portland.	8/3/2018 10:05 AM
153	Look at how the system is serving (or not serving) the most vulnerable (families and individuals who work outside of the 9-5 framework, people with limited mobility, POC communities, and people with low incomes) and work to create a system that works better for them. Also making sure to talk with these communities to assess their priorities.	8/3/2018 8:46 AM
154	Look to the Bike friendly policies in Copenhagen.	8/3/2018 8:20 AM
155	Stop trying to widen our highways. We want better transit and safer streets for people without cars.	8/2/2018 11:53 PM
156	Stand up to those that only want the status quo. Our city is growing and that growth cannot be accommodated by simply spending money on highways and roads.	8/2/2018 9:03 PM
157	Please don't forget our neighbors east of 205	8/2/2018 7:22 PM
158	Cars are killing the planet and our neighbors. Take this seriously.	8/2/2018 5:54 PM
159	They've done a REALLY bad job. Traffic is horrible. Public Transportation takes a long time and is frequently late or has very few riders (Green line, street cars). Lack of affordable housing has made biking not an option for many people. We need new leadership and way more investment.	8/2/2018 4:46 PM
160	That 100s of thousands of people per day are going through Portland for no reason other than they're following a highway (I-5) that's outlived its purpose.	8/2/2018 3:18 PM
161	Stop building roads that just increase congestion . How are we being climate conscious of we are encouraging people to drive a2ton machine spewing who knows what into the air so the can drive two blocks.	8/2/2018 3:16 PM
162	Hard choices are hard. Not making them makes them harder later and makes things worse. You need to just DO not ask if you can do. Let people inform how we do things, not if we do things.	8/2/2018 3:15 PM
163	That expanding the freeway is a terrible idea that won't solve congestion and won't save lives. I think they know that. Do the right thing even if it's unpopular and spend that money on things that will improve safety in Portland and encourage sustainable transportation.	8/2/2018 2:58 PM
164	Remember LA- more highways and more lanes do not solve a traffic problem.	8/2/2018 2:49 PM

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165	Do the MAX tunnel under downtown.	8/2/2018 2:46 PM
166	Widening freeways does not ease congestion. Transportation is the biggest factor of climate change in our region. I'm concerned about poor air quality and increased wildfires. We need to be cutting back on single vehicle trips, not encouraging them.	8/2/2018 2:07 PM
167	Drivers are going to have to be inconvenienced if the region is going to make any serious headway in reducing deaths and serious injuries.	8/2/2018 1:09 PM
168	There is no future for SOVs that does not include congestion. They simply can't scale. A bus can carry around the same number of people that would take up an entire city block's length of a four-lane road in cars. But the only way people will shift to these more efficient modes of transportation is when they become more convenient. Unfortunately, the most politically comfortable way to change that balance is making transit a lot more convenient, which is very expensive. At the same time, driving has to become less convenient, which is not politically comfortable, but a lot less costly. Bus-only lanes are a great example - no new infrastructure needs to be build, just one lane taken from SOVs and given to transit. Transit thus becomes more convenient, driving less. The latter is unfortunate, but necessary for a sustainable transportation network.	8/2/2018 10:37 AM
169	Buses are only a crappy way to get around because we do a crappy job providing but service	8/2/2018 10:35 AM
170	Any time you can get people out of their cars, life improves. Commerce, dining, socializing, recreation, all happen OUTSIDE of cars. All the nicest places I've ever been are carfree (Farmers markets, fairs, Waterfront parks, Oldtown Salzburg)	8/2/2018 10:07 AM
171	We NEED leaders with backbone to make the tough decisions, even if they're unpopular. Equally, we need smart leaders who can communicate and convince effectively. Single Occupancy Vehicles are all many people have ever known. They can't envision an alternative. Of course they'll oppose congestion pricing, transit investments, etc. Help them envision that, and muscle through needed improvements anyway. If they've been well thought out, well vetted, project managed efficiently to ensure on time on budget delivery, and communicated well, people will come around.	8/2/2018 8:30 AM
172	Every dollar invested in roadway widening is nearly useless to long-term mobility and would be better spent improving transit. Don't invest in freeways while the world burns around us. Our children will never forgive us, our grandchildren will curse us and their children will see us as the moral equivalent of slaveholders.	8/2/2018 1:18 AM
173	Don't build any more freeway lanes!	8/2/2018 12:44 AM
174	Stop spending money on highways and get congestion tolling done!	8/1/2018 11:19 PM
175	The planning process is in desperate need of predicted quantified performance metrics, and we need to transparent about the results to the public. Every project over a certain size should absolutely have a VMT (vehicle miles traveled) impact analysis, and an induced demand analysis. Projections should be for say 3, 5, and 10 years out. The public deserves to know what they will be getting for their billions, and not just in fuzzy feel good language, but estimated calculated quantified predictions of VMT impacts, induced demand impacts, and air pollution impacts.	8/1/2018 10:51 PM
176	Transit, walking and bicycling networks getting better everyday - but not good enough yet.	8/1/2018 10:25 PM
177	We need long-distance bicycle routes to connect all the suburbs to downtown. It is very hard to access any suburb other than Gresham by bike especially the suburbs west of downtown.	8/1/2018 10:08 PM
178	I appreciate that there is an active effort to improve transportation. Auto traffic gets noticeably worse every year - maybe adding more park & ride & making them more convenient will encourage better use of MAX.	8/1/2018 10:00 PM
179	I don't think we realize how miserable cars make us. Noise, pollution, delay, aggression, it fades into the background of our minds but it's there. I want life without car noise.	8/1/2018 9:38 PM
180	Focus on the groups of people who rely on the transit system the most.	8/1/2018 9:26 PM

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181	MAX service needs improvement. More rush hour frequency, and less stops to speed up service.	8/1/2018 9:19 PM
182	The metro area needs a less complicated policy of rebuilding paper street trails. SW Trails does the work that PBOT should be doing.	8/1/2018 8:33 PM
183	Make a place to walk to the bus.. a dirt path is fine.. on BUSY Patton rd. Patton from sw 44th to sw Dosch	8/1/2018 8:21 PM
184	Private vehicles are causing Portland's congestion and pollution. We need to emphasize transit and active transportation to balance this out	8/1/2018 8:15 PM
185	We should accept more congestion with minimal capacity improvements. We cannot build our way out forever!	8/1/2018 7:56 PM
186	We need higher frequency buses, bus only lanes in place of car lanes and BRT, and rail expansion, and bus network expansion.	8/1/2018 7:04 PM
187	Collectively, our sidewalks are the largest public space in the city, and the most vital to everyday life. Protect them, expand them, green them, cool them with trees. Limit mechanized / motorized travel on them for these who are truly disabled. maybe not the sexiest solution, but they are the best shot we've got at getting the city right.	8/1/2018 6:58 PM
188	That drivers are increasingly distracted and speeding and that is not a way to get more people to consider active transportation options.	8/1/2018 6:35 PM
189	We can't pave our way out of our challenges. We need smarter solutions.	8/1/2018 6:28 PM
190	Ridiculous question.	8/1/2018 6:19 PM
191	Multi-modal transit works when it is SAFE, AFFORDABLE, and CONVENIENT. As an avid cyclist, I can get around most of the Portland by bike but do not feel safe doing so. This feeling has only increased after 3 years of living in Vancouver, BC where protected and separated bike lanes and truly traffic calmed greenways are the norm. It was possible for me to ride 25 mins from home to school with only the final 5 blocks of my ride involving paint-only bike lanes (all other travel lanes physically separated from cars). On my daily rides through the city I saw people of all ages riding to work and for pleasure.	8/1/2018 5:47 PM
192	Please continue to invest in public transportation. We have a strong system but it needs continued investment.	8/1/2018 5:43 PM
193	Prioritize human lives, not cars.	8/1/2018 5:37 PM
194	Have employers start paying employees the minute they START travelling to work.	8/1/2018 5:28 PM
195	Of the transportation options typically available, driving a car requires the least amount of physical effort. All you have to do is rotate your ankles and arms slightly. Yet for some reason, we've made roads so that cars have the easiest, shortest, and most direct routes to everything! There are numerous places all over the metro area where bike lanes and sidewalks simply stop, forcing you to zig-zag across streets and paths to try to stay out of the way of cars. Shouldn't the people that have to put forth the least amount of effort to move be made to go the longer, less-direct route? The first priority in transportation should be safety, not driver convenience (and yes, I do drive as well as bike and bus). People, in general, tend to be selfish. They only care about what they want. You need to think about what's best for the whole population. And making it less convenient for automobiles - which are the leading cause of death among children - is what we need.	8/1/2018 4:33 PM
196	The North Greenway Trail connecting North Portland with the Eastside Esplanade has been talked about for years with little to show for it. The St. Johns community deserves better connectivity to the city it is a part of, it should not be an afterthought. The timeline for this project should be within in the next 10 years not pushed out to beyond 2028.	8/1/2018 3:48 PM
197	More policing to make the roads safer. Currently safety is not being considered or enforced.	8/1/2018 3:45 PM
198	THINK! So many "wonderful plans" are not realistic, but are forced upon us by Metro, City of Portland and extremists. Be realistic in statistics, planning and proper implementation.	8/1/2018 3:45 PM

199	I hate driving into the Portland metro area and now actively avoid going into it.	8/1/2018 3:41 PM
200	Riding a bike is super fun and healthy but its not safe in this city anymore.	8/1/2018 3:34 PM
201	Change substandard bike lanes into lanes that meet standards and convert many to protected or, at least, buffered status.	8/1/2018 3:32 PM
202	I have been bicycling in Portland since 2005, and I also drive an SUV. Now, more than ever, is more dangerous on our roads, and it's not necessarily because of infrastructure; it's the driver's emotions— their impatience, their lack of empathy, their self-centeredness, their sense of righteousness of being in a car. As a cyclist, I have had McDonald's garbage thrown at me, been spit on, been given a "punishment pass" many times, cut off, yelled at, had black smoke from pickups intentionally blasted in my face. This is why no one wants to bike anymore— this despicable behavior, road rage, and anger towards me just wanting to get somewhere, too. Yet when I do ride, I am one less car taking up space on that road in front of them. We need to put a stop to the DMV handing out driver's licenses to people who behave this way in the first place as it only reinforces this behavior. I propose a psychology exam to be administered to the applicants of driver's licenses. It's not about, "That poor man, how will he ever get to work?" We have public transit, we have bike paths, and I'm sure he has a friend who can drive him, or maybe he can move closer to work. Times have moved on and so can our outdated DMV requirements. This is where our problem lies, and not in the asphalt itself. If we had to fix our roadways, fix the potholes, build better bike infrastructure and revoke licenses.	8/1/2018 3:23 PM
203	Make it HARDER to drive throughout the city for commercial use. It is insane to develop more car-centric infrastructure.	8/1/2018 3:19 PM
204	Highway expansion needs to end. The negative ecological, health, and social impacts of highways, especially ones blasting through the middle of a city, are too well-known now to continue to feign ignorance and continue highway expansions. This plan is supposed to be through 2040, so think like it's 2040 and not 1950.	8/1/2018 2:49 PM
205	The unpredictability of travel times makes it difficult to plan trips in and out of the downtown Portland area	8/1/2018 2:45 PM
206	We don't want more freeways. Our air quality is getting worse, the summer wild fires are getting worse, our population continues to struggle with obesity, and all of these problems could be simultaneously addressed with more protected bike paths and better public transport.	8/1/2018 2:26 PM
207	Transit is a better use of our money than more highways.	8/1/2018 2:24 PM
208	Stop giving priority to single occupied vehicles	8/1/2018 2:20 PM
209	TriMet and bike paths are not the solution. The majority of people in this area are not going to use either one of these.	8/1/2018 2:12 PM
210	We should not invest in any expansion of freeways in the Metro region. Instead we should invest the billions of dollars slated for highways construction towards transit and active transportation. Doing so will make the region a greener and healthier place to live.	8/1/2018 2:05 PM
211	Private vehicles are not the solution to the transportation demand into the future. Accommodations towards private vehicles take resources away from more equitable, climate objectives-consistent forms of transportation	8/1/2018 1:52 PM
212	Please stop funding highways. Shut them down.	8/1/2018 1:42 PM
213	I almost get hit by cars daily. Create more bike only pathways. And incentives for people to quit driving.	8/1/2018 1:34 PM
214	Single occupancy car commuting is an absolutely asinine way to move large numbers of people around the city, but people will continue to choose that mode until the alternatives are at least on equal footing with, if not objectively better than driving in terms of time and convenience.	8/1/2018 1:32 PM

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215	People who commute into the area should pay - tolls please!	8/1/2018 1:12 PM
216	I don't care about freeways. Stop spending money on them. Please remove them in the city center.	8/1/2018 12:50 PM
217	If it's not fast and convenient people would use it.	8/1/2018 12:27 PM
218	We need alternatives to driving around, and it will not be Uber, Lyft or self-driving cars. Trains, buses, bikes are the solution- FUND THEM	8/1/2018 12:24 PM
219	traffic isn't bad.	8/1/2018 12:20 PM
220	We need to make public transportation accessible and affordable for low income folks.	8/1/2018 12:10 PM
221	Enforcement of traffic laws in this city is a sick joke.	8/1/2018 12:02 PM
222	quit catering to those who only own cars and start listening to the rest of us. Dispel the myth that bicyclists (and other non drivers) don't pay their fair share. The majority of us pay well over that since we don't drive as much but don't get a break on fees etc. Make it more expensive the more one drives.	8/1/2018 11:42 AM
223	You say in the opening statement that "this plan isn't the best we can do". That worries me a lot! I much prefer that you DO YOUR BEST!	8/1/2018 11:27 AM
224	While automobiles are the most common, they are also the most expensive to provide for. People drive because it's easy. Make it less easy and we'll all figure it out.	8/1/2018 11:14 AM
225	Prioritize safety - the most dangerous thing my family and I do everyday is move around this city. Do not make safety compromises for driver convenience or speed. Reduce vehicle speeds, invest in active transportation and transit, redesign our streets to make them safer.	8/1/2018 11:13 AM
226	Make biking easier, and more people will bike. Give people bikes, instead of subsidizing cars, and the pollution it creates.	8/1/2018 10:50 AM
227	More speed cameras are needed in order to make our roadways safer.	8/1/2018 10:28 AM
228	Be bold as we once were when initiating light rail and streetcar and extensive bike lanes! No one can seriously call those then controversial choices wrong now! Yes you will get pushback but that has always been the case with genuine progress. Arizona leadership was against making the Grand Canyon a National Park. Those politicians have since apologized for their short shortsightedness. So it will be here for doing the right thing with transportation.	8/1/2018 10:23 AM
229	There is no single solution, however continuing to subsidize auto travel is irresponsible, unsustainable, and a poor use of the public right of way. Transit, active transportation, and other last mile solutions need to be made more available if Metro is serious about its transportation mode share and climate action goals.	8/1/2018 10:09 AM
230	Vision Zero and limiting our carbon expenditures are great goals, but they'll go nowhere without extreme measures promoting all other forms of transit/bicycling/walking over car use.	8/1/2018 10:03 AM
231	Portland is not the city it was when the bus and MAX lines were first designed. People commute to cities and neighborhoods throughout the region. Obviously, there will not be a bus going from every neighborhood to every other neighborhood, but more options are so important. More people will ride the bus if the bus comes more frequently, and if there are options for going to more than just one place.	8/1/2018 9:56 AM
232	What they have been doing hasn't worked. More of the same won't change the outcomes.	8/1/2018 9:46 AM
233	Stop investing in highways and SOVs. Invest in public transit (bus-only lanes, MAX, electric buses, etc.) and active transportation (fully connected and protected bicycle arterials).	8/1/2018 9:43 AM

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234	Sure would like one more bridge across the Willamette, south of Sellwood. Also more sidewalks in Hector Campbell neighborhood in Milwaukie	7/31/2018 7:05 PM
235	I-205, both northbound and southbound is a parking lot at morning and afternoon rush hour because it is 2-3 lanes through most of Clackamas County. If we want to be progressive, we need to realize that many people use their own vehicles to get around, and the highways are overly congested.	7/31/2018 6:57 PM
236	Use tracking data as they did in Boston to see patterns of consistent commuters and add fast express buses for those statistics	7/31/2018 3:52 PM
237	It will take political will to improve the area's transportation system, as most people drive and driving needs to be less convenient relative to other modes. Self-interest will always be people's primary motivation in transportation decisions - we need to align self interest with getting around sustainably. Parking charges is one of the most effective ways to doing this.	7/31/2018 2:28 PM
238	You're building on an already great product. I've been immensely impressed with the city's transit system. But there's certainly room for growth as the population and the city itself continues to expand quickly.	7/31/2018 1:30 PM
239	The transit system is easy to navigate, however, due to the number of stops on each Max line the time it takes to reach your destination is a lot longer than the time it takes to drive (even in peak traffic times). I think a lot more people would use transit to get to/from work each day if it didn't tack on additional time to their day.	7/31/2018 7:48 AM
240	Highway bottlenecks and various holes in the bike/ped network have a domino effect on safety and livability.	7/30/2018 5:31 PM
241	Until we make biking safer it will be dominated by white males.	7/30/2018 9:23 AM
242	Listen to the people who live there	7/29/2018 12:40 PM
243	Work to Make clear to people in the region that freeway expansion to relieve congestion only creates more freeway use and ultimately more congestion. Work to get people out of and less dependent on single occupancy vehicles and ideally active modes.	7/29/2018 10:18 AM
244	More lanes	7/27/2018 12:50 PM
245	Policy should be designed to incentivize the alternatives to single occupant vehicle travel. Traffic is inconvenient, noisy, and pollutes our schools and neighborhoods, and the answer is to make it easier for people, not cars, to move around.	7/27/2018 11:34 AM
246	The planet's melting! Policymakers should consider the legacy that their transportation plans are leaving for current and future Oregonians. A child born today will be alive in 2100; investment in freeways instead of transit is complicit in the destruction of the planet that Oregonians alive today will have to deal with in the decades ahead.	7/26/2018 5:26 PM
247	We need free transit and safe, separated bike and bus lanes.	7/26/2018 2:36 PM
248	We need greater density so people can live closer to work and services. That is the best way to increase active transit.	7/26/2018 1:34 PM
249	We need to stop prioritizing parking of private motor vehicles on our streets. I often read about an ambitious bike, pedestrian or transit project that is crippled by our inability to consider removing any street parking. Our streets are for moving people, not for storing private property.	7/26/2018 8:27 AM
250	charge a tax by the miles people drive.	7/26/2018 7:18 AM
251	Better transport access info for seniors. Seniors suffer isolation of all kinds, mobility is one.	7/26/2018 6:17 AM
252	Transforming lanes from SOV to bus rapid transit would transform our city (in a great way!). We need transit to be out of traffic, and far before 2040.	7/25/2018 11:16 PM

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253	I-5 congestion has impacted livability and ability to get around the region - and it is getting worse. We need alternatives so I-5 congestion does not get worse.	7/25/2018 6:15 PM
254	Start planning transit and transportation networks at the same time as UGB expansion. It is illogical to expand the UGB into greenfields without considering the transportation impact. South Hillsboro, South Cooper Mtn. are perfect examples of expansion without consideration of transportation needs. Adding thousands of homes without improving major transit corridors (TV HWY, Scholls Ferry Rd, 217) just kicks the transportation issues down the road. As you expand the UGB, plan and implement transportation strategies, including light rail expansion.	7/25/2018 8:50 AM
255	you have ignored it too long	7/25/2018 8:43 AM
256	We need more significant focus on road and highway expansion. Less focus on transit that accommodates a small percentage of metros travelers.	7/25/2018 7:31 AM
257	Cars and trucks emit nearly 40% of Oregon's climate pollution and more than one-half of Oregon's air pollution. We are already feeling the effects of this climate pollution on our environment. With the massive population growth expected in the region, we must not be expanding freeways or increasing capacity for people driving alone.	7/24/2018 4:34 PM
258	Buses are more flexible and cheaper than light rail. No tolls on freeways.	7/24/2018 1:59 PM
259	Freeways are definitely overcrowded and would be helped with more frequent, cheaper, safer Max trains and electric busses.	7/23/2018 10:32 AM
260	A lot of people drive or bike because public transportation in Portland often only works well if you're needing to get to, go from, or cross through the down town core.	7/23/2018 10:30 AM
261	I know we are trying to reduce the amount of cars on the road but in some regard there is only so much of this that is truly attainable given people's busy lives and need to drop off kids in different places for childcare on a daily timeline that transit cannot meet. As our city grows, cars on the road will too, even as we increase other options. It's necessary in tandem with expanding transit options we consider expanding main corridors & bridges to hold more cars because many in our community will continue to rely on them regardless. I grew up in an area where freeway expansion was utilized and while it should not be the sole focus in our community it is still a necessary component — the best plans involve multiple approaches that consider the full needs and realities of our community members. Additionally, entry to bridges such as Hawthorne and Ross Island create daily gridlock. The traffic patterns could be easily improved by adding lights that could be utilized instead of requiring traffic accessing bridges yield & become extremely backed up during peak gridlock hours (e.g. SW 1st entry onto Hawthorne bridge during rush hour).	7/22/2018 11:21 AM
262	The Barbur transit system is currently extremely efficient. I don't even need to look at a clock or a route map. I can stand at any stop on Barbur and a bus will be there in 15 minutes. With the use of Hop and Trimet apps there is no confusion about times or fares, and I very rarely have to stand to get to my destination.	7/22/2018 11:13 AM
263	see above	7/21/2018 10:01 PM
264	People want to get rid of their car, but until we have faster public transportation, that is not going to happen. Just "getting rid of parking" will NOT prevent people from driving their cars.	7/21/2018 5:22 PM
265	Traffic has a huge impact on livability. While allowing growth, not improving infrastructure is a bad idea. Trying to force people out of their cars and onto the sidewalks and bike lanes and mass transit isn't working.	7/21/2018 2:52 PM
266	Stop taking lanes away from vehicles.	7/21/2018 2:04 PM
267	People walking and rolling put their lives on the line every day and the biggest hazard we face are from cars who are given more space to drive faster than they should.	7/21/2018 9:05 AM

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268	If you value equity, all modes of transportation must get people to where they want and need to go. By this I mean that all people need direct access to health care facilities, schools, libraries, grocers, parks, cultural centers, government assistance facilities, and other organizations or locations that allow everyone to fully participate in life, good health, education, culture, and the economy. Also, help keep vulnerable people safe! Make sure there is adequate lighting, security, and other methods of keeping people safe while using public or private transportation. (Bus stops can be dangerous places, especially after dark.	7/20/2018 1:51 PM
269	Think about the realities of what happens when better transit gets put into a neighborhood, how that raises cost of living, and in turn pushes people out. Transportation improvements need to be paired with other policy solutions to ensure low-income communities and communities of color aren't negatively impacted	7/20/2018 10:42 AM
270	More security needs to be implemented. We also need positive fare systems, no more honor systems. We	7/19/2018 1:42 PM
271	we need to think differently and look to other major river cities to see how they utilize their waterways as an integral part of their transportation system.	7/19/2018 9:49 AM
272	It's easy to get downtown but it's hard to get n/s on the east side of the river.	7/19/2018 9:30 AM
273	I think more people would walk in my neighborhood if even our major streets had sidewalks. Holgate has a little muddy footpath for a huge stretch before you get to 122nd Ave. Harold St has no sidewalks, but plenty of vehicular traffic. Our quality of life is decreased. When I travel to see my parents up in Overlook, I so enjoy leisurely wheeling my baby girl in her stroller, stopping to look at houses and flowers, etc. We can't do that on Harold St. I'm constantly on the lookout for cars. We don't walk the mile to the Lents farmer's market because we feel it's a safety issue. Plus it's uncomfortable to be constantly feeling like you have to watch for cars. I think often about all the kids - my neighbors, my community - who play right next to the side of the road as cars whiz by. I think about what boundaries I will have to set for my toddler, as she gets older, because of our lack of sidewalks. These are a few anecdotal examples. Please continue to help make East Portland feel like a real part of the city! Thanks for your time.	7/19/2018 7:30 AM
274	Cars are not the future. Dense walkable and bikeable neighborhoods connected by a serious network of effective public transit is the future. For safety, for equity, for a healthy community for the environment.	7/18/2018 7:33 PM
275	Push the funding to the fringe of the metro area. Whether it be programs to encourage job growth outside the core which will reduce trips into the core or add more trips going in the peak hour direction or to improve transportation corridors between the core and the fringe to accommodate more peak hour trips.	7/18/2018 5:57 PM
276	go big or go home	7/18/2018 4:45 PM
277	we need to embrace a balanced approach to our transit infrastructure that supports sustainable development	7/18/2018 2:33 PM
278	Stop taking traffic lanes away from traffic. Sharing roadways with bicycles that do not obey traffic laws but move as traffic is a danger to them.	7/18/2018 2:05 PM
279	Bike lanes outside of Portland frequently end suddenly on busy roads, and it's very dangerous. These areas should be identified and prioritized.	7/18/2018 1:23 PM
280	It is worth the investment, but please don't make that an excuse to overspend.	7/18/2018 10:20 AM
281	It's going to get much worse because of cities' desire to increase housing density.	7/18/2018 10:00 AM
282	Make 82nd to the airport happen. Corridors like Powell and Stark would make the whole scene a game changer	7/18/2018 2:41 AM
283	Biking/ walking is difficult for many people during the winter/ rainy season and unrealistic for others with mobility issues. Focus on dedicated high speed bus lines to connect users to destinations. Focus on daily commutes, not the optional trips people take. It is time consuming to move around in inner east Portland and only getting worse so please focus on inner NE.	7/17/2018 10:06 AM

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284	Do something soon about transit and active transport in underserved areas like SW Portland.	7/17/2018 9:58 AM
285	You need to require cities to charge market rate for on-street parking, and not have minimum parking requirements for development. That would change both land use and transportation choices, probably for the better.	7/16/2018 11:03 PM
286	The city is poised to step into a more healthy and equitable transportation future as long as we have the courage to get out of our cars to the greatest extent possible.	7/16/2018 9:29 PM
287	We need more freeway capacity, and use that capacity for more busses. Eliminate MAX and use its' ROW for busses.	7/16/2018 4:29 PM
288	Stop smoking weed and get off your ass.	7/16/2018 4:12 PM
289	Don't put \$450 million into I-5 widening. Use it to create more sidewalks and bike lanes as well as improve transit priority, and safe crossings.	7/16/2018 3:43 PM
290	Cities are for PEOPLE, not CARS! The more car trips we *eliminate*, the better! Never, EVER expand roads for CARS!!	7/16/2018 3:10 PM
291	Just because people say they want automobile-based solutions doesn't mean that's what we need. Policy needs to prioritize vision, and vision needs to guide real change. Ultimately policies are subject to the whims of their popularity. Policymakers can best help by striving to make those policies which are in line with a sane vision for the future into popular policies, which is a difficult but perhaps necessary ask. Don't give up and keep to the vision.	7/16/2018 1:08 PM
292	Continue to move away from the downtown Portland-centric model of mass transit. With this influx of people in the coming decades, we need to do all we can to develop fully functional hubs (jobs, commerce, services etc) in multiple locations in multiple counties, and transit can really push that process along.	7/15/2018 10:32 PM
293	Consider how much the population of people 65 & up will be increasing as the baby-boomers mature and realize that MANY don't live in the flat parts of our area and consider how hard it will be for them to get to your proposed 'mass transit' sites/routes.	7/15/2018 12:31 PM
294	The system is extremely auto-oriented, despite our region's investments in transit and active transportation over the past few decades. A wholesale shift in funding and policy is necessary to make a positive impact away from the automobile.	7/15/2018 8:11 AM
295	See above	7/14/2018 8:28 PM
296	Quit sucking up to rich people. Run some of your precious truck routes through Ladds Addition & Laurelhurst. Fix the bus system before you're forced to make your own damn lattes because there's no affordable housing close in. Only the well-off can afford to bike-commute. Sorry your past policies have made my city a Disneyland for rich white people	7/14/2018 7:21 PM
297	As they already now, congestion on our highways is going to get worse over the next 25 years.	7/14/2018 6:31 PM
298	It sucks	7/13/2018 11:42 PM
299	We have one of the best public transportation systems, if not the best public transportation system, in the United States, but we are quickly becoming like other cities in terms of lack of road maintenance. We should focus on repairing and maintaining what we have before we start other projects.	7/13/2018 11:25 PM
300	Transportation choices other than single occupancy vehicles has been one of the key factors in the region's economic and livability success in the past generation.	7/13/2018 9:45 PM
301	Too many cars and trucks are polluting our beautiful area.	7/13/2018 1:40 PM
302	Start encouraging the manufacture, sale and use of power assisted, enclosed tricycle and quadracycles. Known as Velomobiles, they protect the rider from the elements allowing year round use, power assist encourages exercises and provide 0 emissions. I.e.: The Elf, Tripod and Pedalist.	7/13/2018 7:53 AM

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303	protect the vulnerable on mass transit.	7/13/2018 7:43 AM
304	Car use will keep on increasing.	7/12/2018 8:28 PM
305	You have an amazing core system that works. Keep building on that idea to get cars off of the road.	7/12/2018 7:33 PM
306	People actually want options other than driving, but we need to create the infrastructure and financial incentives to support them.	7/12/2018 3:53 PM
307	Climate change will only increase with more driving and personal car usage.	7/12/2018 3:36 PM
308	Despite PDX having a top 5 in the US transit system, only 15-17% of commuters use transit. You will have to change people's behavior or no amount of expansion of systems will matter.	7/12/2018 11:15 AM
309	We are behind the curve (EU and China) in promoting green transportation options.	7/12/2018 9:59 AM
310	Please don't ignore the segment of the population that is unable to take mass transit or ride a bicycle to get around.	7/11/2018 11:21 PM
311	See #6 above	7/11/2018 7:08 PM
312	Bike transportation is becoming safer, more convenient and faster than single car transportation. This is a good trend.	7/11/2018 6:25 PM
313	The current options are not sufficient for the current population, let alone an additional 500k people. Transit is generally inclusive, but slow and infrequent. It discourages people from using it and encourages driving, congestion, and unsafe roads. We need to be a leader in transportation again, we no longer are.	7/10/2018 9:05 PM
314	It sucks. All the money and "idealistic" thinking has just made the situation worse. But - they are too proud and altruistic to accept the realities of the situation. Swallow your pride and do what's right.	7/10/2018 7:52 PM
315	People will always love their cars. If public transit is affordable and convenient to ALL of the metro area, at ALL hours, then fewer people will drive. But people will always love their cars. Accommodate that.	7/10/2018 5:23 PM
316	We all have to commute and drive into town. Cars are not going away, no matter how many bike lanes, etc you put in. Part of living in the suburbs is just that. I lived in NW Portland and now reside in Milwaukie. Orange line works, but only if you can get parking, otherwise, you are driving in. I love the idea of bike lines but they only work in downtown or inner areas. Most likely, folks are not physically able to commute from elsewhere into PDX via bike.	7/10/2018 4:22 PM
317	Safe Routes to School is very important, let's teach kids how to be smart community travelers!	7/10/2018 8:24 AM
318	That we need to entice companies to give incentives to their employees for carpooling or using public transportation to work.	7/9/2018 11:21 PM
319	Most people drive cars. Forcing people to take public transit or bikes either through "quantitative easing" or tolls is social engineering and is NOT what most people want. The people that get hurt the most with Metro's policies are those with lower incomes and single parents who are forced to spend ever longer on the roads in cars or mass transit trying to get from work to pick up their kids from school or daycare. The latter task tends to take longer and longer every year.	7/9/2018 8:16 PM
320	Think big! Portland seems to be a timid player on infrastructure planning. Figure out what options are available, regardless of cost and choose the solutions that provide the most long term value.	7/9/2018 5:08 PM
321	I'm not seeing a place to comment on specific projects but I noticed you have a project to replace the 1927 SW Capitol Hwy bridge over Multnomah Blvd - probably with some hideous structure. The viaduct is a beautiful and historic structure, and trucks already have ways of getting around it. I recommend you leave it alone - it's a priceless piece of our heritage. One more thing about specific projects: The piecemeal sidewalk and bike-lane projects in neighborhoods are really unsatisfying and not all that useful. I recommend you focus on bigger projects that will make entire neighborhoods bikeable and walkable. Thanks.	7/9/2018 2:26 PM

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322	You can not put a new highway in the Portland area. MAX Lines do work	7/9/2018 2:24 PM
323	We need to continue to make transit a priority. It needs to become a better alternative for drivers for the sake of our environment, roads, and travel times.	7/9/2018 12:50 PM
324	See 14.	7/9/2018 10:57 AM
325	1. As an advocate for ADA compliance, the city needs to do a much better job an installing curb cuts, and also to keep sidewalks free of homeless encampments that inhibit free movement of people than use wheelchairs. Blocking public sidewalks that keeps wheelchairs users from free movement is absolutely not a human right. 2. Tri-met is a great system for a relatively small city, but the increase in vagrants on the trains is a major concern to many people and among those I know personally, makes them choose alternate methods to get to work, which further reduces the amount of paying consumers. Tri met must find a way to reduce the amount of non-paying riders. There are other ways to move those who cannot afford to pay than simply giving anyone who wants it a free ride.	7/9/2018 10:18 AM
326	The majority of our public relies on vehicles, and we ignore vehicles at your peril	7/9/2018 8:48 AM
327	keep on track with road preventative maintenance and rehab plans. design roads and pathways for safe and efficient travel, don't put islands and landscape down the center. save that for the shoulders.	7/8/2018 9:51 PM
328	It's too auto-oriented. The non-auto networks are woefully incomplete and need a lot of investment.	7/8/2018 9:13 PM
329	Need to extend Highway 10 all the way to I-5 to create a viable routing into south Portland parallel to Highway 26.	7/8/2018 5:34 PM
330	You are doing great things with vision zero!	7/8/2018 4:30 PM
331	We need to dramatically and consistently fund active transportation and ADA improvements everywhere	7/7/2018 9:43 PM
332	I volunteer at the visitors center and promote public transit all the time. I think the local take it for granted!	7/7/2018 8:09 PM
333	I live near South Cooper Mountain and River Terrace, so I will address my comments there. We are in the process of building a bedroom community of perhaps 15,000 new residents over the next decade and there are no plans nor funding for any new roads in the area. I see very little in the way of allowing people to walk or bike to stores and jobs because there are no plans for any here. This new city the size of Hermiston or Ashland or Sherwood has nothing to keep people from getting in their cars and driving a couple of miles every time they need to go to the market. Every one of them will have to drive somewhere else to go to work and there will be no way to fit them all on the existing roads. And just adding a lane or 2 to the existing roads will not fix it, either. We need to think BIG, like a west side bypass, etc. If we wait til 2023 to start on it, it will be too late.	7/7/2018 8:08 PM
334	homeless impact on feeling of safety will impact users willingness to use transportation other than car	7/7/2018 7:06 PM
335	Stop expanding freeways. It won't address congestion. It will make our air quality worse and encourage more people to drive.	7/7/2018 6:53 PM
336	Use the rail lines already in place to move people	7/7/2018 5:14 PM
337	Think about residents, visitors, and people passing through.	7/7/2018 2:16 PM
338	Perform more research into safety for cycling and health benefits	7/7/2018 1:42 PM
339	The government's responsibility is to make walking, bicycling, and transit more appealing than driving for most trips. How else can we expect people to choose those modes?	7/7/2018 1:23 PM
340	Existing infrastructure will have difficulty accommodating more cars, while existing transit infrastructure will have an easier time accommodating more riders.	7/7/2018 1:11 PM

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341	All that can be done needs to be done ASAP to improve -as it is ALREADY getting worse and worse. We don't want to be another Seattle or LA.Hillsboro has a nice idea-a map for the public to put their input and ideas for problem areas-expand this!	7/7/2018 12:31 PM
342	Lisa both doesn't feel safe riding a bike to work, while still feeling like she's in the way of the more avid cyclists.	7/7/2018 12:28 PM
343	Congestion pricing is the only way to keep highways free-flowing.	7/7/2018 9:42 AM
344	In order to use mass transportation there needs to be a method of getting people to it, particularly for those that don't drive. Perhaps a shuttle service to some of the areas that are not close to major bus lanes or max.	7/7/2018 9:31 AM
345	Building a new bridge over the Columbia will not improve anything unless the Rose Quarter bottleneck is also resolved.	7/6/2018 8:03 PM
346	GRIDLOCK	7/6/2018 7:05 PM
347	People are overly dependent on their cars. A truly great city has world class transit and infrastructure for biking and walking.	7/6/2018 6:12 PM
348	Get out of the box	7/6/2018 5:48 PM
349	North/south buses in east portland are a joke and you should be sad about them.	7/6/2018 5:35 PM
350	the homelessness problem by proxy decreases transit use. people/visitors/vacationers are put off by their presence. Im not saying get rid of them or ban them, but this is a place the city as a whole needs to work on	7/6/2018 5:14 PM
351	The demand for below-ground transit through SE Portland continues to grow. Understandably, the cost of tunneling is terribly concerning and there may not be political will for it. We will struggle until there's underground transit running from the inner SE towards the 80th.	7/6/2018 5:12 PM
352	I am fortunate to have a short walking commute. However, as my family grows I anticipate this will change: my needs and desires for housing will move me to a west-side neighborhood out of easy transit access. Right now Portland's growth is manifesting in increased east-west commute hours traffic. I would like to see this addressed not only with increased transit access, but also with a dramatic redevelopment of US-26 through downtown to divert traffic off US-405 and eliminate surface-street congestion on the West side of the Ross Island Bridge. Unfortunately, I do not believe that the huge east-west commute growth can be addressed by traffic/transit work. It is a natural outcome of the geographic distribution of housing and employment. Close-in northwest neighborhoods are too expensive for median wages. East-side neighborhoods are not appealing to young professional families who want to get more house and more yard for their dollar. As people move through their careers and through their lives, their housing needs continually keep them far from their work. I understand that it is also out of the scope of this organization, but this issue is not being helped by the continual development of new commercial multifamily residential properties. Those who can afford them are generally at a place in their life where they are tired of watching their money go down the drain into a landlord's pocket, and would rather be losing a tiny fraction of that on the cost of a mortgage. I can spend \$2500 on rent every month and lose every cent of it, or I can spend \$2500 on a mortgage every month and lose only \$10 of it on interest. Multifamily is not appealing for people with children, but even more so it is not appealing for long-term residents or those looking to be homeowners. Renting is hugely expensive.	7/6/2018 4:52 PM
353	TriMet is a gem and there is so much more we can do. PLEASE make the big investments we need in order to help our community scale in a responsible and sustainable way. NO MORE CARS PLEASE PLEASE PLEASE	7/6/2018 4:21 PM
354	MAX is okay for what it is. What it is is a medium capacity, medium to slow connector. Future projects need to be high capacity and high speed. This may mean bus rapid transit, a Vancouver Skytrain like system, or even heavy rail transit.	7/6/2018 4:19 PM
355	Some projects need to be better coordinated between jurisdictions. Active Transportation needs to be a priority for investments of any congestion pricing fees (not wider freeways).	7/6/2018 4:16 PM

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356	Please price our roadways appropriately! It costs money for us to create and maintain that infrastructure. Please look into road user charges or value pricing.	7/6/2018 4:09 PM
357	We will need to make a policy effort to keep businesses open and located downtown. Amazon and other delivery companies are already making it really difficult for downtown businesses.	7/6/2018 4:05 PM
358	We need the upper middle class to want to take mass transit. They won't because it's dirty and it's slower than driving. You need to increase service, increase dependability, and stop HARASSING people to show their tickets. It feels invasive to people who aren't used to being invaded. You are alienating those you need in order to move mass transit into the future. Spend the money you spend on security officers on cleaning crews.	7/6/2018 4:04 PM
359	End the practice of giving away free on street parking.	7/6/2018 3:31 PM
360	Despite all the hype, this still isn't a particularly safe place to bicycle or walk.	7/6/2018 2:50 PM
361	Focusing on alternatives to motor vehicles. With drivers killing 40,000 Americans per year. Vehicles pollution killing~52,000 per year. The number one killer in our cities to youth is vehicles. Not to mention climate change. We can't keep investing in a deadly mode of this proportion.	7/6/2018 1:14 PM
362	The transportation in greater portland is very car centric, unsustainable and unsafe. The future lies in "one car lane, one transit lane, one bike lane".	7/6/2018 12:56 PM
363	I've noticed a sharp socioeconomic disparity in Portland between those who take public transit and those who don't that is not present in other cities I've lived such as New York. I've observed that many Portland residents have a fear of taking Trimet and I wish we could figure out how to address and fix this. Until people see it as an attractive option that is reflective of them and others in their community, they will be less likely to want to fund/improve/utilize it. Are the policymakers taking Trimet on a regular basis? If not, they should ask themselves why and start, or at least try commuting on it for a period of time, so that they can have their own experience of what should be improved.	7/6/2018 11:03 AM
364	Safety is key and a majority do not trust TriMet. Adding a women and children only section would ease riders.	7/6/2018 10:56 AM
365	With recent trends of record-breaking number of deaths on Oregon's roads, clearly whatever we are doing is taking us the wrong way. We need radical transformation now! Please help save one person's life against another person's convenience.	7/6/2018 10:54 AM
366	Portland needs a new freeway to help ease traffic and I would be willing to pay tolls on a NEW roadway that helped with congestion.	7/6/2018 9:09 AM
367	Too difficult (read time-consuming) to use Hwy 26 to travel downtown for daytime appointments or to go to PDX from Aloha, must often use alternate routes!	7/6/2018 5:41 AM
368	Please prioritize pedestrians and bicyclists over cars.	7/6/2018 3:39 AM
369	People like my mother think that government makes decisions on transportation to force people to stop driving their cars. I don't know how you combat that attitude but it's something that is probably going to crop up a lot, especially in the suburbs.	7/5/2018 9:08 PM
370	Every morning I watch the local news and they show the tililkum crossing bridge and there is no traffic and very little bike/ people use. This is poor use of tax payer money it only benefits a select few people. Most of are population does not live in down Portland and this money should be spent for the greater good of Oregonians.	7/5/2018 9:07 PM
371	Affordable housing close in would help a lot.	7/5/2018 4:44 PM
372	Its not just about congested roads. Its about having better options to get around, and then demanding better choices. Its too easy for me to drive to work today, even though I don't have to.	7/5/2018 1:50 PM

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373	Watch out for approving residential units without an adequate anticipation of auto parking and travel needs.	7/5/2018 10:56 AM
374	Make it easier for cars to get around.	7/5/2018 10:24 AM
375	Consider the W PDX small hills neighborhoods e.g. Multnomah Village, Hillsdale, Linton, etc. differently from E PDX flat lands One strategy does not fit all.	7/5/2018 10:01 AM
376	Think big.	7/5/2018 8:44 AM
377	Streets are becoming more and more congested, with transit times of 45 to 60 minutes becoming standard to travel from SE to NE or from outer SE to downtown. Thinking of low-tech solutions that integrate technology and systems that we already have would be of more service to residents than new technology that seems exciting to talk about but only offers more options to those people who already are well-served by the transportation system.	7/5/2018 8:09 AM
378	We need a fundamental leap in our mass transit capacity. We need stronger leadership in dealing with traffic reduction and mass transit enhancement. The vision is not being sold to us right now. True you're plugging along but how do you get an exciting vision and goals out there, not just big documents full of plans?	7/5/2018 4:18 AM
379	The freeways are too crowded, the surface roads do not have synced signals. People are ALWAYS going to want to drive. We need to help those who drive.	7/4/2018 6:05 PM
380	Future technology(driver-less cars), is not always the smartest or the most sustainable. Improving upon existing transportation systems(bus/MAX/future toll freeways), is in my opinion is the most efficient & affordable for all.	7/4/2018 5:36 PM
381	make all transportation decisions with an eye to climate change	7/4/2018 3:19 PM
382	too many neighborhood streets with potholes. Dangerous for bicyclists. Also, does not seem fair given that these homeowners have to pay taxes, too.	7/4/2018 3:14 PM
383	It's a pain in the butt to drive downtown for an evening and we don't go as often as we'd like because it's so frustrating.	7/4/2018 1:52 PM
384	Despite what we may think, Portland is NOT a good place to bicycle, with the exception of a few corridors. There are too many potholes, too little street maintenance, and too few bike lanes.	7/4/2018 12:52 PM
385	It sucks	7/4/2018 11:07 AM
386	Make it cheaper to use	7/3/2018 11:12 PM
387	Completely frustrating. There are multiple places I will avoid going at all cost due to traffic. This is not the city I grew up in for so many reasons, but traffic is the daily reminder.	7/3/2018 10:47 PM
388	We've subsidized the private motor vehicle for a hundred years now. This costly decision has displaced vulnerable (usually ethnic minority) populations, put strains on low income households' finances, wreak havoc on our planet's climate, and kill 40,000 Americans a year. We've dug ourselves a heck of a hole; the very least we can do is to stop digging (in other words, STOP FUNDING CAR INFRASTRUCTURE and allow walking/cycling/public transit funding play accelerated catch-up for a few years!)	7/3/2018 9:44 PM
389	Don't invest in mass transit at the exclusion of improved freeways. We need both. We got way behind the curve on projecting highway volumes and are paying for it now.	7/3/2018 8:59 PM
390	Our roads and bridges are crumbling, our highways are too congested to even use.	7/3/2018 8:55 PM
391	It can get weird out there. Rather than more transit police, perhaps partner with local officers could board and do quick walk through of MAX trains during stops. Riders needing assistance would be able to look for them and alert to issues	7/3/2018 8:11 PM

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392	I appreciate the careful transit planning here. You're building on a solid foundation!	7/3/2018 5:53 PM
393	I wish there were more MAX lines and more long-distance bike lanes (along the highways - like the 205 route!).	7/3/2018 5:32 PM
394	The enforcement of traffic laws needs to be addressed. I'm not going to say I follow them all all of the time but but when your own officers blatantly break them as well it sends bad messages to everyone	7/3/2018 4:28 PM
395	speed, (as well as access & convenience,) is essential if you want more car owners to switch to public transit options.	7/3/2018 3:37 PM
396	Stop with all the bike lanes and special prices ages. And stop giving bikers a free pass with the traffic violations.	7/3/2018 3:00 PM
397	I have lived here all my life. Deal with road traffic. You can't force people to use public transportation.	7/3/2018 2:52 PM
398	It is still too easy to choose to drive my car over making the socially responsible choice to walk, bike, or take public transit. Until this changes we will suffer from the ills of the personal cars which injure or kill too many of us and poison everyone's air.	7/3/2018 2:11 PM
399	Your efforts to date have only made it more difficult to get around this town whether its using cars or public transportation.	7/3/2018 1:56 PM
400	Freeways first. Bus transit second.	7/3/2018 1:38 PM
401	prioritize more funding towards safety and active transportation which are long-term better investments and can also help reduce congestion.	7/3/2018 12:33 PM
402	It is a mess. Metro and Washington County seem to have done everything in their power to make life easier for large corporations to move here and create needs not supportable by current infrastructure. Quality of life in western Washington County continues to decline as we inhale the exhaust and suffer the congestion of huge influxes in population.	7/3/2018 12:08 PM
403	Please do not invest in road widenings, including auxiliary lanes. To manage congestion, use road pricing and put the revenue into transit.	7/3/2018 11:59 AM
404	Focus on funding rather than regulation. Give the engineers and planners the space and support they need to do their job.	7/3/2018 10:44 AM
405	All long range planning should focus on driverless cars, less car ownership, and less use of fossil fuels getting to 0% petroleum-based transport by 2050.	7/3/2018 10:11 AM
406	It needs to improve a lot. It's seen as A slow means of transportation.	7/3/2018 10:06 AM
407	Increasing road capacity is not the answer.	7/3/2018 9:44 AM
408	The money we spend on transportation now shapes our community and our economy for generations. We are missing the boat by not implementing our Climate Smart Scenario. We need to prioritize eliminating greenhouse gas emissions from our transportation network. Our future, our children's futures, their children's futures all demand it.	7/3/2018 9:33 AM
409	The cycling infrastructure is great, the road/car infrastructure is reaching its limits (which is natural in a growing city), and the public transport has a lot of potential. Make public transport the center piece of future transportation by connecting it well with the car infrastructure/cycling infrastructure and with each other.	7/3/2018 8:42 AM
410	Think outside the box. Portland's transportation and traffic problems rival those of LA and San Francisco with a fraction of the population. Think ahead and fix the problems instead of bad-aiding and political posturing. It's also not fair to tax some users and not others. (Sellwood bridge?) toll the roads and even the tourists pay. Allow low income users to apply for reduced rates or exemption passes or utilize the roads for free during off peak times.	7/3/2018 8:26 AM
411	Clean the streets	7/3/2018 8:13 AM

Appendix C: Online survey comments on Public Review Draft and Strategies

412	Congestion on our main highways is getting worse and worse every day, yet nothing is done to address this. We need relief from this congestion and frustration.	7/3/2018 7:43 AM
413	See 6. above. And take care of the homeless problem, for heaven's sake. We have homeless people almost living on public transport. This is a huge, system problem that affects everyone in the City and it affects the City itself! And tourism. Portland is a fabulous place to live, however in many ways it's getting untenable due to the poor people who aren't working (with such low unemployment!); the drug use; the homelessness. Some of these people end up on the transportation when our weather is bad, and who can blame them? Focus on these issues and make transportation safe if you want people to ride the various forms. Thanks.	7/3/2018 7:43 AM
414	Improve and promote bicycle transit especially North- South routes on the east side	7/3/2018 6:27 AM
415	We need more sidewalks.	7/3/2018 3:28 AM
416	Don't get too tied up with automobiles. There are other ways to get around.	7/2/2018 10:33 PM
417	You have spent so much money on vision zero, but have failed to provide park and rides along the outskirts of town to encourage trimet ridership. Trimet needs to be able to respond faster to breakdowns. Everytime I ride the max home there are equipment issues and I come in anywhere from 20-60 minutes late. If you have somewhere you need to be, you can't depend on TriMet to get you there on time.	7/2/2018 10:06 PM
418	Elevate the 172nd/190th Corridor to a much higher level of priority and a much reduced time horizon. Because of the lack of alternative roadways, this is a critical corridor that must be treated in a comprehensive manner.	7/2/2018 9:53 PM
419	Be bold and take some risks -- piss off the current players, shuffle the deck a bit.	7/2/2018 9:32 PM
420	In the future less people will own cars because it will only become more expensive to do so. Lets plan for that now.	7/2/2018 9:04 PM
421	public transportation does not match living locations	7/2/2018 8:30 PM
422	I think the SW corridor plan should follow I-5 instead of Barbur Blvd.	7/2/2018 7:23 PM
423	Population growth is going to happen. To not build roads and highways for 30 years is not going to stop people from driving. Cars/trucks sitting idle on freeways/roads causes far more pollution than having good traffic flow.	7/2/2018 7:08 PM
424	add lanes to I-5 and all of 205	7/2/2018 6:38 PM
425	Respect the drivers and pedestrians needs	7/2/2018 6:31 PM
426	Travel time is getting worse and worse, as everyone knows. Some roads, streets should be designated public transit, walking and biking only to encourage more travel by those means and less by car.	7/2/2018 5:46 PM
427	There are no East West bike paths east of 82nd and out to Gresham. It would be great to get rid of all cars on Burnside so that it can be solely a bike/pedestrian/MAX route. Cars can go south to Stark or north to Glisan.	7/2/2018 5:34 PM
428	You have failed us all.	7/2/2018 5:26 PM
429	See #10.	7/2/2018 5:09 PM
430	You are not here to Rule, but to Serve!	7/2/2018 4:48 PM
431	Everyone who shares a road should abide by the same rules. A biker should not be considered to have right of way vs a right turning vehicle. A pedestrian is much easier to spot than a biker moving a traffic speeds or higher. An automobile driver would be at fault if passing a right turning vehicle were attempted, so why do bikers get a pass?	7/2/2018 4:36 PM

Appendix C: Online survey comments on Public Review Draft and Strategies

432	bikes/bike paths are better for the earth and people, expand bike paths. Also, finish the spring water corridor through sellwood	7/2/2018 4:25 PM
433	Portland is not a huge metropolis, though certainly a big city and it attracts many people to living here. Anything we can do to encourage efficient transport across the city will continue to make it feel like it's a livable, friendly city. Also, while continuing to emphasize biking is important - the city will continue to get more expensive so anyone who earns less than 6 figure incomes will continue to move to the outskirts - biking has an upper limit as to when it stops being an efficient transit option. So just recognizing some limits to it I think is important.	7/2/2018 4:24 PM
434	We have run out of space for cars - more transportation demand management - transit, walk, and bike.	7/2/2018 4:23 PM
435	See the above	7/2/2018 4:10 PM
436	Start building infrastructure BEFORE demand rather than years after!	7/2/2018 4:00 PM
437	For a transportation to attract fence sitters, it must be excessively reliable, regular and accessible. There are people like me that will go out of their way to use transit, either for philosophical reasons, exercise or to avoid driving. However, many people will favor the flexibility and independent of driving. To attain that with transit, it needs to run often enough that missing a bus/train doesn't set you back terribly and you need to be able to cover a lot of ground in a reasonable period of time. Once you need to walk 3/4 mile and ride a bus to MAX, you're looking at I've an hour, one way. Very few people will choose that approach if they can drive it in 20 minutes, even if half of that stop and go traffic.	7/2/2018 3:28 PM
438	Include externalities in calculations of the value of transportation projects. Spending that moves more vehicles, but creates more health problems and discourages active transportation and transit use is harming the region, not helping it.	7/2/2018 3:24 PM
439	Expand light rail access by going into more metro neighborhoods.	7/2/2018 3:13 PM
440	We are not yet a world-class bicycling city, no matter how we self-congratulate. We need dramatic action to improve biking facilities and encourage wider bike use. The space and money are available--is the political will to redistribute there?	7/2/2018 3:06 PM
441	Fix I5, Fix I205	7/2/2018 2:47 PM
442	Congestion isn't going away. While working to get people out of their cars and using alternative modes should remain the focus, targeted expansion is necessary.	7/2/2018 2:31 PM
443	Consider call lanes before tolls	7/2/2018 2:13 PM
444	No more money spent on the electronic reader board signs. Use the money to actually fix the streets/roads/highways. We all have electronics in our cars or hands that will now tell us how long our time is going to be, we don't need ODOT/Metro wasting money on these boards.	7/2/2018 1:36 PM
445	I would like to feel safer when I am walking in Portland. The broken sidewalks and streets are dangerous to me. I am 76, and can walk over a mile.	7/2/2018 1:34 PM
446	The region might have been a leader in the past but is falling behind in leading the way how transportation is done. With the limited space and the population increasing prioritizing single occupancy vehicles will not get us where we need to be and will only make getting in and around the region more difficult.	7/2/2018 1:28 PM
447	We need more speed enforcement. It seems to me the tickets written would easily pay for the extra bodies to be out policing. The speeding on city streets is really out of control.	7/2/2018 1:23 PM
448	A great deal of driving in Portland is disheartening because of crowding, gridlock and increasing impatience by drivers.	7/2/2018 1:15 PM
449	We have invested WAY too much in light rail. The return on our investment is minimal.	7/2/2018 1:14 PM

Appendix C: Online survey comments on Public Review Draft and Strategies

450	The rich don't care about the rest of us, so they should be forced to pay for their indifference by being charged significantly more for any traffic citations. These citations should be based on income so that someone making more than 500k a year actually has incentive to obey the rules that are enforced for the rest of us.	7/2/2018 1:08 PM
451	Get ahead of the curve.	7/2/2018 12:52 PM
452	Light rail is a waste of money.	7/2/2018 12:32 PM
453	It's frustrating to read about all these new advances, but still be relying on a rush-hour only bus. I live 1 mile from downtown Portland, but have a 5-hour, mid-day service gap.	7/2/2018 12:20 PM
454	We desperately need night owl service!!	7/2/2018 12:02 PM
455	public input should be highly sought	7/2/2018 11:56 AM
456	I support focus on moving commuters away from single occupancy vehicle travel but feel like the pass through traffic (freight, etc.) gets overlooked when funding transit projects that relieve local road congestion but do little for freeway congestion. The plan is much too small and shortsighted when evaluating highway upgrade projects	7/2/2018 11:56 AM
457	Use common sense. Signs and markings sometimes invite accidents. Add intelligence to signage so it can adapt to conditions and congestion. Measure "improvement" results and realign and adapt if not working. Get rid of Environmental Impact Reports if the laws require that they not address pollution, health and gas prices. Do not provide more and better access to trucks until or unless Trucking Association agrees to allow legislation to protect our health from dirty diesel by monitoring and annually re-licensing all trucks in Oregon just the same as Washington and California and work toward meeting the clean air standards. Subsidize collision avoidance in vehicles, flashing rear LED red lights on vehicles to reduce rear end collisions and have electronic speed limit signs that can react to conditions to slow the traffic for safety and better flow. And decide what exactly you want to accomplish instead of using vague words and measure. Adapt as opportunities arise or methods are not working. Primary outcomes I suggest: Safety for those driving and biking and walking and improving the health of all including the truck drivers and their families. Driving an old truck that is making the family sick and everyone else is not really saving the family budget but killing it. Let the legislation pass finally.	7/2/2018 11:54 AM
458	It's way too car focused currently	7/2/2018 11:54 AM
459	I think a great start has been made. Don't mess it up by trying to please people with automobiles	7/2/2018 11:42 AM
460	Portland is not just for people who live on transit lines.	7/2/2018 11:41 AM
461	I've lived in Portland for 30 years and the worst change I notice is traffic congestion. I know it would be worse without Trimet's and Metro's contributions. I also know that leaders can't go any faster than the public will allow. Keep doing what you're doing.	7/2/2018 11:39 AM
462	Commuting by bicycle feels unsafe in many parts of the city. Lack of adequate signage, dedicated road space, traffic signals, driver education and traffic and parking enforcement for activities that endanger bicycle users create a hostile environment for cyclists.	7/2/2018 11:37 AM
463	It needs to be comprehensive. I think we need to make I-205 a beltway by extending it west through Wilsonville out to Sherwood and north through Hillsboro with its own bridge connection to Washington. Extend the trimet and WES to West Linn, Canby, Oregon City, Woodburn. Provide ferry service on the Willamette from the locks to downtown and on the Columbia/Willamette from downtown to Vancouver.	7/2/2018 11:28 AM
464	Fixed rail systems don't take into account for changing demographics. Buses are better suited for over all mass transit	7/2/2018 11:28 AM
465	Why did you go from multi-lanes coming to Portland and reduce it down to two lanes thru Portland on the freeway?Move	7/2/2018 11:24 AM

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466	Do not allow the road users that are causing our current problems to be allowed to dictate our future. Change on an individual level can be difficult and we are relying on you to give us the tools necessary for people to do so.	7/2/2018 11:22 AM
467	riding transit currently takes too long. there are certain destinations that are a 20 minute drive that can take 90 minutes on transit.	7/2/2018 11:19 AM
468	Spend less on transit that is not used by a lot of people and more on car and truck capacity.	7/2/2018 11:10 AM
469	Cars are killing us, literally. They also damage our environment.	7/2/2018 11:07 AM
470	There are people in SW Portland that are walking in ditches or in the road to get to school and work. There are many residential streets in SW Portland that are still unmaintained gravel and mud with potholes so deep they break axels and pop tires. Please consider paving these streets to at least a basic standard before upgrading the streets that already have all the bells and whistles.	7/2/2018 11:03 AM
471	Fix where our money goes so we have money for transportation. Wheres the marijuana money? Why are we paying for illegals?	7/2/2018 10:44 AM
472	217 is a traffic nightmare improve traffic enforcement	7/2/2018 10:42 AM
473	Stop being Portland Centric. Everything doesn't need to pass through downtown Portland	7/2/2018 10:40 AM
474	The region should get away from the current radial system centering on downtown Portland to a grid system that makes it easier to access everywhere in the region.	7/2/2018 10:38 AM
475	Vista ridge tunnel, 405 on ramp at SW 6th and CRC continue to be biggest bottlenecks worth improving.	7/2/2018 9:45 AM
476	Run a competition to find a totally new transit technology that could move people between cities quickly, reliably, and efficiently (rather than slowly, unreliably, but relatively efficiently). Could Hyperloop get people from downtown Hillsboro to downtown Portland in 10 minutes? Gresham, Vancouver, and Wilsonville in 20?	7/2/2018 9:42 AM
477	The old ways aren't good enough. Now is the time to move away from auto first investments.	7/2/2018 9:14 AM
478	I want my neighborhood to be a safe place for people to walk, ride bikes, and be out of their cars while not worrying that someone is going to run them down.	7/1/2018 8:00 PM
479	it needs work ASAP!	7/1/2018 6:41 PM
480	An aging population will need safe and practical ways to get around. Some of us do not feel safe on public transportation	7/1/2018 4:37 PM
481	Increase TriMet bus frequency and availability over the entire week; Robo assist drivers; smart traffic control; better shopper assistance carrying purchases home; safety that is unobtrusive, friendly and respectful.	7/1/2018 1:02 PM
482	Transportation is horrible and is getting worse. The policies that are being implemented are slowing traffic to and through the city by removing lanes with bike lanes and removing parking. Highway system needs to be expanded and new highways need to be constructed.	7/1/2018 6:41 AM
483	That taking away lane's from all the major streets in Portland is not going to help the over all traffic improve	7/1/2018 1:11 AM
484	See #8's remark.	6/30/2018 9:27 PM
485	The century-long use of automobiles has hastened illness and ugliness in human life. Get rid of it.	6/30/2018 10:02 AM

2018 Regional Transportation Plan



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Appendix D

Closed caption transcript of RTP Public Hearing (8/2/18)

September 14, 2018

August 2, 2018 | Metro Council Public Hearing on the 2018 Regional Transportation Plan and Strategies

[THE FOLLOWING TEXT IS THE BYPRODUCT OF THE CLOSED CAPTIONING OF THIS PROGRAM. THE TEXT HAS NOT BEEN PROOFREAD, AND SHOULD NOT BE CONSIDERED A FINAL TRANSCRIPT.]

>> Hughes: I'M GOING TO CALL THE MEETING OF THE METRO COUNCIL FOR AUGUST THE 2nd TO ORDER...

PUBLIC HEARINGS.

WE HAVE A PUBLIC HEARING TODAY.

AS PART OF THE PUBLIC COMMENT PERIOD FOR THE 2018 RTP AND STRATEGIES FOR SAFETY, FREIGHT, TRANSIT AND EMERGING TECHNOLOGIES.

WOULD YOU COME UP?

>> THANK YOU, COUNCIL PRESIDENT HUGHES, AND METRO COUNCIL.

WE'RE VERY EXCITED TO BE HERE TODAY TO PROVIDE AN OPPORTUNITY FOR THE PUBLIC TO TESTIFY ON THEIR COMMENTS, SHARE THEIR COMMENTS AND THOUGHTS ABOUT THE DRAFT REGIONAL TRANSPORTATION PLAN AND THE STRATEGIES THAT, AS YOU KNOW, ARE UNDERGOING PUBLIC REVIEW.

IN ADVANCE OF THE HEARING, I WANTED TO PROVIDE YOU WITH JUST A BRIEF BACKGROUND, PARTICULARLY FOR MEMBERS OF THE TV AUDIENCE OUT THERE.

WE DO STILL HAVE ANOTHER ALMOST TWO WEEKS LEFT IN THE COMMENT PERIOD SO THERE'S ADDITIONAL OPPORTUNITIES

BEYOND THIS PUBLIC HEARING FOR THE PUBLIC AND OTHER MEMBERS OF THE PUBLIC TO WEIGH IN.

AS YOU KNOW, THE REGIONAL TRANSPORTATION PLAN IS IMPORTANT ON A NUMBER OF FRONTS.

ONE, IT REALLY LAYS OUT OUR VISION FOR THE TRANSPORTATION SYSTEM FOR THE FUTURE AND PROVIDES DIRECTION FOR HOW WE'RE GOING TO PLAN AND INVEST IN THAT TRANSPORTATION SYSTEM NOW THROUGH 2040, WHICH IS THE OUT YEAR OF THIS PLAN PERIOD AND IT ANTICIPATES THE FUTURE GROWTH.

WE KNOW THAT MORE THAN HALF A MILLION MORE PEOPLE WILL BE LIVING IN THE REGION AND WE HAVE MANY NEEDS TODAY SO THE PLAN ITSELF REALLY IS HELPING IMPLEMENT LOCAL VISIONS AND GOALS AS WELL AS OUR REGIONAL VISION AND GOALS AROUND TRANSPORTATION AND THE 2040 GROWTH CONCEPT AND ESTABLISHES PRIORITIES FOR FEDERAL AND STATE FUNDING AND WE'RE REQUIRED TO DO THIS UPDATE EVERY FIVE YEARS IT'S A TIME TO REALLY RECALIBRATE OUR INVESTMENTS, OUR POLICIES, OUR STRATEGIES TO ADDRESS THE CHANGES THAT ARE HAPPENING IN THE REGION AS WE THINK AHEAD TO THE FUTURE.

WE'VE BEEN WORKING AT THIS TOGETHER FOR THE LAST THREE YEARS.

WE ARE IN THE FINAL PHASE.

WE'RE REQUIRED TO COMPLETE THE UPDATE BY THE END OF THIS YEAR AND WE ARE ON TRACK TO COMPLETE THIS AND THIS CURRENT PUBLIC COMMENT PERIOD IS THE FINAL STEP LEADING TO YOUR POLICY COMMITTEES MAKING RECOMMENDATIONS TO YOU ON THE DRAFT PLAN AS WELL AS THE STRATEGIES.

THROUGHOUT THE PROCESS, WE'VE REALLY -- YOUR DIRECTION AND LEADERSHIP FOCUSED ON BRINGING NEW VOICES TO THE TABLE AND ENGAGING PEOPLE IN DIFFERENT WAYS THAN WE HAVE IN PAST REGIONAL TRANSPORTATION PLAN UPDATES.

WE'VE HAD OUR TYPICAL PROCESS OF TECHNICAL AND POLICY COMMITTEE MEETINGS, BUT WE'VE ALSO HAD A SERIES OF REGIONAL LEADERSHIP FORUMS THAT BROUGHT BUSINESS AND COMMUNITY LEADERS TO THE TABLE WITH THE METRO COUNCIL AND YOUR POLICY COMMITTEES.

WE'VE HAD TECHNICAL WORK GROUPS, ONLINE SURVEYS.

WE'VE REALLY EMPHASIZED CONNECTING WITH HISTORICALLY MARGINALIZED COMMUNITIES,

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VOICES THAT OFTEN ARE NOT PART OF THE DECISION MAKING OR PLANNING PROCESSES IN THE PAST AND FINDING WAYS TO BRING THOSE VOICES AND PERSPECTIVES TO THE TABLE.

SO WE CONTINUE TO ADVANCE THAT AND WE KNOW THAT THROUGH THIS PROCESS, WE'VE TOUCHED -- HAD OPPORTUNITIES FOR MORE THAN 18,000 DIFFERENT INDIVIDUAL TOUCH POINTS IN DIFFERENT ASPECTS OF THE PLAN DEVELOPMENT.

AND THE PLAN DEVELOPMENT REALLY HAS HELPED SHAPE AN UPDATE TO OUR VISION, OUR GOALS.

THE POLICIES THAT WE'RE AIMING TO IMPLEMENT TO ACHIEVE OUR BROADER VISION AND GOALS AND THE PROJECTS THAT WERE BROUGHT FORWARD BY OUR LOCAL PARTNERS REALLY ARE FURTHER IMPLEMENTING MOVING FROM THAT VISION DOWN TO THE GROUND ON DIFFERENT STRATEGIES TO CONTINUE IMPROVING TRANSPORTATION OPTIONS, IMPROVING OUR AIR QUALITY, PROVIDING ACCESS TO JOBS, PROVIDING ACCESS FOR FREIGHT TO OUR INDUSTRY, OUR INTERMODAL FACILITIES AND THE MARINE TERMINALS.

THE PLAN IDENTIFIES MORE THAN \$22 BILLION WORTH OF CAPITAL INVESTMENTS IN THE SYSTEM.

A LITTLE OVER \$15 BILLION OF THAT INVESTMENT IS ANTICIPATED TO HAVE SOME REASONABLE LIKELIHOOD OF FUNDING.

IT'S NOT ALL FUNDED.

WE STILL HAVE A LOT OF WORK TO DO TO SECURE THAT FUNDING, BUT IT IS SETTING A STAGE FOR US TO BE ABLE TO ADVOCATE FOR THE FUNDING THAT'S NEEDED.

IN ADDITION TO THAT \$15 BILLION OF CAPITAL INVESTMENT, ANOTHER NEARLY \$26 BILLION HAS BEEN IDENTIFIED JUST TO MAINTAIN OUR AGING SYSTEM AS WELL AS OPERATE OUR TRANSIT SYSTEM AND OPERATE THAT ROAD SYSTEM AND SO THIS CHART SHOWS WHERE THAT INVESTMENT WILL BE GOING OR IS PLANNED FOR THE FUTURE.

THESE ARE THE DIFFERENT DOCUMENTS THAT ARE AVAILABLE FOR PUBLIC REVIEW RIGHT NOW.

THEY ARE ON THE PROJECT WEBSITE AT WWW.OREGONMETRO.GOV/RTP.

THE 2018 REGIONAL TRANSPORTATION PLAN DOCUMENT AS WELL AS THE STRATEGY FOR SAFETY, A STRATEGY RELATED TO FREIGHT, ONE FOR

OUR REGIONAL TRANSIT SYSTEM, AND THEN ANOTHER ON EMERGING TECHNOLOGY AND REALLY TRYING TO PROVIDE A PATH FORWARD FOR ADDRESSING ALL OF THE UNCERTAINTY THAT WE HAVE WITH CHANGING TECHNOLOGY IN THE FUTURE.

WE'VE ALSO PREPARED A BRIEFING BOOK.

AS YOU KNOW, THE STACK OF THOSE DOCUMENTS IS QUITE LENGTHY SO WE HAVE PROVIDED A SHORTER VERSION, MORE CONDENSED VERSION FOR POLICY MAKERS AND THE PUBLIC TO BE ABLE TO GET A SENSE OF WHAT IS BEING RECOMMENDED IN THE PLAN AND WHAT KINDS OF OUTCOMES WE CAN ANTICIPATE WITH THE INVESTMENTS THAT ARE BEING RECOMMENDED.

ALL THOSE MATERIALS ARE ON THIS WEBSITE.

THIS IS JUST A SNAPSHOT TO GIVE A VIEW OF WHAT THAT WEBSITE LOOKS LIKE.

WE ALSO HAVE AN ONLINE SURVEY THAT THE PUBLIC IS INVITED TO RESPOND TO, AS WELL.

SO THE PUBLIC COMMENT PERIOD IS SCHEDULED TO GO THROUGH AUGUST 13th.

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TODAY'S PUBLIC HEARING IS THE FIRST PUBLIC HEARING ON THE DRAFT.

THIS IS ONE OPPORTUNITY THE MEMBERS OF THE PUBLIC MAY ALSO PARTICIPATE IN THAT SURVEY.

WE ALSO ENCOURAGE PEOPLE TO WRITE LETTERS AND E-MAIL COMMENTS AND THERE'S ALSO A PHONE NUMBER FOR FOLKS THAT DON'T HAVE THOSE OPTIONS AVAILABLE TO THEM.

I WOULD SAY THAT IN TERMS OF THE SURVEY THAT'S ONLINE, WE'VE HAD 600 RESPONDENTS SO FAR AND WE HAVE BEEN RECEIVING LETTERS AND E-MAILS WITH SPECIFIC COMMENTS, MAKING RECOMMENDED CHANGES OR PROPOSING CHANGES FOR YOUR CONSIDERATION AS WE GO FORWARD.

IN TERMS OF FINALIZING THE PLAN FOR YOUR CONSIDERATION, ONCE THE PUBLIC COMMENT PERIOD CLOSES, WE'LL BE WORKING WITH THE TECHNICAL COMMITTEES TO PROPOSE CHANGES TO ALL OF THE DRAFT DOCUMENTS IN RESPONSE TO THE PUBLIC COMMENTS.

THE TECHNICAL COMMITTEES WILL THEN MAKE THEIR RECOMMENDATIONS TO THE METRO POLICY ADVISORY COMMITTEE AND THE JOINT POLICY

ADVISORY COMMITTEE ON TRANSPORTATION FOR THEIR CONSIDERATION IN SEPTEMBER AND OCTOBER AND IN OCTOBER, THOSE TWO POLICY COMMITTEES WILL BE MAKING THEIR RECOMMENDATION TO YOU ON ADOPTION OF THE TRANSPORTATION PLAN AS WELL AS THOSE STRATEGIES.

DURING NOVEMBER AND DECEMBER, YOU'LL HAVE FURTHER OPPORTUNITY TO TALK AND DISCUSS THOSE RECOMMENDATIONS AND AT THAT TIME, WE WILL ALSO BE HOLDING LEGISLATIVE HEARINGS.

THIS IS UNDER STATE LAW A LAND USE ACTION AND IT IS -- WE NEED TO DEMONSTRATE THAT WE'RE IN COMPLIANCE WITH PROCEDURAL REQUIREMENTS AS WELL AS THE CONTENT OF WHAT OUR REGIONAL TRANSPORTATION PLAN SHOULD INCLUDE SO WE WILL HOLD THOSE HEARINGS AT THE END OF THE PROCESS, AS WELL.

SO THAT IS MY OVERVIEW OF THE PROCESS AND WHERE WE ARE AND WHERE WE'RE HEADED AND WE WANTED TO PROVIDE THIS BACKGROUND INFORMATION IN ADVANCE OF THE PUBLIC HEARING TODAY.

>> Hughes: ANY QUESTIONS? FOR STAFF?

OKAY.

I DON'T SEE ANYBODY POPPING UP.

SO I'M GOING TO OPEN A PUBLIC HEARING ON THIS -- ON THE RTP.

IT WILL BE ONE OF TWO I BELIEVE THAT WE'RE GOING TO HAVE.

THE NEXT ONE WILL BE LATER ON IN THE YEAR.

IT'S LIKE NOVEMBER.

YEAH.

IT WAS HARD FOR ME TO BELIEVE THAT THAT WOULD ACTUALLY BE NOVEMBER BEFORE WE DO ANYTHING SO I'M GOING TO CALL THE PUBLIC HEARING TO ORDER.

[GAVEL] AND WE'LL START WITH RON, TIM, AND JEFF.

I KNEW ONE SO IT WAS PRETTY SIMILARLY SPELLED.

RON, GO AHEAD.

>> GOOD AFTERNOON, 1543 SOUTHEAST YUMA HILL STREET, PORTLAND.

I HAD ASKED A NUMBER OF PEOPLE THROUGH FACEBOOK TO SEND IN COMMENTS TO THE RTP PLAN IN FAVOR OF WHAT I CALL THE WESTERN ARTERIAL HIGHWAY.

APPARENTLY, IT'S NOT IN THERE.

BUT WE WERE HOPING TO HAVE IT INCLUDED AS A FUTURE STUDY.

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ANYWAY, I HAVE BEEN DISCUSSING THAT WITH VARIOUS GROUPS.

I APPEARED AT SOME OF THE VALUE PRICING MEETINGS AND ALSO, I'VE DISCUSSED IT WITH THE OREGON TRANSPORTATION COMMISSION AND FINDING SOME FAVORABLE SUPPORT THERE AND USUALLY IN THE MEDIA, IT REALLY DOES GET GOOD SUPPORT.

ONE OF THE OREGON REPRESENTATIVES HAS NOW TOLD ME THAT THERE IS DISCUSSION GOING ON BEHIND THE SCENES.

HE SAID THAT GOVERNOR BROWN HAD HAD APPOINTED SOME COMMITTEES THAT CORRELATE WASHINGTON COUNTY AND CLACKAMAS COUNTY AND MULTNOMAH COUNTY IN DISCUSSIONS OF ADDITIONAL ROUTES.

I THINK HE WAS SPECIFICALLY REFERRING TO WASHINGTON COUNTY, BUT HE DID SAY THAT THIS NORTHERN CONNECTOR AS IT'S CALLED IN THE WASHINGTON COUNTY STUDY WOULD BE A PART OF THAT.

SO ANYWAY, THERE'S MY MODEL.

THE WESTERN ARTERIAL HIGHWAY MAKES SENSE AND IT MAKES SENSE FOR ALL MODES OF TRANSPORTATION.

THE TOLLING PROPOSAL GOING ON NOW, I DON'T THINK WILL REALLY REDUCE THE VOLUME OF TRAFFIC ON I-5 AND I-205 IF IT WERE TO GO THROUGH IN SEVERAL YEARS, AND BY THAT TIME WITHOUT ADDITIONAL CAPACITY, PORTLAND -- DOWNTOWN PORTLAND WILL REALLY BE A PARKING LOT.

I MEAN, YOU CAN JUST SEE HOW THIS IS INCREASING NOW.

MOSTLY THE AFTERNOON IS VERY SLOW.

WE'VE GOT LIKE YOU SAY 500,000 PEOPLE MOVING HERE.

I'VE READ A 75% INCREASE IN FREIGHT.

SO THAT'S A HUGE IMPACT.

I DON'T KNOW.

[INAUDIBLE] THIS WESTERN ROUTE.

THERE'S BEEN OTHER SUPPORT.

PORT OF PORTLAND SAID THAT THE WASHINGTON COUNTY WOULD BENEFIT FROM THAT.

FROM ADDITIONAL ROUTES.

THEY ALSO MENTIONED THAT A PORTION OF IT, COLUMBIA BOULEVARD, WOULD BE A HIGH-CAPACITY TRANSIT CORRIDOR.

SO AS THAT, IT MEETS THIS KIND OF LONG-STATED NEED FROM VANCOUVER TO HAVE AN EXPRESS

ROUTE TO THE PORTLAND AIRPORT.

[TIMER BEEPS] THERE'S BEEN A LOT OF TALK ABOUT LIGHT RAIL, BUT JUST BY DEVELOPING COLUMBIA BOULEVARD AS A HIGH-CAPACITY TRANSIT CORRIDOR, THAT REALLY CAN SOLVE THAT PROBLEM FOR MAYBE A FEW HUNDRED MILLION INSTEAD OF SEVERAL BILLION, AS THE LIGHT RAIL WOULD COST AND THE WESTERN ARTERIAL HIGHWAY IS VERY SIMPLE.

C-TRAN HAS EXPRESSED INTEREST IN IT AS A WAY TO ESTABLISH EXPRESS SERVICE TO HILLSBORO.

IT WOULD LINK SIX TRIMET ROUTES AND I'M ALSO IN FAVOR OF SOMETHING ON THE EAST SIDE OUT AT TROUTDALE THAT COULD DO THE SAME THING, ESTABLISH A NEW TRANSIT DISTRICT THAT LINKS TRIMET AND C-TRAN AND CERTAIN THOUSANDS -- TOWNS IN WASHINGTON.

SO THERE'S A LOT THAT CAN BE DONE TO BENEFIT ALL MODES THROUGH THIS.

AND I'M HOPING THAT WILL GET A LEGISLATURE-FUNDED STUDY THROUGH THE EFFORTS THAT THE REPRESENTATIVE TOLD ME ABOUT.

SO THANK YOU.

>> Hughes: THANK YOU.

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>> THANK YOU.

MY NAME IS TIM, I'M A RESIDENT OF HAYDEN ISLAND AND I'M HERE TO SPEAK TO THE ELIMINATION OF THE WEST HAYDEN ISLAND-RELATED RAIL ACCESS AND YARD PROJECTS.

ECONOMIC DEMAND FOR PORT FACILITIES IN PORTLAND SHOWS A STEADY DECLINE SINCE 1990.

AT THAT TIME, A WORLDWIDE CONSORTIUM OF INTERNATIONAL SHIPPERS CHOSE TO FOCUS BUSINESS MAINLY ON THE PORTS OF SEATTLE TACOMA AND LOS ANGELES LONG BEACH, NOT THE PORTS OF PORTLAND AND OAKLAND ALAMEDA.

CERTAINLY, NO PORT EXPANSION TO WEST HAYDEN ISLAND HAS BEEN OR CAN BE JUSTIFIED ON ECONOMIC GROUNDS.

PORT OF PORTLAND'S LONG-STANDING PLAN TO ACCESS WEST HAYDEN ISLAND CIRCULAR RAILYARD FROM THE NORTH-SOUTH BURLINGTON NORTHERN SANTA FE TRACKS HAS BEEN SHOWN BY THE BNSF TO CAUSE MAJOR DELAYS OF EXISTING AND INCREASING FREIGHT TRAFFIC.

IT'S PROJECTED TO CAUSE SLOWER CUSTOMER SERVICE AND INCREASE COSTS BUT NO ECONOMIC BENEFITS.

FOR 25 YEARS, THE PORT HAS PLANNED FOR AND SUPPORTED UNNEEDED OR HIGHLY DANGEROUS WEST HAYDEN ISLAND-RELATED PROJECTS OF NO ECONOMIC BENEFIT.

THESE INCLUDE THE WEST HAYDEN ISLAND CIRCUMFERENTIAL RARE YARD AND MARINE INDUSTRIAL DEVELOPMENT.

PROPANE TRANSFER DEPOT.

AND THE EXISTING AND EXPANDING DREDGE SPOILS SITE FOR MARINE MATERIALS FROM THE WILLAMETTE REACH SUPERFUND AND RELATED SITES, ALL THREATEN HIGH-VALUE URBAN NATURAL WILDLIFE HABITAT ON WEST HAYDEN ISLAND'S 125 ACRES.

PORTLAND CITY COUNCIL MOST NOTABLY FOR MORE THAN 20 YEARS HAS STUDIED THE PORT'S PLANS TO DEVELOP WEST HAYDEN ISLAND FOR A CIRCUMFERENTIAL RAIL LOOP AND MARINE INDUSTRIAL PARK.

HOWEVER, IT HAS REMOVED FROM THE CITY'S 2035 COMPREHENSIVE PLAN THAT PROPOSAL FOR THE NEXT 20 YEARS.

ITS REASONS SHOW THE PORT'S PLAN DOES NOT IMPROVE ECONOMIC NEED -- DOES NOT PROVE ECONOMIC NEED AND OTHER EVIDENCE SHOWS SIGNIFICANT THREAT TO PEOPLE

AND WILDLIFE HABITAT IN THIS AREA.

THANK YOU.

>> Hughes: THANK YOU.

>> I'M JEFF, I'M THE CHAIR PERSON FOR HIGH NOON, WHICH IS THE HAYDEN ISLAND NEIGHBORHOOD NETWORK, ONE OF 95 SANCTIONED NEIGHBORHOODS IN THE CITY.

OUR NEXT MEETING IS NEXT WEEK SO I CAN ONLY SPEAK FOR HIGH NOON WITH REGARD TO DOCUMENTS AND TESTIMONY THAT WE HAVE GIVEN IN THE PAST.

AIR QUALITY ON THE ISLAND IS OF A MAJOR CONCERN TO EVERYBODY.

WE HAVE PROBLEMS WITH A COUPLE OF OIL RECYCLING COMPANIES THAT WE HAVE NOT GOTTEN RID OF THE ODOR SO ANY DEVELOPMENT ON THE 826 ACRES OF WEST HAYDEN ISLAND WOULD JUST INCREASE ANY KIND OF DIESEL EMISSIONS AND POLLUTION.

IN RETROSPECT, ON THE COMMENT THAT TIM MADE ABOUT THE 80 YEARS OF DREDGE SPOILS BEING DUMPED ON THE ISLAND, THERE'S STILL TO BE DONE A STUDY, WHICH IS OUR KNOWLEDGE FROM THE LAST DEQ AND EPA MEETINGS, THEY DO NOT KNOW WHAT HAPPENS TO THOSE SPOILS WHEN

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THEY DRY OUT AND THE WIND BLOWS THEM.

AND THE REASON IT'S OF CONCERN IS WE HAVE THE STATE'S LARGEST MANUFACTURED HOME COMMUNITY ON WEST HAYDEN ISLAND AND A LOT OF THOSE ARE SENIOR CITIZENS, MINIMAL INCOME IF NOT FIXED RETIREMENT INCOME AND THEIR HEALTH BENEFITS ARE A MAJOR CONCERN.

ALL NEIGHBORHOOD ASSOCIATIONS ARE ALL ABOUT LIVEABILITY AND SAFETY SO YOU KNOW, THAT'S ONE OF THE REASONS THAT WE'RE HERE TALKING ABOUT IT, BUT AS I'M GOING THROUGH THIS, I WANT TO REMIND YOU THAT HAYDEN ISLAND OR HIGH NOON HAS ACTUALLY SENT IN A LETTER TO CONDONE EXTENDING THE LIGHT RAIL TO HAYDEN ISLAND.

WE KNOW THAT IN THE CRC, PROBLEMS THAT IT GOT ALL MESSED UP BECAUSE VANCOUVER DIDN'T WANT IT, WASHINGTON DIDN'T WANT IT, BUT WE DO.

WE WOULD BE MORE THAN WELCOMING TO HAVE THE TRANSPORTATION, YOU KNOW, INCREASED TO HAYDEN ISLAND.

IF YOU HAD LIGHT RAIL LAND ON HAYDEN ISLAND, WE HAVE STATE LANDS THAT WOULD HANDLE IT AND OUR ZONING IS FOR IT AND IT

WOULD CERTAINLY BE ONE OF THE BEST WAYS TO GET RID OF PINCH POINTS IN TRANSPORTATION TO DOWNTOWN PORTLAND AND EVERYWHERE ELSE.

SO THAT'S MY MAIN THING TO REMIND YOU THAT I DON'T THINK A LOT OF PEOPLE REALIZE THE NEIGHBORHOOD TOOK A VOTE AND WE WERE FOR IT.

[TIMER BEEPS] VANCOUVER CAN DO WHAT THEY WANT IN THE FUTURE, BUT IT WOULD BE RIGHT THERE IF THEY WANTED TO.

SO THANK YOU VERY MUCH.

>> Hughes: THANK YOU.

OKAY.

[READING NAMES] >> CHAIR HUGHES, MEMBERS OF THE METRO COUNCIL.

I'M VICE CHAIR OF THE PLANNING AND SUSTAINABILITY COMMISSION IN PORTLAND.

HOWEVER, TODAY, I'M SPEAKING AS AN INDIVIDUAL.

I WANT TO HIGHLIGHT FOUR POLICIES IN THIS RTP AND AS A PLANNING COMMISSIONER, A POLICY WONK I LOOK AT THE POLICIES THAT WILL SHAPE THE PROJECT LIST AND I WOULD SUGGEST THAT THESE FOUR POLICIES AND HOW THEY PLAY AGAINST EACH OTHER AND

INTERACT WILL DEFINE THE SUCCESS OR FAILURE OF THIS PLAN SO LET ME JUST CALL THEM OUT AND COMMENT ON THEM.

THE FIRST ONE IS IN SECTION 3.2.1.4, SAFETY AND SECURITY.

POLICY ONE, FOCUS SAFETY EFFORTS ON ELIMINATING TRAFFIC DEATHS AND SEVERE INJURY CRASHES TO ACHIEVE VISION ZERO.

I THANK YOU AND CONGRATULATE YOU FOR PUTTING A VISION ZERO POLICY INTO THE RTP.

I THINK THIS IS THE FIRST YARDSTICK WE SHOULD USE TO EVALUATE OUR TRANSPORTATION PROJECTS.

THE NEXT TWO ARE A LITTLE MORE CHALLENGING.

AND THEY ARE IN SECTION 3.11.2, TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS.

THE FIRST ONE IS POLICY ONE, EXPAND USE OF PRICING STRATEGIES TO MANAGE TRAVEL DEMAND ON THE TRANSPORTATION SYSTEM AND POLICY 7, MANAGE PARKING IN MIXED USE CENTERS AND -- GOOD BIKING TO MAKE CONNECTIONS TO REDUCE THE AMOUNT OF LAND DEDICATED TO PARKING, INCREASED SHARED TRIPS, BIKING, WALKING AND USE OF TRANSIT,

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REDUCE VEHICLE MILES TRAVELED
AND GENERATE REVENUE.

THESE ARE TWO THAT ARE NOT
GOING TO BE POLITICALLY
POPULAR.

BUT THEY ARE PROBABLY THE TWO
THAT WILL GO THE LONGEST WAY
TOWARDS MOVING FORWARD OUR
GOALS, OUR EQUITY GOALS AND
OUR CLIMATE GOALS.

SO I WOULD ENCOURAGE YOU TO
USE YOUR LEADERSHIP SKILLS, TO
CONVINCE THE BODY POLITIC HERE
IN THE REGION THAT THESE ARE
IMPORTANT TO IMPLEMENT.

THE LAST ONE IS THE ONE THAT I
FIND MOST CHALLENGING.

AND THAT IS IN SECTION 3.53,
REGIONAL MOTOR VEHICLE
NETWORK POLICIES.

POLICY FIVE STRATEGICALLY
EXPAND THE REGION'S
THROUGHWAY NETWORK UP TO
SIX TRAVEL LANES PLUS AUXILIARY
LANES BETWEEN INTERCHANGES
TO MAINTAIN MOBILITY AND
ACCESSIBILITY AND IMPROVE
RELIABILITY FOR REGIONAL
STATEWIDE AND INTERSTATE
TRAVEL.

SO THIS IS THE POLICY THAT HAS
PRODUCED MY LEAST FAVORITE
PROJECT OF THE PLAN, WHICH IS
THE I-5 ROSE QUARTER PROJECT
WHICH WILL FOR THE FABULOUS

PRICE OF \$250 MILLION PER LANE
MILE, HALF A BILLION DOLLARS IN
TOTAL, HAVE VERY LITTLE
OPERATIONAL IMPACT ON OUR
SYSTEM.

YES, IT WILL ELIMINATE SOME SIDE
SWIPE CRASHES.

PROBABLY HAVING A SMALL
IMPACT ON TRAVEL TIME
RELIABILITY.

IT WILL DO NOTHING FOR OVERALL
TRAVEL TIMES AND MOST
IMPORTANTLY IT WILL DO
NOTHING FOR OUR MODE SHIFT
GOALS OR FOR OUR SAFETY GOALS.

[TIMER BEEPS] IF VISION ZERO IS
OUR YARDSTICK, THEN I WOULD
SAY WE HAVE A BIG MISS IN THAT
WE HAVE NO PROJECT FOR 82nd
AVENUE, A PLACE THAT IS
REGULARLY KILLING PEOPLE IN OUR
TRANSPORTATION NETWORK.

WE SIMPLY DON'T KILL PEOPLE AT
ROSE QUARTER.

IT MAY HAVE A HIGH CRASH RATE
BECAUSE OF THOSE SIDE SWIPES
AND FENDER BENDERS, BUT WE'RE
NOT KILLING PEOPLE.

WE SHOULD BE REORIENTING TO
THE POLICIES THAT WILL REALLY
MAKE A DIFFERENCE IN OUR
TRANSPORTATION SYSTEM.

THE POLICY I JUST READ IS THE OLD
PARADIGM, STILL SHOWING UP,

AND UNFORTUNATELY, IT'S WHERE
A LOT OF THE DOLLARS IN THIS
PLAN GO.

IT'S TIME TO CHANGE THE
PARADIGM.

THANK YOU.

>> GOOD AFTERNOON.

FOR THE RECORD MY NAME IS
AARON BROWN AND I LIVE IN THE
ST. JOHN'S NEIGHBORHOOD OF
NORTH PORTLAND.

I FIRST WISH TO APOLOGIZE.

I WAS TESTIFYING AT JPACT A FEW
WEEKS AGO, I WAS A BIT NERVOUS,
COUNCILOR DIRKSEN POINTED OUT
I WAS SPEAKING REALLY RAPIDLY
SO I'M GOING TO ATTEMPT TO
SPEAK A LITTLE BIT MORE SLOWLY
THIS AFTERNOON.

I'M GRATEFUL FOR THE
OPPORTUNITY TO TESTIFY HERE ON
BEHALF OF THE REGIONAL
TRANSPORTATION PLAN.

IT'S AN IMPORTANT DOCUMENT,
PROVIDES DIRECTION FOR HOW WE
MOVE FORWARD FOR CURRENT
AND FUTURE GENERATIONS AND
WHERE WE DIRECT OUR SCARCE
LIMITED RESOURCES.

I'M HERE ON BEHALF OF THE NO
MORE FREEWAY EXPANSIONS
COALITION.

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THIS IS THE FIRST TIME HERE AT THE BODY AT METRO SO JUST AS BRIEF BACKGROUND, WE JUST THINK WE SHOULDN'T SPEND OUR SCARCE MONEY ON FREEWAY EXPANSIONS FOR REASONS OF AIR QUALITY, FOR REASONS OF KNOWING WHAT CONGESTION ARE ABOUT AND FOR REASONS OF CLIMATE CHANGE.

WE HAVE SOLICITED OVER 1,500 COMMENTS OVER THE LAST YEAR TO NUMEROUS LETTERS TO PORTLAND CITY COUNCIL, THE OREGON DEPARTMENT OF TRANSPORTATION, THE OREGON TRANSPORTATION COMMISSION, AND ODOT'S VALUE PRICING COMMITTEE.

OUR ORGANIZATION'S SUPPORTS HAS RECEIVED 35 ENDORSEMENTS FROM NEIGHBORHOOD ORGANIZATIONS, ENVIRONMENTALISTS, GROUPS, WE'VE HELD PRESS CONFERENCES ON THE WATER FRONT, WE'VE HOSTED COMMUNITY BIKE RIDES, SHOWING OFF THE PLACES THAT ARE REALLY AWESOME IN PORTLAND BECAUSE WE DIDN'T BUILD FREEWAYS.

AND HELD A RALLY TO SAVE THE FLINT AVENUE BRIDGE.

IT WAS AWESOME, A SUNNY DAY.

WE'VE BEEN OPERATING UNDER THE TAG OF BENEVOLENT ANTAGONISM.

I'M THRILLED THAT METRO IS FLEXING ITS MUSCLES TO ADDRESS REGIONAL PROBLEMS.

IT'S THRILLING AND AMAZING YOU'RE MOVING FORWARD WITH THE HOUSING BONDED.

I'M EXCITED FOR THE PARKS BOND AND THE TRANSPORTATION BOND.

THIS IS THE BEST AGENCY TO BE MOVING FORWARD IN THESE ISSUES AND I'M STOKED THAT METRO IS TAKING THIS ON.

HOWEVER, LOOKING AT THE RTP, THERE'S \$840 MILLION FOR THE PROJECTS FOR THE ROSE QUARTER FREEWAY EXPANSION, I-205 WIDENING IN EAST PORTLAND, I-205 NEAR STAFFORD ROAD AND THE 205 ABERNATHY BRIDGE.

THAT'S A LOT OF MONEY.

THAT'S SO MUCH MONEY AND THAT'S JUST FOR WHAT'S LISTED IN THE 2016.

THE COSTS CONTINUE TO BALLOON.

TWO WEEKS AGO AT JPACT, THE EXPANSION WENT UP TO \$500 MILLION.

IT'S AN ADDITIONAL \$50 MILLION.

I'M SURE PLENTY OF YOUR OTHER AGENCIES WOULD LOVE \$50 MILLION TO INVEST IN PARKS AND EQUITY AND HOUSING AND OTHER THINGS.

IN THE RTP, IT'S LISTED AS, YOU KNOW, WE'RE MOVING FOR PEOPLE, RESPONSIBILITY OF THE PLAN TO PEOPLE IN THE REGION.

THE STUDENTS AT HERIOT TUBMAN MIDDLE SCHOOL AREN'T GOING TO BE ABLE TO HAVE OUTDOOR RECESS BECAUSE I-5 IS SO CLOSE.

WE'RE PLANNING ON EXPANDING I-5 INTO THEIR BACKYARD.

IT MENTIONS THE RESPONSIBILITY OF OUR PLAN, THE RTP TO THE ENVIRONMENTAL.

WE JUST HAD THE LONGEST STREAK OF 90-DEGREE DAYS IN PORTLAND.

THE HEAT WAVES KILLED DOZENS IN MONTREAL, 118 DEGREES IN PORTUGAL, AN ALL-TIME HIGH IN EUROPE.

YIKES, RIGHT?

FREEWAY EXPANSION, 40% OF OUR EMISSIONS COME FROM TRANSPORTATION HERE IN PORTLAND.

INVESTING IN FREEWAYS IS FOSSIL FUEL INFRASTRUCTURE AND I SPOKE ABOUT BEING A LITTLE BIT NERVOUS AT JPACT, THE REASON I WAS NERVOUS IS A. I'M NOT A

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MORNING PERSON, AND B., IT'S BIZARRE TO WATCH A TABLE OF REGIONAL EX-OFFICIALS WHO ARE ALL ON AVERAGE 30 OR 40 YEARS OLDER THAN ME MAKE DECISIONS ABOUT HOW MUCH CARBON AND POLLUTION MY GENERATION WILL HAVE TO WEATHER.

THIS IS NOT MEANT AS AN ACCUSATION THAT FOLKS AT THE TABLE ARE NOT CAPABLE OF MAKING SMART DECISIONS.

IT'S TO SUGGEST THAT IMPLICITLY WE PROBABLY DON'T SHARE THE SAME URGENCY AND NECESSITY ABOUT I DO TO PUSH FOR A MASSIVE REDUCTION IN CARBON EMISSIONS.

I DON'T KNOW IF YOU'VE BEEN READING THE NATIONAL NEWS LATELY, BUT IT SEEMS -- I'M SORRY.

I'LL FINISH UP.

IT SEEMS ABUNDANTLY CLEAR THAT -- I ENCOURAGE YOU TO BE MOVING FORWARD, THINKING ABOUT HOW METRO CAN CONTINUE TO FLEX THEIR MUSCLES MOVING FORWARD TO A DIRECTION THAT THE -- IS SOMEWHERE THAT PEOPLE WANT TO LIVE.

THANK YOU.

>> Hughes: THANK YOU.

>> I TRIED TO SLOW DOWN.

>> Hughes: I GOT LOST WHILE I WAS TRYING TO CONTEMPLATE HOW OLD I'M GOING TO BE IN 2100.

>> IF WE'RE BOTH THERE I'LL BUY YOU A BEER.

>> Hughes: YOU'RE ON.

SARAH.

>> GOOD AFTERNOON, COUNCIL PRESIDENT AND MEMBERS OF THE COUNCIL.

MY NAME IS SARAH, AND I LIVE IN PORTLAND.

I'M HERE TO TALK ABOUT WHAT THESE FIRST TWO GENTLEMEN TALKED ABOUT, BUT REALLY TO BRING US UP TO 30,000 FEET BECAUSE I'M A BIG FAN OF METRO.

I SELL METRO TO VISITORS FROM ALL AROUND THE WORLD BECAUSE I THINK IT'S OUR PREMIER VEHICLE FOR ADDRESSING CLIMATE CHANGE AND WE'RE NOT TALKING ABOUT IT ENOUGH.

A DECADE AGO, I CHANGED CAREERS TO URBAN PLANNING BECAUSE I UNDERSTAND CLIMATE CHANGE IS THE MOST PRESSING PROBLEM FACING MY GENERATION AND CITY PLANNING, URBAN CENTERS ARE THE BEST PLACE WHERE WE CAN ADDRESS CLIMATE CHANGE BECAUSE OF OUR

SETTLEMENT PATTERNS AND OUR GOVERNMENT MODELS.

I VALUE THE WORK THAT YOU'VE DONE CREATING CLIMATE-SMART COMMUNITIES AND I APPLAUD YOUR EFFORTS TO APPLY AN EQUITY LENS TO THAT WORK AND THE OUTREACH YOU'VE DONE IN THE RTP.

I APPRECIATE THAT.

BUT I'M DISAPPOINTED SOMEWHAT THAT YOU SEEM TO BE THROWING UP YOUR HANDS IN DEFEAT WITH REGARD -- THIS ISN'T THE BEST WE CAN DO, BUT IT'S THE BEST WE CAN DO RIGHT NOW.

THERE'S FAR TOO MUCH MONEY IN THIS FOR THE STATES QUO MODEL WHEN IT COMES TO URBAN MOBILITY.

THIS SUMMER WE'RE WATCHING AS UNPRECEDENTED FIRES, FLOODS AND HEAT WAVES SWEEP THE GLOBE.

THESE REGIONS MOST AFFECTED BY GLOBAL WARM REGISTER NOWHERE NEAR US AND THEY'VE CONTRIBUTED VERY LITTLE TO IT.

WE'RE THE ONES CREATING GLOBAL WARMING RIGHT NOW.

AND WE HAVE A RESPONSIBILITY TO ACT AGGRESSIVELY AND WITH URGENCY AT THIS CRITICAL POINT.

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THE BEST WE CAN DO RIGHT NOW IS SIMPLY NOT ACCEPTABLE.

ROB NIXON A PROFESSOR OF HUMANITIES, ENVIRONMENT AT PRINCETON UNIVERSITY CALLS THIS POLITICAL HAND WRINGING SLOW VIOLENCE AGAINST VULNERABLE POPULATIONS AND FUTURE GENERATIONS.

JUST LIKE THE KIDS AT HERIOT TUBMAN MIDDLE SCHOOL.

WE SHOULD BE SO LUCKY EVEN THAT ALL OF THE VIOLENCE OUR INACTION BEGETS WOULD BE SLOW AND LACKING IN DRAMA.

HUNDREDS OF PEOPLE ARE DYING ON OREGON ROADS EVERY YEAR IN TRAFFIC VIOLENCE AND THE NUMBER IS INCREASING AT EXPONENTIAL RATES THAT ARE UNACCEPTABLE.

WE CANNOT CONTINUE TO INVEST IN THIS WAY OF LIFE.

BUT I'M NOT HERE TO CHASTISE YOU BECAUSE I LOVE YOU METRO.

I WANT TO GIVE YOU A PEP TALK.

I WANT TO REMIND YOU THAT METRO REGIONAL GOVERNMENT OF PORTLAND, OREGON IS A MODEL AROUND THE WORLD.

PEOPLE ARE WATCHING WHAT WE DO.

THEY SEE US AS A LEADER IN URBAN SUSTAINABILITY AND WHAT WE DO, THEY FOLLOW.

WHEN WE GO ALL IN ON COMBATING CLIMATE CHANGE, THEY TAKE OUR EFFORTS AND USE THEM AS EXAMPLES TO PRESS FOR CLIMATE ACTION WHERE THEY ARE.

AND UNFORTUNATELY, WHEN WE SUCCUMB TO SHORT-TERM THINKING THAT TRANSLATES, TOO.

SO PLEASE, DO NOT REST BACK RIGHT NOW AND GO GENTLY ON THIS.

PLEASE REMEMBER THAT YOU'RE GLOBAL POLICY LEADERS WHEN IT COMES TO CLIMATE CHANGE AND ALLOCATE AS MUCH FUNDING AS POSSIBLE TO ALTERNATIVE TRANSPORTATION AND AS LITTLE AS POSSIBLE TO THE STATUS QUO, SUBSIDIZING SINGLE VEHICLE OCCUPANCY USE.

THERE SHOULD NOT BE BILLIONS OF DOLLARS FOR FREEWAY EXPANSION IN ANY OF THESE PLANS BECAUSE WE KNOW THEY WON'T SOLVE OUR PROBLEMS.

CLIMATE CHANGE WON'T WAIT FOR OUR POLITICS TO CATCH UP.

WE NEED TO BE BOLD RIGHT NOW.

NOT TOMORROW, NOT 10 YEARS FROM NOW.

YOUR RESPONSIBILITY EXTENDS BEYOND THESE WALLS AND BEYOND THE UGB REALLY BECAUSE WE ARE A GLOBAL LEADER.

WE NEED YOU TO LEAD US IN THIS PLAN.

YOU'RE WHAT WE'VE GOT HERE.

AND DO BETTER THAN THE BEST WE CAN DO RIGHT NOW.

THANK YOU.

>> Hughes: THANK YOU.

MICA.

>> COUNCIL PRESIDENT AND COMMISSIONERS, THANK YOU FOR HAVING ME TODAY.

I LIVE IN PORTLAND AND I WORK FOR THE AUDUBON SOCIETY OF PORTLAND, WHICH I'M REPRESENTING TODAY.

WE SUBMITTED EXTENSIVE WRITTEN COMMENTS AND I'M JUST GOING TO TOUCH ON A COUPLE OF KEY ISSUES THAT WE WOULD LIKE TO HIGHLIGHT.

SO AUDUBON SOCIETY OF PORTLAND WAS REPRESENTED ON MTAC DURING THE FINAL CHANGES OF THE CREATION OF THIS PLAN.

WE HAVE A LONG-STANDING INTEREST IN BUILDING COMPLETE AND HEALTHY COMMUNITIES THAT INTEGRATE PROTECTION OF

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NATURAL RESOURCES AND ACCESS TO PARKS AND NATURE WITH OTHER COMMUNITY OBJECTIVES, SUCH AS SUSTAINABLE TRANSPORTATION SYSTEMS.

A LOT LIKE WHAT METRO DOES, AS WELL.

SO WE APPRECIATE THE INCREASED FOCUS ON BOTH EQUITY AND CLIMATE CHANGE AND THE 2018 RTP.

BOTH PRIORITIES ARE A WELCOME EVOLUTION IN RTP AND TRANSPORTATION PLANS IN GENERAL.

ONE AREA IN WHICH THE RTP REMAINS DEFICIENT, HOWEVER, IS NATURAL RESOURCES.

AND WE'VE EXTENSIVELY NOTED THAT IN OUR WRITTEN COMMENTS.

WE STRONGLY URGE METRO TO DO A BETTER JOB OF INTEGRATING GREEN INFRASTRUCTURE INTO THE REGIONAL TRANSPORTATION PLAN AND TO DO A BETTER JOB OF ADDRESSING POTENTIAL NEGATIVE IMPACTS TO NATURAL RESOURCES IN THE PLAN, AS WELL.

SO TWO KEY PLAN TOPICS THAT I'M GOING TO TALK ABOUT IS OUR URGING TO ELIMINATE THE WEST HAYDEN ISLAND-RELATED PROJECTS IN THE REGIONAL FREIGHT STRATEGY AND

CONSTRAINED STRATEGIC PROJECTS LIST.

THE CITY OF PORTLAND'S COMPREHENSIVE PLAN UPDATED IN 2016 DOES NOT INCLUDE THE DEVELOPMENT OF A PORT TERMINAL ON WEST HAYDEN ISLAND IN ITS INVENTORY OF LANDS NECESSARY TO MEET INDUSTRIAL LAND DEMAND.

WEST HAYDEN ISLAND IS NO LONGER INCLUDED IN THE CITY OF PORTLAND PRIORITY PROJECT LIST AND IS NO LONGER INCLUDED IN THE CITY OF PORTLAND'S MAP OF DEVELOPABLE INDUSTRIAL LANDS.

PUBLIC OPPOSITION TO THE MARINE TERMINAL FOR THE LAST ALMOST 30 YEARS HAS PREVENTED THE ANNEXATION AND REZONING SEVERAL TIMES.

AND WE FEEL THAT BASED ON THESE FACTORS WE DO NOT SEE ANY CREDIBLE BASIS FOR METRO TO INCLUDE FUNDING OF TRANSPORTATION INFRASTRUCTURE TO SUPPORT WEST HAYDEN ISLAND'S TERMINAL DEVELOPMENT.

AND WE URGE METRO TO REMOVE THEM FROM THE PRIORITY LIST.

THE SECOND MAJOR TOPIC WE WOULD LIKE TO TALK ABOUT IS ELIMINATING THE I-5 ROSE QUARTER EXPANSION PROJECT FROM THE REGIONAL FREIGHT

STRATEGY AND CONSTRAINED STRATEGIC PROJECTS LIST.

WE JOIN A BROAD COALITION OF GROUPS IN OPPOSING THIS PROJECT.

WE BELIEVE THE EXPANSION OF I-5 WILL BE INEFFECTIVE IN TERMS OF ADDRESSING CONGESTION.

AND IT'S ENTIRELY AT ODDS WITH METRO'S CLIMATE SMART AGENDA.

IT WILL INCREASE POLLUTION IN LOCAL NEIGHBORHOODS, DEFER CRITICAL FINANCIAL RESOURCES AWAY FROM HIGH-PRIORITY ROADS AND ADDRESSING ROAD-RELATED SAFETY ISSUES IN EAST PORTLAND.

WE ALSO BELIEVE THAT THESE ARE EFFECTIVE -- THAT THERE ARE EFFECTIVE STRATEGIES FOR ADDRESSING CONGESTION ON I-5, SUCH AS CONGESTION PRICING.

WE VIEW THIS PROJECT AS A TRUE TEST OF WHETHER METRO IS READY TO MOVE BEYOND THE FAILED MEGAFREEWAY STRATEGIES OF A BYGONE ERA WHICH ARE AT THE CORE OF SOME OF OUR BIGGEST ENVIRONMENTAL AND EQUITY-RELATED CHALLENGES AND TRULY EMBRACE THE 21st CENTURY VISION OF SUSTAINABLE TRANSPORTATION.

SO WE HOPE THESE COMMENTS ARE CEP INFORM AND IMPROVE

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METRO'S 2018 RTP, FUTURE RTPs AND FUTURE METRO TRANSPORTATION BOND PACKAGES AND WE HOPE THAT METRO'S FOCUS ON EQUITY AND CLIMATE CAN INFORM WHAT THESE PACKAGES LOOK LIKE IN THE FUTURE, WHICH DO NOT INCLUDE FREEWAY EXPANSION PROJECTS.

THANK YOU.

>> Hughes: THANK YOU.

COUNCILOR STACEY.

IS THERE ANYONE ELSE WHO WISHES TO TESTIFY?

I'M GOING TO CLOSE THE PUBLIC HEARING.

NEXT METRO PUBLIC HEARING RELATED TO THE 2018 RTP AND STRATEGIES IS SCHEDULED FOR NOVEMBER 8th, 2018.

COUNCIL CONSIDERATION AND VOTE FOR THE ADOPTION OF THE 2018 RTP IS SCHEDULED FOR EARLY DECEMBER, 2018.

>> Stacey: THANK YOU, MR. PRESIDENT.

AND I APPRECIATE YOU CHECKING TO MAKE SURE THERE'S NO ONE ELSE TO TESTIFY.

I WANT TO MAKE A RESPONSE TO SOME OF THE TESTIMONY TODAY.

I, TOO, AM VERY CONCERNED ABOUT THE ROSE QUARTER PROJECT.

I WON'T SPEAK TO THE ISSUES RAISED BY MY FRIENDS ON THE ISLAND, BUT THE OREGON DEPARTMENT OF TRANSPORTATION AND THE CITY OF PORTLAND ARE TECHNICALLY CORRECT.

THE DESIGN OR THE WIDENING, USING AN AUXILIARY LANE AT THAT JUNCTION IS NOT INCONSISTENT WITH THE SIX LANES FOR THROUGHWAYS POLICY IN THE RTP AS MR. SMITH POINTS OUT.

IT MAKES ONE THINK ABOUT OUR PRIORITIES IN DECIDING WHICH KINDS OF MODERNIZATION PROJECTS TO UNDERTAKE TO PRESUMABLY BETTER THE PERFORMANCE FOR THE SAFETY OF OUR SOMEWHAT ANTIQUATED FREEWAY SYSTEM.

IN THIS CASE, WE FIRST STARTED HEARING ABOUT A \$400 MILLION PROJECT A FEW YEARS AGO.

WE MORE RECENTLY THOUGHT IT WAS GOING TO BE A \$450 MILLION PROJECT, BUT AS ONE OF THE WITNESSES POINTED OUT AT THE JPACT MEETING RECENTLY, ODOT REPRESENTATIVES DESCRIBED IT AS \$500 MILLION.

SO AT THAT RATE IT WILL BE A VERY EXPENSIVE PROJECT BY THE TIME IT

OCCURS AND IT WILL INCREMENTALLY IMPROVE WEAVING IN THAT AREA, BUT IT DOESN'T MATTER -- MAKE A HILL OF BEANS' WORTH OF DIFFERENCE, THAT'S NOT THE RIGHT PHRASE, BUT YOU KNOW WHAT I'M GOING FOR, IN THE OVERALL PERFORMANCE OF THE THROUGHWAY NETWORK.

EITHER SIDE OF THAT SYSTEM, GRIDLOCK AT RUSH HOUR IS PRESENT AND WILL CONTINUE IN THE FUTURE.

I'M PARTICULARLY CONCERNED ABOUT THE DESIGN IMPACT, THE IMPACT OF THE DESIGN AT THIS LOCATION, A LOCATION THAT HISTORICALLY, THE AFRICAN-AMERICAN COMMUNITY IN THIS REGION WAS CONFINED TO BY LAW AND BY REAL ESTATE PRACTICE UNDERGIRD BY LAW.

TODAY, DESPITE -- THIS AREA REMAINS CULTURALLY SIGNIFICANT TO THAT COMMUNITY AND WHEN YOU LOOK AT THE POTENTIAL IMPACT ON TUBMAN SCHOOL, YOU LOOK AT THE WAY IN WHICH THE PROJECT ADDRESSES OR DOESN'T ADDRESS THE VISION OF A PLAZA AT THE BROADWAY WEIDLER INTERCHANGE, WHEN YOU THINK ABOUT THE AMOUNT OF MONEY SPENT HERE ON THIS AND WE DON'T HAVE THE ASSURANCE EVEN OF AN ENVIRONMENTAL IMPACT STATEMENT PROCESS THAT COULD

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[THE FOLLOWING TEXT IS THE BYPRODUCT OF THE CLOSED CAPTIONING OF THIS PROGRAM. THE TEXT HAS NOT BEEN PROOFREAD, AND SHOULD NOT BE CONSIDERED A FINAL TRANSCRIPT.]

CONSIDER ALTERNATIVES AT A HIGHER LEVEL THAN SIMPLY THE IMMEDIATE IMPACTS OF THE PROJECT DESIGN, BUT INSTEAD, WILL BE AN E.A., AN ENVIRONMENTAL ASSESSMENT WITH MUCH LESS REQUIRED PUBLIC INVOLVEMENT AND MUCH FEWER CONSIDERATION OF ALTERNATIVES, INCLUDING THE ALWAYS-IMPORTANT NO BUILD ALTERNATIVE.

I HAVE TO SAY I DON'T SUPPORT THIS PROJECT.

I WILL NOT CAST A VOTE AGAINST THE RTP.

THE RTP, ALONG WITH THE STATE TRANSPORTATION PLAN, THE MTIP AND THE STIP, I WOULD LIKE TO THINK THAT WE'RE LIKE TWO TARANTULAS.

WE CAN VETO ONE ANOTHER, BUT WE CANNOT -- WE CANNOT SIMPLY REJECT THE OTHER'S POSITION.

THE MPO AND THE STATE.

IF WE'RE GOING TO MAINTAIN THAT RELATIONSHIP, WE HAVE TO GIVE SOME CREDENCE TO THE OREGON TRANSPORTATION COMMISSION'S AND OREGON DEPARTMENT OF TRANSPORTATION'S OBJECTIVES, LEST THEY ARE BY VETO SOME ASPECT OF OUR REGIONAL TRANSPORTATION PLAN.

THAT'S NOT A COMFORTABLE POSITION FOR THIS BODY THAT SHOULD BE EXERCISING INDEPENDENT JUDGMENT WHENEVER IT CAN.

THAT SAID, I HOPE THAT THE TRANSPORTATION COMMISSION AND THE DEPARTMENT WILL CONTINUE TO CONSIDER THE VITAL IMPORTANCE OF A THOROUGH ANALYSIS OF THE IMPACTS ON THE PEOPLE WHO LIVE, WORK, PLAY, AND SOMETIMES, AVOID THAT AREA BECAUSE OF THE AIR QUALITY, NOISE AND OTHER IMPACTS AND MAKE THIS PROJECT BETTER IF IT MUST PROCEED.

THANK YOU FOR THE OPPORTUNITY YOU GAVE ME.

>> Hughes: THANK YOU COUNCILOR.

COUNCILOR CRADDICK.

SURE.

>> Craddick: FOR EITHER KIM OR ALYSSA, THE COMMENT REGARDING THE WEST HAYDEN ISLAND'S RAIL TERMINAL, I WANT TO CLARIFY THIS.

SO THE CITY OF PORTLAND HAS REMOVED THIS FROM THEIR COMPREHENSIVE PLAN, BUT THE PORT OF PORTLAND HAS SUBMITTED IT AS PART OF THE RTP.

IT SEEMS INCONGRUENT.

HOW DOES THAT WORK?

SO IF IT'S IN THE RTP, HOW WOULD THAT PROJECT BE ABLE TO MOVE FORWARD?

>> THANK YOU, COUNCIL PRESIDENT HUGHES.

COUNCILOR CRADDICK, I HAVE TAKEN NOTES OF THIS AND I'M GOING TO LOOK INTO THIS FURTHER.

IT WAS NOT MY -- IT WAS NOT TO MY KNOWLEDGE THAT IT WAS NOT IN THE ADOPTED CITY OF PORTLAND TRANSPORTATION PLAN SO I THINK WE HAVE SOME WORK TO DO AT THE STAFF LEVEL TO BETTER UNDERSTAND WHAT THE STATUS OF THOSE PROJECTS IS IN THE CITY OF PORTLAND PLAN.

IT SEEMS THAT IN ORDER FOR THOSE PROJECTS TO BE ABLE TO MOVE FORWARD BECAUSE THEY ARE WITHIN THE CITY OF PORTLAND, THEY WOULD HAVE TO GET PERMITTING AND OTHER APPROVALS BY THE CITY OF PORTLAND AND SO IT WOULD BE INCONGRUENT FOR IT TO NOT BE IN THE CITY OF PORTLAND PLAN AND TO BE IN THE REGIONAL TRANSPORTATION PLAN.

>> Craddick: IS IT IN THE CONSTRAINED OR THE STRATEGIC?

>> I NEED TO LOOK.

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I DON'T KNOW THOSE PROJECTS SPECIFICALLY, BUT I WILL LOOK INTO THAT AND WE WILL COMMUNICATE BACK TO COUNCIL WHAT WE FIND.

>> Craddick: THANK YOU.

>> I DON'T KNOW HOW IT MOVES FORWARD.

I TRIED TO INCLUDE IN MY TESTIMONY THAT THERE ARE A NUMBER OF PROJECTS THAT THE PORT OF PORTLAND HAS PROPOSED OVER A NUMBER OF YEARS THAT HAVE NOT HAD ANY BASIS IN ECONOMIC BENEFIT FOR THE REGION.

IT'S AN ORGANIZATION WHOSE FUTURE IS PRETTY LIMITED BY SOME MAJOR GLOBAL CONDITIONS AND WE DON'T SEE THAT THERE'S ANY NEED.

THE CITY HAS STUDIED THIS FOR A LONG TIME IN COLLABORATION WITH THE PORT OVER MANY YEARS.

THEY CONCLUDED LAST YEAR, IT SHOULD NOT MOVE FORWARD, AT LEAST FOR THE NEXT 20 YEARS BECAUSE THERE'S NO ECONOMIC BENEFIT AND THERE IS A HIGH RISK FOR BOTH PEOPLE AND WILDLIFE IN THAT AREA.

>> Hughes: THE PUBLIC PART OF THE HEARING IS OVER.

SO THANK YOU FOR THE INFORMATION.

>> MR. PRESIDENT, I THOUGHT SHE ADDRESSED BOTH OF US TO RESPOND.

I'M SORRY.

>> Hughes: MOSTLY STAFF.

THANK YOU.

ANY OTHER COMMENTS?

ANY OTHER QUESTIONS FOR COUNCIL?

OKAY.

YOU HEARD ME ANNOUNCE THE DATES AT WHICH WE ARE GOING TO TAKE THIS ISSUE UP AGAIN, NOVEMBER AND DECEMBER.

AND WITH THAT WE WILL MOVE ON TO THE NEXT ITEM ON THE AGENDA, WHICH IS RESOLUTION NUMBER 18-4902 OR THREE, I'M SORRY.

2018 Regional Transportation Plan



2018 Regional Transportation Plan

Appendix E

Consultation meeting summaries

September 14, 2018


Metro

 600 NE Grand Ave.
 Portland, OR 97232-2736

Meeting minutes

Meeting: **2018 Regional Transportation Plan consultation with tribes and federal, state and local agencies**

Date/time: August 6, 2018 | 2 - 4 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Dwight Brashear
 Jim Hagar
 MG Devereux
 Michael Karnosh
 Anthony Barber
 Anne MacDonald
 Rick Wallace
 David Seydlitz
 Nicole Hendrix
 Lidwien Rahman
 Jon Makler
 Rachael Tupica
 Phil Ditzler
 Matt Hoffman
 Ali Mirzakhali
 Mike Bomar
 Elaine Somers (via conference call)

Affiliate

South Metro Area Regional Transit (SMART)
 Port of Vancouver
 Oregon Parks & Recreation Department
 Confederated Tribes of Grande Ronde
 U.S. Environmental Protection Agency
 Clean Water Services
 Oregon Department of Energy
 Veterans Affairs Portland Regional Office
 South Metro Area Regional Transit (SMART)
 Oregon Department of Transportation
 Oregon Department of Transportation
 Federal Highway Administration
 Federal Highway Administration
 Oregon Department of Environmental Quality
 Oregon Department of Environmental Quality
 Port of Vancouver
 U.S. Environmental Protection Agency

Metro Staff Attending

Margi Bradway
 Tom Kloster
 Kim Ellis
 Lake McTighe
 Clifford Higgins
 Grace Cho
 Marie Miller
 Frankie Lewington

1. Welcome, introductions, purpose

Facilitator Clifford Higgins welcomed everyone to the meeting. Introductions were made. An overview of materials was given. Attendees were encouraged to fill out forms with topics of interest/concerns/comments to be discussed later in the meeting.

2. Metropolitan planning process and consultation overview

Margi Bradway, Deputy Director of Metro Planning and Development, provided an overview of the Metropolitan planning process, including how this relates to city, county, state and federal plans and policies. The purpose of consultations with our partners matters to the development of the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP). This meeting provided an opportunity to hear from each other on the 2018 RTP, particularly the environmental analysis and potential mitigation strategies, and desired consultation in future processes.

Mr. Higgins provided information on Metro, an elected regional government responsible for planning and services for:

- Land use (urban growth boundary)
- Transportation (Metropolitan Planning Organization)
- Parks and Nature
- Garbage and recycling
- Event venues

The greater Portland region includes 1.5 million people, 24 cities in three counties within 463 square miles. The MPO is authorized by Congress and the State of Oregon to coordinate and plan investments in the regional transportation system, and is necessary for the region to qualify for federal transportation funds.

Mr. Higgins further provided information on the RTP as the 25-year planning guide for the Portland region's transportation system, constrained by the budget of funds that can be reasonably expected over the course of the plan (local, regional, state and federal funds). The process of how RTP policies and goals help to identify projects with priorities was described. In addition, the Metropolitan Transportation Improvement Program (MTIP) was explained.

3. Background on the 2018 Regional Transportation Plan

Kim Ellis provided an overview of how the 2018 RTP was developed, the assessment results and how it will move forward through the adoption process through the rest of the year. Acknowledgement was given to the nearly 18,000 individuals that contributed their input and knowledge during the engagement process from 2015 to the present. Agency partners, local jurisdictions and the public have helped develop strategies, policies and projects in the RTP.

The initial environmental analysis of the 2018 RTP projects considered the following resource data:: the Regional Conservation Strategy High Value Habitat Areas (The Intertwine Alliance), wetland and waterways mitigation banks (Department of State Lands), National Register of Historic Places, and federally-recognized tribal Lands (Bureau of Indian Affairs).

Findings from the analysis of potential impacts to tribal and historic resources are:

- No federally-recognized tribal lands are located within the planning area.
- 62 projects located within 100 feet of historic places listed on the National Register
 - 21 are road or bridge projects
 - 17 are bike and pedestrian projects
 - 17 are transit capital projects
 - 5 are technology projects
 - 1 are throughway projects
 - 1 are freight access projects

Analysis of potential impacts to high value habit areas showed 73 percent of the 2018 RTP constrained projects (508 projects) intersect with high value habitat areas:

- 199 are road or bridge projects
- 225 are bike and pedestrian projects
- 22 are throughway projects

- 22 are transit capital projects
- 27 are technology projects
- 13 are freight access projects

Ms. Ellis reported that the region as worked to reduce criteria pollutant emissions over the past 20 years, and achieved attainment status from the federal government last fall. Monitoring and reporting of vehicle emissions will continue moving forward. Metro has a memorandum of understanding with the Oregon Department of Environmental Quality to estimate and report air toxics emissions as part of RTP system evaluations. In addition, the region will estimate and report greenhouse gas emissions as part of RTP system evaluations.

She described additional analysis of potential impacts to specific environmental resources to be completed, including: wetlands, flood plains and waterways, fish bearing streams,

Potential mitigation strategies are identified in Appendix F to the RTP for projects that intersect with resources analyzed. In addition, Chapter 3 of the RTP includes green infrastructure policies that recognize the benefits of green streets and support role of streets in managing runoff to meet both watershed and transportation needs. The Regional Transportation Functional Plan also includes provisions for minimizing stream crossings in developing areas. Metro's Complete Streets program, Greenspaces Master Plan and parks planning, natural areas acquisitions, and Nature in Neighborhood grants are examples of environmental mitigation strategies that Metro implements on an ongoing basis.

Final steps to leading to adoption of the 2018 RTP and four strategies include holding a 45-day public comment period, which ends August 13. Agencies invited to consult on the draft RTP may provide further comments up to August 20. Metro staff will propose amendments to respond to public comments received for consideration by the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) at the joint workshop on August 29 and during regular committee meetings in September and October. In October, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) will be asked to make their respective recommendations to the Metro Council on adoption of proposed amendments and the 2018 RTP and strategies for safety, freight, transit and emerging technology. In early December, the Metro Council will be asked to consider MPAC and JPACT's recommendations on adoption of the 2018 RTP and the four strategies. A second public hearing will be held on Nov. 8. The Metro Council is scheduled to consider adoption of the plan on December 6.

4. 2018 RTP consultation with tribal and federal, state and local partners

Comment cards were collected.

- Question on how to consider and address stormwater run-off volume and water quality earlier in the planning process – before implementation.

While the RTP identifies potential mitigation strategies for avoiding or minimizing project impacts on water resources, it was recommended that early collaboration occur between resource agencies, conservation organizations and planners to identify stormwater issues so mitigation strategies can be considered earlier in land use and transportation planning process. Prioritizing stormwater management in early project planning and design should be encouraged and will result in better stormwater management and resource protection outcomes. Project planning needs to ensure there is enough right-of-way to include green infrastructure.

- Question on documentation of technical assumptions used in regional models and how the regional models measure fuel consumption and vehicle emissions, particularly greenhouse gas emissions.

While the State of Oregon collects this kind of data and has developed analysis tools over the past years, there are more opportunities to develop qualified measurements on transportation-related greenhouse emissions. More documentation of the assumptions used for different technologies, fuel economy, mix and consumption and other factors should be provided in support of the analysis.

Ms. Ellis explained that modeling staff are currently documenting these assumptions so they can be added to the appendix. She reported that Metro uses the EPA-approved emissions model (called MOVES), which includes a number of assumptions that are allowed for transportation conformity analyses. She also expressed interest being able to report historic emissions related data that DEQ and the Department of Energy (DOE) collect to improve documentation and monitor progress in between scheduled RTP updates.

DOE staff reported that measurement of air toxic emissions by MOVES has varied greatly during testing partly due to west coast/east coast fleet differences. Emissions estimates can vary by as much as 10 percent. Ms. Ellis commented on the challenge of changing some of the MOVES technical assumptions to better reflect local factors but that several assumptions have been changed to reflect local, west coast conditions. This information will be documented in the final analysis.

The current federal administration may change direction and loosen more stringent requirements related to the fuel economy standards. It was noted that documenting the assumptions used in the regional model is important given the potential for these factors to change over time.

- Question on travel demand forecasts falling short of the RTP goal to triple walking, biking and use of transit. A concern was raised that the RTP appears to give up on achieving this goal.

Metro staff acknowledged the RTP falls short of the aspirational performance goal. Ms. Bradway explained that Metro evaluated all projects submitted by local governments, ODOT, and transit providers as a system. The evaluation provided a “mirror” for regional partners to consider revisions to the draft project lists to better meet these and other goals. Ms. Bradway further explained some of the factors limiting partner changes to the RTP project list. Metro can work toward providing more direction to jurisdictions in future local transportation system plan (TSP) and RTP updates.

- Questions on bi-state coordination between Metro and the Southwest Washington Regional Transportation Council (RTC). Specifically the timing of major projects, the potential of a 3rd bridge across the Columbia River and transit planning.

Tom Kloster provided an overview of ongoing collaboration and coordination between Metro and RTC. RTC uses Metro’s travel model for its RTP updates and land use forecasts are also coordinated so both agencies also use the same land use and transportation assumptions for any analysis that is conducted. He further explained that for the first time Metro and RTC’s RTP updates are in sync. Further coordination involves the Bi-State coordination committee, which

provides a forum for policymakers, Port agencies, transit providers and ODOT Region 1 and WSDOT to discuss and coordinate on issues of bi-state significance.

- Question on how freight corridors are prioritized and request that the SW RTC freight routes and Port of Vancouver intermodal facilities be more clearly designated on the RTP freight system maps to show the cooperation between Oregon and Washington.

The updated Regional Freight Strategy prioritizes intermodal connectors as these routes provide important connections to air, rail and marine terminals. Part of the key planning is showing connection strategies for economic development and on-time deliveries. It was recommended to identify these “ship to rail” and “ship to truck” routes, and facilities in a broad scope for the full bi-state region.

Federal Highway Administration staff explained the agency encourages cooperation and collaborative planning for an entire urbanized area, which would include the greater Portland and SW Washington urbanized area. Past RTP project lists have not listed project priorities for the Southwest Washington. Mitigation is another issue that can have shared resources and planning. It was recommended that agencies have conversations frequently to address these bi-issues for the entire region.

- Question on whether energy pipelines were addressed in the plan. With near capacity now, expected growth in the region will require more planning on this.

Tom Kloster reported that pipelines are addressed in the plan and future efforts will address planning for emergency transportation routes in the region.

- Question on commuter patterns between counties and states and the impact of vehicle inspection programs on forecasted emissions, given possible changes to required inspections in the future.

A question was also raised about how MOVES accounts for differences between Oregon and Washington vehicle profiles and vehicle inspection programs. Ms. Ellis indicated staff would document this in the technical assumptions discussed earlier. It was recommended that more study of commuter travel patterns and related emissions be conducted. It was clarified that the estimated one-half million more people living the region by 2040 reflect population growth within the Metro MPO planning area. If including neighboring cities and the 7-county area in OR and Clark County, WA it would be closer to 1 million. It was noted the modeling assumes Clark County, WA and neighboring cities population growth.

- The Columbia River Crossing project is on the draft RTP project list. A commuter ferry project between Vancouver and Portland shows strong support with public comments. Vancouver Washington has interest in advancing the Columbia River Crossing project to an earlier time period than the Metro RTP has identified.
- Question on the methodology used to measure transit efficiency and ridership shown in Table 7.3, Transit Productivity.

Ms. Ellis reported this measure was a model output based on revenue hours and total boarding. The measure includes all transit service assumed in the RTP model, including SMART bus, TriMet, C-Tran and the Portland Streetcar. Staff will better document this in the final plan.

- Question on whether electric vehicles and charging infrastructure are part of Metro's planning.

Infrastructure for charging electric vehicles is not accounted for in the RTP, but there is an Emerging Technology Strategy that includes ride hailing, autonomous and electric vehicles. The investments with charging stations are typically addressed by local governments in partnership with public entities/private companies and statewide facilities. The types of charging infrastructure differ across the region and state. The ownership of infrastructure may be worth further discussion and planning.

Slow charging overnight stations are becoming more common, allowing buses to stay out longer periods for service routes. This can allow for continual service routes, with fast charges located on bus routes. It was noted that ride-hail/share rides are not reflected in the model, but will have an effects on future planning. Other issues to monitor are older electric vehicle fleets, rebate incentives, adding/building infrastructure and electric scooters now in the mix with transportation.

- Question on more plans to remove single lanes of MAX lines to elevate through downtown areas to eliminate congestion to buses and vehicles.

Metro staff reported analysis and consideration of placing MAX underground for efficiency was noted as a future study in the draft RTP and draft Regional Transit Strategy.

- Question on if there was a project prioritization process for selection of projects with funding.

It was acknowledged that Metro's Regional Flexible Funding Allocation and ODOT's funding processes use project prioritization criteria to inform project selection. Ms. Ellis reported that the RTP update project priorities are submitted by jurisdictional partners in support of the RTP goals and come from adopted plans or studies that provided opportunities for public comment. She explained that while the projects are not currently prioritized relative to each other, this RTP update piloted project-level evaluation criteria that will be further refined and used for to inform project prioritization and selection during future updates to the plan.

- Question on addressing the "bus on shoulder" of roads.

Staff responded discussions of this are in the draft RTP and draft Regional Transit Strategy.

- Question on whether the draft RTP sets the region on a path to meet federal transportation performance management requirements.

Acknowledgement was given that the draft RTP meets federal requirements for the safety and CMAQ measures, but more work is needed to ensure data collection and monitoring is more coordinated between ODOT, TriMet, SMART and Metro to address other measures for pavement condition, freight reliability and system performance. It was suggested an appendix be created to document roles and responsibilities for each agency and Metro as well as deadlines for target setting and reporting. This should also be noted in the RTP implementation chapter (Chapter 8).

Metro and ODOT staff reported that conversations have begun on this and that the Oregon Transportation Commission adopted statewide targets in May. FHWA staff indicated they will be

reviewing the safety performance measures first, and then the remaining measures will be required to be addressed by the next update of the Metropolitan Transportation Improvement Program (MTIP). It was noted that the region participated in target setting discussions with ODOT earlier in the year, and will continue to do so. Metro staff indicated there may be a limited number of measures that differ from the state adopted targets.

- Appreciation was given to Metro staff on the work with the RTP and documents provided for review. More consultations were noted with federal staff in upcoming weeks. They look forward to providing more input for efficiency and guidance on the draft plan and strategies.
- With the uncertainty of legislative changes in rules and regulations possible, it was important to monitor issues. Appreciation on comments regarding freight corridors and safety disruption for transporting goods and services, as well as hazardous waste on the system. A closer look at stormwater drainage is needed. “Glider Trucks” was called out for rebuilt old diesel engines that are now traveling on the state’s roads.

Following this discussion it was noted that the summary of the meeting would be sent out to attendees. A reminder that the public comment period on the RTP ends on August 13. For agencies that have been requested to consult on the RTP, the deadline for comments has been extended to Monday, August 20. Comments and proposed changes will be worked into the documents through the decision-making process with technical and policy committee reviews.

5. Future consultation

Mr. Higgins noted the handout “Be involved in building a better system for getting around greater Portland” with sections on the RTP and how to be involved. The handout “Future consultation preference” was provided with agency and tribal input asked on engagement interest and communications on the RTP and MTIP. Participants were also asked to check boxes to indicate how they would like to be involved in future efforts.

Further comments:

- The consultation process required by federal highway and federal transportation administrations for MPOs, such as Metro, extend to agency to agency for discussion with land use and transportation issues planning so that they are not in conflict with each other. They are also looking at ideas and strategies agencies could share with Metro that would be helpful for review, so that federal funds are spent more efficiently. It was noted that Metro regularly consults with agencies on a broad number of issues and processes to help coordinate efforts.
- A need for leadership on our environmental issues for legislative efforts was noted.
- The work at home trend was noted and future discussion on creating incentives for lessening impacts on transportation needs might be developed.
- Question on how we might work ahead on issues between this adoption of the RTP and the next one in five years. NEPSC, National Environmental Partnership Sustainable Communities, is working on disaster resiliency issues now. Building the infrastructure for common groundwork on this issue would be an opportunity for continued consultations between agencies. It was noted that agencies had different process development and desired consultation methods. However, these gatherings on a periodic basis would be beneficial. Keeping the format informal and easy to attend was recommended.

6. Thank you and next steps

A reminder to complete the checklist indicating level of interest given to further consultations. For those not able to attend the meeting, this information would be provided to the agencies. A survey will

follow on next steps and further meetings, if planned. Attendees were gratefully acknowledged for participating in the consultation meeting.

7. Adjourn

Meeting was adjourned at 4 p.m. Meeting summary submitted by Marie Miller, Metro


Metro

 600 NE Grand Ave.
 Portland, OR 97232-2736

Meeting minutes

Meeting: 2018 RTP U.S. Forest Service Consultation

Date/time: Tuesday, August 14, 2018

Location: Metro regional center, room 401

Attendees:

Amanda Warner Thorpe, Regional Transportation Program Manager, USFS

Brad Cownover, Regional Landscape Architect, USFS

Rachel Pawlitz, Community Engagement Officer for Columbia Gorge Scenic Area, USFS (via phone)

Metro staff in attendance:

Tom Kloster, Regional Planning Manager

Kim Ellis, RTP Project Manager

Frankie Lewington, Communications Specialist

1. Welcome, introductions, purpose

Kim Ellis, RTP Project Manager, welcomed everyone to the meeting. Introductions were made. An overview of the consultation purpose and materials was given.

2. Metropolitan planning process and consultation overview

Kim Ellis provided an overview of the metropolitan planning process, including how the Regional Transportation Plan (RTP) relates to city, county, state and federal plans and policies, and the purpose of consultation to inform periodic updates to the RTP and the Metropolitan Transportation Improvement Program (MTIP). This meeting provided an opportunity to hear from the U.S. Forest Service on the 2018 RTP, particularly the environmental analysis and potential mitigation strategies, and how they would like to be consulted in future planning processes.

3. Background on the 2018 Regional Transportation Plan

Kim Ellis provided an overview of how the 2018 RTP was developed, the assessment results and how it will move forward through the adoption process through the rest of the year. Acknowledgement was given to the nearly 18,000 individuals that contributed their input and knowledge during the engagement process from 2015 to the present. Agency partners, local jurisdictions and the public have helped develop strategies, policies and projects in the RTP.

The initial environmental analysis of the 2018 RTP projects considered the following resource data: the Regional Conservation Strategy High Value Habitat Areas (The Intertwine Alliance), wetland and waterways mitigation banks (Department of State Lands), National Register of Historic Places, and federally-recognized tribal Lands (Bureau of Indian Affairs).

She described additional analysis of potential impacts to specific environmental resources to be completed, including: wetlands, flood plains and waterways, and fish bearing streams based on feedback provided to date. Potential mitigation strategies are identified in Appendix F to the RTP for projects that intersect with resources analyzed. In addition, Chapter 3 of the RTP includes green infrastructure policies that recognize the benefits of green streets and support role of streets in managing runoff to meet both watershed and transportation needs. The Regional Transportation Functional Plan also includes provisions for minimizing stream crossings in developing areas. Metro's Complete Streets program, Greenspaces Master Plan and parks planning, natural areas acquisitions,

and Nature in Neighborhood grants are examples of environmental mitigation strategies that Metro implements on an ongoing basis.

Final steps to leading to adoption of the 2018 RTP and four strategies included holding a 45-day public comment period, which ended August 13. Agencies invited to consult on the draft RTP may provide further comments through August 20. Metro staff will propose amendments to respond to public comments received for consideration by the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) at the joint workshop on August 29 and during regular committee meetings in September and October. In October, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) will be asked to make their respective recommendations to the Metro Council on adoption of proposed amendments and the 2018 RTP and strategies for safety, freight, transit and emerging technology. In early December, the Metro Council will be asked to consider MPAC and JPACT's recommendations on adoption of the 2018 RTP and the four strategies. A second public hearing will be held on Nov. 8. The Metro Council is scheduled to consider adoption of the plan on December 6.

4. U.S. Forest Service Comments

Amanda Warner Thorpe expressed appreciation for being invited to consult and share information.

Brad Cownover reported they are working in partnership with other state and federal agencies to prepare a NW Collaborative Long-Range Transportation Plan that identifies goals and strategies for protecting resources, improving safe travel, improving multi-modal access to public lands and minimizing greenhouse gas emissions from public lands transportation systems. The plan covers federal public lands in Oregon and Washington, including the Columbia Gorge Scenic area. This information would be shared with Metro staff.

Rachel Pawlitz reported the Gorge Express transit service supports the transportation plan goals, providing an important travel option for accessing public lands in the Gorge given that some destinations are near capacity. Transit can be a viable alternative. She also explained the agency is interested in a "round the mountain" transit option via OR 35, US 26 and I-84.

5. Future consultation

The group discussed finding ways to have ongoing connections to better coordinate and collaborate on planning efforts. One area of potential collaboration identified was to geocode meet-up places for accessing public lands. There are many locations in the region where people formally (e.g., Gorge Express) and informally (e.g., hiking groups) meet up to share rides into the Gorge to trails and other federal public plans. Currently this information is not in a structure database, but could be useful for understanding regional travel needs.

6. Thank you and next steps

The meeting concluded with a request for staff to complete the online survey on how best to consult with USFS in the future. A link to the survey will be sent out in a follow-up email.


Metro

 600 NE Grand Ave.
 Portland, OR 97232-2736

Meeting minutes

Meeting: 2018 RTP FHWA/FTA consultation

Date/time: Tuesday, August 21, 2018

Location: Metro regional center, room 501

Attendees:

Rachael Tupica, Federal Highway Administration
 Jeremy Borrego, Federal Transit Administration
 Jon Makler, ODOT Region 1

Metro staff in attendance:

Kim Ellis
 Ted Leybold
 Cliff Higgins
 Grace Cho (*via phone*)
 Ken Lobeck
 Frankie Lewington
 Marie Miller

Feedback from FHWA and FTA

Transportation Equity Evaluation

Grace Cho gave an overview of the equity analysis work and focus areas, as well as priority outcomes identified through the engagement and technical process.

- **FTA:** Exceptional work done on the equity analysis. It is comprehensive. Staff went above and beyond of what was required. The plan does a spectacular job of communicating the history of disparities and discrimination in the region; major kudos for involving the EJ populations and community in the process of plan evaluation and development. The work reflects the 3-legged stool envisioned by the Executive Order and federal guidance – assess benefits, assess burdens (adverse effects) and engage community in the assessment.
- **FHWA:** Reiterating FTA's comments, specifically about going above and beyond of what other MPO's usually do. Appreciative of reaching out to community during development and evaluation of the plan. Feels comfortable with the findings made in plan and where the plan is.
- **FTA and FHWA:** How you choose to move forward with the plan is okay with us. Kim Ellis mentioned that steps have been mapped out in Chapter 8, one example being how to improve Metro's ability to better measure access and how it changes under different investment scenarios.
- **FHWA:** Cliff Higgins asked for feedback on the equity analysis approach, specifically if the all the measures should be looked at in aggregate or assessed one by one when making a determination of disproportionate impact for the plan. FHWA recommended considering both.
- **FTA:** The question to answer is whether plan is serving historically marginalized communities as well as other communities. The threshold is whether an impact is "disproportionately high."
- **ODOT:** Jon Makler asked if there is something to be measured in the MTIP to ensure consistency with the RTP. The group discussed putting explicit policy direction for the MTIP into the RTP Ordinance during the plan adoption action to ensure that the outcomes we articulate in the RTP

get implemented by the MTIP. Specific language suggested to include was “committing to follow through on funding decisions that achieve desired outcomes and acknowledge equity evaluation findings with investment decisions.”

- **FHWA:** Noted two federal grant opportunities were coming out soon that Metro might be interested to pursue. The FHWA Resource Center grant on technology deployment that could include sharing technical information such as the equity evaluation. Rachael mentioned that the National Transit Institute (NTI) will be offering an environmental justice course and encouraged Metro to host and share the equity analysis conducted for the 2018 RTP. Grace Cho noted that she is already scoping out to see if Metro can host the course. Rachael also noted that Metro’s submittal for the National Economic Partnerships Grant hints at accessibility and equity and suggested following up with staff involved in the grant to determine if an opportunity exists to advance RTP equity recommendations.

RTP Financial Documentation and Assumptions

Ted Leybold gave a general overview of Chapter 5: Our Transportation Funding Outlook and Ken Lobeck gave a general overview of the process to develop the financial forecast and its implications.

- **FHWA:** Demonstration of financial constraint. Rachael noted that she did not see a comparison table/breakout of revenues and costs for the financially constrained project list for the two time periods used for the project list. Metro staff agreed to add a table summarizing the forecasted revenues and project costs for the planning period.
- **FHWA:** Would also like to see more about how the forecast was developed. The group discussed the RTP finance work group, ODOT led long-range funding work group and coordination with transit providers to develop transit revenue assumptions. Metro staff agreed to review the format and outline of the chapter for clarity, including a break out of the Introduction and Summary.
- **FHWA:** Recommend defining operations and maintenance costs. Ken Lobeck noted it was difficult since several jurisdictions and agencies define O&M differently. Rachael suggested distinguishing between “hard” and “soft” maintenance. Metro staff will edit these descriptions for clarity and more thorough description of O&M costs.
- **FHWA:** Wanted clarification on revenues and costs being report in “2016” dollars, how inflation was accounted for and why revenues were discounted back to 2016. Ted and Ken explained that development of the draft forecast began in 2016 and as a result project costs and revenues are presented in 2016 dollars. Metro staff will edit this description for clarity.
- **FTA:** Really helpful to have cost breakdowns by modes. Jeremy suggested frontloading all of this information in an executive summary.
- **FHWA:** Rachael noted that the federal financial assumptions for the next RTP update do not have to be broken down by federal funding codes, but it is important to keep FTA and FHWA funds separate. Metro staff will review the description of revenues and ensure revenues administered by FHWA and FTA are clearly distinguished.
- **FHWA:** Suggestion to define federal, state and local funds up front to let readers know which program is which throughout the document. Specific edits:
 - page 25 – Metro is not a direct recipient of federal funds
 - page 26 – clearly document ODOT revenue assumptions
- **FHWA:** Wanted to know where the assumptions on congestion pricing were located. Kim mentioned that no congestion pricing and related revenue is assumed beyond the estimated

tolling revenues included as part of the finance plan for the I-5/Columbia River crossing project. The congestion pricing discussions are still in the beginning stages.

Other comments

- **FTA:** Modes are well integrated
- **FTA:** Suggestion to have a document that synthesizes the entire RTP; noted how big the document is and how hard it is for the public to consume. Cliff Higgins mentioned that a “briefing book” was developed to do just that – synthesize the most relevant parts of the plan for the public and decision-makers.

Final thoughts

- **FTA:** Commending how well the equity lens is applied throughout the plan. Also asked that every map have a legend, activate hyperlinks to the table of contents and appendices and other resources cited to help reader’s more easily navigate the documents.
- **FHWA:** For future plan updates, think about innovative ways to present the information.
- **FHWA:** Will be looking to see how feedback from the consultation meetings are reflected in the final plan.
- **FHWA:** Use the FHWA Resource Center opportunities to set up the region and project team for the next update.

2018 Regional Transportation Plan



2018 Regional Transportation Plan

Appendix F

Public comment index

September 14, 2018

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Abadie	William	U.S. Army Corps of Engineers	Letter	B, pg. 176
Adams	Adelle	Multnomah County	Email	A, pg. 33
Addison	Audrey	Community member	Email	A, pg. 13
Appleman	Luisa	Community member	Email	A, pg. 12
Arnell	Tony	Community member	Email	A, pg. 15
Axelrod	Russell	Willamette Falls Locks Commission	Letter	B, pg. 43
Bailey	Bryan	Community member	Email	A, pg. 12
Baldrige	Stephanie	Community member	Email	A, pg. 12
Banks	Rachael	Multnomah County Health Department	Letter	B, pg. 29
Bates	Alan	ReachNow	Letter	B, pg. 20
Batson	Scott	Community member	Email	A, pg. 7
Benner	Janine	Oregon Department of Energy	Letter	B, pg. 157, 159
Berman	Alyson	Community member	Email	A, pg. 11
Bernard	Jim	Clackamas County Coordinating Committee	Letter	B, pg. 37
Bezner	Mike	Clackamas County	Letter	B, pg. 73
Black	Janet	Community member	Email	A, pg. 14
Blackstone	Linore	Community member	Email	A, pg. 13
Bladholm	Susan	Community member	Email	A, pg. 7
Blasher	Jonathan	Metro	Letter	B, pg. 117
Bluemmel	Robyn	Community member	Email	A, pg. 13
Boyle	Richard	Community member	Email	A, pg. 14
Brashear	Dwight	SMART	Email, Letter	A, pg. 43; B, pg. 111
Brice	Lisa	Community member	Email	A, pg. 14
Brieier	Rene	Community member	Email	A, pg. 14
Brown	Nathaniel	Portland Business Alliance	Email	A, pg. 39
Brown	Aaron	Community member	Public testimony	D, pg. 7
Browning	Sheena	Community member	Email	A, pg. 15
Buehrig	Karen	Clackamas County	Email	A, pg. 32
Caster	James	Community member	Email	A, pg. 4
Chapin	Heather	Community member	Email	A, pg. 13
Charles	John	Cascade Policy Institute	Email	A, pg. 36
Chesarek	Carol	Community member	Email	A, pg. 38
Ching	Kristina	Community member	Email	A, pg. 15

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Collins	Elizabeth	Community member	Email	A, pg. 12
Conrad-Antoville	Kristin	Community member	Email	A, pg. 12
Cunningham	Casey	Community member	Email	A, pg. 12
David	Lynda	SWRTC	Email	A, pg. 37
Davidson	Todd	Travel Oregon	Letter	B, pg. 14
De Ville	Anna	Community member	Email	A, pg. 12
Dean	Leila	Community member	Email	A, pg. 14
Demarest	Richard	Community member	Email	A, pg. 14
Deumling	Reuben	SE Uplift	Letter	B, pgs. 2, 4
Devlaeminck	Michelle	Community member	Email	A, pg. 15
Dickson	Michele	Community member	Email	A, pg. 13
Dollar	Margaret	Community member	Email	A, pg. 14
Dublinski-Milton	Terry	SE Uplift	Email, Letter	A, pgs. 6, 31; B, pgs. 2, 4, 69
Dublinski-Milton	Terry and Krystofer	Community member	Email	A, pg. 29
Dula	Mariah	NE Coalition of Neighborhoods	Email, Letter	A, pg. 38; B, pg. 45
Duval	Robert	Community member	Email	A, pg. 13
Emery	Richard	Community member	Email	A, pg. 14
Enloe	Tegan	City of Tigard	Email	A, pg. 46
Ensign	Dianne	Community member	Email	A, pg. 12
Faha	Lori	City of Tigard	Letter	B, pg. 116
Fahs	Lydia	Community member	Email	A, pg. 12
Farewell	Dashiell	Community member	Email	A, pg. 13
Farkas	Susan	Community member	Email	A, pg. 5
Faught	Leslie	Community member	Email	A, pg. 12
Ferguson	Susan	Community member	Email	A, pg. 14
Ferrer	Amaury	Community member	Email	A, pg. 12
Fitzgerald	Marianne	Community member	Email	A, pg. 8
Foti	Frank	Vigor	Letter	B, pg. 7
Gamache	Melisse	Community member	Email	A, pg. 12
Garrett	Matthew	Oregon Department of Transportation	Letter	B, pgs. 157, 161
Geilsen	Jeff	Community member	Public testimony	D, pg. 5
Goldberg	Marshall	Community member	Email	A, pg. 13
Goldsmith	Dell	Community member	Email	A, pg. 13

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Goodwind	Heather	Community member	Email	A, pg. 12
Grabe	Linda	Community member	Email	A, pg. 12
Granum	Patricia	Co-Operations, Inc.	Letter	B, pg. 10
Greer	Carol	Community member	Email	A, pg. 13
Grisham	Elka	Community member	Email	A, pg. 5
Hagar	Jim	Port of Portland	Email	A, pg. 44
Hagerbaumer	Chris	Oregon Environmental Council	Email	A, pg. 25; B, pg. 63
Hansen	Mark	Community member	Email	A, pg. 15
Harder	Cindy and Steve	Community member	Letter	B, pg. 11
Harvey	Colin	Community member	Email	A, pg. 13
Heath	Susan	Community member	Email	A, pg. 13
Helzer	Tim	Community member	Public testimony	D, pg. 5
Henderson-Winnie	Bonnie	Community member	Email	A, pg. 13
Herbert	Jack	Community member	Email	A, pg. 12
Herring	J. Clayton	NBS Real Estate Consulting	Letter	B, pg. 9
Hesse	Eric	Portland Bureau of Transportation	Email	A, pg. 37
Hill	Rowena	Community member	Email	A, pg. 13
Hodson	Brian	Clackamas County Coordinating Committee	Letter	B, pg. 37
Horvath	Carolyn	Community member	Email	A, pg. 14
Hubble	Marlene	Community member	Email	A, pg. 15
Hwang	Adelia	Community member	Email	A, pg. 13
Iannarone	Sarah	Community member	Public testimony	D, pg. 9
Jacoby	Catherine	Washington County	Email	A, pgs. 34, 45
Jamtgaard	Ron	Community member	Email	A, pg. 16
Jerro	Bonnie	Community member	Email	A, pgs. 12, 14
Jones	Sennie	Community member	Email	A, pg. 13
Joyce	Mary Anne	Community member	Email	A, pg. 12
Karpenick	Janice	Community member	Email	A, pg. 12
Katz	Philip	Community member	Email	A, pg. 12
Katz	Marissa	Community member	Email	A, pg. 40
King	Jennifer	Community member	Email	A, pg. 13
Kinnard	Adam	Community member	Email	A, pgs. 12, 14
Kirkham	Elizabeth	Community member	Email	A, pg. 15

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Kraushaar	Nancy	City of Wilsonville	Email, Letter	A, pg. 4; B, pg. 85
Krueger	Penny	Community member	Email	A, pg. 4
Kuhnhausen	Kelsey	Community member	Email	A, pg. 12
Kuticka	Thea	Community member	Email	A, pg. 15
LaBar	Janet	Greater Portland Inc.	Letter	B, pg. 23
Labbe	Jim	Community member	Email	A, pg. 12
Labbe	Ted	Urban Greenspaces Institute	Email, Letter	A, pg. 49; B, pg. 169
Lewis	Jessica	Community member	Email	A, pg. 14
Lewis	John	City of Oregon City	Letter	B, pg. 47
Liden	Keith	Community member	Email	A, pg. 25
Lindekugel	Annie	Community member	Email	A, pg. 16
MacDonald	Anne	Clean Water Services	Email	A, pg. 47; B, pg. 155
Macko	Peggy	Community member	Email	A, pg. 13
Magnuson	Linda	Community member	Email	A, pg. 12
Makler	Jon	Oregon Department of Transportation	Email	A, pg. 48
Malan-Thompson	Kathleen	Community member	Email	A, pg. 14
Malsin	Brad	Central Eastside Industrial Council	Letter	B, pg. 17
Marek	Joe	Clackamas County	Email	A, pg. 41
Markstaller	Matthew	Daimler	Letter	B, pg. 21
Marshall	John	Community member	Email	A, pg. 13
Martin	Andrea	Community member	Email	A, pgs. 12, 14
Mates	Susan	Community member	Email	A, pg. 12
McCullough	Robert	SE Uplift	Letter	B, pg. 69
McDowell	Cheryl	Community member	Email	A, pg. 12
McFadden	Robert	Community member	Email	A, pg. 9
McIntyre	Anne	Community member	Letter	B, pg. 22
Melchior	Lee	Community member	Email	A, pg. 14
Melof	Theresa	Community member	Email	A, pg. 12
Merfeld	Sue	Community member	Email	A, pg. 14
Meskel	Micah	Community member	Public testimony	D, pg. 10
Meyers	Joshua	Community member	Email	A, pg. 14
Miller	Dave	Community member	Email	A, pg. 13
Miller	Jeff	Travel Portland	Letter	B, pg. 13

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Mintkeski	Walt	Community member	Email	A, pg. 13
Moore	Terri	Community member	Email	A, pg. 13
Morell	Nicholas	Community member	Email	A, pg. 13
Morton	Rebecca	Community member	Email	A, pg. 15
Mozer	Dana	Community member	Email	A, pgs. 13, 14
Murphy	Jillian	Community member	Email	A, pg. 13
Murr	Bobbee	Community member	Email	A, pg. 14
Multnomah County	[unsigned]	Multnomah County	Letter	B, pg. 83
City of Tualatin	[unsigned]	City of Tualatin	Letter	B, pg. 115
Met. Mayor's Consort.	[unsigned]	Metropolitan Mayors' Consortium	Letter	B, pg. 179
Naslund	Glenice	Community member	Email	A, pg. 12
Nelson	Marianne	Community member	Email	A, pg. 13
Nelson	Terri	Community member	Email	A, pg. 13
Nelson	Kimber	Community member	Email	A, pg. 14
Ngo	Aja	Community member	Email	A, pg. 12
Nutt	Jay	Community member	Email	A, pg. 12
O'Brien	Frances	Community member	Email	A, pgs. 12, 14
Ottenad	Mark	City of Wilsonville	Email	A, pg. 33
P	C	Community member	Email	A, pg. 12
Parker	Terry	Community member	Email	A, pgs. 16, 17-25
Parmer	Linda	Community member	Email	A, pg. 14
Pepitone	Andrea	Community member	Email	A, pg. 12
Pickering	Karen	Community member	Email	A, pg. 14
Pollard	David	Community member	Email	A, pg. 14
Potestio	Richard	Community member	Email	A, pg. 1
Poulsen	Barbara	Community member	Email	A, pg. 12
Prior	Garet	City of Tualatin	Email	A, pg. 45
Pyszka	Alisa	Community member	Letter	B, pg. 5
Ransom	Matt	SWRTC	Letter	B, pg. 103
Rauworth	Steve	Community member	Email	A, pg. 13
Redman	Julie	Community member	Email	A, pg. 12
Reiss	Jacob	Community member	Email	A, pg. 13
Ricker	Robin	Community member	Email	A, pg. 13

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Risser	William	Community member	Email	A, pgs. 13, 14
Rivas	Julie	Community member	Email	A, pg. 14
Roberts	Jeffery	Community member	Email	A, pg. 14
Robertson	Dave	Portland Business Alliance	Letter	B, pg. 109
Robertson-Gardiner	Christina	City of Oregon City	Email	A, pg. 28
Robinhold	Curtis	Port of Portland	Letter	B, pg. 15
Rochlin	Arnold	Community member	Email	A, pg. 13
Rogers	Roy	Washington County Coordinating Committee	Letter	B, pg. 113
Romerein	Deborah	Community member	Email	A, pg. 14
Rue	Jim	Department of Land Conservation and Development	Letter	B, pgs. 157, 168
Ryan	Marie	Community member	Email	A, pg. 12
Rymsza	Adam	Community member	Email	A, pg. 13
Sallinger	Bob	Audubon Society	Email, Letter	A, pg. 8; B, pg. 31
Salomon	Sherry	Community member	Email	A, pg. 13
Savas	Paul	Clackamas County	Email, Letter	A, pg. 28; B, pg. 67
Schaefers	Alexandra	Community member	Email	A, pg. 13
Schall	Lecia	Community member	Email	A, pg. 13
Schlosshauer	Kari	Safe Routes to School	Email, Letter	A, pg. 10; B, pg. 39
Schmelzer	Shawn	Community member	Email	A, pg. 14
Schoettlin	Jamie	Community member	Email	A, pgs. 13, 14
Seaver	Mela	Community member	Email	A, pg. 12
Sewell	Gabriella	Community member	Email	A, pg. 14
Shapiro	Beppie	Community member	Email	A, pg. 13
Sheibley	Kathryn	Community member	Email	A, pg. 12
Sheridan	Kathleen	Community member	Email	A, pg. 14
Shovelin	Sharon	Community member	Email	A, pg. 15
Sidorchuk	Ivan	Community member	Email	A, pg. 14
Sims	LeeAnn	Community member	Email	A, pg. 13
Singelakis	Andrew	Washington County	Letter	B, pg. 89
Smith	Chris	Community member	Public testimony	D, pg. 6
Soll	Jonathan	Metro	Email	A, pg. 47
Somers	Elaine	EPA	Email	A, pg. 48
Stark	Eileen	Community member	Email	A, pg. 14

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Steeves	Marshall	Community member	Email	A, pg. 43
Stutz	Susan	Community member	Email	A, pg. 15
Sultany	Gary	Community member	Email	A, pg. 14
Swaren	Ron	Community member	Public testimony	D, pg. 3
Terrell	Murphy	Community member	Email	A, pg. 13
Tiefer	Hillary	Community member	Email	A, pg. 13
Tiefer	Hillary	Community member	Email	A, pg. 14
Todd	Judy	Community member	Email	A, pgs. 12, 14
Tortorici	John	Community member	Letter	B, pg. 12
Turner	Dena	Community member	Email	A, pg. 14
Valencia	Joanna	Multnomah County	Email	A, pg. 32
Van Dyke	Martha	Community member	Email	A, pg. 41
Van Stelle	Sue	Community member	Email	A, pg. 13
Viehoff	Leslee	Community member	Email	A, pg. 14
Vivola	Lloyd	Community member	Email	A, pg. 14
Walpole	Christine	Community member	Email	A, pg. 14
Ward	Wesley	Community member	Email	A, pg. 14
Wardell	Erin	Washington County	Email	A, pg. 34
Warner	Chris	Portland Bureau of Transportation	Letter	B, pg. 105
Wax	Ellen	Working Waterfront Coalition	Letter	B, pg. 19
Weedall	Susan	Community member	Email	A, pg. 12
Weston	Susan	Community member	Email	A, pg. 15
Weston	Linda	Rapporto	Letter	B, pg. 24
Weston	R. Gregg	Clackamas County Business Alliance	Letter	B, pg. 25
Wheeler	Ted	City of Portland	Letter	B, pg. 16
White	Melody	U.S. Army Corps of Engineers	Email	A, pg. 50
Whitman	Richard	Oregon Department of Environmental Quality	Letter	B, pgs. 157, 165
Wilborn	Sandra	Community member	Email	A, pg. 14
Wilcox	Peter	Community member	Letter	B, pg. 8
Wilde	Claire	Community member	Email	A, pg. 12
Williams	Kyenne	Community member	Email	A, pg. 12
Williams	Kimberly	Community member	Email	A, pg. 15

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Williams	John	City of West Linn	Email, Letter	A, pgs. 15, 42; B, pg. 44
Wilson	W Kent	Community member	Email	A, pg. 12
Wilson	Trent	Clackamas County	Email	A, pg. 17; B, pg. 44
Wolcott	Abby	Community member	Email	A, pg. 27
Wright	Eric	PDX Container	Email	A, pg. 3
Yarborough	Karen	Community member	Email	A, pg. 13

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.

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Metro Council President

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2018 Regional Transportation Plan



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