



Engagement Report

DRAFT

Summary of 2023 Regional Transportation Plan
engagement survey #3: Investment Priorities

May 2023



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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. The Metro Council adopts the recommended action or refers it back to JPACT with a recommendation for amendment.

Project website: oregonmetro.gov/rtp

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PURPOSE AND BACKGROUND

Purpose

This report summarizes the results of the third online public survey for the 2023 Regional Transportation Plan (RTP). The input will help decision makers and project staff prioritize investments and finalize the RTP project list to address regional transportation needs.

Background

The RTP is the state and federally required long-range transportation plan for the Portland metropolitan area. The plan sets regional transportation policy that guides local and regional planning and investment decisions to meet the transportation needs of the people who live, work and travel in greater Portland – today and in the future.

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally designated MPO, Metro coordinates updates to the Regional Transportation Plan every five years.

Under federal law, the next update is due by Dec. 6, 2023, when the current plan expires. Providing continued compliance with federal planning regulations, ensures continued federal transportation funding eligibility for projects and programs in the region.

The 2023 RTP, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, will provide an updated policy foundation that guides future planning and investment in the region's transportation system. The updated plan will address regional challenges and areas of focus identified during the scoping phase.



Find out more about the 2023 RTP at
oregonmetro.gov/rtp

OPPORTUNITIES TO PARTICIPATE

Online Survey

The online survey was available from April 5 to May 1, 2023. The survey was promoted through Metro’s social media platforms, Metro stakeholder lists including the transportation interested parties list, the Transportation Policy Alternatives Committee (TPAC), Metropolitan Technical Advisory Committee (MTAC), and Joint Policy Advisory Committee on Transportation (JPACT) interested parties list. The survey was shared with community-based organizations and offices of public involvement at city and county agencies throughout the region. Email notifications also included sample promotional text to support partners in getting the word out.

In-Person Public Forums

During the survey comment period, Metro partnered with the Community Engagement Liaisons (CELs) Program to provide four language-specific, in-person project forums, which included community members from Russian, Vietnamese, Chinese, and Spanish-speaking communities. The forums engaged participants in questions similar to those in the online survey. The forums are summarized under a separate cover.

SURVEY CONTENT

Survey participants were asked to share their input and feedback about priority goals and transportation investments throughout the greater Portland area, focusing on what is most important in the next five to ten years. Participants were informed that public input from the survey would be shared with Metro Council and other regional decision makers to help guide transportation investments.

The survey consisted of five sections focused on the following topics:

- An **introduction** informed survey participants about the RTP update.
- A section about **goals** provided participants with the opportunity to learn about five long term goals for the region and provide feedback about how those goals should be prioritized.
- An **investment priorities** section asked participants to provide feedback on the importance of eight categories of transportation investments and a total of 41 subcategories, using a one-to-five star rating system.
- A **project priorities** section provided participants with an interactive map that included the projects included on the draft RTP list. Participants were asked to click on projects on the list to learn more about them and indicate whether they thought a specific project was a priority.
- The final section asked participants to **tell us a little about themselves** through some optional demographic questions.

The survey also provided participants opportunities to share open-ended comments throughout all five sections.

NEXT STEPS

Input from this engagement will be shared with regional decision makers as they work together to refine the draft 2023 RTP for adoption in November 2023. The public comment draft of the 2023 RTP will be available in July and August.

SUMMARY OF SURVEY RESULTS

There were 884 people who participated in the survey. This report summarizes the results of the survey by topic area. This input will be considered alongside the results of other community engagement activities.

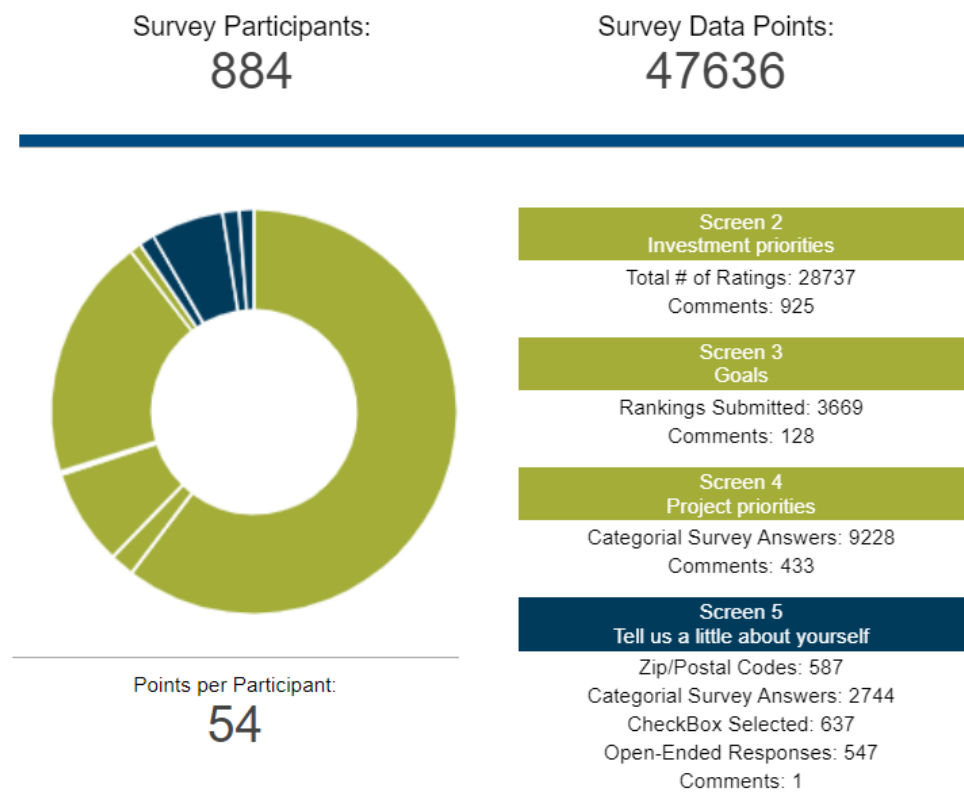


Figure 1: Survey Participation Dashboard

The survey included five screens that participants were able to engage with. The first screen was an introduction to the project and the purpose of the survey. The second screen described the long term goals that are guiding the regional transportation policy. The third screen provided a list of near term investment categories. The fourth screen included an interactive map with all of the projects on the draft project list. The last screen asked participants a few questions about demographics.

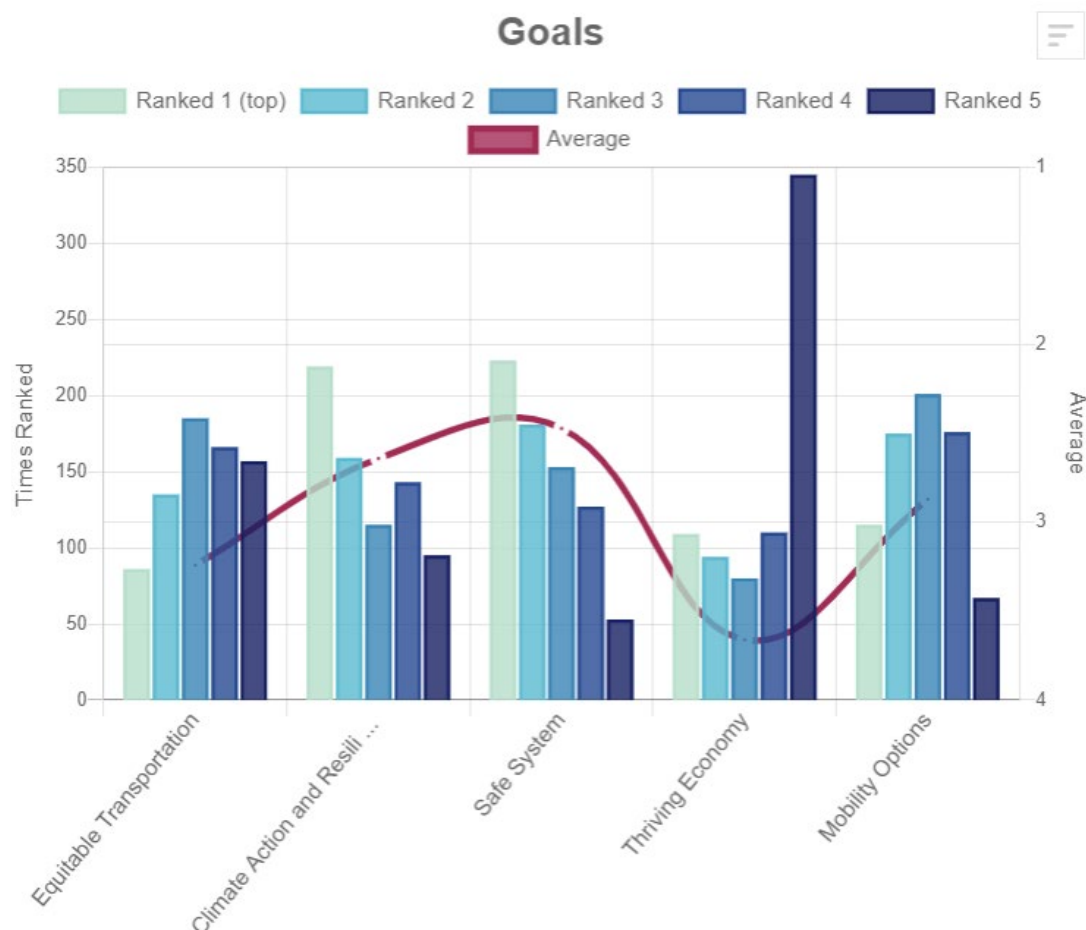
Participants were able to move through the screens freely and choose which sections of the survey they wanted to respond to. Each screen had a high level of engagement across all question options. A summary of survey results by topic is included in the next section.

Goals

Participants were asked to rank the five draft 2023 RTP goals in order of priority near-term transportation investments. One indicated the goal is a top priority for near term investments and five indicated it is a lower priority for near-term investments.

Among survey participants the most important goals in the near term, by average ranking, are: 1) safe system, 2) climate action and resilience 3) mobility options, 4) equitable transportation and 5) thriving economy.

Figure 2. Goals distribution of responses across all five goals.



Safe System

Goal: Traffic deaths and serious crashes are eliminated, and all people are safe and secure when traveling in the region.

A safe system was most frequently ranked as the top goal by survey participants, with 223 participants ranking it as their top priority and only 53 participants ranking it as their lowest priority.

Table 1: Safe System Goal Ranking Distribution

| Rank | Number of responses |
|----------------|---------------------|
| Ranked 1 (top) | 223 |
| Ranked 2 | 181 |
| Ranked 3 | 153 |
| Ranked 4 | 127 |
| Ranked 5 | 53 |

Safety concerns were the prominent theme that emerged from community members' comments about transportation priorities. Participant comments emphasized prioritizing safety, improving infrastructure for alternative modes of transportation, and addressing various issues to create a safer and more inclusive transportation system.

Most commenters specifically mentioned safety concerns related to their mode of travel and supportive infrastructure like signage, protected lanes, visibility at crosswalks, etc.

"Current bike infrastructure does not encourage new riders who feel unsafe. Improve, enhance, and expand safe bike infrastructure. Make bus routes safe and welcoming for pedestrians."

"Safety is job one. Pedestrians, especially in East Portland, need help."

"Safety is the no. 1 concern keeping many from biking. We need more than paint. Protected lanes using anything from street parking as a buffer to plantings between driving lanes and bike lanes. More traffic calming."

Some commenters also mentioned concerns about personal safety on transit related to increased security personnel, fare enforcement, and criminal activity near transit infrastructure.

"You absolutely need to staff the green and blue MAX with one security guard per train to keep people from smoking meth and fentanyl on it. That's why I started reluctantly using my car. My son is six. They don't even kick the person off until a major hub."

Climate Action and Resilience

Goal: People, communities, and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking, and bicycling and people travel shorter distances to get where they need to go.

Table 2: Climate Action and Resilience Goal Ranking Distribution

| <i>Rank</i> | <i>Number of responses</i> |
|-----------------------|----------------------------|
| <i>Ranked 1 (top)</i> | 219 |
| <i>Ranked 2</i> | 159 |
| <i>Ranked 3</i> | 115 |
| <i>Ranked 4</i> | 143 |
| <i>Ranked 5</i> | 95 |

Climate Action and Resilience was the second highest priority goal, with 219 participants ranking it as their top priority and 95 ranking it as their lowest priority.

In the comments for this goal, survey participants emphasized the importance of sustainable, equitable, and safe transportation options that prioritize community well-being, reduce pollution, and enhance the overall quality of life.

“Less dependence on gas, less catering to automobiles, more investment in neighborhood transportation (pedestrian access, bike infrastructure, cheap busses/rail).”

“This has to be our #1 priority. And commerce doesn't have to suffer. For example, Tokyo banned dirty-diesel vehicles in 2000. Transformed the city. Owners of diesel vehicles adjusted.”

“Walking and biking are the two most environmentally friendly modes. We need more infrastructure to make them serious, competitive alternatives to driving. This means making our bike infrastructure visible and direct, such as protected lanes along major corridors like Sandy and 82nd.”

Mobility Options

Goal: People and businesses can reach the jobs, goods, services, and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.

Table 3: Mobility options Goal Ranking Distribution

| <i>Rank</i> | <i>Number of responses</i> |
|-----------------------|----------------------------|
| <i>Ranked 1 (top)</i> | 115 |

| | |
|----------|-----|
| Ranked 2 | 175 |
| Ranked 3 | 201 |
| Ranked 4 | 176 |
| Ranked 5 | 67 |

Mobility Options was ranked as the third highest priority. There were 115 participants who rated Mobility Options as their top priority and 67 participants ranked it as their lowest priority.

Overall, the mobility options goal was the third highest ranked goal by survey respondents. Respondents emphasized in the comments the importance of investing in a multimodal transportation system that prioritizes safety, accessibility, sustainability, and equity while providing viable alternatives to car dependency.

“Portland has a MASSIVE issue with accessible sidewalks. I can go blocks and blocks without seeing a sidewalk with a sloping grade so folks using wheelchairs can cross the street. All busses and rails

should have the ability to accommodate passengers with wheelchairs. Additionally, infrastructure for folks with vision impairments (braille signs at cross walks, braille on bus route maps, etc.)”

“Well-connected is the key.”

Equitable Transportation

Goal: Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth, and other marginalized communities face in meeting their travel needs are removed.

Table 4: Equitable Transportation Goal Ranking Distribution

| Rank | Number of responses |
|----------------|---------------------|
| Ranked 1 (top) | 86 |
| Ranked 2 | 135 |
| Ranked 3 | 185 |
| Ranked 4 | 166 |
| Ranked 5 | 157 |

Equitable transportation was chosen as a top priority by 86 survey participants while 157 participants ranked it as the lowest priority. Overall participants’ comments in this section were focused on equity, affordability, and accessibility in transportation planning,

with an emphasis on providing alternatives to car-dependent lifestyles and ensuring that transportation options are safe, efficient, and inclusive for all members of the community.

“I only put this 3rd because safe, robust active and public transportation is equitable transportation, given that the cost of driving is prohibitive and poverty-inducing for many Portlanders. Having safe, efficient, convenient and comfortable alternatives would give them the ability to save money and still travel with dignity. It would also reduce air pollution levels in many of the areas with higher rates of BIPOC and low-income Portlanders by reducing VMT.”

“Improved access to services for persons with disabilities. As someone who has a partner who cannot drive due to a visual impairment I'm familiar with the issues that come with relying on public transit as your only means for travel and how disruptive it can be to have to take a full day off for one appointment because of the time it takes to travel on public transit.”

Thriving Economy

Goal: Centers, ports, industrial areas, employment areas and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.

Thriving Economy rankings were very similar to Mobility options with 109 participants who ranked it as their top priority and 67 participants who ranked it as their lowest priority.

The key takeaway from the comments are the need to create a transportation system that supports economic growth, promotes sustainable alternatives to car-dependent lifestyles, enhances access to job centers, and prioritizes the well-being and prosperity of communities and businesses in the Portland area.

“A thriving economy will develop out of green, active, safe transportation systems, but green, active, safe transportation systems will not necessarily result from a thriving economy.”

“Focusing on people over moving cars is one of the best ways you can create wealth from our streets. Close streets to cars, lower speeds, build protected bike lanes and fill sidewalk gaps. Get people into the community and out of their car.”

Table 5: Thriving Economy Goal Ranking Distribution

| Rank | Number of responses |
|----------------|---------------------|
| Ranked 1 (top) | 109 |
| Ranked 2 | 94 |
| Ranked 3 | 80 |
| Ranked 4 | 110 |
| Ranked 5 | 345 |

A crosstabs analysis was completed for all the data in the goals section to identify any differences in responses by county and by race/ethnicity. The analysis concluded that there were **no noticeable differences in rankings for survey participants in Washington, Multnomah & Clackamas County.**

When the data was filtered by participants **who identified as a race or ethnicity other than or in addition to white, they also ranked the goals priorities similarly to the whole participant population** with a safe system being the highest priority followed by climate action and resilience, mobility options, thriving economy and finally equitable transportation.

Investment Priorities

Participants were asked to rate the importance of different types of investments within eight investment categories. Using a star rating system, respondents were able to rate a variety of types of investments under each investment category with up to five stars. Five stars indicated that the investment was very important and one star that it was not very important.

The investment categories are listed below, ordered by the category that received the highest level of interaction to the category that received the lowest level of interaction. Under each category is listed the top three priorities for that investment category, as indicated by survey participant ratings.

Maintenance (4,632 interactions)

1. Fix potholes and pavement
2. Clean bike lanes
3. Transit vehicles in good repair

Transit Capital (4,227 interactions)

1. Faster, more reliable buses
2. Transit oriented development
3. More MAX

Walking and biking (3,583 interactions)

1. Walk and bike connections
2. Protected bike lanes and pedestrian facilities
3. Road crossings

Transit service and operations (3,476 interactions)

1. More frequent bus and MAX
2. Increased bus service coverage
3. Zero emissions vehicles and infrastructure

Roads and bridges (3,419 interactions)

1. Complete streets for all users

2. Main street retrofits
3. Dedicated lanes

Throughways (3,377 interactions)

1. Roadway pricing
2. Incident response
3. Freeway capacity

Freight access (2,643 interactions)

1. Intersection designs
2. Road and railroad crossing upgrades
3. Freight rail upgrades

Information and technology (3,380 interactions)

1. Transit reduced fare programs
2. Traffic signals
3. Transportation option programs

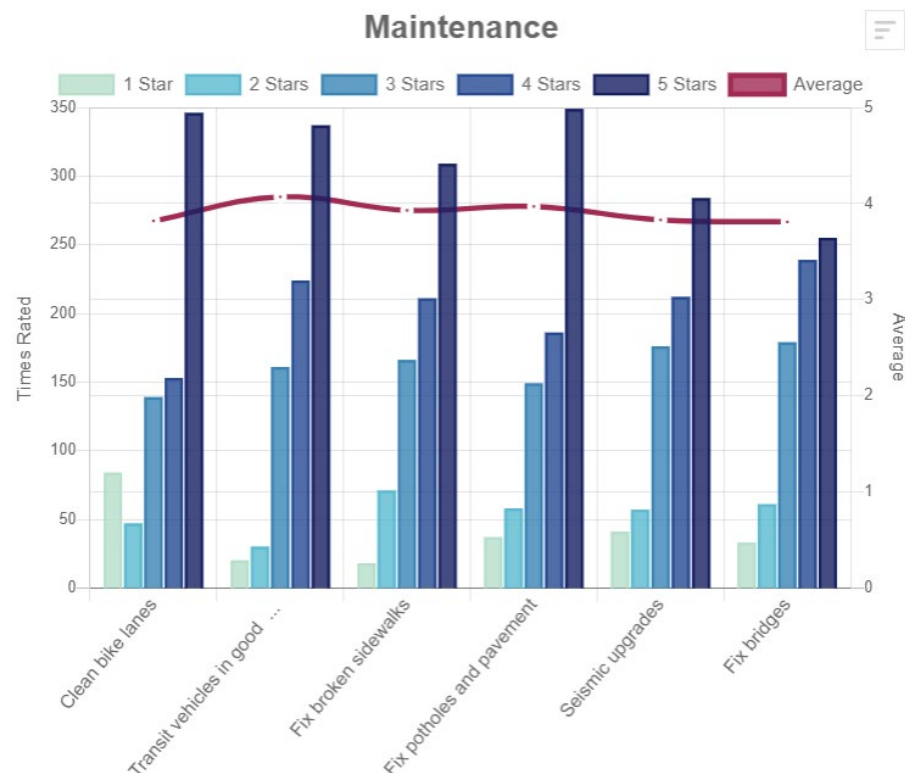
Maintenance

About 42% of the operations and maintenance spending in the constrained project list is dedicated to keeping the transportation system in good repair. This includes investments such as clean bike lanes, transit vehicles in good repair, fixing broken sidewalks, fixing potholes and pavement, seismic upgrades, and fixing bridges.

Maintenance received the highest level of engagement with 4,632 interactions. Of the subcategories, the top three highest rated priorities were:

- Fix potholes and pavement (349 five-star ratings)
- Clean bike lanes (346 five-star ratings)
- Transit vehicles in good repair (337 five-star ratings).

Figure 4: Maintenance Investment Priority Ranking Distribution



Many participants commented on the necessity of having clean bike lanes both as a usability issue as well as a safety issue.

“Bike lanes often become a gutter for leaves, trash, broken glass, and gravel. Having bike lanes that aren’t well maintained essentially equates to not having them at all if we can’t use them.”

“Keeps bicyclists from getting flats and having debris flung in their face. Also beneficial to drivers and transit because it keeps bikes from having to use the roadway to dodge debris”

There were also many comments on potholes that specifically mentioned the need to prioritize pothole repairs on transit streets or multi-modal roads.

“Stop building and fixing expensive roads for cars, build more streets for transit and pedestrians instead. The maintenance costs are much lower. Making the roads more attractive to drivers just induces additional demand.”

“This should be prioritized only on bus routes. It shouldn’t be prioritized as much on solely car routes.”

Participants who commented on the need for transit vehicles being in good repair, frequently specified the need for safe vehicles and a desire to see more fuel-efficient vehicles.

“Citizens deserve the best transit vehicles that are safe for all users, clean and available”

“Converting the fleet to EVs should be a higher priority than continuing to maintain diesel buses”

A majority of respondents from Multnomah County gave five-star ratings to all Maintenance categories, indicating maintenance is a high priority investment. Clean bike lanes received the highest rating.

On average, Clackamas County respondents rated maintenance between three and five stars. The top three categories identified were: fix potholes and pavement, fix bridges, and seismic upgrades. Clean bike lanes received the least amount of support with the least amount of five stars and the most amount of one stars.

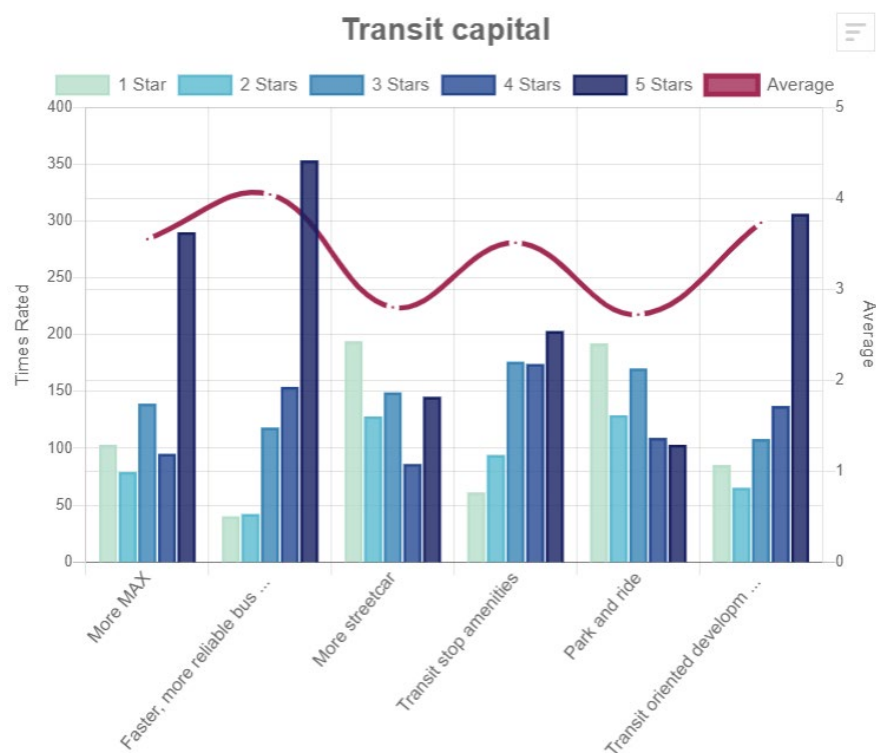
Washington County respondents assigned lower ratings to maintenance categories compared to respondents from Clackamas and Multnomah Counties, mostly ranging from three to four stars. The top-rated category was fix potholes and pavement, while clean bike lanes consistently received one to three stars.

Participants who identified as a race or ethnicity other than or in addition to white rated maintenance categories similarly to all respondents. Clean bike lanes was the highest priority with 46% rating it with five stars compared to 45% of respondents of all races and ethnicities.

Transit capital

About 11% of the capital spending in the constrained project list is dedicated to building transit projects. This includes adding more MAX light rail, faster, more reliable buses, adding more streetcar, adding transit stop amenities, additional park and ride facilities at transit stops, investing in transit-oriented development.

Figure 6: Transit Capital Investment Priority Ranking Distribution



Transit Capital received the second highest level of engagement with 4,227 interactions. Of the subcategories, the top three highest rated priorities were:

- Faster, more reliable buses (353 five-star ratings)
- Transit oriented development (306 five-star ratings)
- More MAX (290 five-star ratings)

Participants who commented on topics in the transit capital section were generally in favor of transit related investments that would improve frequency and reliability.

“Expanding the rose lane project for the busiest lines speeds up service and makes the bus more appealing”

“Give buses uninterrupted dedicated lanes on both surface roads and freeways to create a network of express buses bus lanes on TV highway, Beaverton Hillsdale, Scholls Ferry Road, Highway 26, I-5, I-205. Make the bus the fastest way to get around. Also incorporate better methods to bring a bike onto the bus. Bus bike racks currently cannot fit most fat tire e bikes”

“I love the MAX, but dedicated BRT lines are flexible, cost-efficient, and quick to roll out.”

There were a lot of comments and mixed opinions from participants about MAX light rail. While some are very supportive of MAX system expansion, some suggested that it is not the most cost effective or appropriate option. Many expressed a need for more suburban area and SW Portland to be connected to the MAX system.

"I don't think light rail is a cost-effective use of public dollars. It is very expensive, limited in service area, and does not adapt to changes in development, usage pattern, and can't be rerouted. I'd prefer to see more bus routes and better frequency on those routes. I think Bus Rapid Transit is a much better alternative than Light Rail."

"I strongly support MAX investment that will expand service area and get people out of cars. Less support for MAX upgrades since the system is concentrated inequitably"

"MAX is great, and it can be even better by expanding lines to suburban communities and provide a rapid transit option to the neighborhoods that need transit service."

Multnomah respondents generally ranked priorities similarly to all participants, but park and rides were, on average, less of a priority for Multnomah respondents than respondents from Clackamas and Washington Counties.

Clackamas County respondents generally ranked priorities similarly to all participants, but a strong majority gave a one-star rating to more streetcar investments.

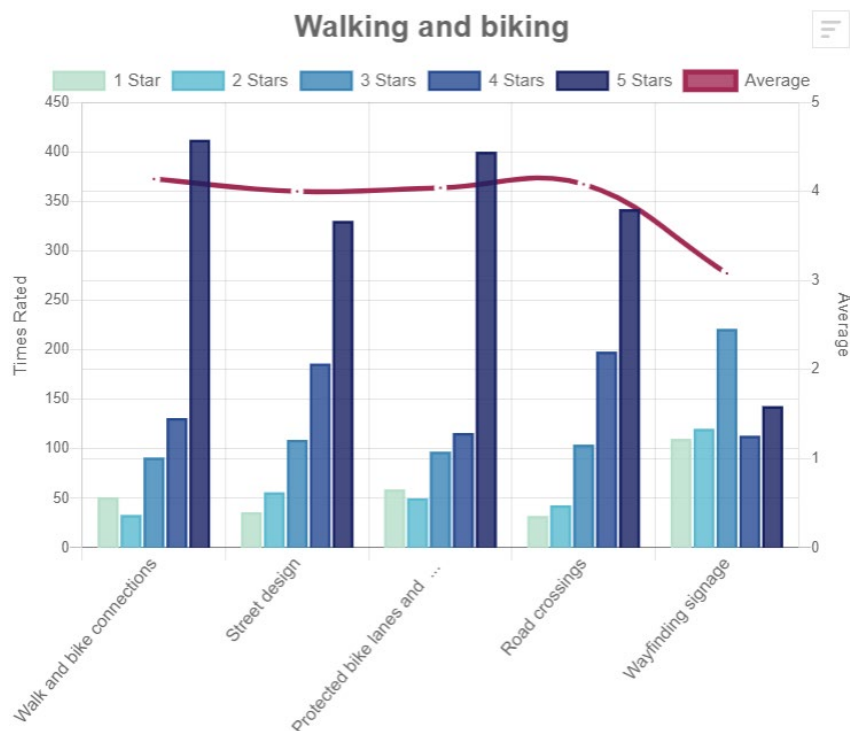
The top two categories for Washington County respondents were transit oriented development and more MAX. Similar to Clackamas County, a strong majority gave a one-star rating to more streetcar.

There were no noticeable differences in ratings for survey respondents who identified as a race or ethnicity other than or in addition to white.

Walking and Biking

About 12% of the capital spending in the constrained project list is dedicated to building walking and biking projects. This includes pedestrian and bike connections, street design, protected bike lanes and pedestrian facilities, road crossings, and wayfinding signage.

Figure 5: Walking and Biking Investment Priority Ranking Distribution



Walking and biking received 3,583 interactions. Of the subcategories, the top three highest rated priorities were:

- Walk and bike connections (412 five-star ratings)
- Protected bike lanes and pedestrian facilities (400 five-star ratings)
- Road crossings (342 five-star ratings).

Participant comments emphasized the need for protected lanes, connectivity, and better signs and signals. Several commentators suggested that these investments would improve safety and encourage more people to walk and bike.

“More people would bike if they thought it was safe, and biking is zero emissions! Please create more real infrastructure for bikes and remember, paint is not infrastructure!”

“Protected bike lanes should be the standard. Pedestrian facilities are also sorely needed.”

“This is the single biggest need in this city, especially as e-bikes are starting to show evidence of helping replace car trips. If it passes, the e-bike bill will provide access, and this piece of the puzzle will take care of the safety aspect to really shift modes towards biking.”

“Install automatic bicycle and pedestrian detection systems that minimize pedestrian and bicycle wait times and change right after they approach the crossing. If it is raining outside, peds and bikes get soaked waiting 5min for an outdated, unintelligent signal to change for them. Let motorists wait a bit longer in their insulated vehicles to prioritize the comfort of more vulnerable road users.”

“Street diets and slowing traffic should be priority number one. Speed kills. Let’s protect our bikers and walkers.”

There were no noticeable differences in ratings for survey participants in Washington, Multnomah & Clackamas County.

Survey participants who identified as a race or ethnicity other than or in addition to white generally rated priorities in a similar manner to respondents who identify as white only.

Transit Service and Operations

About 58% of the operations and maintenance spending in the constrained project list is dedicated to transit service and operations projects. This includes implementing initiatives such as increasing the frequency of bus and MAX (light rail) services, expanding the coverage of bus services to reach more areas, providing special transit services to cater to specific needs, investing in zero emissions vehicles and infrastructure, and improving transit rider information to enhance the overall user experience.

Figure 7: Transit Service and Operations Investment Priority Ranking Distribution



Transit service and operations received 3,476 interactions. Of the subcategories, the top three highest rated priorities were:

- More frequent bus and MAX (352 five-star ratings)
- Increased bus service coverage (295 five-star ratings)
- Zero emissions vehicles and infrastructure (238 five-star ratings).

Many comments in this section expressed support for more frequent service and more bus service in areas that are currently underserved.

“Current bus headways can dissuade transit usage as wait times are far too long. Additionally, MAX headways can become uncomfortably long during service disruptions. Increasing headways and constructing new projects with signaling to accommodate more frequent trains should be a priority.”

“Frequent transit makes the system more rider-friendly.”

“Induced demand works for bus and trains too, the more trains and the nicer and faster and more convenient the experience, the more people will want to ride the train”

“Bus coverage is lacking particularly lacking in SW Portland and in communities west of the SW hills.”

There were no noticeable differences in ratings for survey participants in Multnomah County and Washington County.

Clackamas County rated increased bus service higher than more frequent bus and MAX and rated special transit services higher than all respondents. Respondents also gave zero emissions vehicles and infrastructure one-star ratings more consistently than all respondents.

Survey participants who identified as a race or ethnicity other than or in addition to white generally ranked priorities in a similar manner however there were more five-star ratings for special transit services.

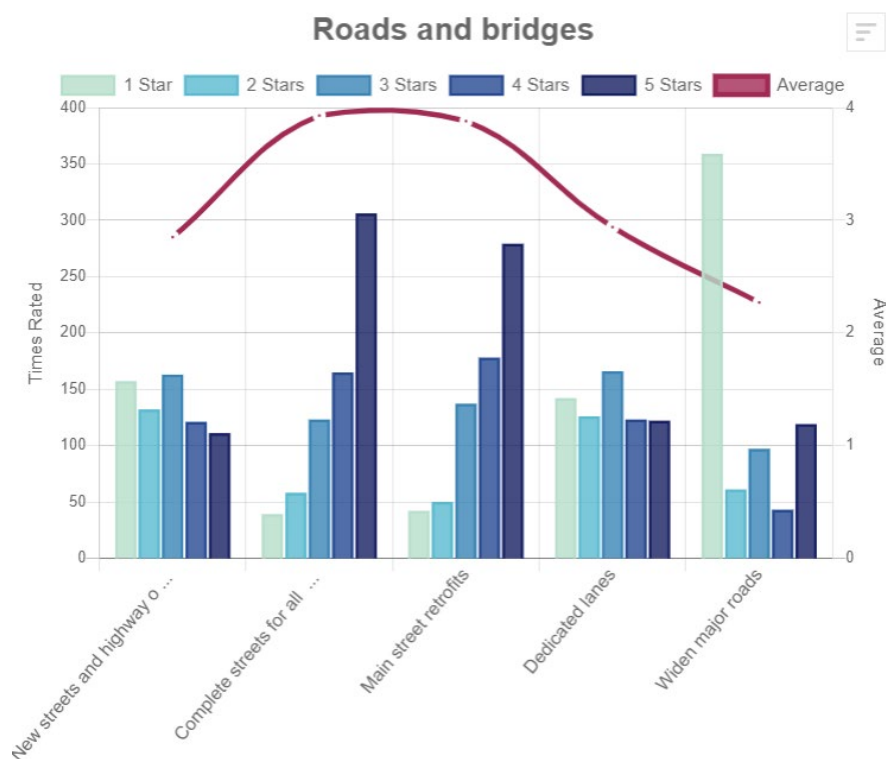
Roads and Bridges

About 31% of the capital spending in the constrained project list is dedicated to building roads and bridges. This includes the development of new streets and highway overcrossings, completion of streets for all users, main street retrofits, creation of dedicated lanes for specific modes of transportation, and the widening of major roads.

Roads and bridges received 3,419 responses. Of the subcategories, the top three highest rated priorities were:

- Complete streets for all users (306 five-star ratings)
- Main street retrofits (279 five-star ratings)
- Dedicated lanes (122 five-star ratings)

Figure 8: Roads and Bridges Investment Priority Ranking Distribution



Widen major roads was the sub category that had the most engagement and also received a significant majority of one-star ratings. This category also received a large number of comments specifically mentioning opposition for widening roads in all cases.

“Major roads should have less lanes and change that ROW to expand walkability and roll/bike ability.”

“Road widening projects are expensive and unnecessary. The only time a road should be widened is to improve accessibility, safety, and travel times for non-driving modes.”

“Widened roads make neighborhoods less vibrant, discourage or eliminate pedestrian activity, encourage speeding, and lead to more injuries and deaths for pedestrians, cyclists, and drivers. This is the opposite of what we should be doing.”

“We need to stop widening roads and freeways. Period. All of the funding from existing programmed road widening projects, including 217, 205, I-5, the Sunrise Corridor, and the roadway expansion projects in the suburbs, such as around Tigard and Wilsonville, need to be ended now so those funds are not wasted and can be re-purposed to building out our bicycle, pedestrian, and transit networks. We're in a climate crisis and we need to act like it.”

Clackamas County ranked Complete streets for all users as their highest investment priority, while all other investment priorities were relatively evenly rated.

Multnomah County respondents generally ranked priorities similarly to all participants with a significant majority of respondents giving Widen major roads a one-star rating.

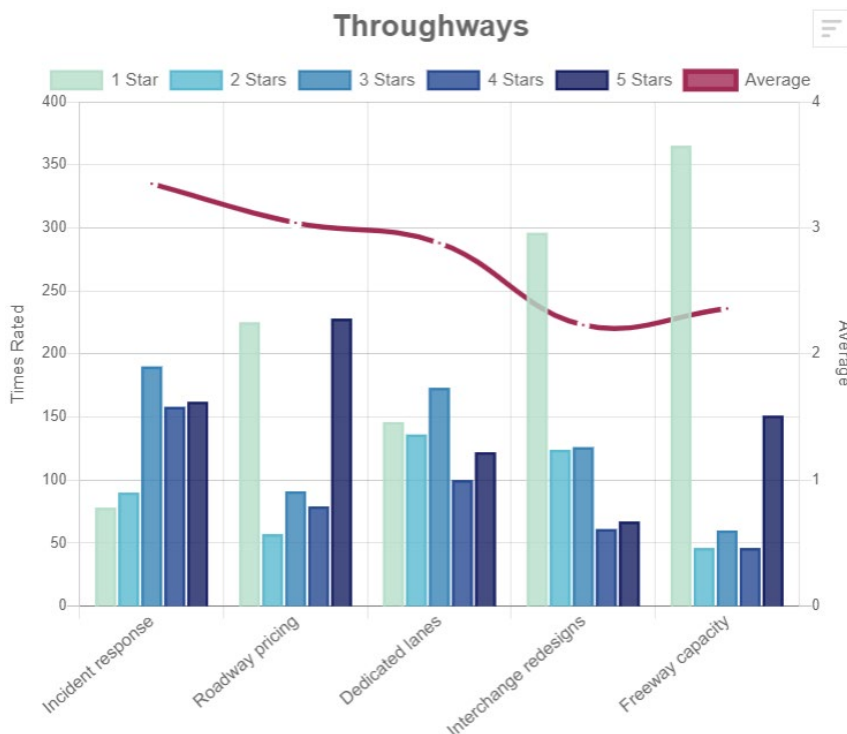
In Washington County, most respondents gave widen major roads a one-star rating as well. The highest five-star rating was assigned to main street retrofits.

Survey participants who identified as a race or ethnicity other than or in addition to white generally rated priorities in a similar manner.

Throughways

About 19% of the capital spending in the constrained project list is dedicated to throughways (not including the I-5 Interstate Bridge Replacement Program). This includes increased incident response, implementation of roadway pricing, creation of dedicated lanes, interchange redesigns, and increased freeway capacity.

Figure 9: Throughways Investment Priority Ranking Distribution



Throughways received 3,377 interactions. Of the subcategories, the top three highest rated priorities were:

- Roadway pricing (228 five-star ratings)
- Incident response (162 five-star ratings)
- Freeway capacity (151 five-star ratings)

Many of the Throughways subcategories received strong majorities of low ratings as well, expressing investment priorities that are opposed by many respondents. These subcategories were:

- Freeway capacity (363 one-star ratings)
- Interchange redesign (295 one-star ratings)
- Roadway pricing (223 one-star ratings)

Roadway pricing notably received an almost equal amount of one-star and five-star ratings, splitting opinions between strong agreement and strong disagreement.

“Congestion pricing works, but only in regions with transit times that compete with driving. If congestion pricing or tolls are implemented, they should not fund road expansions. They should fund existing road maintenance, transit, walking, and biking infrastructure”

“I would like to see a real plan on how to counteract the negative economic impact of these ideas for low income disadvantaged & underserved communities. Until public transit is free, the cost of this is a real issue”

“Oregonians already pay the highest taxes in the country. We should not be penalized for operating in a city with a lacking public transportation system. How about actually tax rich people?”

Many respondents in Clackamas County rated roadway pricing with one-star. Like most respondents, they were divided in their opinions on freeway capacity with an equal number of one-star and five-star ratings.

In Multnomah County, there was a significant majority of respondents who rated freeway capacity with one star, making it the least rated category. Roadway pricing emerged as the category with the highest number of five-star ratings.

“Do NOT expand the freeways with more lanes. This encourages more car use instead of encouraging alternative methods of transit!”

“Please don't widen freeways. This only induces demand and creates maintenance liabilities for future generations. Widening freeways has never solved traffic problems.

“We all know about induced demand. Widening freeways (that includes so called auxiliary lanes) is hugely expensive and doesn't solve any problems. The only solution to road congestion is practical alternatives like transit and biking.”

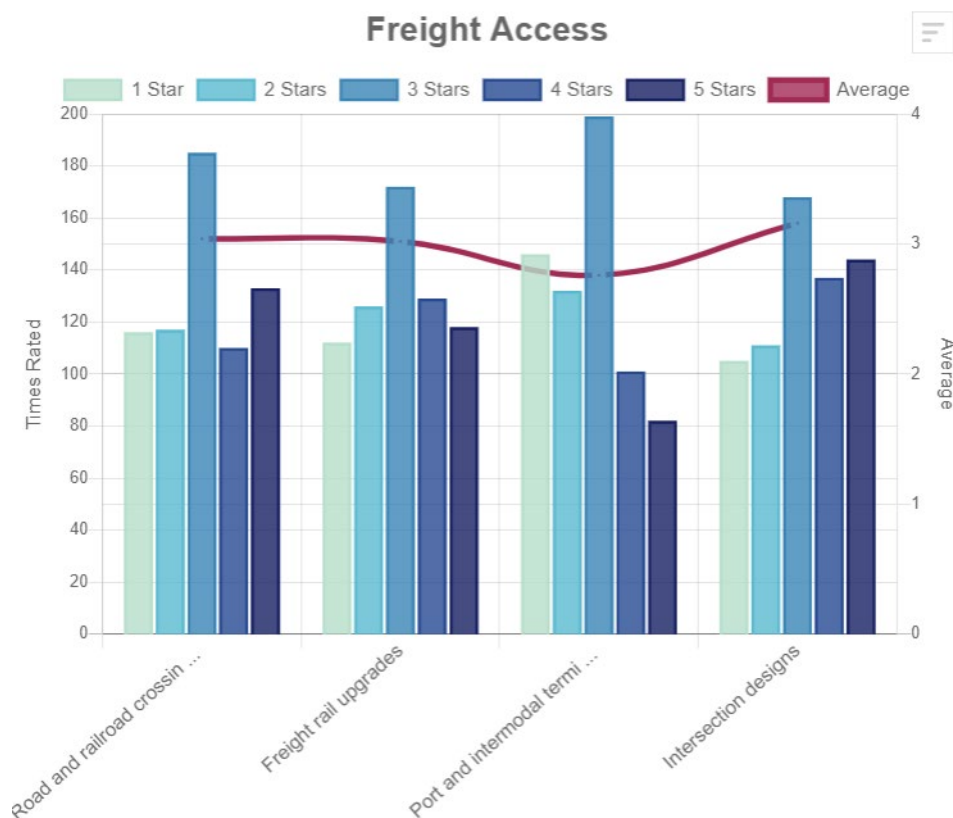
In Washington County, there were strong majorities of respondents giving one-star ratings to roadway pricing, interchange design, and freeway capacity. Additionally, there was a split among respondents, with an almost equal number of five-star ratings assigned to freeway capacity.

Survey participants who identified as a race or ethnicity other than or in addition to white generally ranked priorities in a similar manner however there were more five-star ratings for roadway pricing.

Freight Access

About 2% of the capital spending in the constrained project list is dedicated to freight access. This includes upgrading road and railroad crossings, freight rail upgrades, improvements to port and intermodal terminal access, and improved intersection designs.

Figure 10: Freight Access Investment Priority Distribution



Freight access had the lowest level of engagement amongst all categories with 2,643 interactions. Of the subcategories, the top three highest rated priorities were:

- Intersection designs (144 five-star ratings)
- Road and railroad crossing upgrades (133 five-star ratings)
- Freight rail upgrades (118 five-star ratings)

Respondents who commented on Freight Access frequently stated concerns about safety, specifically when trains or trucks are sharing space with other transportation modes.

“Support wide turns for freight but not at the expense of active transportation users. Use different tools like curb extensions with mountable truck aprons to accommodate trucks without disregarding vulnerable road users”

“I would hope that freight is generally on a separated network from active transit modes.”

A few commenters mentioned concern about the impact that at-grade crossings have on traffic delays.

“SE 12th Avenue at Division is blocked a lot because of freight trains. The MAX doesn’t close the street much but I have gotten stuck for over an hour waiting for a freight train to move.”

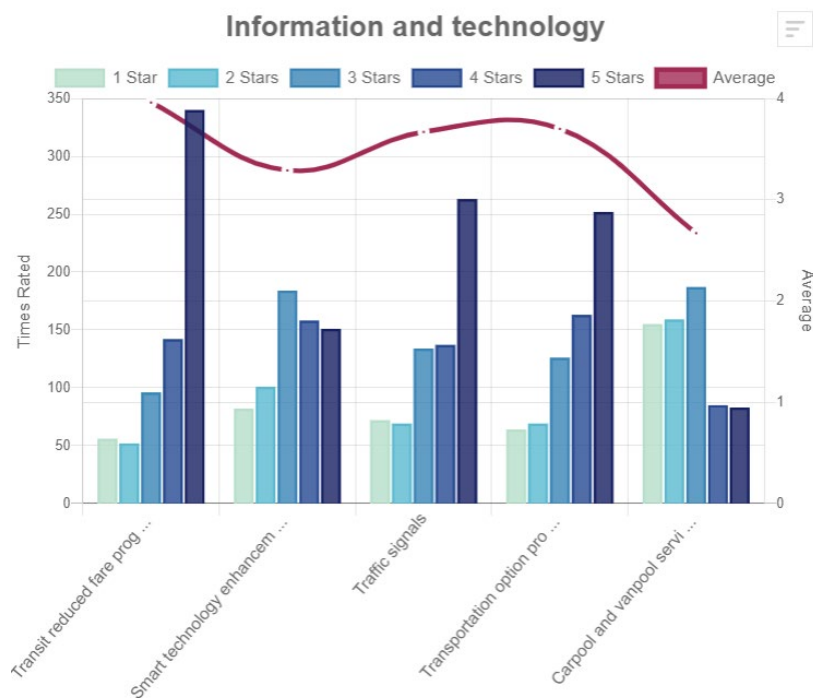
There were no noticeable differences in rankings for survey respondents in Multnomah County and Washington County. Clackamas County residents, however, rated port and intermodal terminal access improvements slightly higher, with more four- or five-star rankings than all respondents.

Survey participants who identified as a race or ethnicity other than or in addition to white generally rated priorities in a similar manner.

Information Technology

About 2% of the capital spending in the constrained project list is dedicated to information and technology projects and programs. This includes reduced transit fare programs, smart technology enhancements, improved traffic signals, transportation option programs and increases carpool and vanpool services.

Figure 11: Information Technology Investment Priority Ranking Distribution



Information and technology received 3,380 interactions. Of the subcategories, the top three highest rated priorities were:

- Transit reduced fare programs (340 five-star ratings)
- Traffic signals (263 five-star ratings)
- Transportation option programs (252 five-star ratings)

Commenters frequently expressed support for free transit and the return of Fareless Square.

"Bring back the Fareless Square! Make the Streetcar cost-effective and free in the Fareless Square also."

"Honestly, TriMet needs to be free. I'd like to see a real plan developed of how we could get there, if we really want to get more cars off the road this is what it will take"

"Transit should be a human right and free for all to access. Until then, this is a good start."

Participants who commented on traffic signals specifically mentioned the importance of using signal technology to prioritize people walking, biking, or using mobility devices.

"Not sure about buses and freight trucks. The focus should be people walking, rolling and bicycling so they spend less time waiting."

"Yes! Waiting forever for a crossing signal discourages walking to your destination and encourages more vehicles on the road. You cannot prioritize cars on the road and expect less of them to be there"

Several comments about transportation options mentioned programs to support children getting to and from school.

“Implement a regional 'bike bus' program to incentivize kids to bike and walk to school. The bike bus has seen success at Alameda Elementary in Portland and could be spread across the region.”

There were no significant differences in rankings among survey respondents from Multnomah County and Washington County. Clackamas County residents generally ranked priorities similarly; however, they gave slightly lower ratings to Traffic signals.

Project List Priorities

Respondents were asked to review a project map that included about 800 projects on the draft financially constrained 22 year project list. Respondents were able to click on a project to learn more about it, give a thumbs up or thumbs down as to whether they believed that project should be a priority, and they were able to provide comments and feedback on each specific project.

Table 6 provides a list of the 50 projects that received the highest number of thumbs up (yes) votes. The projects in the tables are listed in order of the percentage of yes votes that they received. The table shows the projects with the most consensus of support towards at the top and those with more mixed support at the bottom of the table.

It is important to note that several of the high-profile projects that received many yes votes also received a large number of no votes, decreasing their overall percentage of support. Those projects show up towards the bottom of the table.

Table 6: Top 50 Priority Projects

| Project name | Yes votes | Yes (%) | No votes | No (%) |
|--|-----------|---------|----------|--------|
| Jade & Montavilla Connected Centers Project | 43 | 98% | 1 | 2% |
| NE Killingsworth St Corridor Safety Improvements | 36 | 97% | 1 | 3% |
| HCT: 82nd Ave Transit Project | 70 | 97% | 2 | 3% |
| Inner NE Glisan St Corridor Safety Improvements | 37 | 95% | 2 | 5% |
| Inner Holgate Blvd Corridor Improvements | 49 | 94% | 3 | 6% |
| 57th/Cully Safety Improvements | 30 | 94% | 2 | 6% |
| ETC: NE MLK Jr Blvd Enhanced Transit Project | 43 | 93% | 3 | 7% |
| Broadway/Weidler Corridor Improvements | 70 | 93% | 5 | 7% |
| North Portland Greenway Segment 5 | 53 | 93% | 4 | 7% |
| Hollywood Town Center Safety Improvements | 53 | 91% | 5 | 9% |
| OR 8: TV Highway Transit Access and Multimodal Safety | 31 | 91% | 3 | 9% |
| North Portland Greenway Segment 4 | 31 | 91% | 3 | 9% |
| 60th MAX Station Area Improvements | 31 | 91% | 3 | 9% |
| Post Office Blocks Transportation Improvements, Phase 2 | 41 | 91% | 4 | 9% |
| HCT: Tualatin Valley Highway Transit Project | 39 | 91% | 4 | 9% |
| Inner E Burnside Corridor Improvements | 58 | 91% | 6 | 9% |
| Blue Line Station Rehabilitation | 38 | 90% | 4 | 10% |
| ETC: SE Powell Blvd Transit Project | 53 | 90% | 6 | 10% |
| Foster Rd Corridor Improvements, Phase 2 | 52 | 90% | 6 | 10% |
| SE Powell Blvd ITS Improvements | 34 | 89% | 4 | 11% |
| ETC: Inner North Portland Enhanced Transit Corridor Improvements | 42 | 89% | 5 | 11% |
| 82nd Ave Corridor Improvements | 42 | 89% | 5 | 11% |

| | | | | |
|---|----|-----|----|-----|
| Springwater Gap Trail | 33 | 89% | 4 | 11% |
| SW Multnomah Blvd Ped/Bike Improvements, Phase 2 | 31 | 89% | 4 | 11% |
| HCT: Southwest Corridor Engineering and ROW Support | 60 | 88% | 8 | 12% |
| Central City Multimodal Safety Improvements, Phase 2 | 49 | 88% | 7 | 13% |
| Earthquake Ready Burnside Bridge: Phase 3 (Construction) | 48 | 87% | 7 | 13% |
| HCT: Steel Bridge Transit Bottleneck Project Development | 53 | 87% | 8 | 13% |
| Inner Powell Blvd Corridor Improvements: Local Contribution to State-Owned Arterial | 52 | 87% | 8 | 13% |
| SE 92nd Ave Safety Improvements | 31 | 86% | 5 | 14% |
| St Johns Connected Centers Project | 31 | 86% | 5 | 14% |
| HCT: MAX Red Line Improvements Project: Capital Construction | 42 | 86% | 7 | 14% |
| US 26 Multi-use Path | 36 | 86% | 6 | 14% |
| ETC: East Burnside/SE Stark Enhanced Transit Project | 36 | 86% | 6 | 14% |
| I-405 South Portland Crossing Improvements | 39 | 85% | 7 | 15% |
| ETC: SE Hawthorne/Foster Ave Enhanced Transit Corridor | 44 | 85% | 8 | 15% |
| Water Ave Corridor Improvements and Realignment | 58 | 84% | 11 | 16% |
| Inner Milwaukie Streetscape Improvements | 35 | 83% | 7 | 17% |
| Flanders/Naito Crossing | 43 | 83% | 9 | 17% |
| ETC: NE Sandy Blvd Enhanced Transit Project | 30 | 81% | 7 | 19% |
| Upper I-405 Trail | 41 | 80% | 10 | 20% |
| NE 12th Ave Bridge Replacement | 35 | 80% | 9 | 20% |
| Killingsworth/Interstate Connected Centers Project, Phase 1 | 31 | 79% | 8 | 21% |
| Fields Park Pedestrian / Bicycle Bridge | 42 | 79% | 11 | 21% |
| Cesar Chavez Corridor Improvements | 30 | 79% | 8 | 21% |
| HCT: Portland Streetcar Operational Improvements | 34 | 74% | 12 | 26% |
| HCT: Streetcar Montgomery Park Extension | 41 | 73% | 15 | 27% |
| SE Hawthorne Blvd Corridor Safety Improvements | 35 | 73% | 13 | 27% |
| I-5 Interstate Bridge Replacement Program | 37 | 52% | 34 | 48% |
| I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT) | 31 | 42% | 42 | 58% |

Table 7 shows provides a list of the 50 projects that received the highest number of thumbs down (no) votes, indicating the project is not a priority. The projects in the tables are listed in order of the percentage of no votes that they received. This provides a summary list of the projects that received the most no votes out of the complete project list and shows the projects with the most consensus of opposition towards at the top of the table and those with more mixed support at the bottom of the table.

It is important to note that several projects on the table below received enough no votes to qualify for the inclusion on this table but several of those projects received a high number of yes votes as well, which indicates a higher overall sentiment of support compared to opposition.

Table 7: Bottom 50 priority projects

| Project Name | No total | No % | Yes total | Yes % |
|---|----------|------|-----------|-------|
| I-205 Southbound and Northbound widening (PE, ROW) | 22 | 81% | 5 | 19% |
| Going St Connected/Automated Vehicle Connection | 12 | 80% | 3 | 20% |
| Jackson School Road Traffic Signal | 13 | 76% | 4 | 24% |
| I-205 Southbound and Northbound Widening and I-205 Toll Project (UR, CON, OT) | 22 | 76% | 7 | 24% |
| I-405 Operational Improvements | 30 | 71% | 12 | 29% |
| I-5 Southbound Truck Climbing Lane | 24 | 71% | 10 | 29% |
| I-5 Northbound Braided Ramps I-205 to Nyberg | 23 | 70% | 10 | 30% |
| I-405 Corridor ITS Improvements | 10 | 67% | 5 | 33% |
| NW Northrup Traffic Signals | 14 | 64% | 8 | 36% |
| Water/Yamhill Traffic Signal | 14 | 64% | 8 | 36% |
| Hwy 99E & I-205 SB Interchange Access | 12 | 63% | 7 | 37% |
| I-205 / 10th Street Improvements | 12 | 63% | 7 | 37% |
| I-205 Tolling Project (PE) | 16 | 62% | 10 | 38% |
| I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) | 37 | 60% | 25 | 40% |
| OR 224 Milwaukie Expressway improvements | 13 | 59% | 9 | 41% |
| I-5 South Operational Improvements | 21 | 58% | 15 | 42% |
| OR 212/224 Sunrise Hwy Phase 2: SE 122nd to SE 172nd (PE, ROW) | 11 | 58% | 8 | 42% |
| OR 217 Southbound Braided Ramps Beaverton-Hillsdale Hwy to Allen Blvd | 19 | 58% | 14 | 42% |
| I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT) | 42 | 58% | 31 | 42% |
| OR 212/224 Sunrise Hwy Phase 2: SE 122nd to SE 172nd (CON) | 15 | 56% | 12 | 44% |
| I-5 Freight Operational Improvements | 26 | 55% | 21 | 45% |

| Project Name | No total | No % | Yes total | Yes % |
|---|-----------------|-------------|------------------|--------------|
| North Portal Street Improvements | 11 | 55% | 9 | 45% |
| I-5 Northbound: Auxiliary Lane Extension Nyberg to Lower Boones Ferry - Phase 2 | 18 | 55% | 15 | 45% |
| US 26 (Sunset Highway) Operational Improvements | 31 | 54% | 26 | 46% |
| Park Avenue Park & Ride | 17 | 53% | 15 | 47% |
| OR 99E & I-205 NB Interchange Access | 10 | 53% | 9 | 47% |
| SE Yamhill /Taylor Couplet | 13 | 52% | 12 | 48% |
| I-5 and I-205: Regional Mobility Pricing Project (PE, RW, UR, CN, OT) | 27 | 50% | 27 | 50% |
| I-205 Active Traffic Management | 16 | 50% | 16 | 50% |
| I-5 Interstate Bridge Replacement Program | 34 | 48% | 37 | 52% |
| I-84 Operational Improvements | 16 | 47% | 18 | 53% |
| Post Office Blocks Transportation Improvements, Phase 1 | 15 | 45% | 18 | 55% |
| W Burnside St/Rd ITS Improvements | 10 | 43% | 13 | 57% |
| Passenger Ferry Pilot | 13 | 42% | 18 | 58% |
| Marine Dr Corridor Safety Improvements | 10 | 40% | 15 | 60% |
| Southern Triangle Access Improvements | 12 | 39% | 19 | 61% |
| I-205 Abernethy Bridge (CON) | 10 | 38% | 16 | 62% |
| Vista Bridge Renovation | 12 | 36% | 21 | 64% |
| SW Broadway Traffic Improvements | 10 | 36% | 18 | 64% |
| Interstate-Larrabee Overpass | 10 | 32% | 21 | 68% |
| Inner W Burnside Corridor Improvements | 12 | 32% | 26 | 68% |
| W Burnside Corridor Improvements | 9 | 27% | 24 | 73% |
| SE Hawthorne Blvd Corridor Safety Improvements | 13 | 27% | 35 | 73% |
| HCT: Streetcar Montgomery Park Extension | 15 | 27% | 41 | 73% |
| HCT: Portland Streetcar Operational Improvements | 12 | 26% | 34 | 74% |
| Fields Park Pedestrian / Bicycle Bridge | 11 | 21% | 42 | 79% |
| NE 12th Ave Bridge Replacement | 9 | 20% | 35 | 80% |
| Upper I-405 Trail | 10 | 20% | 41 | 80% |
| Flanders/Naito Crossing | 9 | 17% | 43 | 83% |
| Water Ave Corridor Improvements and Realignment | 11 | 16% | 58 | 84% |

Table 8 provides a list of the projects that received the most comments. High profile regional throughway projects occupied the top five places on this list. Comments are included in Appendix C.

Table 8: Projects Comments

| Project name | Total Comments |
|---|-----------------------|
| I-5 Interstate Bridge Replacement Program | 14 |
| I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT) | 8 |
| I-205 Southbound and Northbound widening (PE, ROW) | 7 |
| I-205 Southbound and Northbound Widening and I-205 Toll Project (UR, CON, OT) | 7 |
| I-5 and I-205: Regional Mobility Pricing Project (PE, RW, UR, CN, OT) | 7 |
| HCT: MAX Red Line Improvements Project: Capital Construction | 5 |
| OR 212/224 Sunrise Hwy Phase 2: SE 122nd to SE 172nd (CON) | 5 |
| HCT: Streetcar Montgomery Park Extension | 5 |
| TV Highway Safe Access to Transit | 5 |
| I-5 Northbound Braided Ramps I-205 to Nyberg | 5 |
| I-205 Tolling Project (PE) | 5 |
| HCT: Tualatin Valley Highway Transit Project | 5 |
| French Prairie Bicycle/Pedestrian/Emergency Bridge | 4 |
| OR 10: Oleson Rd. Improvement Ph. 1 | 4 |
| I-5 Northbound: Auxiliary Lane Extension Nyberg to Lower Boones Ferry - Phase 2 | 4 |
| ETC: SE Powell Blvd Transit Project | 4 |
| Region-wide safety & Operations Projects: 2023-2030 | 4 |
| HCT: Southwest Corridor Engineering and ROW Support | 4 |
| HCT: Steel Bridge Transit Bottleneck Project Development | 4 |
| Outer Taylors Ferry Safety Improvements, Segment 1 | 3 |
| I-205 Active Traffic Management | 3 |
| North Portland Greenway Segment 5 | 3 |
| OR 212 Intersection Improvements | 3 |
| SW Pomona/64th Ped/Bike Improvements | 3 |
| 122nd Ave Corridor Safety and Transit Improvements | 3 |
| Beaverton-Hillsdale Hwy Bike Lanes | 3 |
| NE Broadway Corridor Improvements | 3 |
| US 26 (Sunset Highway) Operational Improvements | 3 |
| OR 217 Southbound Braided Ramps Beaverton-Hillsdale Hwy to Allen Blvd | 3 |
| Tiedeman Ave Complete Street | 3 |
| HCT: 82nd Ave Transit Project | 3 |
| Inner NE Glisan St Corridor Safety Improvements | 3 |
| I-5 Boone Bridge and Seismic Improvement: SB Wilsonville Rd to Wilsonville-Hubbard Hwy (PE, RW) | 3 |

| | |
|---|---|
| Capitol Hwy Bridge Seismic Retrofit | 3 |
| HCT: 185th Avenue/MAX Grade Separation | 3 |
| Boones Ferry Capacity Improvements (TS Rd Intersection) | 3 |

Demographics

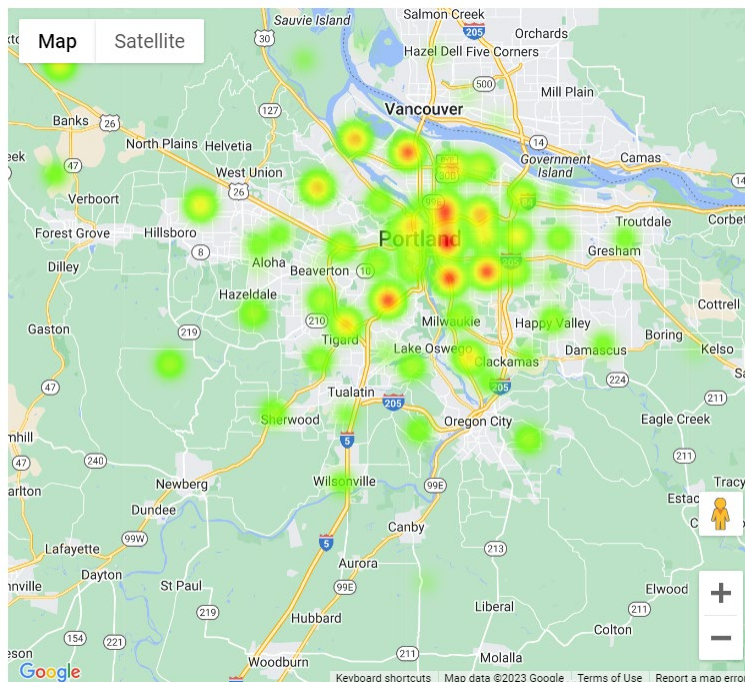
The survey asked participants to share more about themselves through optional demographic questions to determine whether the respondents reflect the region's diverse communities and broad range of experiences.

Metro recognizes that there is typically an opt-in bias that occurs with online engagement opportunities like this one. This often results in an over-representation of people who have the time, comfort, and access to participate. This skews participation toward higher-income people who speak English and have a level of trust in government. Groups that are underrepresented in respondent information by four percent or more are indicated in red.

Zip code

The survey asked participants to share their zip code. The question gathered 587 responses. People from 78 different zip codes participated in the online tool. The most frequently selected zip codes included 97214, 97202, 97219, 97206, and 97217. Figure 12 showcases the zip code heat map distribution.

Figure 12: Zip Code Heat Map



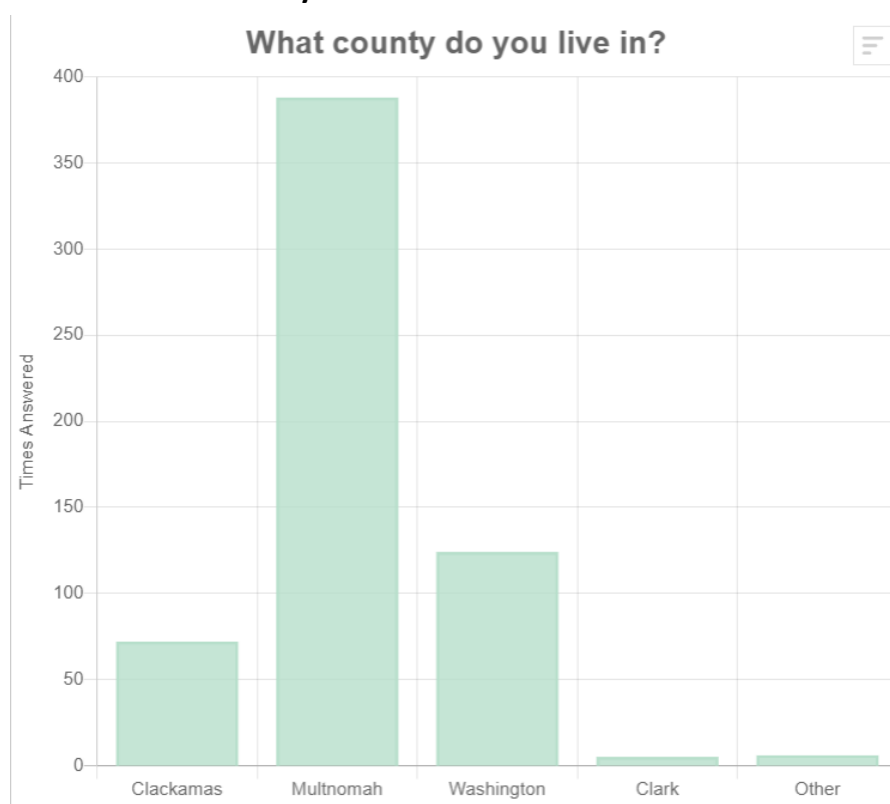
County

The survey asked participants to share the county they live in. The question gathered 587 responses.

65% of survey participants indicated they live in Multnomah County. Washington County was the second most selected option indicated by 21% of respondents and 12% of respondents indicated that they live in Clackamas County.

Figure 13. County of survey participants

Racial or ethnic identity



The survey asked participants to share their racial or ethnic identity. The question gathered 637 responses.

Compared to the metropolitan Portland area demographic averages, according to the 2020 Census, the survey overrepresents respondents who identify as White, and underrepresents other respondents who identify as people of color (American or Indian/Native American or Alaska Native; Asian or Asian American; Black or African American; Hispanic, Latino or Spanish origin) and Other.

Table 9: Race or ethnic identity of survey respondents compared to metropolitan Portland Area

| Racial or Ethnic Identity | Survey respondents | Metropolitan Portland area |
|---|--------------------|----------------------------|
| American or Indian/Native American or Alaska Native | 2% | 3.4% |
| Asian or Asian American | 4.2% | 11.3% |
| Black or African American | 2.3% | 5.3% |
| Hispanic, Latino or Spanish origin | 5.1% | 13.8% |
| Pacific Islander | .31% | Data not available |
| White | 72.6% | 66.0% |
| Race/ethnicity not listed | 2.2% | Data not available |
| Prefer not to answer | 11% | Data not available |

Annual household income

The survey asked participants to share their annual household income. The question gathered 522 responses. The largest percentage (18.2%) of responses came from participants with a household income of \$200,000 or more. The lowest percentage (4.21%) of responses came from those with a household income of \$180,000 to \$199,999.

Table 10: Annual household income of survey respondents

| Annual Household Income | Survey Respondents |
|-------------------------|--------------------|
| Under \$19,999 | 4.41% |
| \$20,000 to \$39,999 | 5.94% |
| \$40,000 to \$59,999 | 10.54% |
| \$60,000 to \$79,999 | 11.69% |
| \$80,000 to \$99,999 | 11.30% |
| \$100,000 to \$119,999 | 13.79% |
| \$120,000 to \$139,000 | 11.3% |
| \$140,000 to \$159,999 | 5.36% |
| \$160,000 to \$179,999 | 3.26% |
| \$180,000 to \$199,999 | 4.21% |
| \$200,000 or more | 18.2% |

Gender

The survey asked participants to share their gender. The question gathered 551 responses.

Roughly 50% of the people who responded to this question self-reported as men. 40% as women, and the remaining 10% self-reported as non-binary or chose not to respond to the survey. Compared to the metropolitan Portland area demographic averages in the 2020 Census, the spread of survey respondents represents a similar distribution of genders. It is worth noting that the census data does not include response data from non-binary or genderqueer individuals, which could explain the difference.

Table 11: Gender categories of survey respondents compared to metropolitan Portland area

| Gender categories | Survey respondents | Metropolitan Portland area |
|---|--------------------|----------------------------|
| A gender not listed here | 0% | <i>Data not available</i> |
| Man | 49.4% | 49.48% |
| Non-binary, Genderqueer or Third Gender | 6.2% | <i>Data not available</i> |
| Prefer not to respond | 5.3% | <i>Data not available</i> |
| Woman | 39.2% | 50.52% |

As data for all gender categories is not available for the metropolitan Portland area demographic average, groups that are underrepresented in respondent information by 4 percent or more will *not* be indicated in red.

Disability

The survey asked participants to share if they identify as a person with a disability (including but not limited to vision, hearing, speech, mobility, cognitive, and invisible disabilities). The question gathered 533 responses.

Most survey participants responded that they do not identify as a person with a disability (78.4%) followed by those who do identify as a person with a disability (17.1%) and those who opted not to respond (4.5%)

Metropolitan Portland area demographic averages, according to the 2020 Census, were not readily available for people who identify as a person with a disability.

Age

The survey participants were asked to share their age. The question gathered 541 responses.

A vast majority of respondents were between the ages of 25 and 74 Compared to the metropolitan Portland area demographic averages, according to the 2020 Census, the spread of survey respondents underrepresents people ages 24 and under and overrepresents people between 35 and 74.

Table 12. Age categories of total survey respondents compared to metropolitan Portland area

| Age categories | Survey respondents | Metropolitan Portland area |
|----------------------|--------------------|----------------------------|
| Under 18 | 1.3% | 20.60% |
| 18-24 | 4.3% | 7.93% |
| 25-34 | 19.4% | 16.49% |
| 35-44 | 27.4% | 15.44% |
| 45-54 | 14.4% | 13.22% |
| 55-64 | 11.3% | 11.98% |
| 65-74 | 13.3% | 8.86% |
| 75 and older | 6.7% | 5.48% |
| Prefer not to answer | 2% | <i>Data not available</i> |

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.

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May 2023

APPENDIX A: 2023 REGIONAL TRANSPORTATION PLAN SURVEY #3

APPENDIX B: 2023 REGIONAL TRANSPORTATION PLAN SURVEY #3 DATA

Table 13: Goal Ranking

| <i>Goal</i> | <i>Rank</i> | | | | | |
|--------------------------------------|----------------|----------|----------|----------|----------|-----------------------|
| | 1 (top) | 2 | 3 | 4 | 5 | Total rankings |
| <i>Safe System</i> | 223 | 180 | 153 | 126 | 53 | 735 |
| <i>Climate Action and Resilience</i> | 218 | 158 | 115 | 143 | 95 | 729 |
| <i>Mobility Options</i> | 115 | 175 | 200 | 175 | 67 | 732 |
| <i>Thriving Economy</i> | 109 | 94 | 80 | 110 | 343 | 736 |
| <i>Equitable Transportation</i> | 85 | 135 | 184 | 166 | 157 | 727 |

Table 14: Investment Categories Rating

| Investment Categories | | | | | | |
|--|---------------|----------------|----------------|----------------|----------------|--------------------|
| Row Labels | 1 Star | 2 Stars | 3 Stars | 4 Stars | 5 Stars | Grand Total |
| Freight Access | 474 | 484 | 724 | 477 | 472 | 2631 |
| Freight rail upgrades | 111 | 125 | 172 | 129 | 117 | 654 |
| Intersection designs | 105 | 110 | 168 | 137 | 142 | 662 |
| Port and intermodal terminal access improvements | 144 | 132 | 199 | 101 | 81 | 657 |
| Road and railroad crossing upgrades | 114 | 117 | 185 | 110 | 132 | 658 |
| Information and technology | 428 | 448 | 721 | 683 | 1085 | 3365 |
| Carpool and vanpool services | 154 | 158 | 186 | 85 | 83 | 666 |
| Smart technology enhancements | 82 | 100 | 182 | 158 | 151 | 673 |
| Traffic signals | 72 | 69 | 133 | 137 | 261 | 672 |
| Transit reduced fare programs | 56 | 52 | 95 | 141 | 339 | 683 |
| Transportation option programs | 64 | 69 | 125 | 162 | 251 | 671 |
| Maintenance | 230 | 320 | 969 | 1222 | 1873 | 4614 |
| Clean bike lanes | 83 | 47 | 139 | 153 | 344 | 766 |
| Fix bridges | 32 | 60 | 179 | 239 | 254 | 764 |
| Fix broken sidewalks | 18 | 70 | 166 | 210 | 308 | 772 |
| Fix potholes and pavement | 37 | 56 | 149 | 185 | 349 | 776 |
| Seismic upgrades | 41 | 57 | 175 | 212 | 282 | 767 |
| Transit vehicles in good repair | 19 | 30 | 161 | 223 | 336 | 769 |
| Roads and bridges | 734 | 427 | 684 | 627 | 932 | 3404 |

| | | | | | | |
|--|-------------|-------------|-------------|-------------|-------------|--------------|
| Complete streets for all users | 39 | 58 | 123 | 162 | 306 | 688 |
| Dedicated lanes | 141 | 126 | 165 | 123 | 121 | 676 |
| Main street retrofits | 41 | 50 | 137 | 178 | 277 | 683 |
| New streets and highway overcrossings | 156 | 132 | 162 | 121 | 110 | 681 |
| Widen major roads | 357 | 61 | 97 | 43 | 118 | 676 |
| Throughways | 1104 | 451 | 639 | 443 | 725 | 3362 |
| Dedicated lanes | 146 | 135 | 173 | 99 | 121 | 674 |
| Freeway capacity | 363 | 46 | 60 | 46 | 150 | 665 |
| Incident response | 77 | 90 | 189 | 158 | 161 | 675 |
| Interchange redesigns | 295 | 123 | 126 | 61 | 66 | 671 |
| Roadway pricing | 223 | 57 | 91 | 79 | 227 | 677 |
| Transit capital | 667 | 536 | 858 | 754 | 1394 | 4209 |
| Faster, more reliable buses | 39 | 42 | 118 | 154 | 351 | 704 |
| More MAX | 102 | 79 | 139 | 94 | 289 | 703 |
| More streetcar | 192 | 128 | 149 | 86 | 144 | 699 |
| Park and ride | 190 | 128 | 170 | 109 | 103 | 700 |
| Transit oriented development | 84 | 65 | 107 | 137 | 305 | 698 |
| Transit stop amenities | 60 | 94 | 175 | 174 | 202 | 705 |
| Transit service and operations | 359 | 404 | 752 | 774 | 1172 | 3461 |
| Increased bus service coverage | 48 | 49 | 129 | 172 | 294 | 692 |
| More frequent bus and MAX | 43 | 44 | 96 | 160 | 350 | 693 |
| Special transit services | 58 | 104 | 181 | 177 | 173 | 693 |
| Transit rider information | 97 | 123 | 201 | 150 | 118 | 689 |
| Zero emissions vehicles and infrastructure | 113 | 84 | 145 | 115 | 237 | 694 |
| Walking and biking | 283 | 302 | 620 | 742 | 1621 | 3568 |
| Protected bike lanes and pedestrian facilities | 58 | 50 | 97 | 116 | 398 | 719 |
| Road crossings | 31 | 43 | 104 | 197 | 341 | 716 |
| Street design | 35 | 56 | 109 | 185 | 329 | 714 |
| Walk and bike connections | 50 | 33 | 91 | 131 | 410 | 715 |
| Wayfinding signage | 109 | 120 | 219 | 113 | 143 | 704 |
| Grand Total | 4279 | 3372 | 5967 | 5722 | 9274 | 28614 |

Table 15: Demographic Questions

| Demographics Questions | | |
|---|--|--------------|
| What county do you live in? | | Count |
| | Clackamas | 72 |
| | Multnomah | 388 |
| | Washington | 124 |
| | Clark | 5 |
| | Other | 6 |
| When asked about your racial or ethnic identity, how do you identify? | | |
| | American Indian/Native American or Alaska Native | 13 |
| | Asian or Asian American | 27 |
| | Black or African American | 15 |
| | Hispanic, Latine or Spanish origin | 33 |
| | Pacific Islander | 2 |
| | White | 463 |
| | An ethnicity not included here | 14 |
| | Prefer not to answer | 70 |
| What is your annual household income? | | |
| | under \$19,999 | 23 |
| | \$20,000 to \$39,999 | 31 |
| | \$40,000 to \$59,999 | 55 |
| | \$60,000 to \$79,999 | 61 |
| | \$80,000 to \$99,999 | 59 |
| | \$100,000 to \$119,999 | 72 |
| | \$120,000 to \$139,999 | 59 |
| | \$140,000 to \$159,999 | 28 |
| | \$160,000 to \$179,999 | 17 |
| | \$180,000 to \$199,999 | 22 |
| | \$200,000 or more | 95 |
| What is your gender? | | |
| | Woman | 216 |
| | Man | 272 |
| | Non-binary, Genderqueer or Third Gender | 34 |
| | A gender not listed here | 0 |
| | Prefer not to respond | 29 |
| Do you identify as a person with a disability (including but not limited to vision; hearing; speech; mobility; cognitive; and invisible disabilities)? | | |
| | Yes | 91 |

| | | |
|--|-----------------------|-----|
| | No | 418 |
| | Prefer not to respond | 24 |

Which of the following age ranges includes your age?

| | | |
|--|----------------------|-----|
| | Under 18 | 7 |
| | 18-24 | 23 |
| | 25-34 | 105 |
| | 35-44 | 148 |
| | 45-54 | 78 |
| | 55-64 | 61 |
| | 65-74 | 72 |
| | 75 and older | 36 |
| | Prefer not to answer | 11 |

How many people live in your household?

| | | |
|--|---|-----|
| | 1 | 99 |
| | 2 | 256 |
| | 3 | 98 |
| | 4 | 58 |
| | 5 | 27 |
| | 6 | 5 |
| | 7 | 1 |
| | 8 | 1 |
| | 9 | 1 |

APPENDIX C: 2023 REGIONAL TRANSPORTATION PLAN SURVEY #3

COMMENTS

Table 16: Goal Comments

| Goals Comments |
|--|
| Climate Action and Resilience |
| <p><i>Adding more street parks, greenways, trails, and parks, etc, in neighborhoods that are predominantly low-income and BIPOC areas will greatly decrease crime and give those living around those areas a sense of ownership and pride. This allows for the initiatives below to have an easier path got success. Allowing our communities with those who aren't deemed worthy will only further that notion and propel the problem not solve it.</i></p> |
| <p><i>Again, focus on the mobility options and this goal will improve too.</i></p> |
| <p><i>Better and safer connected bike infrastructure, and more reliable transit that serves a wider area through high speed options like trains</i></p> |
| <p><i>Dirty Air should not be the "cost" of transportation. No person should be subjected to breathing illness (chronic, deadly or otherwise bad health) creating exhaust as a result of transportation systems. Cars, diesel and all transportation vehicles must be equipped with emissions reducing or emissions preventing equipment before being permitted to travel in our neighborhoods, through our urban centers or on highways.</i></p> |
| <p><i>Electric vehicles & charging, better transit (and not just to downtown!!!), safe pedestrian and bike infrastructure, infrastructure that stands up to extreme weather</i></p> |
| <p><i>Everything can be seen through this lens. Even economy!</i></p> |
| <p><i>EVs destroy the planet through resource mining, cause all sorts of pollution from manufacturing processes, perpetuate our cities being paved over asphalt, space wasting nightmares and go to the landfill in mass droves. We could do so much better for our urban and suburban spaces than making them mere parking lots and boring, depressing, characterless places. We need more green spaces, vertical agriculture, pocket forests, pollinator habitats, parks, food gardens, greenhouses and the like.Please!</i></p> |
| <p><i>Forest management and collaboration with native oregon tribes</i></p> |
| <p><i>Growth is good but not at the cost to our life. Ban businesses from selling single use items.</i></p> |
| <p><i>Improvements to existing Pedestrian, cyclist and transit infustructure and safety, and more of this infustructure in general. It is utterly terrifying to walk, or bike around most neighborhoods and business areas in the metro area simply because of auto/truck traffic and behavior. Do whatever it takes to tame this, the issue is deeper than infustructure I understand, but thoughtful logical infustructure can make a difference. I don't expect you to dismantle "car culture" but please help!</i></p> |
| <p><i>Less dependence on gas, less catering to automobiles, more investment in neighborhood transportation (pedestrian access, bike infrastructure, cheap busses/rail).</i></p> |

Lithium batteries are bad for the environment

More focus on providing safe options for zero-emission modes of transport (especially walking and biking)

New busses and rail options should be at least carbon neutral and ideally completely electric. Gas-based options should be deprioritized and pushed for technology upgrades whenever possible.

None of these priorities are mutually exclusive. Just expand and improve active transportation infra and transit.

Provide credits for ebikes like other cities have done! Depave parking lots, expand non auto use of neighborhood streets, back the Frog Ferry and other river based travel options

Remove space for auto travel and storage in order to spur infill development (as it will become harder to travel long distances by car, reducing demand for sprawl)

This has to be our #1 priority. And commerce doesn't have to suffer. For example, Tokyo banned dirty-diesel vehicles in 2000. Transformed the city. Owners of diesel vehicles adjusted.

Walking and biking are the two most environmentally friendly modes. We need more infrastructure to make them serious, competitive alternatives to driving. This means making our bike infrastructure visible and direct, such as protected lanes along major corridors like Sandy and 82nd.

We need more dense, mixed use development around transit and our urban cores

While people here love the climate, using public transit is currently wildly unsafe. Without better investment in public safety, this goal is unrealistic and hurtful to everyday people.

Would like to hear more about what specific actions have been taken here?!

Equitable Transportation

Cleaner bike lanes and roads.

Compulsory car ownership is an urban planning failure. Commodification of societal necessities is a political and social failure. Wasting our taxpayer dollars to fund car-centric sprawl is a moral and intellectual failure. There will always be some vehicles such as emergency vehicles or cars for people who really want them and purchase them as consumer goods and they should be electric, but they should always be optional and our infrastructure needs to allow equal access for the disabled, everyone

Create rebates for regressive (but necessary) carbon-intensive travel pricing schemes, to be paid towards lower income populations. These rebates can then be used to pay for tolls, parking, etc. or used on other things if the household opts to use transit, walking, biking to reach destinations. Also, work towards making more neighborhoods walkable and bikeable so that it isn't an expensive commodity, and is affordable to all.

Free transportation for those who qualify, NOT discounted only

Goes without saying low-income folks should be the focus. Same with under-served.

I only put this 3rd because safe, robust active and public transportation is equitable transportation, given that the cost of driving is prohibitive and poverty-inducing for many Portlanders. Having safe, efficient,

convenient and comfortable alternatives would give them the ability to save money and still travel with dignity. It would also reduce air pollution levels in many of the areas with higher rates of BIPOC and low-income Portlanders by reducing VMT.

Improved access to services for persons with disabilities. As someone who has a partner who cannot drive due to a visual impairment I'm familiar with the issues that come with relying on public transit as your only means for travel and how disruptive it can be to have to take a full day off for one appointment because of the time it takes to travel on public transit.

Improvements to existing Pedestrian, cyclist and transit infrastructure and safety, and more of this infrastructure in general. It is utterly terrifying to walk, or bike around most neighborhoods and business areas in the metro area simply because of auto/truck traffic and behavior. Do whatever it takes to tame this, the issue is deeper than infrastructure I understand, but thoughtful logical infrastructure can make a difference. I don't expect you to dismantle "car culture" but please help!

In addition to those priorities it is just wrong to foist the worst consequences of freeway building upon the poorest neighborhoods. The NIMBYs should pay for that.

It was hard to separate our equitable from mobility options — I see how they are different but it seems like a truly equitable system would have a broad array of mobility options for different abilities/preferences/needs and a system with true options would be equitable.

Less bikes lanes in outer se in exchange for better roads and side walks

make transit free and expand BRT beyond downtown (NE to SE, N to SE, Outer East Portland, to/from Vancouver)

Many of the above support equity. I did not place it last because it is not important but rather I think it should be included in all the above.

Nobody with an income below ~60k should have to pay for public transportation. Tax the rich. Put more, and more connected, routes into lower income areas. Add routes that connect these areas to necessities, shopping and businesses, and natural areas.

Provide faster and more efficient public transportation for residents not currently connected well to urban core. Light rail along Powell/Division should replace bus line in future. Consider rail extending to Oregon City

Require masks on public transit so that it is actually equitable and stops putting our community at risk

Stop being racist against caucasians

supported fares for public transportation. stable affordable fares for public transportation. Ideally, No Charge Fares for public transportation aka bus. Bus transportation is Free of Charge.

Supporting transportation options and modes beyond cars

The suburbs should not have the max. It just brings in crime. The city needs to manage who is buying property and for what purpose so that rentals are not being used short term or at extravagant price. Stop

displacing people and start focusing on population control. Oregon long term residents need to be the priority.

We need max lines that serve more areas in southeast

Wider and separated "bike" lanes that can be made open to a variety of vehicles and speeds. That way people who use mobility/adaptive devices, parents with children, cargo bikes, and just people with varying comfort levels can feel safe, while faster modes can move ahead.

General Comment

A safe system will promote the other 4 goals. Without safety in place people will not look to public transit, walking or biking or consider using any of these modalities if they don't feel safe.

A thriving economy will develop out of green, active, safe transportation systems, but green, active, safe transportation systems will not necessarily result from a thriving economy.

Each of these goals have a place in the discussion. I prioritized "thriving economy" as this is the engine which makes these investments possible.

No, all of this is mutually exclusive. It's kind of their job to maintain all of them.

None of these are mutually exclusive????? Who wrote this? What info could Metro possibly learn from this question? These "goals" are super vague as to what they even mean in practical terms.

should we kill people and the planet with cars fairly, or economically

Mobility Options

Automobiles as the primary mode of transportation is incredibly wasteful in every way and aren't the future, electric or not. They physically perpetuate the racist idiocy of Robert Moses redlining. They make our cities ugly blight and reinforce the hollowness caused by white flight and the inequities of gentrification by making the city grueling to get to for the workforce who make it function as they have to live way outside of the city and then pay for parking. Cars are prohibitively expensive.

Better access to frequent bus routes, transit stops that are located in safe to access areas that include lighting, sidewalks and crossing areas

Clear sidewalks.

expand free transit, invest in neighborhood "main street" business districts

Faster transportation

Give us options other than a car. Park and ride is a pipe dream, if you're in your car already you're driving the whole way.

Improvements to existing Pedestrian, cyclist and transit infrastructure and safety, and more of this infrastructure in general. It is utterly terrifying to walk, or bike around most neighborhoods and business areas in the metro area simply because of auto/truck traffic and behavior. Do whatever it takes to tame this, the issue is deeper than infrastructure I understand, but thoughtful logical infrastructure can make a difference. I don't expect you to dismantle "car culture" but please help!

Investments should be made in projects that promote getting people outside of their cars. The more we can get residents to utilize other transportation options, the better we'll all be served.

Make sure your transit related elevators actually function consistently

More ADA friendly sidewalks wider sidewalks

More lanes, more lanes, and more lanes.....

Please look at Vancouver BC as a model for how to invest in transit options and equity. Not only this but compare our regional system with theirs. Why are we so far behind? Why is our system so much less safe? Why is our system so much slower? We do we have NO Transit Oriented Development that has ACTUAL transit? Why is the most of what we have Development Oriented Transit instead?

Portland has a MASSIVE issue with accessible sidewalks. I can go blocks and blocks without seeing a sidewalk with a sloping grade so folks using wheelchairs can cross the street. All busses and rails should have the ability to accommodate passengers with wheelchairs. Additionally, infrastructure for folks with vision impairments (braille signs at cross walks, braille on bus route maps, etc.)

Private car ownership MUST DIE. Incentives for not owning, using a private vehicle MUST BE PRIORITIZED.

Provide them.

Rather than only encouraging people to use unsafe public transit, offer mobility options but don't make people pay a premium for not using them. It only hurts people and local business. When people have to pay for parking, they have less to spend on small business.

Reduce maintenance budgets for auto infrastructure and spend that money retrofitting those spaces for walking, biking, and transit. This will allow us to do more with our existing budget and provide access to multimodal travel to more people.

See comments above.

TRAINS AND ELECTRIC CARS AND BUSES

Transit, not just to downtown!! I want to be able to travel to dinner and the airport and my doctor on a bus / max / streetcar!

Separated bikeways that allow for longer distance travel and travel between neighborhoods, which is way more accessible to more folks with the availability of ebikes.

People who aren't hardcore cyclists and don't understand the system (which isn't intuitive at all) won't bike longer distances if we have to travel super indirect routes.

We need a regional ride share program. We need investments in single occupancy modes of travel, ebikes, e-scooters, local trip tiny cars, etc. Modes of travel that have less impact on the transportation infrastructure. Not necessarily things that older drivers will use but future drivers will appreciate the less is more options.

Well-connected is the key.

Safe System

An armed society is a polite society.

Current bike infrastructure does not encourage new riders who feel unsafe. Improve, enhance, and expand safe bike infrastructure. Make bus routes safe and welcoming for pedestrians.

Fare gates. Why would I take transit when I must ride next to fare-see dodging psychopaths?

Stabbing deaths on a MAX? Come on!

Stop expanding a system you cannot properly police.

Focus on the real problem—driving under the influence. Add more street lights so people can see at night. Time lights and crosswalk signs at delayed intervals. Stops signs at all 4way intersections would be great. Still missing paved streets in outer SE. and most importantly...End every corner is a crosswalk nonsense. It's complicated, leads to dangerous behavior and ignores cdc distracted driving and walking data. We are a city not a town

I see safety and mobility options as inextricably linked. People can't and won't bike, walk, and take transit if they don't feel safe. Folks walking and rolling need to be safe from cars first and foremost. But also the actual and perceived sense of safety from an environment that actively promotes mobility options — lighting, clearing debris, pavement conditions — create an environment where more people are out of their cars and even further promotes safety.

Improvements to existing Pedestrian, cyclist and transit infrastructure and safety, and more of this infrastructure in general. It is utterly terrifying to walk, or bike around most neighborhoods and business areas in the metro area simply because of auto/truck traffic and behavior. Do whatever it takes to tame this, the issue is deeper than infrastructure I understand, but thoughtful logical infrastructure can make a difference. I don't expect you to dismantle "car culture" but please help!

Investments back into safe public transit. While government wants to incentivize the use of public transit, it is currently unsafe. People are attacked on it constantly. Invest in patrol. Or understand that people would rather drive out of safety and control of their environment. Having to pay a premium to park hurts individuals, businesses, and the economy. The more people have to pay to park, the less they can spend on local business or see their friends and family.

It's hard to say safety second or third but it's frustrating that society struggles so much to be safe. Safety requires individual thought not expensive infrastructure. Just look at school zones, you can't get safer than a school zone yet people just don't slow down, even the parents delivering the kids.

Less crowded freeways

More safety mechanisms (on vehicles, signage on road ways, lighting at crossings, etc.) must be in place to PREVENT traffic & bus deaths. No one should be killed by a bus, MAX train or delivery truck. All transportation and public transportation vehicles must be up to date and continuously maintained to proper safety standards. Doing so would create and support good paying jobs - supporting the local economy.

Protected bike lanes and more connected greenways. More of a security presence on MAX lines outside of normal commute times, especially at night, just to observe and intervene if any passengers become violent

reduce speed limits to 20mph on all city streets, increase speed camera use

Reducing VMT and removing the assumption the SOVs can access every area by default. Also lowering speeds and right of way design choices that make people pay attention when they are operating a motor vehicle.

Require a driving course on how to navigate bikers and bike lanes. I know countless people who have been hit by cars. Also, fines for breaking traffic (INCLUDING PARKING TICKETS) laws should be based on income bracket.

Require masks on all public transit

Road narrowing, street closures to private cars, more reliable and safer access to other modes than cars, better pedestrian and cycling facilities.

Safe driving and slower streets are more important than fast travel from A to B

Safe walking and biking paths are invaluable. Being able to safely walk or bike throughout the area is not only good for the health of the community but also helps to reduce the number of trips people rely on vehicles to take. I would like to see more protected pedestrian pathways and better bike lanes. I would also like more designated crosswalks and more access to sidewalks in high traffic residential areas

Safety is job one. Pedestrians, especially in East Portland, need help.

Safety is the no. 1 concern keeping many from biking. We need more than paint. Protected lanes using anything from street parking as a buffer to plantings between driving lanes and bike lanes. More traffic calming.

Sidewalks

Slow traffic speeds and protect other road users from all traffic above 30 mph.

Stop spending money on cop cars and instead provide money to organizations that find housing for homeless folks

We need actual stations and not just stops called stations. We need employees who protect shelters and infrastructure along with helping riders rather than fare inspectors. We need to bring back fareless square as well as Night Owl Service. I got fined right after fareless square disappeared without knowing better and had to sacrifice groceries to pay the fine because I had finals in college on the "TriMet Tuesday" trash pick up day. Despite this crappy situation I still advocate ardently for you

We need more safe cycling infrastructure. The west hills in particular are a disgrace. Why on earth aren't there bike lanes on Skyline?!

We need to seriously prepare for the inevitable reality of self-driving vehicles.

When ever repaving roads or rebuilding them, safe and dedicated cycling/pedestrian infrastructure should be prioritized.

you absolutely need to staff the green and blue MAX with one security guard per train to keep people from smoking meth and fentanyl on it. That's why I started reluctantly using my car. My son is six. They don't even kick the person off until a major hub.

You have to have police and you have to treat everyone the same when it comes to safety and the law.

Thriving Economy

A thriving economy equals innovation.

Build a thriving economy where people can appreciate short trips, local living/working, safe and reliable ride sharing and the community will rally and if the economy is thriving we can afford safe facilities.

By no means unimportant. Bringing up poor and underserved communities, for example, is a tremendous boon to the economy.

Commuter rail infrastructure maximizes space efficiency and is an economic driver for the local economy. It prevents time from being wasted in traffic congestion, saves tons of automobile related expenses to residents and avoids massive expenditures caused by cars (EVs or not) to the city too. Carcentric urban sprawl prevents foot traffic and makes getting around to window shop hostile and even lethal. We'll have no economy when the planet is on fire. Please end the failure of the automotive city.

End sidewalk camping. Expedite permits. Help better protect small biz from repeated theft, vandalism, and harassment

Focusing on people over moving cars is one of the best ways you can create wealth from our streets. Close streets to cars, lower speeds, build protected bike lanes and fill sidewalk gaps. Get people into the community and out of their car.

I believe that investing in the welfare of our communities will ultimately invest in our communities. By providing and requiring areas to have lower pollutants, equitable housing, and resources allowing those in crisis to be able to participate in the economy of Portland. When those basic needs aren't met we can't expect our metro to thrive and succeed. Our priority on the economy shouldn't be a priority until the others are met.

Improvements to existing Pedestrian, cyclist and transit infrastructure and safety, and more of this infrastructure in general. It is utterly terrifying to walk, or bike around most neighborhoods and business areas in the metro area simply because of auto/truck traffic and behavior. Do whatever it takes to tame this, the issue is deeper than infrastructure I understand, but thoughtful logical infrastructure can make a difference. I don't expect you to dismantle "car culture" but please help!

Increased public transportation network and service frequency.

Invest in giving my tax money back because you clearly can't handle the responsibility of spending it correctly.

job connector shuttles, low emissions freight hubs to minimize pollution impacts on neighbors and environment

Make it easy to bring businesses into greater pdx

More Parking, more Ev stations, more accessible roads. Less bike lanes, more car lanes. Traffic sucks and trimet is too dangerous. People outside of their neighborhoods means more businesses with customers.

More pedestrian zones with green spaces where small businesses can thrive. People will stay longer and are more likely to try a new shop or restaurant on foot than in a car.

More reliable transit and safe bike routes for people to access major job centers.

Multimodal connections are great for small businesses (less so for big box stores). I have personally discovered many new favorite shops and restaurants by getting out of the car and observing my surroundings at a slower walking/ biking pace. Also, the fewer parking lots a place is surrounded by, the more comfortable and inviting it is.

No economy will thrive if the people who work minimum wage jobs cannot afford to live in the area where they work. Those working in Portland Metro but coming from outside should have free, FAST (light rails) public transportation options.

Raising the minimum wage

Reduce parking meter prices to encourage spending in the economy.

Support neighborhood (local) business districts with better bud service, more bike infrastructure, and welcoming pedestrian environment. Reduce auto access downtown (central city) and create more bus, bike, and pedestrian thoroughfares to promote active public spaces. These efforts will bring people back downtown, but also promote thriving, 20-minute neighborhoods outside of central city.

You cant have a thriving economy if you tax majority of people into poverty. But you all already know this or dont care.

Table 17: Investment Priority Comments

| Investment Priorities Comments |
|---|
| Freight Access |
| Freight rail upgrades |
| <i>Again, not qualified enough to comment here</i> |
| <i>Fix the grade-level crossings in inner SE portland. The railroad should be grade-separated through all of SE</i> |
| <i>I guess this is important but I don't know a thing about it.</i> |
| <i>Moving large quantities long distances is always going to be cheaper and more efficient by train. Full stop.</i> |
| <i>Need more info to rate</i> |
| <i>NW industrial area? Fine.</i> |
| <i>Outer NE Portland (NE 122nd and Sandy) near multi-family housing. No.</i> |
| <i>Odd question for this audience. I'm not sure what the terminal traffic looks like and I think that's true for most people completing this survey.</i> |
| <i>The only freight rail upgrades we should make should be electrification; but this should be conditioned on transfer to public ownership of the track right of way and associated infrastructure.</i> |
| Intersection designs |
| <i>Again, this should be specific. Defined routes for this should be the basis. We could also begin using smaller transport vehicles for local stuff which would decrease this need on a widespread basis.</i> |
| <i>Bad idea! for areas outside of NW industrial, Swan Island and Columbia Blvd. corridor.</i> |
| <i>Coming off of the ugly Marquam bridge to try to cross into the close-in Eastside area and there's an at-grade freight train going slowly? Horrible! Also, we need to bury I-5 on the Eastside, it's a nightmare and ruins the entire part of town.</i> |
| <i>Focus on bikes and pedestrians.</i> |
| <i>I would hope that freight is generally on a separated network from active transit modes.</i> |
| <i>I'm not sure what this entails but I'm uneasy with the idea of "supporting freight turning movements." It's my understanding that the intersection of SE 26th and Powell was altered to do just that before a cyclist was killed there last year by a freight truck turning right after coming out of the rail yard. Again, safety before convenience. I have my two small kids on the back of my bike and this kind of scenario keeps me up at night.</i> |
| <i>In southern Hillsboro on TV highway, it's super scary to be a pedestrian because of the lack of sidewalks. In some places you literally need to walk on the shoulder!</i> |
| <i>Limits need to be placed on the length of freight trucks. It is not possible to increase the size of intersections everywhere to accommodate huge trucks turning corners.</i> |

Once again, this will be a waste of money if congestion pricing is enacted, but very important if Portland decides that being a major port is actually important. The congestion pricing scheme is practically designed to drive business away.

Prioritize safety at all levels.

Support wide turns for freight but not at the expense of active transportation users. Use different tools like curb extensions with mountable truck aprons to accommodate trucks without disregarding vulnerable road users

The problem with these designs is they often result in high speeds and reckless driving by the masses. I approve of changes such as increasing visibility or slowing oncoming traffic to make turns easier, but things such as slip lanes that raise speeds should be avoided.

This is especially important in light of the recent death on SE Powell.

We need to get 18-wheelers and other large vehicles off of regular streets. They have no place there and endanger other users. Build the streets for smaller delivery vehicles and let the market figure out how to make it work.

Where makes a big difference. Wipe out downtown building to make it easier for semis to travel through downtown Gresham? No thanks

Yes, reduce conflict between modes but don't automatically favor freight

Port and intermodal terminal access improvements

Actually, I think this is very important not unimportant as I have selected. The reason I put it as not important is that it will be waste of money if congestion pricing happens. Trucking and shipping will bypass Portland and go other ports that are more business friendly and cheaper. So, very important if Portland remains business friendly and a waste of money if congestion pricing drives business away (as it inevitably will).

Although this is important, if the congestion pricing goes into effect it will ultimately just throw money away as trucking and shipping will just move to other ports to avoid the expense. So, don't even bother with this if congestion pricing happens.

Dedicate specific routes to freight and heavy cargo movements so they are more efficient. We can enable economic efficiency while also minimizing the impact of freight / cargo to common routes

Don't know anything about it so my opinion is moot.

I would gladly support this if it meant more physical separation from commuters. Safety should be prioritized over convenience.

If we could use our port more regularly or better we might bring back more commerce, jobs, and could possibly have a dredge fleet again

Need more info to rate

Need more info to understand what's being solved and how it relates to other options

NW industrial area and Swan Island need more access? Why?

Portland is not Long Beach, California.

Odd question for this audience. I'm not sure what the terminal traffic looks like and I think that's true for most people completing this survey.

Road and railroad crossing upgrades

Freight can already get everywhere from everywhere. We need to stop wasting money incentivizing fossil fuel use, and re-direct these funds towards transit, pedestrian, bicycle, streetscape, and TOD projects.

Freight trucks/semi trucks cause almost all road damage. These companies can pay for road repairs instead of our taxes being thrown away to subsidize them without our approval.

I'm not familiar enough with these to comment, but I do get stuck behind trains a lot in this city. It's my understanding the problem is more the length of the trains than the quality of the crossings

Please invest most in St. John's / north Portland area around this

Put the rail line in the central east side into a trench like Reno. Why is no government talking about that?

Road or railroad? Those are two very different questions

SE 11th crossing is terrible

SE 12th Avenue at Division is blocked a lot because of freight trains. The MAX doesn't close the street much but I have gotten stuck for over an hour waiting for a freight train to move.

trains seem already to have priority, so the benefits would be mostly for road users

Where? Like down near the old Kmart property at NE 122nd and Sandy?

See above comment mentioning Jerry Brown; stop encouraging industries touting minimal local job expansion for a pollution-prone idea (warehouse and semi-trailer traffic).

General Comment

General Comment

42% is allocated towards maintenance? I understand that labor, materials, and changing technologies are expensive but if we are continually maintaining the roads and transit infrastructure shouldn't that percentage reduce for the future? If we are diligent on road and pothole upkeep the money we allocate for those projects could be used for major critical projects. Being a resident for 13+ years I've come to assume we only use band-aids to fix issues instead of preventive measures, change it.

The advancing arrow at the bottom right of each page covers up the comment bubble for the bottom question. Consider redesigning the survey so that the advance button doesn't obscure content.

The WES commuter line should not just be a commuter line. It should run more frequently all week long and into the evenings.

When it comes to freight, I think hardening the system to keep it working in the event of a major emergency (such as a giant earthquake) would be a worthy goal.

Information and technology

Carpool and vanpool services

I car- and van-pooled for a decade. Didn't seem to damage me (although I had to give up singing lustily and reciting Shakespeare. It is surely cheaper for society to provide multi-occupant vehicles than single occupant vehicles and the capacity for them. And then there is the issue of who benefits and who pays.

I think this will socially be a hard sell and is likely not the best use of resources at this time.

If people are willing to pool. This suggestion may be an anachronism as working from home maybe changing the necessity of pooling.

Non sequitur, Rebuild the Jazz District

This has been around forever & should be managed by employers.

This should be lower on overall priority than improving the trains and bicycle networks

This should be the responsibility of the employer.

Vanpool maybe, but carpooling is only used to cope with inadequate driving alternatives. We should focus more on a solution and less on a coping strategy.

Smart technology enhancements

A lot of "smart technology" projects are deployed to reduce congestion. As such, they're a waste of money. We need to stop reducing congestion, and start investing in alternatives to driving.

Add public transit to Apple Wallet

I do not support ramp meters, as these encourage sprawl.

Make sure traffic signals at big crosswalks give folks enough time to cross the street. Make it safe for people to cross the street.

Not related but...Rebuild Little Italy and the old Jewish Neighborhood

Sounds smart. People tend to be more patient if they are kept aware of what is going on.

The light in Hillsboro for Main St and 10th Ave is very dim and is hard too what color it is until you're right under it

Traffic enforcement tech too, please

Variable speed signs are a WASTE. Please no more!!!

Yes for sensors used to collect Data for research, but stop installing those giant message screens that are rarely used

Traffic signals

Definitely prioritize bikes and pedestrians.

Freight interests can get stuffed.

get rid of beg buttons and do not prioritize freight!

I am not in favor of speeding up travel for large vehicles like trucks or busses.. they go too fast as it is. This was a trick question as you added bicycles and wheel chairs in the same priority.

Improved signal efficiency is important to serve everybody on all modes.

I'm not a big fan of prioritizing one citizen over another like some of the options listed.

not freight trucks

Not freight trucks. That's private business

Not sure about buses and freight trucks. The focus should be people walking, rolling and bicycling so they spend less time waiting.

Not sure I agree that freight trucks should be given any priority over private citizens.

People are not the same as freight.

Please explain how/why freight should be prioritized in the same sentence as people who are walking/biking and are incredibly at risk in these environments?

Portland is good at timing signals which allows good thru traffic flow. Beaverton sucks big time. "Where traffic goes to die"

Prioritize bikers and walkers.

Prioritize buses, bikers and walkers.

Prioritize transit and biking/walking.

This would work if it be be EFFECTIVELY done in real-time. Otherwise, it just adds to delay and frustration.

Yes to bus signals. Pedestrian and bicycle detection are a must too (with a backup button in case it doesn't work). The signal should change right as a bike or ped approaches, or right after. In inclement weather, it keeps vulnerable users from standing around getting soaked. Without this technology, bikes and peds wait too long, get fed up and end up crossing illegally. This puts the pedestrian or bicyclist at risk and then leads to drivers waiting at a red light for no reason.

Yes! Waiting forever for a crossing signal discourages walking to your destination and encourages more vehicles on the road. You cannot prioritize cars on the road and expect less of them to be there

Transit reduced fare programs

And keep their ride safe!

Bring back the Fareless Square! Make the Streetcar cost-effective and free in the Fareless Square also.

Crack down on fent-smokers and ear-biters and maybe older people and students will actually want to ride the max.

Encouraging other modes of transit rather than cars is the best way to reduce congestion.

Fairless transit now

Fare free transit

Fare free transit is necessary and needed

Honestly, TriMet needs to be free. I'd like to see a real plan developed of how we could get there, if we really want to get more cars off the road this is what it will take

I believe in an equitable fare program, but I went from a very frequent Trimet user to almost zero in the last few years because I'm tired of rolling where I need to go inside a homeless shelter. If you don't ENFORCE fares & rules, than the reality is the 10% of people who ride, for free, bevaue of no oversight, cause 90% of the disturbance for other riders and drivers. Is a multi-tiered income based fare system possible? Instead of people making \$14k a year paying same as \$140k?

I don't think citizens of Portland who pay taxes in the city should have to pay to ride the train. That would bring ridership way up, which would make them safer, further inducing additional demand and getting more cars off the street. We can save money by no longer maintaining expensive highways that nobody will use.

I think these programs will cost the taxpayers more to administer than any benefit they would provide.

It would be cool to have a fare rate for federal/nor government employees!

It's worth noting that only 2% is dedicated to these specific SOV programs. That is a shame. We must heavily and deeply invest in giving people the support to travel in ways other than a personal vehicle.

Make public transit free - do we honestly make more from these small fares than it costs for us to monitor that people are paying? How much does it cost to pay officers, maintain server structure, pay contractors, and put in the station infrastructure? Just make the damn thing free so people will use it and pay for it with tax dollars.

Other places have free transit. Look at Kansas City and list the to the Freakanomics podcasts about transportation costs. It's eye opening. Most budget doesn't come from rider fares.

Public transit should be a human right that is free to access for everyone. In the meantime, this is a good program.

Public transit should be free for everyone!

Public transit should be free to all!

Public transportation is paid for by the people. It should be free up to a certain income point.

Rollout to everyone.

STRONG YES - BRING BACK FARELESS SQUARE

The subsidized fare programs currently in place are great. Please do NOT expand subsidies to people (like me) who can afford to contribute to the cost of the system

Transit should be a human right and free for all to access. Until then, this is a good start.

Transit should be a human right and free to access for all, but this is a good start in the meantime.

Transit should be a human right and free to access, but this is a start.

We need Farr free transit

Yes but not at the expense of service coverage and frequency

Transportation option programs

Add funding for transportation options around school (school streets, bike buses)

Again, safe streets also mean our kids being protected from dangerous criminals living in tents on our streets

But, finally, you need to put the right (and not the wrong) facilities in place, rather than talking about them.

Create shuttle services in neighborhoods that are more than a mile away from a bus stop!

I believe incentives and encouragement are the best way to get more people walking and biking, but they need to apply to everybody and not discriminate.

I want to give this 5 stars, but I'm not convinced it moves the needle (at least not as much as infrastructure improvements)

Implement a regional 'bike bus' program to incentivize kids to bike and walk to school. The bike bus has seen success at Alameda Elementary in Portland and could be spread across the region.

Need more information on this one.

Please, just start enforcing the fare requirements. 90% of the disturbance is caused by the 10%, many of those who either didn't pay there fare, or did pay and are not trying to get anywhere but seeking shelter. What happened to fare inspectors???

Support the bike bus bill!!!

Maintenance

Clean bike lanes

Bike lanes often become a gutter for leaves, trash, broken glass, and gravel. Having bike lanes that aren't well maintained essentially equates to not having them at all if we can't use them.

Bike lanes should not only be kept clean, they should be repaired when damaged by cars, e.g., when the delineator posts are run over by cars.

Bike lanes that I use are littered with debris. Let's change this, please.

Clean up homeless trash and tents

Definitely, keep bike lanes clean and safe to use for bikers.

Great low-cost and predictable operational budgeting option that may increase attractiveness of cycling.

How about sweeping them clear of campers, first.

Please! Sweep bike lanes. Is that really an effective use of resources?

I don't drive due to my disabilities, so riding a bike has been my mode of transportation for whatever reason.

I know many people who have been injured on bike paths that become slick with moss or covered in gravel on Metro maintained paths. There is also wear and tear on bicycles

I ride my bike every day for errands, commuting, etc. PBOT does a TERRIBLE job of keeping the bike lanes clear, esp the new "protected" (wanded) bike lanes. I know people who won't ride b/c the lanes are not maintained, so if we want people to bike, PBOT needs to clean the bike lanes weekly or bi-weekly.

If bike lanes aren't clear they might as well not exist. Cyclists can't ride in dirty lanes.

I'm a bike rider and I can handle leaves and debris in the lane

In my 8 years of biking, I've seen it all from the typical glass hazards in the bike lane to dirty diapers, to full shopping carts, to full cars parked in the bike lanes sometimes for days! If you insist on keeping a law requiring cyclists to be in a bike lane, when one is provided I don't know how this issue of keeping the bike lanes clear of obstructions at all times is still an issue. Seems like it's time to remove that mandatory side path law!

It is important for bike lanes to be clear but more important for them to be protected from traffic.

Keeps bicyclists from getting flats and having debris flung in their face. Also beneficial to drivers and transit because it keeps bikes from having to use the roadway to dodge debris

Major roadways were not cleared of debris/gravel until over 2 months after the snowstorm. This was pushed into the bike lanes and made traveling precarious or forced bikes to interact with cars.

Portland would like to have more bike riders, but there just isn't as many as the city would want.

The current conditions are a sad reflection of whatever y'all hoped they'd be

The upright stanchions separating bike lanes from traffic impede street cleaning of bike lanes. Would raised dots (Bott's dots) be sufficient?

This is crucial to getting people to actually bike, and is a safety issue

We need clean and safe bike lanes.

We need clean bike lanes. It makes it safer for people to ride.

We need to maintain our bike infrastructure.

We need to transition away from bike lanes, which do not provide physical protection for vulnerable road users, to physically protected cycle tracks. We need to stop trying to pretend like we're the experts, and just follow the examples of places that have demonstrated they have safe bicycle systems through high mode share for bicycles and attainment of vision zero goals.

Would be necessary IF there were any bikes on the bike lanes! Foolishness...not stars here.

You can't ride in the bike lanes when there is a ton of debris, it's dangerous.

Fix bridges

Adding transit lines to bridges should be a priority.

And add transit to bridges.

Bridges carrying more transit and freight first

Focus on adding transit to bridges.

Not to the extent that it encourages car use.

Only repair if transit is enhanced in the process.

Safety first

The IBR 15 bridge replacement project is a stealth freeway expansion that will blight downtown vancouver and allow wealthy, white vancouverites to dump their transportation emissions on poor black communities in north portland. The current design of the 15 Bridge replacement according to ODOT is unacceptable from a climate, equity, and safety standpoint.

This is probably most important

We obviously rely on bridges no matter which transit mode you use, and should keep them in good repair.

Fix broken sidewalks

Absolutely critical to provide accesible walking to nearby locations - particularly to schools, medical facilities, and community centers.

Accessibility can already be difficult for people, make it easier to wheelchair

Adding sidewalks in neighborhoods that lack is even more important than fixing broken ones. Being able to walk and roll through the city is the most important thing.

And provide more sidewalks in areas that need them

as a step to making walkable communities where people want to be - to live, work, play

Consider replacing broken concrete with asphalt sidewalks, which is a standard flexible material in many European cities

Extremely important for folks with impaired mobility

For those that actually make the effort to ambulate, it would be nice to avert a fall due to uneven walkways

Honestly, every item on this list is a high priority. But I prioritized this one lower, as safety accidents seem like they'd be worse if bike lanes aren't clear and bridges aren't fixed.

I definitely walk around too.

Make sidewalks wider and allow for more/permanent outdoor seating at restaurants and cafes.

residential or commercial?

Sidewalks need to be safe for all users

So many trip hazards & bad cutouts.

Some pedestrian sidewalks do not connect. Sometimes sidewalks in Portland end abruptly. Sidewalk connectivity is absolutely imperative. Cracks in the sidewalk will always be there, even big cracks, that in my opinion should be less of a concern. (If people want to skateboard on a perfect flat surface then they can go to the skatepark for that.)

This is a nice to have. But realistically we need sidewalks and bike lanes in areas that don't currently have them far more desperately than we need to fix up existing ones. A broken sidewalk is still safer than no sidewalk.

This is pretty crucial for our friends and neighbors with disabilities

Fix potholes and pavement

42% of the budget is on maintenance and it seems that potholes/pavement are never fixed. There are pothole hotline signs everywhere but the potholes are still there and are degrading at an alarming rate. Fixing potholes and pavement will allow more people to bike safely, this reducing cars/ and the emissions they cause.

Bumpy roads bother my double scoliosis.

Feels like we are losing ground on regular maintenance. Need to vastly increase investments to get caught up before everything has to be replaced and the cost is even higher

Fixing of potholes should be prioritized along bike right of ways. Maintenance of roadways for auto uses should be sharply decreased because the current level is unsustainable given the level of sprawl.

Fixing potholes along bus lines should be the first priority. Car-only streets should be a lower priority.

Hard on those bus tires and suspension.

I don't care about potholes, but I do care about culverts that are barriers to fish or wildlife

I don't care about potholes. I don't see how this is related to barriers for wildlife (of which there should be options, like green bridges, for this species)

If it encourages more car use, don't do it. Make that policy clear. Lead people to better home/job location decisions

Let's focus on maintenance of existing infrastructure, instead of increasing this

Pave smooth, wider shoulders on more rural roads for the safety of bikes and peds

Please stop throwing a bunch of loose gravel on the pothole patches it's SO dangerous for cyclists, who, surprise!, also use the roads our income taxes pay for.

Potholes and degrading pavement are not only slowing car traffic down, but also extremely expensive to replace.

Prioritize along bus routes. If a street is car-only, it should be on the back burner.

Prioritize Greenways and other bike routes that are often in worse condition than major arterials.

Prioritize potholes/pavement issues in bike lanes

Road's conditions in Beaverton and Portland Metro are in terrible condition!!!! Fix and maintain existing infrastructure!!

Stop building and fixing expensive roads for cars, build more streets for transit and pedestrians instead. The maintenance costs are much lower. Making the roads more attractive to drivers just induces additional demand.

Streets are a mess. This should be No1 priority

This impacts the safety of all. If drivers are crossing centerline or swerving into bike lanes to avoid potholes we all lose.

This is expensive because we overcommitted past what we could maintain. Some roads should be turned back into gravel if they do not pay for themselves to be paved. That is very hard to determine, but our other transportation priorities take precedent over car infrastructure in urban areas that does not meet the demands of its environment. Many potholes and pavement repair issues also slow cars down, which has many safety benefits.

This may be an unpopular take, but the cost to maintain expanding infrastructure focused on personal transit like cars is a losing battle. The paradox of transportation systems - we can't sufficiently fund active transport options or roadway expansion and repair, so both inevitably become non-viable options.

This should be a main priority along bud lines. Car-only streets shouldn't get priority.

This should be prioritized only on bus routes. It shouldn't be prioritized as much on solely car routes.

We need much higher investment than we've been giving. This is a major issue we need to get on top of. Or we will keep paying double to rebuild everything. Expand beyond just major arterials so people walking and biking get some benefit

Seismic upgrades

Bridges certainly should be seismically sound, but I don't understand how a road can be. Rail I assume would be mangled in an earthquake, buses should be no worse off than cars.

Focus this specifically on transit first before other infrastructure.

I know this is a legitimate need, but please don't let it be an excuse for colossal mistakes like the current plan to add more freeway lanes to the I5 replacement bridge. We should be able to upgrade to seismically resilient structures without bloating the size and budget of roads and bridges.

Seismic upgrades to transit are most important as it can move the largest amount of people.

Seismically upgrading the bridges will help in the regional recovery after the "big one". It will also help for emergency services do their work in such an event.

The Seiiwood is not likely to stand after a major cascadia subduction zone quake.

If the plan is to cut-off the westside of the Willamette from the Eastside, after a major quake. Then we are ready.

Too bad that all those disaster supplies being stored just east of the gorge will only be acceptable by road to everyone east of the river

This should not be used as an excuse to increase motor vehicle capacity.

We might be better off if the Abernathy Bridge fell down. Then we would no longer have 31,000 commuters from Clackamas County to Washington County and 23,000 in the reverse direction. They would find jobs closer to home, save money and time and energy. I-5 bridge has I-205 bridge as backup, so backup would not be needed post-Cascadia event (where there would be massive damage all the way around).

When the Big One hits, sturdy bridges will be vital.

Transit vehicles in good repair

Can we stretch out time between replacements? Climate impact of new vehicles/embodied cost needs to be factored (not just emissions)

Can we stretch the time between replacements. There are climate impacts to new buses (embodied costs), not just an emissions calculation. There's not enough info provided to understand how to prioritize this investment

Citizens deserve the best transit vehicles that are safe for all users, clean and available

Converting the fleet to EVs should be a higher priority than continuing to maintain diesel buses

High-quality, well-maintained transit invites its use by commuters, reduces localized pollution, and reduces future deferred repair costs.

I can't wait until all the old Trimet light rail series 1 cars have been retired, a promise years in the making, that i have yet to witness! And please make rapid transit lines actually rapid, 15-20 minutes between buses is not rapid. I wish double decker buses were used for some lines, make bus riding cool and fun!

I do take public transportation due to my born double scoliosis.

I'm choosing the local over the regional for this priority list (maintenance). Generally I support the use of public transit over the use of private autos, always.

Safe vehicles are important to successful public transit.

See comment on potholes, below.

Should be on an as-needed basis. I occasionally take transit and the vehicles seem relatively good but could use more frequent cleaning.

Transit vehicles should be in good repair for a working system.

Upgrade the MAX trains possibly.

We need safe transit vehicles.

We need safe vehicles for people to ride.

Roads and bridges

Complete streets for all users

Bicycle lanes should be on every street! If a road is repaved they should be added as a default. Engineers should have to seriously work to justify not adding one.

Don't understand this concept. Need more information.

Focus on bikers and pedestrians as they are the most vulnerable.

Focus on pedestrians and bikes.

i do not know what this looks like. not enough detail

I live in SW Portland and apparently the design code is "if you're a pedestrian who is not an able bodied adult, you should be in a car." Consider updating this design standard for SW Portland.

I think this could do our communities a lot of good and be fairly straight forward to implement. My problem is that some "Complete Streets" are still car centric. If you have a traffic speed over 25 miles per hour, you do not have a complete street. And until that is a part of the definition, I do not support complete streets. If it is, then I do support it.

Lack of intersection capacity is our most common bottleneck, and I especially support more capacity through major intersections and other capacity pinch points.

More center-median trees, more bioswales, improve the urban forest tree canopy. For example de-pave part of NW 13th Street between NW Davis and Hoyt to permanently allow those trees and plants to grow into the ground instead of permanent pots. Ask yourself when was the last time that a car needed to drive on that section of 13th?

Reduce the presence of driveways scattered across high-speed roadways. Those lead to increased conflicts. Reduce road and street widths where possible to accommodate wider sidewalks, bus lanes, or cycle tracks

Stop making up confusing new designs and build out bike infrastructure that has actually been proven to work!

The goal should be the safety of people not in cars. Make auto traffic slow down with design.

This is one of the best ways Metro can reduce traffic incidents and deaths.

We need to move away from making cars the focus of how streets are designed.

Dedicated lanes

A dedicated bus lane is the ultimate HOV lane and should be the only use. I don't think i know anyone who intentionally carpools just to use an HOV.

Anything to encourage modes of travel other than single driver car

Create more bus lanes without a doubt, but carpool lanes are ineffective, expensive, and do not reduce traffic

Dedicated lanes for busses, but multi-passenger cars should not be able to use these lanes.

dedicated lanes for transit, not for carpools

Dedicated to buses, yes (red lanes). Car-pools, no.

Doesn't seem to help on I-5

HOV needs to be 3 people of driving age or more. And install cameras to enforce the use.

Hov-2 lanes exist in Hampton Roads where i came from.

I don't know the impact of this on traffic loads so can't really rank

I think educating drivers about their responsibilities to other road users would be more helpful. Riding in a bike lane downtown, I once narrowly missed a potentially lethal collision when a driver suddenly opened his car door into the bike lane without looking for me. Just my braking too hard to avoid hitting him and his door sent me off my bike. Had the door hit me as I was passing, I would surely have been thrown straight into oncoming traffic.

Maybe for new development areas but this is not a cost effective solution

Metro should focus on constructing dedicated transit ROWs rather than mixed-use for carpools and other private vehicles.

More lanes = more induced demand. Historically this has not been a successful strategy to ease traffic in the long term in the United States and elsewhere.

People do not respect the rule. We know that adding more lanes does not reduce traffic but invites more people to rely on their cars.

Should be the ONLY investment we make in road capacity.

Strongly support bus lanes, I do not support carpool lanes.

The question is, can you enforce it?

Think of the carpool lanes of I-5 N. of downtown. Do drivers honor those? I think not.

This has already been tried and traffic is still abhorrently disastrous

This is easy to do via re-striping and has solid benefits for bus transit times.

This is really broad and nonspecific. We need dedicated lanes for buses and bicycles. We do not need dedicated lanes of any sort for cars, be they carpools or not.

Too often, dedicated lanes are used as an excuse for freeway and roadway expansion. We should only create dedicated lanes by re-purposing existing mixed-flow lanes.

Would rather see 3 people or more. Two is not enough of an impact

Main street retrofits

Absolutely. Let's increase livability.

Again, amenity is part of safety

And to include carless zones!!!! See Church Street in Burlington, VT and the increase in shopping despite removing cars.

As long as this isn't focused on improving access for cars, I'm all for it.

Bike infrastructure on commercial streets, please!

Eliminate Stroads. Decide if it's a road fast point a to point b, w/ little to no businesses OR a street with businesses on it with pedestrians etc.

Make pedestrian and rolling paths off the roads and make a robust street network to allow interconnections between communities

Focus on pedestrians and bikers, not cars.

More infrastructure for pedestrians

More protected bike lanes

Our lived environment should be designed and built to prioritize human beings and our communities rather than vehicles. Reduce traffic in community spaces by building out pedestrian usable spaces (seating on former parking spaces, common areas for farmers markets, restaurants and shops etc). More green spaces and human oriented communities

Portland's great strength is its walkable neighborhoods. We should capitalize on that in every possible way, by encouraging the growth of pleasant, complete streets and discouraging roads for cars only.

The safer, the better.

Yes to ALL of this!

New streets and highway overcrossings

Cars have enough infra, need more for active transit / dedicated public transit facilities

Don't need overcrossings if we just admit when an urban highway is no longer right for high speed car traffic

Dumb. Boomer brain idiocy. No.

Freeway cap with buildable thriving economy on top

Having a goal of sustainability and climate resiliency while catering to car-centric infrastructure is paradoxical. You cannot have both.

Highway crossings that are both ped and bike friendly would be great!

Improve sunset/hwy26. Beach traffic is a total stand still because of the two lanes. People who live on the cross roads have no way to enter the hwy safely.

integrate local road grid as much as possible for all modes of transit. Exploring more decking options over freeways and rail

Lidding the 405 through downtown should be considered. Two rows of continuous arches. One set of arches over the northbound lanes, the other continuous set of arches over the southbound lanes. And also arches over parts of the onramp/off ramps. On top of the highways consider mostly a park type space. No need for heavy buildings over the highways. This would make Portland more liveable and would parallel many other USA cities like Seattle's Viaduct project and Boston BigDig for example.

Local streets and crossing, yes. Highway crossings should not be a priority for Metro.

More pedestrian and bike bridges should be built over Highway 26, I-5, and 217

More streets will simply induce more demand

Need car free crossings, those are 5 stars.

Need safe options for pedestrians

No Stick with surface streets and traffic flow regulations. Too much seismic investment.

L A., California is not a place one should seek to emulate.

Only if this is a cap over a freeway that will allow the building of dense housing above. Or bike and walking only.

Overcrossing are good when the roadway is submerged, otherwise I prefer underpasses (assuming they are kept clean and clear of homeless).

Support local travel via non-car options.

The pedestrian/bike bridges aren't cost-effective.

The resources are already too tight for these kinds of solutions, especially when ADA access is considered.

There is no easy way to get to Highway 26 from southern Hillsboro. Adds an extra 20 minutes my commute

This should be extremely targeted.

We don't need more streets. If there are caps over freeways that allow the building of dense housing, then I'm for it.

We don't need more streets. We need safe bike paths and pedestrian ways, especially for longer distances from the suburbs into downtown and between suburban cities.

We don't need new streets. Pedestrian or bike crossings are ok. Caps over freeways to allow the building of dense communities above is even better.

We don't need new streets. Pedestrian/bike overpasses are ok. Even better would be caps above freeways that would allow the building of dense housing above.

We need to decrease our roadway coverage. Take away 5 on the east side, there is no reason to have that pollution when it is just a redundant road.

We need to stop it with the building of new infrastructure for cars and trucks. They can already get everywhere from everywhere. This mode is built out. We need to focus on transit, bikes, and pedestrians, and TOD.

What is this exactly?

Rose Quarter caps - high priority

Bridge over some overengineered arterial so that cars can drive faster - lowest priority

Yes over grade-level rail lines; no on vanity projects like Flanders

Yes, but the overcrossings need to feel safe. I live right by I-5 and sometimes walk the long way to get to the MAX because I don't feel safe in the alley and on the ped bridge where no one else can see what's happening.

Widen major roads

ABSOLUTELY NO MORE ROAD EXPANSIONS, INVEST IN ALTERNATIVE TRANSPORTATION

Absolutely not. Widening roads induced demand and you end up with just as much congestion. It's a fool's errand.

Add protected bike lanes, wider safer sidewalks, and dedicated transit freight lanes. No more widening roads for SOVs!

Adding more lanes to roads has been proven to do nothing to reduce traffic and creates induced demand. The focus should be on getting cars off of the road and providing reliable transit options

boooo negative stars

Broad research on induced demand has proven time and time again this does not reduce traffic.

Deprioritize automobile traffic. Widening roads means more traffic, more pollution, more costly road maintenance.

Do not do this at all. Manage the space better for all users that we already have.

Do not widen roads. Instead, reduce the number of lanes, add turn lanes and bike lanes.

Don't build car infrastructure it is not sustainable and wastes a lot of money

Expand roads in the 21st Century after we know all the harms (pollution, congestion, sprawl, safety, noise, GHG emissions, heat island effect, etc) they cause?!?!? Please please no. Not another dime on roadway widening

Get regional traffic back on the freeways (where their crash rates are lowest) instead of cutting through our communities.

I think that re-striping existing streets with turn lanes would be more effective and valuable than expanding them.

I would rather have infrastructure that makes biking, walking, and taking public transit easier.

If any existing roads are widened, they should exclusively be for bus/bike/streetcar use

Induced demand dictates that when you widen roads, you end up with congestion just like before. Do not widen any roads or freeways.

Induced demand is real. This may be needed in super specific locations for safety but in general this is not the best use of funds and only increases car use which is counter to all the other things.

Induced demand means widening roads does not improve congestion. It in fact stays the same or gets worse. Please do not widen roads.

Induced demand. Widen roads with bike lanes.

Left-hand turn lanes? Fine. More lanes, in general, for flow? No. More electric buses, electric automobiles, less electric trains.

Major roads should have less lanes and change that ROW to expand walkability and roll/bike ability.

Making roads bigger doesn't help traffic - make public transit better!

More induced demand

More lanes and more car infrastructure is a policy failure; it will not reduce traffic. Make other forms of transportation more appealing than driving to reduce traffic.

More roads just = more cars

Nah ...come on, guys. "No one has ever built out of congestion"

Never should be done, we can't even maintain what we have why build more

Never widen. It increases drivers speeds, encourages speeding and reckless behavior.

No stars

No widening roads unless it's for non vehicle traffic

NO!

No, widening roads is not a priority

No. Stop making it easier to drive and drive faster

No. Absolutely not. Science has proven widening projects to be failures.

NO. Traffic calming please. No more lanes.

Not sure what this means. Not in favor of more lanes that will increase traffic. Turn lanes are a good thing though.

Only if this means adding protected bike and pedestrian infrastructure

Only widen to add bike infrastructure, thanks

Please don't widen roads. We can't maintain the roads we already have and widening makes roads less safe for everyone.

Please no!

Please stop giving over public space to cars, and prioritize giving space back to humans instead

Road expansions (for motor vehicle mobility purposes) are unacceptable and should not happen

Road widening projects are expensive and unnecessary. The only time a road should be widened is to improve accessibility, safety, and travel times for non-driving modes.

Say no to induced demand, don't add lanes for cars.

Sidewalks, green spaces, and dedicated transit ROWs should be constructed instead of streets being widened for more private vehicles.

Streets should only be widened if they are going to accommodate modes of transportation other than cars.

This is bad city planning. Cars provide no increase in wealth to the city.

This is the most important, it's been ignored for years. Cars are not going away, they're evolving, so should we.

This only induced demand and does not improve congestion. Do not widen major roads.

We know from studies that adding more lanes doesn't reduce traffic, but invites more people to rely on their cars.

We need to REDUCE VMT, not INCREASE.

We need to stop widening roads and freeways. Period. All of the funding from existing programmed road widening projects, including 217, 205, I-5, the Sunrise Corridor, and the roadway expansion projects in the suburbs, such as around Tigard and Wilsonville, need to be ended now so those funds are not wasted and can be re-purposed to building out our bicycle, pedestrian, and transit networks. We're in a climate crisis and we need to act like it.

We should absolutely not be adding more road miles. We already can't afford to maintain the ones we have. Stop digging a deeper hole

Why? All you are doing is make it easier to drive and drive faster.

Widen roads will only encourage people to continue to focus on cars. Focus on pedestrian and bicycle safety.

Widened roads make neighborhoods less vibrant, discourage or eliminate pedestrian activity, encourage speeding, and lead to more injuries and deaths for pedestrians, cyclists, and drivers. This is the opposite of what we should be doing.

Widening major roads is just going to cause more traffic deaths and induced demands. We need to rethink our streets for all users and stop prioritizing single-occupancy cars

Widening roads doesn't help. This has long since been proven. Induced demand is more people using it until it's clogged again and bottlenecks and side roads are backed up like never before. Even, and especially, "super highways" fail. Get off it already!

Widening streets is a bad idea because it encourages car use, and causes climate change. It destroys neighborhoods and quality of life. It's expensive and inefficient, requiring relocation of homes, businesses, and infrastructure. It doesn't solve congestion, which is due to a lack of public transportation options and poor urban planning. Cities should prioritize sustainable and equitable transportation solutions such as bike lanes, public transportation, and pedestrian-friendly streets.

Wider roads induce more traffic and faster speeds. Please please please don't widen roads. Some of the worst high-crash corridors in Portland (and throughout the US) are the widest roads, and this isn't a coincidence.

Yes, please. The general infrastructure was planned 50 years ago. The road system is way over capacity due simply to population growth. It's a 'system'; you have to increase road capacity at roughly the same rate you create capacity for mass/alternate transit (eg Max, bus, bikes, walking). Not all new people to the region will take mass/alternate transit and people change their modes throughout their life (I drive everyday because I have to do kid pick up/ drop off and activity runs).

Throughways

Dedicated lanes

| |
|---|
| <i>3+ people of driving age</i> |
| <i>3+people of driving age.</i> |
| <i>Bus</i> |
| <i>Buses and bikes, yes. Single occupant vehicle, no.</i> |
| <i>But don't create these extra lanes. Convert car lanes into dedicated lanes. Many of our arterials and freeways would support this.</i> |
| <i>Carpool lanes are unnecessary, expensive, and end up with the same traffic as the general-purpose lanes. This leads to buses and more efficient modes being slowed down by personal vehicles. Even in a dedicated lane</i> |
| <i>Dedicated lanes for bus. Not by adding more lanes but by repurposing existing.</i> |
| <i>Dedicated lanes should only be constructed for transit vehicles.</i> |
| <i>Dedicated lanes should ONLY be provided by re-purposing existing mixed flow lanes, and NEVER through roadway or freeway widening projects.</i> |
| <i>Induced demand</i> |
| <i>Not for cars. 12+ people per vehicle</i> |
| <i>Our freeways are confusing enough to navigate as it is when someone is in an area for the first time. More lanes = more confusing decisions.</i> |
| <i>People do not respect this rule. We know that adding more lanes does not reduce traffic but encourages more people to rely on their cars.</i> |
| <i>People don't adhere to these now, why spend more money on this. It only adds to congestion.</i> |
| <i>Prefer 3+ people</i> |
| <i>See comment, above</i> |
| <i>See my comment above (yes to dedicated bus lanes, no to other HOV lanes)</i> |
| <i>There should only be a dedicated bus lane. We should be discouraging car use instead of making it more appealing to drive everywhere.</i> |
| <i>Waste of money without enforcement</i> |
| <i>yes for buses, not for carpool though. They have been proven ineffective</i> |
| Freeway capacity |
| <i>Absolutely not. No. Science has proven that this fails.</i> |

Add more freeway capacity by improving public transit and alternatives (biking walking etc). More lanes doesn't help traffic, it allows more traffic.

Adding capacity induces demand and makes traffic worse! Don't do it!

Adding freeway capacity does not decrease traffic congestion. Traffic congestion has been empirically proven to grow proportionally to road capacity increases.

Adding more lanes is costly and ineffective at reducing congestion due to induced demand

Again, induced demand means widening freeways will only lead to the same congestion or worse. It's a waste of time. We should be removing freeways so our communities can heal and dense housing and retail can take their place.

Do not add new freeway lanes. Take other measures to incentivize reducing the number of vehicles

Do NOT expand the freeways with more lanes. This encourages more car use instead of encouraging alternative methods of transit!

DONT WIDEN ROADS

Every cent spent on freeway capacity is wasted on encouraging sprawl and longer commutes

For the future of my daughter and future generations, DO NOT DO THIS.

For the love of all things holy, please no. This country has enough freeways and I've never seen any kind of legitimate data showing that widening freeways improves congestion (at least long-term). What I have noticed is that the cities with massive freeways running through them are some of the most dystopian ones I've visited.

Freeway widening clogs highways for years via construction, all for the goal of adding an extra lane that immediately becomes gridlocked. It's a waste of money and is a step backward in our fight against climate change.

Heck no. No. No. No. Build efficient, reliable and frequent rail between Salem and Portland

Heck no. Build rail connections between Salem and Portland

Hell no. Only an ignoramus would reflexively, thoughtlessly say yes. Experts say hell no and they would know.

I am specifically against any widening of freeways.

I'm from Southern California and have invested time to research the value of freeways, it's been proven time & time again that better non-single car infrastructure supports traffic rather than widening freeways, making carpool/toll lanes etc.

If I could emphasize one thing in this survey it would be to not widen any freeways

If I could give this one a million stars I would. Infrastructure was planned 50 years ago. Now over capacity just by growth. You can't push all new to the region to mass/alternate modes. Most will be drivers so plan for that.

If our solution to congestion is adding capacity, then maybe not today, maybe not next month, and maybe not next year, but eventually we'll be Houston. Congestion must be solved through myriad tools OTHER than adding lanes (congestion pricing, alternative mode availability, land use and housing changes, etc)

If we invest in public transit and active transportation we won't have to widen freeways.

If you build more lanes they will come. Induced demand is real, not a fantasy. Build wider safer bike lanes and meet you climate goals!

Increasing freeway capacity does not help traffic. Look at Los Angeles.

Induced demand

Induced demand dictates that this is a waste of money and won't solve congestion. Do not do this.

Induced demand means adding freeway lanes only leads to more congestion. This is not where I want money being spent. Freeways should be removed from our cities to repair the vibrant communities they destroyed.

Induced demand means adding lanes will only increase congestion. Do not widen freeways.

Induced demand. More lanes will not solve traffic in the long term. It will be better for 2 years max. Please look at the history of induced demand in the United States. I'm honestly shocked to see this question given the sustainability plans Metro has laid out.

More freeway capacity does not decrease congestion

More freeways will not solve congestion and is too expensive. Quit wasting money on cars.

More lanes do not help resolve any issues of our current day

More lanes never equals less traffic! If you want to reduce traffic and eliminate bottlenecks make transit so appealing the number of vehicles on the road drastically decreases

Never. Induced demand happens. Missing climate goals. and it just plain old encouraging crashes and death.

No added freeway lanes

No more freeway capacity. Induced demand is really a thing.

No more freeway expansion. This will just create problems with induced demand and lead to more traffic!

NO NEW FREEWAY CAPACITY!!!

No new freeways. Ever. No more lanes.

No no no! No more freeway lanes even if you call them "auxillary". Price the roads first and then see how traffic volumes adjust before considering widening.

No no no! We know that adding more lanes does not reduce traffic, but invites more people to rely on their cars.

No stars

No thanks.

No thanks. We have enough lanes.

No widening

NO!

No. Don't keep widening freeways.

Jerry Brown was correct. People are going to come, whether you prepare or don't.

However, people frustrated with unpreparedness turn around and leave.

Don't encourage people to come and stay. Make people learn to work with what is already available.

No. Induced demand

Nope. Any freeway expansion is unacceptable. Under no circumstances should we still be doing freeway expansions

NOT for capacity management. But projects for flow management, like acceleration lanes - reducing merging and ensuring a minimum of 3 lanes each direction for all stretches of limited-access roads within metro boundaries. Finding solutions for flow of freight across metro area - incentives for transport during off hours, specialized tolling schemes, peripheral routes to divert freight traffic from populated areas

Please do not add any freeway lanes for cars! It does not work to alleviate traffic and is horrible for our environment!

Please don't widen freeways. This only induces demand and creates maintenance liabilities for future generations. Widening freeways has never solved traffic problems.

Please stop wasting our money with freeway expansion projects, this will only exacerbate carbon emissions growth when we need to reduce carbon emissions in the transportation sector. We need to make it as easy to take public transit or bike or walk as possible, and make it as difficult to drive as possible.

Surely you jest

The freeways are the backbone of our transportation system. When they are backed up, traffic cuts through our communities causing more crashes and speeding, and making people feel less safe walking or biking.

If we want our communities to work, we need to make our freeways work.

The one exception is the bottleneck on I-5 southbound near the Rose Quarter. That bottleneck should be removed with a single additional lane. Otherwise, no new freeway lanes, period!

This never works! show me a freeway expansion that has ever reduced traffic. Induced demand is a thing.

This should not be a priority for Metro.

TOP priority. we have added 1 million people to the metro(including Vanc) in last 20 years and the last hwy built was 205..

We absolutely should not be expanding freeway capacity.

We all know about induced demand. Widening freeways (that includes so called auxiliary lanes) is hugely expensive and doesn't solve any problems. The only solution to road congestion is practical alternatives like transit and biking.

We do not need additional freeway capacity, especially if this plan is going to take climate change seriously. Focus on expanding active transportation infrastructure, transit, and maintaining existing roadways.

We DO NOT NEED MORE FREEWAY CAPACITY. We need to not spend another dime on freeway expansion; all projects currently in the works need to have all work immediately stopped, and the funds re-purposed for bicycling, transit, pedestrian, TOD, and streetscape projects.

We don't need wider freeways, we need alternatives like transit and safe bike paths.

We know this doesn't help.

We should not be adding more freeway capacity. It does not solve bottlenecks because it just causes induced demand. This is a waste of money and that's been proving. See NYT: <https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html>

Also, you should double check your UX on this survey because the comment button on the freeway capacity is hidden behind the next slide arrow, making it almost impossible to comment on this item.

Zero stars

Incident response

Congestion reduces VMT. Don't spend any money trying to keep a failing system working.

Fire departments will oppose pedestrian and bike infrastructure in the name of response times, but will say nothing about increased street parking which should also impact them.

Keep areas clear of the homeless so that this is easy for first responders!

No funding to cops

Provided they can do so without risk to life and limb.

Drivers around here are terrible and this is why accidents are occurring. Passively forcing them to slow down is the key.

Reducing delays needs to be de-prioritized as a system goal. When our goal is to reduce VMT, delays are actually a friend. We need to DISINCENTIVIZE driving and INCENTIVIZE walking, bicycling, and taking transit.

The ambulance vehicles need to be rethought. It is against the law for vehicles (of that size) to just sit around all day and idle their motors. Ambulances need to charge their equipment and so just idle all day. This is a foolish and impolite practice.

This should be done via the dedicated lanes strategy outlined in roads and bridges.

This should not be an excuse to widen highways and increase traffic. Shoulders should be wide enough to accomplish this task.

Interchange redesigns

Again why? You're just encouraging driving.

Do not widen offramps. It makes it difficult to walk or bike across when it opens to main thoroughfare.

Don't see this accomplishing much if the traffic is eventually moving into narrower lanes. The real goal needs to be to get more cars off the roads. Don't want to turn Portland into a vast array of highways.

DONT WIDEN ROADS

Hmmm. Where are you gonna do this off I-84 from 181st west? There's no room or easement (save, eminent domain).

Induced demand

Interchange ramp terminals are among our biggest bottlenecks, and must have adequate capacity for our system to function adequately and safely.

Nah

No thanks

No widening!!!

No. Induced demand

One star is what I'm considering a complete no. If no star is an option please consider my one star responses to be absolutely adverse to the subject.

So more cars can clog the rest of the system? Hasn't worked yet

stop wasting tax money on widening roads.

The 405 exits from 26 need real help. Things back up for miles up to the transit center regularly because people don't anticipate the left-lane exit. Some more signage about that exit could probably go along way

The comment button was blocked by the next arrow button. Do not add new freeway lanes. Focus on how to get people out of their cars. Focus on better public transit.

The on ramp to I-5 south from the Ross Islands bridge is non-existent and is a death trap

This is unnecessary and we should be focusing on public transit. The end-goal should be to remove freeways from the city as they destroyed vibrant neighborhoods to be built. This past of injustice needs to be rectified, our city healed.

Trying to write this about Freeway capacity but the survey UX design doesn't let me click that button - I am strongly against freeway expansion as it is NOT a proven way to decrease traffic - traffic use will rise as freeway capacity increases. This is not a good use of public funds which should be modernizing our transit system not buying into archaic auto-centric infrastructure.

Use the money to improve and expand the MAX / bus / streetcar system to make it easier and faster to get from A to B. Expanding roadways does not reduce traffic because it induces demand.

We could spend billions on this in Portland and would still have traffic congestion, still have complaints that we need to widen roads, still have the same problems we have now. This is a waste of money. Invest in projects that improve the livability of our city.

We don't need to widen anything. We must focus on public transit. Freeways should be removed so the city can return back to the vibrant neighborhoods that were destroyed by them.

We need less interchanges. I would support deconstruction.

We need to STOP with wasting funds on interchanges and ramps. This is still wasting money on incentivizing driving, when we need to reduce VMT and prioritize walking, bicycling, and transit.

We should be removing freeways that destroyed once vibrant communities so dense housing/retail could return. We should not be trying to put lipstick on the pig of our freeways.

we should be shrinking our freeway footprints not growing them

We shouldn't change our freeways anymore. The goal should be to remove them from our cities soon. They destroyed the vibrant fabric of our communities when they were forced in by eminent domain.

Widening off ramps seems to be an invitation to speed on said off ramps

Widening should not be a priority for Metro.

Without working to to alleviate bottlenecks at interchanges the other items in Throughways will fail. The widening of the I-84 east to I-205 north is a perfect example of alleviating a bottleneck and improving safety by changing the design of the interchange.

Roadway pricing

Absolutely against this- we pay enough taxes in the state and local taxes, work within your budget!!!! Stop finding unnecessary beautification projects, etc. and expanding public transportation, which ridership does not equal the investment of taxpayer dollars into that.

Apply congestion pricing and use the revenue to subsidize transit service.

Congestion pricing to reduce VMT is good, Congestion Pricing with the aim of generating revenue for future road projects is bad.

Congestion pricing works, but only in regions with transit times that compete with driving. If congestion pricing or tolls are implemented, they should not fund road expansions. They should fund existing road maintenance, transit, walking, and biking infrastructure.

Definitely no tolls because this disproportionately impacts people who need to drive for work (use their vehicle for work), people who don't have frequent/reliable transit options (limited bus services, max), and people who drive into Washington/Oregon for work.

Definitely not. This will disproportionately harm people who must drive for work and people who travel into Washington for work.

Do not do this! It is a regressive tax on citizens and businesses and will negatively affect the entire area. Portland will not recover from the economic downturn the will happen when businesses will move out and trucking transport avoids the entire metro area. This is an economic disaster in the making.

Don't charge people money to use public roads

Ensure that pricing actually manages demand - volume based, not time based. When volume low, do not charge tolls

Greatly support tolling on I5 and 205 specifically in northern portland high congestion areas.

HECK NO

how does this make any sense? why would we want to target the already financially unstable households along TV HWY to NOT drive during congested times.

I find this tax to be regressive and inequitable.

I worry about equity with this policy, but am generally pro-policies that discourage driving.

I would like to see a real plan on how to counteract the negative economic impact of these ideas for low income disadvantaged & underserved communities. Until public transit is free, the cost of this is a real issue

In my opinion, tolls will not reduce when people drive. Their work and school schedules designate when they drive.

You should promote tolls for what they really are; the price to pay for using the roads we drive on.

Jeff Speck stated in 2015 that as a general rule of thumb, every mile driven costs society a quarter and every mile on a bicycle gives society a quarter. Today, drivers are heavily subsidized and do not easily see what the true cost of their choice to drive was. Make them see how expensive taking a car actually is, and we may see some change in behavior, desires, and culture.

Mixed feelings about this a I feel this could impact those who can the least afford to spend more. Also believe it could encourage people to drive through neighborhoods to avoid tolls; creating more danger for pedestrians...

More funding for max lines and bike pathways and etc

More tolling. It is a user fee. Not everyone drives. Why should non-drivers have to pay the same hefty amount for road upkeep than daily drivers.

Never! It's hard enough, don't make it harder. Traffic is not the enemy. Impeding the poor is not the answer.

No one wants tolls. Please Stop. Get funding from existing sources instead of creating another layer.

No tolling. Period. It destroys local economy, will put small business out of business and create a huge local issue as traffic moves into residential and other roads to avoid it.

No tolls, worst idea

NO!

No. Hell no. We pay enough in taxes already. Absolutely no tolls/congestion pricing.

On the one hand, I like the idea of discouraging needless road usage at peak times. On the other hand, I have a feeling that pricing in this way would hit working people hardest if they have to commute by car at a particular time because no competitive public transit option exists for their situations.

Oregonians already pay the highest taxes in the country. We should not be penalized for operating in a city with a lacking public transportation system. How about actually tax rich people?

Roadway pricing is great, but the funds cannot be used to fund roadway widening projects. We're in a climate crisis and we need to act like it. All roadway pricing revenue must be directed towards the transit, pedestrian, and bicycling systems.

something tells me we wouldn't have much of a positive reaction to this from the public haha!

sounds good in theory. cities that have this like in california and washington still have plenty of traffic problems.

Stop asking people to spend money on travel. It only adds to traffic problems and congestion and decreases tourism.

STRONG NO TO ROADWAY PRICING

The plan to toll 205 with "congestion pricing" is idiotic. People aren't sitting in traffic going through West Linn because they feel like it. They're either diverting around Portland on a long distance trip (in which case they can't really plan for traffic they didn't know about) or they're getting to work on a set schedule. Congestion pricing would make sense to charge people who live in Portland for driving when they have plenty of alternatives.

This is key because it offers a feedback loop where people consider the value of the infrastructure they use and also help fund its maintenance into the future.

This is not equitable with out more/other transit options

This is stupid. It will negatively affect every business and citizen. It will drive trucking and shipping to other cities. It will cause a further downturn in our already precarious local economy. It will also negatively affect local neighborhoods as vehicles (including big rigs) will use local streets instead of highways to avoid tolls. I

know I will, no matter how much time is added to my trips and gas wasted. It will still cost less than your proposed tolls.

This punishes people who have to be at work during peak hours.

This should be scaled to the value of the vehicle being driven, which would be easy to assess from the VIN.

This will encourage transit use during the everyday commute and the surge pricing could be used to pay for transit improvements

TOLL BOOTHS with tire-spike turnpikes and a dedicated tow truck to move violators out of the lanes quickly to nearby, dedicated parking areas where they await their tow to a repair shop or abandon their ride (which will then be towed at their expense).

Tolls just cause people to divert around them using smaller roads that are less-safe and more disruptive.

Tolls on all highways from Eugene to the Columbia River crossing.

Tolls on every highway from Eugene to the Columbia River

Tolls will increase neighborhood traffic. Employers define work times; work with them on schedule changes/flexibility.

Tolls will just move cars onto neighborhood streets & make things worse.

Ultimately, pricing for full cost is the best way to community efficiency. The technology is available (and pretty cheap) to price ALL road use. Not politically easy, but then, its the job you chose.

Unless there is a major investment in reliable, fast, and comprehensive mass transit we should not be incorporating tolling. For many not living in the Central City, there are no real options to get into Portland without a car, even if they wanted to.

User fees such as tolls will only create more congestion on alternate routes. With GPS, it's easy for people to avoid tolls but they will likely go through neighborhoods and other areas not designed for increased traffic. No tolls!

we do not want it stop pushing it on us!!!!

We should congestion toll all our roads progressively. Low income folks wouldn't pay, and higher earners would pay more depending on how much they make. We should also charge for all parking in a similar progressive way. Funding from this should go to pay for transit expansion.

We should progressively congestion toll all roads. Low income folks wouldn't pay and higher earners would pay more depending on their income. We should also charge for all parking progressively in a similar way. Money from this should go to fund public transit and bike/pedestrian infrastructure.

We should progressively congestion toll all roads. Low income people wouldn't pay, and higher earners would pay more as income increases. We should also charge for all parking progressively. This money could be used to fund public transit and biking/walking infrastructure.

We're already the highest taxes population and our education, transportation, economy and crime are awful. People are leaving because of this, take the hint and leave us alone, you can't be trusted with our hard earned money.

Yes to congestion pricing that limits travel, no to just financing more projects... ideally we'd be able to spend that money on other modes

Yes, and these congestion tolls should be progressive so low income folks don't pay them and high income earners pay more depending on how much they earn. We should also charge for all parking using a similar progressive system. And all roads should be congestion tolled. Use the money to pay for public transit.

Yes, but please don't use the money for road/freeway expansion!

You can fix traffic with congestion pricing and tolling, not widening roads and highways

You're kidding, right? So not in favor of this.

Transit capital

Faster, more reliable buses

All Frequent Services need to be at least ten minutes frequency and FX needs to be five minutes at least

And do they need to be so damn big? I never see a full bus. They should be smaller and more numerous and frequent.

Buses should have priority.

Commuter rail infrastructure is a marvel that forms the backbone of walkable communities whereas buses are just buses and get stuck in traffic or are at least dependent upon roads even if they have their own lanes

Dedicated Bus Lanes! We already have the lanes on many of roads - just need to take them from the cars. People will gripe, but it needs to happen. We need to reduce VMT, and congestion is a great way to do that.

Dedicated lanes and signals!

Expanding the rose lane project for the busiest lines speeds up service and makes the bus more appealing

Fix the streets (see potholes comments) and purchase electric buses.

Give buses uninterrupted dedicated lanes on both surface roads and freeways to create a network of express buses bus lanes on TV highway, beaverton hillsdale, scholls ferry rd, highway 26, I-5, 205. Make the bus the fastest way to get around. Also incorporate better methods to bring a bike onto the bus. Bus bike racks currently cannot fit most fat tire e bikes

I love the MAX, but dedicated BRT lines are flexible, cost-efficient, and quick to roll out.

I'd add: quieter and less impactful to localized pollution. A potential solution would be electric "Trolley Buses." Diesel buses could be retrofitted to run off of overhead wires used for streetcar and MAX, without the capital cost of building track in the road. Trolley buses could be used to fill service gaps in existing routes with overhead wire.

More bus priority signaling please!

More buses arriving more frequently will benefit transit riders.

More fully dedicated bus lanes and signal priority

More FX lines!

Please!! Some buses come early & I watch it drive by me as I'm on my way to the stop. This wouldn't hurt as bad if I knew one was coming in 5 minutes rather than 15. This has caused me to be late to work at least 3x this year.

Ridership is significantly down- re-assess viability of public transit vs investment of public tax dollars. Spend funds elsewhere!!

Rose Lanes are working, but I'd love to see more enforcing of these lanes. I see drivers abusing them daily.

The rose lane project is a good start but more is needed. Actual bus lanes the length of a city block would be nice.

Transit is unusable. Enforce laws on max and bus. It doesn't feel safe to have meth zombies smoking drugs on the max or 3 year olds getting shoved onto the tracks or a guy's ear getting chewed off on the max.

Any investments in expanding transit don't make sense until you fix the safety issues with the system you have.

we need BRT, cheaper than MAX and a faster way to reach underinvested areas

We need more bus service.

We need to take away lanes from cars, and add more dedicated bus routes

Yes, BRT please! Dedicated bus lanes are proven to induce mode shifts!

More MAX

As long as the homeless and addicts make them unsafe, ridership will continue to decline so why waste money on more

Bring it down to Salem

Build out the MAX infrastructure as much as possible. Build it down Lombard into St. Johns. Build it into Vancouver, extensively. Build it into SW. build it into a loop connecting Oregon City. And build a subway downtown to fix the bottleneck. And more as our region grows.

Build that line to Tigard for equity!!!! Or inforce a rent cap and provide affordable housing options closer in to the city

Build the Southwest Corridor MAX expansion. Build the MAX tunnel through downtown. Extend the MAX north further into vancouver once the IBR project is right-sized. Build a MAX corridor horizontally along powell boulevard. Build a MAX expansion along fremont into St Johns. Upzone Cesar Chavez and consider a MAX line North/South. Consider running an automated light metro, as is used currently in Vancouver, BC to cut down on operating costs.

Do NOT add more MAX routes running at-grade with car traffic.

do not waste any more money- We need new roads

Extend down to Salem

Figure out how to fund the SW Corridor project and build it. Get rid of all the park and rides and stupid car-centric olive branches and you'll actually get support from transit advocates and those that actually care.

Fixed lines are too expensive. The exception: Extend MAX to Vancouver

Fixed-rail costs way too much.

I don't think light rail is a cost-effective use of public dollars. It is very expensive, limited in service area, and does not adapt to changes in development, usage pattern, and can't be rerouted. I'd prefer to see more bus routes and better frequency on those routes. I think Bus Rapid Transit is a much better alternative than Light Rail.

I don't use the max as much as in the past, but I don't think adding more max trains will alleviate the situation. See street car comment.

I strongly support MAX investment that will expand service area and get people out of cars. Less support for MAX upgrades since the system is concentrated inequitably.

If people aren't going downtown as much anymore, then make the MAX more usable for portlanders. Create connections for us to travel between neighborhoods that currently take an hour or more by bus (and I'm in a close in neighborhood!!!)

Invest in faster travel times, and system resilience/seismic preparations. (1) Need alternative to Steel Bridge. (2) Close loop from Milwaukie (Orange line) to Clackamas Town Center (Green) to allow Tillicum to serve in event of disaster. (3) Underground or elevated lines through downtown with limited stops for Red and Blue lines to speed East/West travel times.

MAX is great, and it can be even better by expanding lines to suburban communities and provide a rapid transit option to the neighborhoods that need transit service.

Max isn't the solution. It costs a ton and doesn't go anywhere useful.

Max isn't safe enough for me to use like I used to

More MAX is being done to get more (federal) DOLLARS.

Stop the MAX metastasis!

This light-rail network is only acting as a means of moving blight from one place to another.

Just take the Burnside easement through east Portland into Gresham. It's an alley for vagrancy and attendant crime.

The MAX needs to be rebooted as a concept before even beginning to ponder further expansion it.

MORE MAX is ludicrous. We have one of the largest systems by trackage. We need BETTER Max. FASTER MAX. SAFER MAX. Max is TOO SLOW. Tourists tell me constantly they take the bus or walk because the max is in weird locations and WAY TOO SLOW. MORE max is madness. Better max is desperately needed. Please I am begging you go look at the SkyTrain in Vancouver! Please go see how we should be treating MAX. Mass Rapid Transit - NOT Public Transit!!! Please!!!!

More security presence on Max lines

Need to increase capacity of the roads. I know no one wants to hear that but the general infrastructure was planned 50 years ago. The population has dramatically increased since then and therefore road capacity is undersized by today's population. You can't push all new needs to mass/ alternative transit; it all needs to increase relatively equally.

Need to make max feel more safe. More riders to balance the number of homeless riding.

No more light rail, build new MAX lines as automated light metro like SkyTrain in British Columbia.

Not without security and safety

SW Corridor, MAX down Powell, Orange line to Oregon City, MAX tunnel we need all

The east side could use a couple east-west lines!

The max system is good, but we should consider a build out of faster, heavy rail lines along with a more regional rail system. MAX is incredibly slow and the point of a rail system is to have a high-capacity system with travel times that are competitive with driving. Projects to maintain and speed up travel times for existing max lines, along with investment in heavier rail are preferred.

This should be a huge priority for Metro. A lack of grade separation along key areas of the MAX system is one of the main factors degrading the quality of MAX service. Grade separation will provide numerous benefits to our light rail system.

Transit is unusable. Enforce laws on max and bus. It doesn't feel safe to have meth zombies smoking drugs on the max or 3 year olds getting shoved onto the tracks or a guy's ear getting chewed off on the max.

Any investments in expanding transit don't make sense until you fix the safety issues with the system you have.

Until we all remember NOT to put MAX lines along highways, we shouldn't bother with more rail lines - they can't fully support community stations.

Voters voted down a bond measure to expand max just a couple of years ago.

We need to expand MAX to cover even more of the metro area. Into St. Johns, into Vancouver, into southwest, connecting Oregon City, and more. We need to put MAX in a subway to fix the downtown bottleneck.

We need to expand the MAX. Into St. Johns down Lombard, into Southwest and Tualatin, down to Oregon City connecting green and orange lines, in Vancouver extensively, add a subway downtown to fix the bottleneck there, and much more.

We need to expand the MAX. Put it down Lombard into St. Johns. Into Vancouver extensively. Into Southwest. Down to Oregon City connecting green and orange lines in a loop. And more.

We need way more max lines and more frequent service. We need a downtown tunnel, that is the only way to improve frequency.

When is the Purple Line/Southwest Corridor Project going to resume already? We need light rail crossing into Vancouver too. We need Cascade High Speed Rail to avoid the pollution, insane stress and money wasting of CONUS flights.

Yes the only way moving forward is with excellent transit. Now that Oregon eliminated R1 housing zoning requirements we will be seeing Portland become more dense. As density increases, transit will become more relevant. I want us to consider a MAX line to Salem.

More streetcar

Add a streetcar line in North Portland running from St Johns to PDX!

Adding more streetcar lines, increasing streetcar headways, and creating dedicated streetcar ROWs would be huge in increasing the reliability of the system.

And allow streetcars to have stoplight overrides.

And re-do schedules so the central city has staggered stop times, not back-to-back.

Anything but CARS

Around downtown and the industrial Eastside? Yes!

Further East, North or South? No!

Don't allow the streetcar to transport blight, as the MAX does, currently.

Bring it back to SE Hawthorne Blvd. :)

Bring Streetcar to Outer East Portland

Do NOT include any more in-traffic streetcar lines.

Everyone I know walks instead of streetcar because the streetcar is so slow.

I feel like these questions pit transit types against each other and they shouldn't. We should invest in more transit period, and invest in the mode that is most efficient for that particular need.

I keep seeing old pictures of Portland's streetcar lines - their disappearance is a transportation tragedy. Imagine where we'd be as a community if you could just hop on a streetcar in our neighborhoods.

I want the streetcar extended everywhere. Down Sandy Blvd. Down 82nd Ave. Down 122nd Ave. And more.

Maybe. Could we withdraw some parallel road capacity as we do, to encourage a shift of business locations and denser housing?

Not sure whete expansion of the system makes much sense. Need more info

Repair the Washington Park Railway tracks for transportation between the zoo and the rose garden

Streetcar is good only if it has dedicated lanes, and curbs to keep cars from obstructing it. Without those its slow AF.

Streetcar lines serving popular business districts is convenient for locals as well as tourists. A streetcar line connecting the central city could help boost its recovery.

Streetcar to Montgomery Park and further up MLK, out to Hollywood

Streetcars up and down SE 82nd Ave, streetcars on T.V highway. We need to dream bigger with our streetcar infrastructure. Also the city needs to leverage the advantage of the streetcar routes to the business opportunities nearby. Example: "what are the best restaurants along the streetcar loop?" That is a difficult answer to find in a Google search.

The streetcar expansion northwest to montgomery park has taken unacceptably long, perhaps as long as a MAX line.

We need more streetcar lines. Down Sandy Blvd, down 82nd Ave., down 122nd Ave., and more.

We need to expand streetcar all over the city. Up Sandy Blvd, down 82nd Ave., down 122nd Ave., and more.

We need to expand streetcar onto Sandy Blvd, along 82nd Ave., along 122nd Ave., and more.

We need to keep building up and extending the streetcar lines! We also need electric ferries for transit along our river ways and the streetcars can tie-in with the docks! Rebuild Murnane Wharf! Rebuild Portland buildings lost to carcentric I-5 etc., parking lots, gentrification and other disasters!!!

Would need to know more about where streetcars would be placed to decide if I value this.

Yes, but give the streetcars their own dedicated lanes. Or else there would not be much of a point.

Park and ride

As long as the garages/lots are patrolled for safety.

Can we get bike parking instead? I would drive less for longer trips if I could bike to a station and leave my bike there knowing it would be in one piece when I got back. Otherwise a massive surface level parking lot for cars still encourages driving and takes up valuable real estate (which could be used for TOD for example)

Combined with a reliable and regional rideshare this is how to get folks to avoid single person vehicle trips

Fix safety issues at park and ride that you already have!

I would go back to taking the MAX again if I had a park and ride near me in Hillsboro near highway 8

If bus connections are well set up to get to max... extra parking should not be needed. It will also add to carbon emissions...

If people get into a car, they are going to just drive where they want. People are used to sitting in traffic now, they don't care anymore. A parking space is the worst possible way to utilize the land near public transit - it should be banned.

It would be better if there was enough and reliable transit so that park and ride wasn't needed so much!

many people have no safe way to get to transit options

Maybe as an interim measure to get people out of their cars, but the real deal is to get businesses to set up near stations along the transit.

No park and ride. Use that land to build dense housing with retail mixed in to activate transit stops, not make them parking lots.

No, just no

park and ride is an outdated model that relies far too heavily on personal vehicles, I should be able to get to a station without having to drive.

Park and rides are a horrible waste of money

Portland has way too many park and rides. They are almost never used. Convert them to Transit Oriented Development.

Stop wasting money on Park and rides. Just build homes and businesses around stations.

The land around a transit spot is the most valuable land. Why waste it on a car parking lot???

There is already plenty of parking at stations, this is not how you expand transit ridership. Replace parking spaces at stations with TOD when the opportunities arise

There should be no park and rides. We should convert that land into dense housing with retail mixed in. Activate the transit stops instead of turning them into parking lots.

There should be no parking lots next to transit stops. We should build dense housing with retail mixed in around of transit stops.

This has historically been important for office commuters which seems less important these days, however I could see great use cases for park & ride to help non-office folks get to work (if it is useful to them) and also for recreational use cases, like to help people get to sporting events instead of driving or taking Uber/lyft

This is car infrastructure. Its not going to help reduce dependence on single occupancy vehicles.

This is terrible land use. Stop putting storage for metal boxes. Housing near transit.

Train stations should be near walkable communities with fun things to do. Not a parking lot that people taking the train then have to walk through to get to anything. Planning communities/neighborhoods around a train stop is way more ROI for the city than a parking lot.

Transit and mobility solutions should not incentivize and bake in private car usage. Plus, people who drive to a park-and-ride are likely to just drive to their final destination.

We don't need park and rides. That land should be used for dense housing and businesses.

We need to replace car trips, not just make them shorter.

We need to transition away from park & rides and towards transit oriented developments. We should not build any more park & rides; we should re-develop all existing park & rides. Their land banking function needs to be replaced by the use we have been land banking them for: HOUSING! And employment.

With a well engineered, adequately invested in and properly implemented commuter rail system(s) these aren't necessary

Your trains are no good for middle class folks if they take forever and there is nowhere to park

Transit oriented development

Affordable housing

Better sidewalks, bike lanes and more frequent service means that people don't have to live next to a bus station to find benefit. Living next to noisy and noxious buses sounds awful

Build density all over Portland, but especially next to transit stops. Try to force out low-density use of land next to transit stops.

Build new housing and public spaces instead of parking spaces. Sunset TC would be a great option. An express bus line or infill max station stopping at Sylvan with housing and mixed-use development in place of those empty offices would be an optimal reuse of a convenient beautiful location.

DOWNTOWN PORTLAND - office conversion NOW!!! Downtown has SO much potential for expanded housing and related neighborhood development with existing transit infrastructure. Portland needs this now!!!

Given that we are in a long term housing shortage, building transit oriented development seems like a win-win

I appreciate that more affordable housing is being built near public transit. However, as a woman freelance performing artist, even if I prefer to bike or to take public transit most of the time, the lack of parking at these new buildings is a barrier. I have to drive a car to get to gigs that are farther away and to late night jobs, and to show up looking nice (instead of sweaty and smelly with makeup running after biking).

Must be affordable

MUST include TRULY affordable housing!!

Only if this is AFFORDABLE HOUSING. By which, affordable for a single person making minimum wage.

So so so important to help make transit useful to people

The profound potential of the Gateway Regional Center has been squandered, resulting in the Gateway Ghetto. As a transportation hub, the area is unparalleled. INVEST here!

This is the most important part, there is so much transit that is begging for dense development nearby

This should happen organically with the right zoning.

This shouldn't be limited to housing. Build destinations (employment, shops, etc.) near transit.

TOD surrounding key bus lines and the MAX system are lacking. Constructing more affordable housing near transit should be a top priority for Metro.

TODs are a no-brainer way to generate ridership and income for transit while working to solve our region's acute housing crisis.

Trimet should be building TOD itself to generate revenue for the system.

Trimet should consider developing near transit as a revenue-generating activity.

We have thousands&thousands of empty housing units in Portland proper alone serving only as financial assets in investment portfolios of hedge fund cretins instead of as direly needed shelter for human beings. We've lost so many cherished local landmarks&gorgeous structures for homogeneously hideous petrochemical yuppie kennel condos intentionally priced out of reach of the workforce to be built by profiteering developers&price gouging corporate slumlords. We can't outbuild greed. We need rent caps

We need to be upzoning near transit stops extensively. And upzoning much more of the city to make robust public transit much more feasible.

We need to drastically upzone around all transit stops. We also need to upzone all over metro so we can build more robust transit into transit-oriented places.

We should drastically upzone to allow more dense housing with retail next to our transit stops. The rest of the city should be up zoned for density to make them transit-oriented for future transit expansion.

What type of housing? Section 8 HUD!?

Buses from HUD developments to MAX stations; if MAX access (i.e. fare avoidance) is not going to be continually-enforced, then make it difficult for the criminal element(typically associated with such housing) to access the MAX station. If they don't have the fare, they are not going get on the bus. And if they can't get on the bus, they are not likely to walk the distance to the MAX platform.

YES 100% THIS

Transit stop amenities

And Security guards on site. Not just lights but security presenc

Being pregnant at most MAX stations, especially the transit centers, is punished heavily by the lack of restrooms.

Effective covers! It rains here! And the suburbs sorely lack any shelters.

Garbage cans at transit stops

Great idea, provided you can ACTUALLY make such areas safe. Assaults and killings under the current setup haven't been brought under control.

I cannot see how such amenities will magically make the criminal activities discussed unlikely.

Having comfortable, clean stations and stops makes public transit more appealing.

Higher priority for bus shelters in the suburbs.

Honestly they are already overbuilt. If we overbuild transit stops, then we will have homeless people taking shelter in them. Most people have Google Maps or some equivalent in their hands that they reference for the time the transit will arrive. The need for bus shelters is much less because of this. Lastly it makes the city space look better with more of a minimized transit stop approach.

It is absolutely ridiculous that our transit system does not have turnstiles or other barriers that only allow paid participants access to MAX and other mechanisms for street cars. Across Europe fare integrity is essential and people (including tourists) abusing their system are subjected to enforced fines. I see no investment dollars going toward such an obvious safeguard. Our MAX and street cars are scary to "clean riders" as we witness drugs being used, addicts shouting and filthy smells.

Lack of access to clean, safe, maintained, and well-supplied restrooms is a major deterrent to riding public transportation for me.

More police at stations and on patrol on the vehicles

Need restrooms desperately

Overdesigned transit stops represent a large money sink that doesn't address the #1 thing people require from transit: frequent, reliable service.

Regularly maintain these amenities. Also include working security cameras and clearly located buttons for emergency help. We need more security at stations.

Ridership will increase with better design and amenities, especially in outer East Portland where the infrastructure is an embarrassment.

Safety at stops/stations and while riding. Add transit officers.

Safety!!! I don't feel comfortable walking or waiting alone at a lot of the MAX stops. Also need more "watchers" on trains

Seems like restrooms would really up the cost so don't favor that. Definitely lighting is important.

sidewalks to get to the stops

The Barbur Station is trash

Transit is unusable. Enforce laws on max and bus. It doesn't feel safe to have meth zombies smoking drugs on the max or 3 year olds getting shoved onto the tracks or a guy's ear getting chewed off on the max.

Any investments in expanding transit don't make sense until you fix the safety issues with the system you have.

Will just keep getting destroyed by homeless and antifa

would love more safety features near MAX stations! perhaps safety calling button for authorities, etc.

Transit service and operations

Increased bus service coverage

Better than more MAX lines and the dregs they with which they're associated; see prior comments.

Bus coverage is lacking particularly lacking in SW Portland and in communities west of the SW hills.

Bus routes should be expanded.

Bus service should be increased.

Buses should serve more of the metro.

Express lines with connections to local lines.

Express lines that run suburb to suburb, with a max of 2 pickup/drop off stops on each end. Ex. Bridgeport park and ride to Clackamas town center transit stop, with 1 stop at a park and ride near Gladstone/Ore City

Bus rapid transit lines/corridors where buses receive priority green lights

I would encourage short loops centering around MAX stops. Too many MAX stations leave you in the middle of a parking lot with a Bus connection that runs every 45 minutes.

I'm close to a bus line but it only runs every 38 minutes. And we wonder why ridership has cratered?

Increased coverage is good, but not if it comes at the expense of fast and frequent service. Coverage expansion can only happen after reliable core service is ensured.

Many regional governments are telling people they should transit instead of driving, but transit doesn't go where they need to go

More bus service is needed.

More buses = More Traffic. Schedule buses more appropriately!

no senior transport in Cedar mill to hospital or stores on Cornell Rd or back from local roads Salzman/ NW Thompson. Residents want access downhill not uphill to the Transit ctr. Bus discontinued due to ridership. Kids have no safe bike paths or bus service.

not until there are corresponding land use plans and investments

One example: No or limited bus service to Westside shopping areas, eg Costco/WinCo/Walmart on SW Dartmouth Rd

Only if the frequency adds to the overall service and helps expand options for lower income communities to get to work. Bus twice a day at awkward times isn't helpful

Only if the frequency and schedule actually help conveniently connect people to their jobs. Some of the expanded lines are ineffective

Specifically within this, creating BRT / express lines that link key transit corridors.

The amount of money of taxpayer dollars that are spent on public transportation does not equal the number of people utilizing it - funds need to be spent elsewhere or another creative solution to public transportation.

This should only be a fill-in until our passenger rail system is up to snuff. We need another rail revolution and to honor the Oregon Electric and Red Electric Railways. We need to rebuild fascinating Portland places stolen from us out of myopic avarice by parasitic plutocrats of privilege who divvy up our job earned taxpayer dollars funded public sector part and parcel to sell off. Our local heritage and historicity is something we've been robbed of. It's a tragedy more people are noticing.

Transit is unusable. Enforce laws on max and bus. It doesn't feel safe to have meth zombies smoking drugs on the max or 3 year olds getting shoved onto the tracks or a guy's ear getting chewed off on the max.

Any investments in expanding transit don't make sense until you fix the safety issues with the system you have.

More frequent bus and MAX

#1. Every 5 minutes where now it is every 15, and every 10 where now it is every hour. Frequency matters way more than comfy bus stops. Existing lines more important than new lines.

5

As density increases, this will become more of a prior. Right now it is not a print. Given ridership levels, we do not need to add more routes. Wait times are good right now and not too much.

As you see, MAX is currently a failure because of the lack of safety. You need to enforce civil ridership and collect fares from everyone. Until you get that issue solved there is no sense in increasing its ridership amenities.

Current bus headways can dissuade transit usage as wait times are far too long. Additionally, MAX headways can become uncomfortably long during service disruptions. Increasing headways and constructing new projects with signaling to accommodate more frequent trains should be a priority.

Definitely, increase frequency of bus and MAX and streetcar. This will make it much more reliable and fast.

Frequent transit makes the system more rider-friendly.

How does a hill full of hospitals (Marquam Hill) not have commuter rail service? Our community colleges should all have rail since there's no lodging and college students are usually poor at junior college along with busy...And too tired oftentimes to drive safely!

If it takes twice as long -/ at least — by transit, why take transit?

Induced demand works for bus and trains too, the more trains and the nicer and faster and more convenient the experience, the more people will want to ride the train

More frequent bus is most important.

Light Rail is not important.

More frequent transit improves the system for users.

More frequent transit will make the system more robust and usable.

Particularly when personal safety on a platform cannot be assured.

People feel less safe riding public transit than in recent years. We don't need more of these, we need more safety measure to people aren't attacked and generally feel safer using public transit.

Please start the max earlier! I have so many friends who have to frequently get from one side of portland to the other to get to work at 6am! Theres NO OPTIONS for them besides wasting a ton of money uber, cabs, or begging for rides from coworkers. Its ridiculous yall have all these lines and yet on cater to those who work "normal" hours. Fix it. I bet youll see a huge decrease in traffic since COUNTLESS people have a super early morning schedule. But unable to use any form of publix transit.

Right now we have mass transit, not rapid transit.

Sometimes more hours. I'm on a commuter route, so too bad for me if I want to get to evening downtown events or the airport

The bus doesn't come often enough near where I live. To get to downtown, I can drive 10-20 minutes, or I have to catch the bus sometimes more than an hour before I need to be at my destination. I have difficulties with executive functioning and move more slowly than most people in the morning even when I get up extra early, so fewer chances to catch the bus on time is a barrier to my taking the bus at all.

The MAX is by far my favorite mode of public transit, but the trains are shockingly infrequent, even during rush hour. I'd love to see this improved.

They should be faster not more. Max is so slow car drivers have no incentive to ride them.

This is the single most important thing to getting people to use more transit.

This must be combined with an overall view and plan to reduce and disincentivize private auto use, including private EVs.

Transit is unusable. Enforce laws on max and bus. It doesn't feel safe to have meth zombies smoking drugs on the max or 3 year olds getting shoved onto the tracks or a guy's ear getting chewed off on the max.

Any investments in expanding transit don't make sense until you fix the safety issues with the system you have.

Yes! 20 minute wait times is not rapid!

Special transit services

And it not cost extra. I live off of ssi and dont work due to my different disabilities.

I would look for coordination of changes in land use plans for business with commitments to provide shuttle service along corresponding routes. Perhaps co-sponsored by the businesses. We should be near the technology level for driverless shuttles to serve these (probably backed up by more supervisors)

Is more service needed? Would increase max or fx buses eliminate some need for specialty service? Not enough info to answer this appropriately

Paratransit should be expanded.

Really, this is the only way that one can expect the TRULY disabled to be able to get around.

This would be awesome

We have an aging population. The ableism in our transit planning is outrageous

We have an aging population. We also need shuttles, such as between MAX & Kaiser Sunnyside, Kaiser Westside; Nike; Intel.

We need more paratransit.

We should expand paratransit.

With a proper public transit network, services like these are not as necessary.

Transit rider information

Already have good rider transit information. Keep it up.

Google and trimet are fairly well integrated but I would like to see accuracy improved on the trimet app, sometimes buses never come.

I think this is already well done from what I have observed.

Please work to get the tickets available on Apple Wallet

Right! The less time one must spend on a dark, relatively isolated platform, the better.

This already exists, both at transit stations and via mobile apps.

This is a crucial step in getting people to ride transit more.

TriMet already does a great job of this.

Zero emissions vehicles and infrastructure

A big yes to purchasing zero-emissions buses. Harder to justify personal EV charging infrastructure coming from public funds if those funds are more badly needed for mass transit.

Although zero emission vehicles are important -- it is more important, from a climate perspective, that we encourage as much ridership on transit vehicles as possible, even if those vehicles are not yet battery electric or otherwise electrified. The priority should be as much service as possible (frequency), and high quality service that creates a positive experience for riders.

Battery buses are a waste. Metro should be looking at trolley buses.

Becoming carbon negative is important— we need electric busses.

Cars aren't the wave of the future. The auto industry sabotaged our commuter rail systems our ancestors paid for and built through privatization and premeditated neglect along with bribery of our elected politicians. Then they sold us out and betrayed us by ditching the country and our workforce to move out of

country which destroyed entire cities eg Detroit. Then we've bailed them out and they always just make their executives richer through stock buy-backs... To hell with the auto industry.

Electric buses are great, but not as high a priority as just running more service.

Electric buses are nice, but we should not be focusing on them so much. Buses inherently reduce emissions by moving people more efficiently and we should not scrap existing buses that work just fine and buy zero emissions buses (those take resources and energy to produce). The focus should be on building a rider base and increasing ridership, THAT is how you reduce emissions.

Electric Vehicles only solve one problem - the emission problem. They are remarkably heavier, so they are far more deadly and rough on infrastructure. They are more expensive and have much less utility. They are a small part of the solution. Nearly half of all car trips in America are under 3 miles - any money not spend directly on bringing that percentage down is wasted.

I'd rather see money spent on easing access and increasing frequency A full diesel bus is better for environment than and people driving because we chose equipment over service

I'm an environmental professional and I think we should focus on the bigger picture of reducing emissions by building infrastructure that encourages public transit use, biking, and walking.

More electric buses, less electric trains.

Please consider trolleybuses. They will be less expensive (every transit agency in the country is trying to buy battery electric buses at the same time!) and more reliable from an operational perspective (shorter layovers means fewer buses needed) and there are plenty of nearby cities (Seattle, SF, Vancouver) with expertise in both operations and maintenance

remove as many barriers as you can for transition to EVs.

Solves the climate change problem, but none of the other issues with car dependent urban design

This is great to have, but the biggest emissions and livability gains come from removing private cars from the road. Invest money toward that!

This needs to be prioritized for transit and freight, NOT for private vehicles.

Trimet should power buses with CNG, which uses energy more efficiently than NG converted to electricity, or coal. Trimet is performative about electrification and we see through it.

Trolley buses might be a much quicker and more pragmatic approach to zero emissions vehicles, especially where overhead MAX/streetcar wire exists.

We need to become carbon negative. Electric transit vehicles can help achieve this.

We should aim to be carbon negative. To get there, electric vehicles for transit will help a lot.

We should be aiming to get carbon negative as soon as possible. This means electric vehicles.

Zero emissions buses are a distraction. With limited budgets and political capital, ZEV's are an opportunity to appear to be making progress while ignoring the ridership death spiral. The dirtiest bus is cleaner than the cleanest single-occupancy vehicle. I don't care if the infrequent, late bus is electric.

Walking and biking

Protected bike lanes and pedestrian facilities

All new bike lanes should be protected as a standard. Pedestrian facilities should be improved.

Although this would be amazing to have, the practicality of it may not be achievable at this point. In the meantime having wider lane, or even green barriers would be beneficial for different issues.

Ensure the sweeping and cleaning of said bike lanes and maintain separation between bicycles and pedestrians. If a shared use path must be built, ensure it is wide enough to accommodate both modes (14ft minimum)

Except those candlesticks seem to prevent most maintenance of these paths. They need to be swept MUCH more regularly. A better way forward might be restricting private vehicles altogether on some streets.

I bike daily but I don't need "protected" lanes - regular bike lanes are good enough for me as I prefer to ride with traffic and be treated like a vehicle. And I believe pedestrian facilities should be separate from bike facilities.

More people would bike if they thought it was safe, and biking is zero emissions! Please create more real infrastructure for bikes and remember, paint is not infrastructure!

Our budget needs to reflect our aspirations. This investment can't be window dressing any longer

Paint isn't infrastructure

Pedestrians are notorious for waking in the bike lanes. There needs to be more surface delineation.

Portland's HOP greenway goes through areas without sidewalks, making pedestrians, wheelchairs, baby strollers, people using walker and cyclists all using the street. IT DOES NOT WORK!

Protected bike lanes should be the standard. And pedestrian facilities would be great.

Protected bike lanes should be the standard. Better pedestrian facilities would be beneficial, as well.

Protected bike lanes should be the standard. Pedestrian facilities are also sorely needed.

See comment, above

The east bank Esplanade between OMSI and Hawthorne Bridge is a good example of this. A separation from that highly utilized oath and the rest of the OMSI parking lot would make the people feel safer from cars. At minimum a curbed tree island as a way of separation.

The suburbs lack sidewalks in many areas.

This is the single biggest need in this city, especially as e-bikes are starting to show evidence of helping replace car trips. If it passes, the e-bike bill will provide access, and this piece of the puzzle will take care of the safety aspect to really shift modes towards biking.

This type of design should be a higher priority for new infrastructure. However we should NOT be prioritizing reworking existing infrastructure into this design. If there are already bicycle lanes and sidewalks leave it alone and focus on adding new ones where there are none. We made poor choices in the past, oh well, we'll do better going forward.

We need to transition away from bike lanes, which do not provide physical protection for vulnerable road users, to physically protected cycle tracks. We need to stop trying to pretend like we're the experts, and just follow the examples of places that have demonstrated they have safe bicycle systems through high mode share for bicycles and attainment of vision zero goals.

Yeah, it's scary out there

Road crossings

A network isn't a network if it's interrupted by a giant road that's terrifying to cross or a stopped freight train is in the way.

Crossings, especially ones that are across busy streets such as Powell, need to be lighted rather than just striped. In my experience, cars do not look for pedestrians at crosswalks if there is not a flashing light or stop light.

Especially near schools, ie 80th and Glisan by Vestal Elementary

Especially needed over 217

Focus on bikers and pedestrians by adding more crossings.

High priority for grade-level RR crossings, such as along Naito

Install automatic bicycle and pedestrian detection systems that minimize pedestrian and bicycle wait times and change right after they approach the crossing. If it is raining outside, peds and bikes get soaked waiting 5min for an outdated, unintelligent signal to change for them. Let motorists wait a bit longer in their insulated vehicles to prioritize the comfort of more vulnerable road users

ODOT closing crosswalks in the name of liability has been an act of negligence and casts doubt on their ability to design and maintain transportation infrastructure.

See comments above.

The simplest and cheapest solution to solving gaps and issues in our active and public transit networks would be to completely remove all freeways from our urban areas. Since we are a few generations away from that, we desperately need comfortable and prioritized crossings across our freeways and arterials. In some cases, we will need bridges or undercrossings. But cheap prioritized signal crossings should be the #1 pick. They will increase congestion, which will in turn decrease VMT.

The system feels adequate already in this area.

These crossings must be raised, have a pedestrian leading indicator, and prioritize the human and not the vehicle

This would provide safer places for people to cross without the danger of getting killed. Having lit crosswalks is a must on busy roads.

We need narrow roads and more pedestrian bridges and tunnels

What is this exactly?

Rose Quarter caps - heck yes!

Ped bridges across tv hwy so cars can drive even faster - not interested.

Street design

Although if the changes to Hawthorne near Chavez are any indicator, changes seem to make it worse. It's a nightmare now

As long as it done with total people throughput, and not just car throughput. Lower speeds, narrower lanes, etc

Autos already exceed posted speed limits. Address this issue.

Bring good design to outer East Portland.

Street trees and amenities are actually part of SAFETY!

Dispense with the speed bumps! Just install photo radar, which more than pays for itself.

I find this especially important

Improving/ creating places for bike riders on shoulderless roads will greatly reduce driver frustration and road rage.

Let's not fix signal timing to make car travel more attractive.

Make it harder for people to drive at dangerous speeds.

Making it more difficult for people to speed is very important.

Maximize traffic flows. Some changes that have been made created more traffic (medians and reducing lanes)

Please focus on on raised crosswalks across intersections where pedestrian & cyclist safety is at risk

Please implement raised crossings as well, as pedestrian deaths are much lower when cars are traveling at lower speeds, and nothing slows cars down better than physics

Portland prides itself on being a bike/walk-friendly city so why are we commuting only 12% of the spending to encouraging, accessibility, and design? Is maintenance included in the 12% or is that part of the 42%? Street design shouldn't be limited to the technologies but should also include multipurpose and beneficial solutions.

Street diets and slowing traffic should be priority number one. Speed kills. Let's protect our bikers and walkers.

the city has really been klunky since the light timing has been trying to force people to slow down. It's made traveling around the city very frustrating.

The last 20 years is teaching us that street design will not deliver safety without enforcement. Installation of speed/red light cameras should be prioritized

There's no comment option for the walking and biking section in general but I think y'all need to invest more than 12% of the budget to this stuff.

This is hands the biggest priority to me. It lays the groundwork from all the other projects.

This is very necessary. The drivers of this region are terrible and indifferent to pedestrians. Slowing vehicular traffic is a necessity to everyones' safety.

This never works, only makes drivers madder, so don't try it

Too many roads are designed for high speeds but had their speed limits lowered after their construction. We can address this cheaply using speed cameras, but that doesn't address the core issue. The road design should reflect the speed limit. If we want to truly reach Vision Zero and encourage alternative modes of transit, outside of separated automobile roads the speed limit should never be above 25 MPH. That would feel awkwardly slow with the current design of many of our roads.

Traffic signal timing is never consistent anywhere. We need wider bike lanes to accommodate ALL the bikes, trikes and scooters and faster electric versions all in the same space - 3' width is not enough.

We need more road diets. Speed kills and cars should be forced to go slowly with street design.

When designing streets, ensure that there is adequate traffic calming and design features that match the designated speed.

While I'm a huge biking advocate, I believe we should focus on separated facilities and trail networks and street design solutions have cross sections that become unacceptably large.

Why is downtown not more pedestrian only streets?

Widening roads and adding lanes worsens traffic and causes induced demand

Yes! The best way to slow traffic and make it safer and more comfortable to walk and bike is to install barriers to driving fast.

Walk and bike connections

Ambulating on sidewalk that is not continuous defeats the purpose of attempting to ambulate from one point to the next.

Create a truly connected bike network in the region. So many great bike lanes dump you into unsafe conditions. We should be able to get anywhere in the region safely on a bicycle. We need a decent network of bike infrastructure. The current network of bike lanes is a joke. Unless you are fearless and dedicated to biking, it's not a viable option I'm our region.

Definitely, connect bike/walk infrastructure.

Focus on building a network of biking and walking paths, in addition to the network approach, identify methods to cut down on travel times for these modes. Existing multi use paths are much too narrow and should be widened to accommodate for mixed bike and ped traffic

Gaps are deadly and often render beautiful infrastructure useless. Filling in gaps should be a top priority.

Hugely important. With sidewalks that do not connect, it feels like a waste of infrastructure. Sidewalks that end and lead the pedestrian astray make the city look like a bad planner. We need to feel safe and reliable as pedestrians.

If it were easier to make my entire trip I would exclusively commute by bike.

Improve our bike/walk trails. These are important networks to a healthy, sustainable metro.

Improve our walking and biking infrastructure.

In order to encourage multiple modes, there must be connected bike lanes/paths/etc to avoid bikes on busy streets in car lanes (legal but dangerous) or on sidewalks (legal but people really don't like it)

Increased and safer bike and pedestrian infrastructure is vital to the health of the planet and the Metro citizenry.

People > Bikes > Cars

Marine Drive is still unsafe despite a mostly completed loop. Minimal work is required to fix those gaps, and metro already has easements and plans for the land. Please fund it!

Our biking and walking routes are very important and should be improved and interconnected better.

The disconnected nature of bike lanes and walking paths discourages car free living due to danger and inconvenience and goes against metro's principles of climate resiliency and sustainability.

The greenest and cheapest thing we could do. Make it excruciatingly easy and pleasant to walk

There needs to be a priority placed on broken and missing sidewalks across the region.

this is a top issue for me - people need safe space to get to places nearby safely AND get to/from transit options

This is important, but secondary to commuter rail infrastructure. We need passenger rail (including High Speed Rail) to go longer distances

This should be the highest regional priority. We need to build out the complete regional bikeway and trails system before 2045, and show all relevant projects on the constrained projects list for full funding.

Yes please! We need entire networks, not isolated sections. Connecting them is crucial.

Wayfinding signage

Coordinate with above efforts

I don't need wayfinding - it's nice to have but not essential in this age of Google Maps on everyone's phone.

I feel that what would help more people is working with Google on bicycle directions for the city that prioritizes the safest option over the fastest one for cyclists, giving priority to greenways rather than busy street bike lanes for example. While the signs are helpful, most people get around by Google maps.

I like this if it's being used to assist sight impaired navigation and signs oriented to regional travel needs - people trying to get to work or visiting friends in new neighborhoods, etc. Bike directional signs that are large enough to read and provide helpful guidance currently inconsistent around the region). If it's more signs welcoming tourists, it's not a high priority

Is signage a word?

Most everyone has Google Maps in their pocket. Also the Portland street grid is extremely simple to understand and navigate.

Renaming "Bike Boulevards" to "Greenways" has confused people as to the best routes to bike on.

Smart phones significantly reduce the want for these

street signs are hard to read when navigating around town. They're blocked, confusing or only on opposite corners. Major intersections should have the cross street sign on the traffic light pole.

This is a nice to have. Realistically we all have phones and Google maps already does a great job with this. This should be absolute last place on the priority pile.

This will be important when Portland gets a subway or at least a tunnel beneath the Willamette so that the MAX system isn't put to a halt every time the Steel Bridge lifts, breaking the circuit of the entire system

*Wayfinding for people with sight impairments to easily navigate - high priority
For people in our region trying to bike or walk to a new job or learn our way around an unfamiliar neighborhood - high priority
Signs to welcome tourists or which are generally unhelpful in directions - very disinterested*

Table 18: Project List Comments

| RTP ID | Project Name | Comments |
|--|--|---|
| Nominating agency: Beaverton | | |
| 12110 | Allen Boulevard Complete Street: Murray Blvd to Menlo Drive | Unless we plan on reducing the speed of traffic down to 25 MPH on Allen, I do not think there is any way to make that horrible traffic infested road pleasant or desirable for anyone outside of a car. |
| 12117 | Cedar Hills Boulevard/Canyon Road Intersection (Reconfiguration) | This should not include added turn lanes. Use the space for people not cars. |
| 10670 | Denney Rd: OR 217 to Scholls Ferry (Ped/Bike/Turn Lanes) | It will be very hard for me to ride along high speed traffic when fanno creek is right there. |
| 12123 | Downtown Loop Complete Street: Hall Boulevard - 1st to 5th | This should be a top priority. |
| 10664 | Downtown Loop Complete Street: Watson - Millikan Way to 1st | Downtown Beaverton has amazing potential for walkable main street type activity that has been really damaged by the lack of good pedestrian infrastructure. It has the potential to link downtown Beaverton with Cedar Hills and the Round, creating a huge walkable neighborhood that could rival any in the metro area. |
| 12125 | Downtown Loop Complete Street: Watson/Hall - Crescent to 5th | Downtown Beaverton has amazing potential for walkable main street type activity that has been really damaged by the lack of good pedestrian infrastructure. It has the potential to link downtown Beaverton with Cedar Hills and the Round, creating a huge walkable neighborhood that could rival any in the metro area. |
| 11896 | Hall Blvd/Allen Blvd Intersection (add turn lanes) | Stop spending money on things that will address congestion and therefore increase VMT. |
| 10669 | Hall Boulevard: 12th to Allen Blvd (Bike Lanes/Turn Lanes) | Bike lanes yes. Turn lanes no. |
| 10620 | Millikan Way Extension: Watson Avenue to Lombard Avenue | I'm uncertain. The area needs to be better used but I kinda like the dead end with the bike/ped connection to reduce traffic flows. I'd love to know more about the benefit of punching this road through and likely displacing that affordable housing. |
| 12113 | OR 8: Canyon Rd Complete Street: Hocken to 117th (Design) | Separated bike lanes and wide sidewalks are necessary here. Transfer to city of Beaverton and reduce car travel lanes. Downtown Beaverton has amazing potential for walkable main street type activity that has been really damaged by the lack of good pedestrian infrastructure. It has the potential to link downtown Beaverton with Cedar Hills and the Round, creating a huge walkable neighborhood that could rival any in the metro area. |
| Nominating Agency: Clackamas County | | |

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| 10054 | 65th/Elligsen/Stafford Intersection Roundabout | This area is truly unsafe during the rush hours . I support this project to save lives, however it MUST be part of an overall plan to lower speeds and encourage people in Wilsonville to use alternative forms of transportation . It must be part of a larger system of transit oriented urban planning. |
| 10014 | 82nd Ave. Multi-Modal Improvements | PLEASE FOR THE LOVE OF GOD FILL IN THE SIDEWALK AND BIKE LANE GAPS BUT ALSO DO PROTECTED BIKE LANES, NOT PAINTED. RIDING ON 82ND IN CLACKAMAS IS SCARY Trees |
| 10043 | Borland Rd: Tualatin to Stafford Rd | this will be sorely needed to allow for the added traffic if congestion pricing is enacted. This will become a major chokepoint. Needs bike specific facilities. |
| 11501 | Concord Rd | Sidewalks and bike lanes. please please please. |
| 11520 | Courtney Ave: OR 99E to Oatfield Rd | Desperately need - sidewalks and bike lanes. Make this safe for PEOPLE - prioritize PEOPLE not inanimate chunks of steel aka cars. |
| 10009 | Fuller Rd. Improvements | Trees |
| 11763 | Johnson Creek Blvd/79th Ave Intersection (TSAP) | Don't waste money on car infrastructure |
| 10024 | McLoughlin Blvd. Improvement | McLoughlin is completely and utterly unsafe and unpleasant for cyclists. Insane speeds. Unattractive and unsafe. McLoughlin needs a complete overhaul. Put people first NOT CARS. |
| 11494 | Monroe St | Trees |
| 11504 | Oak Grove Blvd | Sidewalks. For humans. Prioritize humans. |
| 12206 | Oatfield Road | This is DESPERATELY needed. Any day, look at all the people walking, rolling, stroller-ing in the median - completely unsafe and shameful for a wealthy county. |
| 11670 | OR 212 Intersection Improvements | Do NOT widen the highway or do whatever the massive road idea was for the Sunrise corridor or whatever. We need intersection safety improvements, as well as active and public transportation through this area but NOT more car capacity. I say this should be a priority because I understand it to be things like signalized intersections and such. Too many people spend too much time getting between Portland and Mt. Hood / Eastern Oregon. It's time to acknowledge this is the main route and help separate through and local traffic. STOP WIDENING ROADS! STOP SPRAWLING! |
| 12103 | Phillips Creek Regional Trail | Clackamas County had a plan like 20 years ago to daylight Phillips creek and build a linear park along it, then they never bothered to build it. They should really prioritize it! |
| 10029 | Stafford Rd Improvements | Needs bicycle specific infrastructure. STOP WIDENING ROADS! STOP SPRAWLING! |

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| 12205 | Stafford Rd Improvements | Needs bicycle specific infrastructure. STOP WIDENING ROADS! STOP SPRAWLING! |
| 11668 | Sunrise Multi- use path Phase II | We need better active and public transportation in this corridor - NOT more automobile infrastructure. |
| Nominating Agency: Forest Grove | | |
| 10784 | David Hill Road Improvement | Quit catering to people with no common sense to stay off of rural one lane roads. This is a hazard to motorist and the agriculture community |
| 12131 | Forest Grove Bike Lanes and Sidewalks Infill | If the university feels the need for this they should pay for it |
| 11973 | Gales Creek Road Improvement | Quit catering to people with no common sense to stay off of rural one lane roads. This is a hazard to motorist and the agriculture community |
| 11667 | OR 47/ Fernhill-Maple St. Intersection Improvements | This intersection routinely sees accidents. Speed and geometrics contribute to the number and severity. Very unsafe intersection for cars, pedestrians, and bicyclists. High rate of speed makes getting across or turning at intersection unsafe. When traveling north, busses must stop on the road before crossing railroad tracks. Many accidents and near misses at this intersection. |
| 10779 | OR 8/Pacific/19th Corridor Safety and Complete Street | Absolutely this should be a priority in western Washington County. OR8 is notoriously dangerous. Unsafe for pedestrians and bicycles. Lot of people walk to/from businesses and bus stops close to traffic. |
| Nominating Agency: Gresham | | |
| 10498 | 182nd - Powell and Division Intersections: Add Turn Lanes and Transit Supportive Design | STOP WIDENING ROADS! STOP SPRAWLING! |
| 10473 | 223rd at Stark: Add Turn Lanes | STOP WIDENING ROADS! STOP SPRAWLING! |
| 10471 | Butler - Binford to Rodlun: Extend Road and Bridge Crossing | STOP WIDENING ROADS! STOP SPRAWLING! |
| Nominating Agency: Happy Valley | | |
| 10035 | Foster Rd (Upper): Widening and Multimodal | Lose the continuous turn lane, just use pockets at signals |
| 11135 | Rock Creek Blvd: New Road and Multimodal | STOP WIDENING ROADS! STOP SPRAWLING! |
| Nominating Agency: Hillsboro | | |
| 11752 | 209th Ave Widening and Improvements, Phase 2 | Many people such as me who live in the area are open to biking places for transportation, but do not because of dangerous biking conditions at this road that must be traversed to get to the outside world. Adding separated bike facilities (that people of any age would be comfortable riding on) would greatly benefit mobility and offer an opportunity for exercise while going places. |

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| 11905 | 25th Ave Turn Lanes and Bike/Ped Improvements | This is a road-widening, which makes things less safe for peds/bikes, don't combine the two types of projects. |
| 10838 | Davis Rd Turn Lanes and Bike/Ped Improvements | How dare Hillsboro pass off a 5 lane road as some kind of Active Transportation project. Bad Faith! |
| 12137 | Elam Young Pkway Bike/Ped Improvements | <p>You don't need widening at intersections to accommodate bike lanes. The road is too wide as it is.</p> <p>There is not enough traffic or usage for this to be a good use of time or money. 53rd should be watched because increased traffic.</p> |
| 10846 | OR 8: TV Highway Transit Access and Multimodal Safety | <p>Definitely improve pedestrian access. Bike lanes should be protected. Such projects should happen all over metro.</p> <p>Definitely improve this area for bikers and pedestrians. Bike lanes should be protected.</p> |
| Nominating Agency: King City | | |
| 12151 | Fisher Rd. Extension - Phase 3 | STOP EXPANDING ROADS! Especially outside the UGB. |
| 12101 | SW River Terrace Boulevard Corridor Extension | STOP SPRAWLING! |
| Nominating Agency: Lake Oswego | | |
| 10087 | Lake Oswego to Portland Trail | <p>The is currently no convenient and safe way to bicycle between Lake Oswego and Portland. This is a very big need... along with a bike-ped bridge to connect LO to the east side of the river.</p> <p>This would be amazing! If only there was a way from Tigard to Lake O that felt comfortable on a bicycle.</p> |
| 11171 | Tryon Creek Ped Bridge (@Tryon Cove Park) | We need an alternative to State Street, which is scary dangerous. |
| Nominating Agency: Multnomah County | | |
| 12076 | Earthquake Ready Burnside Bridge: Phase 3 (Construction) | This is too much to pay for a seismic retrofit of a bridge without even increasing its size or capacity. Isn't that area of the city built on landfill? If you want to retrofit a bridge to survive an earthquake, choose one that is currently built on bedrock... how about the Hawthorne? |
| 10401 | Marine Dr - Interlachen to I-84: Freight and Multimodal Improvements | but skip the wasted bike lanes. They will ultimately be used by no one. |
| Nominating Agency: ODOT | | |
| 11969 | I-205 Abernethy Bridge (CON) | <p>This is an insane amount of money to spend on something that will congest and be useless in less than a decade.</p> <p>Another historically bad bottleneck that should be corrected, including planning for years into the future.</p> |
| 11305 | I-205 Active Traffic Management | A waste of money if congestion pricing is enacted. Sorely needed if Portland Metro wants traffic to use 205 instead of city streets. |

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| | | No capacity increase until first tolling and seeing if reduced traffic obviates need for the capacity increase. |
| | | STOP WASTING MONEY ON FREEWAYS! |
| 11586 | I-205 Southbound and Northbound widening (PE, ROW) | <p>No tolling for additional freeway projects. Tolling should be used to reduce VMT and fund a transition away from SOV.</p> <p>No! I would like the improvements, but they are a waste of taxpayer money if tolls are included. I205 will no longer be the thoroughfare of choice and the improvements will help no one.</p> <p>No more freeway expansions.</p> <p>Why start tolling in Clackamas County? Do it in Portland first to set an example. They have the transit options we lack out here.</p> <p>Tolls are regressive, hurt those who have to commute to work and make less money and are marginalized the most. In our progressive city and world this is going backwards. It's bad policy. But - we need the improvements. Just don't fund them through tolls.</p> <p>Tolls first to see if that can manage congestion.</p> <p>This is a top priority, but needs to be done without the significant impacts and cost inefficiencies of tolls</p> |
| 11904 | I-205 Southbound and Northbound Widening and I-205 Toll Project (UR, CON, OT) | <p>No tolling for additional freeway projects. Tolling should be used to reduce VMT and fund a transition away from SOV.</p> <p>No No No!!!! If tolls are removed from this project, then yes, this is a great idea. I'd rather see money spent elsewhere to improve traffic conditions on city streets if tolls are enacted. They will no longer be needed as few will be driving on 205 anymore.</p> <p>No more freeway expansions.</p> <p>Tolls yes Widening no</p> <p>I don't need a wider freeway here. Bring the Max to OC, put high speed rail that stops downtown, in OC, Canby and Eugene, build safe bike lanes instead, please.</p> <p>Tolls are regressive, hurt those who have to commute to work and make less money and are marginalized the most. In our progressive city and world this is going backwards. It's bad policy. But - we need the improvements. Just don't fund them through tolls.</p> <p>Yes to tolls. No to widening</p> |
| 12099 | I-205 Tolling Project (PE) | <p>No tolling for additional freeway projects. Tolling should be used to reduce VMT and fund a transition away from SOV.</p> <p>Here again, the improvements are needed, but not if the road will be tolled. Few will use it and the money spent here would be better spent making the local roads better because of the greatly increased traffic they will have on them.</p> |

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| | | <p>I support congestion pricing to fund public and active transportation - not freeway expansions.</p> <p>Not needed.</p> <p>Tolls are regressive, hurt those who have to commute to work and make less money and are marginalized the most. In our progressive city and world this is going backwards. It's bad policy. But - we need the improvements. Just don't fund them through tolls.</p> |
| 11974 | I-405 Operational Improvements | <p>The only projects involving freeways within central Portland that Metro should endorse are removal without replacement. The land that 405 sits on is worth far more as part of a vibrant city than as an expressway for Vancouver-Beaverton trips.</p> <p>Until we cover I-405 with a freeway lid, re-designate it as I-5, and remove the current I-5 from the eastbank of the Willamette, this is a waste of money.</p> |
| 12304 | I-5 and I-205: Regional Mobility Pricing Project (PE, RW, UR, CN, OT) | <p>This should be done in a way that prioritizes reduction of VMT rather than revenue generation, spends the revenue it does generate towards pedestrian, bike, transit, and mitigates inequitable impacts. Should NOT be used to raise revenue for auto infrastructure.</p> <p>No tolls</p> <p>Don't use the funds from tolling for road expansions</p> <p>How on earth is it going to cost \$400 million to implement a toll program? That makes absolutely no sense at all. This I would consider supporting if funds were earmarked for non-highway projects.</p> <p>I assume congestion pricing is tolls. Tolls are regressive, hurt those who have to commute to work and make less money and are marginalized the most. In our progressive city and world this is going backwards. It's bad policy.</p> <p>Top priority for the Region as will generate revenue and promote regional transit use</p> <p>We need to use tolling to manage travel demand</p> |
| 11991 | I-5 Freight Operational Improvements | <p>Again as traffic will decrease when tolling is enacted this won't be needed as much. Otherwise, it's a high priority,</p> |
| 10866 | I-5 Interstate Bridge Replacement Program | <p>Lower cost of bridge, take lt. rail off and add lanes for autos.</p> <p>We need a robust express bus system/BRT, not a light rail that doesn't go anywhere. As someone who uses transit to get across the river, the idea of extending the Expo Line to Clark College is dumbfounding--no one travels from there, I-205 is already too congested at that point for Park & Ride, and no one will choose a train that travels 15 MPH over their car or an express bus.</p> <p>Wont be needed when vheicle traffic will be avoiding I5/205 due to added tolls. This should not add more tolling either.</p> |

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| | | <p>The current plans are wasteful and the project is being managed deceitfully. Until the bridge is right sized with either lift bridge or submerged tunnel, it should not be funded any more.</p> <p>I support a right-sized bridge replacement (no new lanes or auxiliary lanes, no added car capacity, no giant new interchanges) with better public and active transportation options and access.</p> <p>This is a freeway expansion, We should be doing a tunnel, it is better in every single way.</p> <p>Replace the bridge: yes</p> <p>Widen the highway, rebuild interchanges, dedicate 40% of the region's transportation budget to this project? No.</p> <p>It needs to be fixed. The failures here are embarrassing. But, fix it through the entire metro area and clear bottlenecks.</p> <p>Regardless how it takes shape, this project MUST occur and soon</p> <p>Just seismically retrofit the existing bridge, and construct a new light rail and local access bridge from the island to the city on each side. Cancel this project, it's just going to encourage sprawl and waste more money than the entire rest of the regional transportation budget. KILL THIS PROJECT!</p> <p>Integrating Vancouver with existing Portland passenger rail is hugely important. Adding a bike path and a pedestrian path is important too.</p> <p>why would Oregon pay for this? it is used by Washington folks to get to jobs. Clark county growing unchecked.</p> <p>There should be no added interchanges or auxillary lanes. Bike path and rail transit would be helpful. The bridge itself should be replaced or repaired to make it seismically safe. Tolls or congestion pricing should first be attempted to see if that decreases traffic sufficiently.</p> <p>Do not add lanes or bigger interchanges to freeways. This does not work in the long term. We cannot afford it, economically or ecologically.</p> |
| 11989 | I-5 Northbound Braided Ramps I-205 to Nyberg | <p>A waste of money if tolling happens on I5/205. I seriously doubt anyone would want to add more toll money by traveling on two toll roads.</p> <p>Having seen a Virginia DOT video of how braided ramps work, the improvements are extravagant, space-consuming, expensive, and not necessary to deal with traffic from I-205 west merging onto I-5 north. I know because I drive past this point at least 4 days every week.</p> <p>Seems like a nice to have - merge is a bit hazardous but traffic rarely encountered as flowing poorly here. Braided ramps would be much more effective for traffic and emissions reduction at Exit 286, which also has existing frontage roads that could be utilized for traffic management as well</p> |

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| | | <p>Spend all of this money on improvements to WES and public transit in these areas. Any freeway expansion of capacity is bad.</p> <p>STOP WIDENING ROADS! STOP SPRAWLING! This project alone could be canceled to fund a bicycle greenway system countywide!</p> |
| 11402 | I-5 Northbound: Auxiliary Lane Extension Nyberg to Lower Boones Ferry - Phase 2 | <p>a waste of money if tolling comes to I5 because traffic will be reduced.</p> <p>No freeway expansions!</p> <p>The existing auxiliary lane from Nyberg to Lower Boones Ferry works fine. I know because I drive past this point at least 4 days every week. Every so often, I use the lane myself to merge from Nyberg or exit to Lower Boones.</p> <p>No more capacity on I-5. Take all this money and use it to make WES better.</p> |
| 10867 | I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) | <p>Any congestion reduction from widening the freeway will be short-lived. Tolling is a far better way to reduce congestion. The money would be better spent on improving safety for vulnerable road users.</p> <p>No.</p> |
| 11176 | I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT) | <p>Again, traffic will be reduced when tolling is enacted making spending money here a waste. Otherwise, it should be a high priority.</p> <p>This project does not do what it claim to do, and thus does not serve the community. It does not reduce congestion, because of the law of induced demand, and how traffic will eventually fill the highway up again. It also does not improve safety, because of its ramps which do not seem to slow drivers down as they exit the freeway, and wide radius corners. Both of these aspects endanger those not in a motor vehicle. As such, the project will in fact make the conditions for non-drivers worse.</p> <p>No more freeways. Don't widen freeways in the city. Prioritize other modes and implement tolls. We can't avoid climate catastrophe while widening freeways. We can "enhance community connection" without bowing down to further expansion of car dependence.</p> <p>Also no</p> <p>These boondoggle projects will absorb so much capital away from projects that ACTUALLY SAVE LIVES, and not just quell the loudest voices concerned about lost time.</p> <p>Congestion is a great polluter. Expand the thoroughfare, reduce congestion, reduce emissions. It's pretty basis. This is the heart of our city and it needs to move traffic efficiently.</p> <p>Holy cow! If you ditch this project (and/or add tolling) then the money saved could pay for everything else on this map. And we all know that creating more traffic capacity here will only increase emissions.</p> |

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| | | This may be the most needed of all |
| 11304 | I-5 South Operational Improvements | <p>This will not be needed when everyone is travelling city streets instead because of congestion pricing. A really high priority is congestion pricing is abandoned.</p> <p>The only operational improvement would be to re-direct I-5 around Portland, not through.</p> |
| 11984 | I-5 Southbound Truck Climbing Lane | it's shameful that the state would even consider spending \$203 million on a single highway lane. One lane! |
| 11993 | I-84 Operational Improvements | Again a waste of money if everyone is avoiding highways due to congestion pricing. |
| 11301 | OR 212/224 Sunrise Hwy Phase 2: SE 122nd to SE 172nd (CON) | <p>If this was just about industrial land then sure, but this is mostly gonna be for more suburban sprawl in Happy Valley and Damascus. Its a bad project unless sprawl into Damascus is contained.</p> <p>This will certainly help with extra congestion that will be on this road if tolls are enacted on 205/I5.</p> <p>No more stroads! No more highway expansions! Put in public and active transportation. Do not enable further sprawl and expand automobile infrastructure.</p> <p>This need to be built before things get even worst</p> <p>Building new freeways in the year of our lord 2023? Please stop. This will only intensify suburban sprawl further out and will only worsen the regions traffic and livability.</p> |
| 11988 | OR 217 Southbound Braided Ramps Beaverton-Hillsdale Hwy to Allen Blvd | <p>Having seen a Virginia DOT video of how braided ramps work, the improvements are extravagant, space-consuming, expensive, and not necessary to deal with traffic.</p> <p>STOP INCREASING VMT</p> <p>Too much money</p> |
| 11350 | OR 224 Milwaukie Expressway improvements | <p>Traffic on this road will increase dramatically when tolls are enacted. Road improvements are necessary here.</p> <p>Oh my god no????? Stop expanding highways and freeways?????</p> |
| 11971 | US 26 (Sunset Highway) Operational Improvements | <p>We need to stop wasting money on making it easier to drive. Period. This project goes in the bin, too.</p> <p>Not enough information</p> <p>Please do this and find a way for people to not cross the solid white lines after leaving the tunnel. People always zoom down Market street and then cut everyone off going to 405</p> |
| Nominating Agency: Oregon City | | |
| 10026 | Beavercreek Road Improvements, Phase 3A | STOP WIDENING ROADS! STOP SPRAWLING! |
| 10144 | Hwy 99E & I-205 SB Interchange Access | Don't waste money on car infrastructure |

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| 11183 | Linn/Leland/Meyers Road Roundabout | This pin is in the wrong location |
| 11184 | Main Street Bike & Pedestrian Improvements | Don't waste money on car infrastructure |
| 11546 | Meyers/Beavercreek Shared-Use Path | This pin is in the wrong location |
| 11182 | Molalla Avenue Roundabout | Don't waste money on car infrastructure |
| 11891 | OR 99E & I-205 NB Interchange Access | Don't waste money on car infrastructure |
| Nominating Agency: Port of Portland | | |
| 11208 | T4 Modernization | Again a waste of money is congestion pricing is enacted. These will not be needed when the company will move out to more friendly to business ports. |
| 11207 | T6 Modernization | Actually ye, but ultimately a waste of money if congestion pricing goes into effect as business and demand will decline. |
| Nominating Agency: Portland | | |
| 11868 | 122nd Ave Corridor Safety and Transit Improvements | <p>122nd Avenue should be outer East Portland's version of MLK boulevard, complete with street trees, decorative lighting, amenities and a real sense of place. It should be a named boulevard like David Douglas Blvd or Lizzy weeks</p> <p>122nd is a dangerous street for all road users, but is also an important through-street in a part of town where you can only go so far on a low-traffic north-south street before it ends and one has toggle over to another street, which will then also end. Portland between 42nd and the Willamette is very easy to navigate by bike even if one doesn't know what they're doing. The further east one goes the harder and more dangerous this is.</p> <p>122nd Ave is a major issue and N/s connector. It's dangerous, fast, and horrible to bike and walk along. This should to a top priority.</p> |
| 12214 | 148th Ave Corridor Improvements, Segment 2 | STOP WIDENING ROADS! STOP SPRAWLING! |
| 11844 | 82nd Ave Corridor Improvements | <p>Please add protected bike lanes!</p> <p>82nd is an economic artery for the eastern portion of the city.</p> |
| 11646 | Broadway/Weidler Corridor Improvements | <p>Add buffered bike lanes. Clean bike lanes. Slow down auto traffic. Remove a lane of Broadway.</p> <p>We don't need "enhanced bike lanes." We need a full road diet, so that only one lane of traffic remains in each direction. The balance of the road needs to provide protected cycle tracks, transit lanes, on street parking, street seating, additional street trees, and pocket parks.</p> |
| 11828 | Capitol Hwy Bridge Seismic Retrofit | Seismic retrofits are unreasonably expensive in a time of other needs. Of course maintain bridges and overpasses, but we as a people cannot expect to retrofit them. Seismic retrofit is my lowest transportation priority. |

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| | | An earthquake is highly likely in a foreseeable time frame. Huge barrier to getting any SW Corridor work done. This is also a big safety issue. |
| 10375 | Cathedral Park Quiet Zone | This would be a life-changing improvement to local residents. |
| 11841 | Central Eastside Access and Circulation Improvements | I support the diverter additions and the addition of a signal at 11th and Ankeny (although a roundabout would be better) |
| 10315 | Cesar Chavez Corridor Improvements | Put Cesar Chavez on a road diet. Reduce lanes to 2, add a turning lane, add bike lanes. Cesar Chavez needs a road diet to reduce it to one lane in each direction, plus cycle tracks. Traffic signals should be replaced by roundabouts and traffic circles at all intersections, removing the need for turn lanes. All cross streets should be reduced to one lane in each direction. |
| 10331 | Columbia Blvd over Columbia Way and Railroad Bridge Replacements | Transfer railroad to public ownership with this project. |
| 10312 | Eastside MAX Station Pedestrian Improvements | Trees Definitely a priority for me in my power wheelchair with service dog. Cars fly down 139th. Please, please, please get someone to design a properly draining curb cut... Maybe a metal mesh/tiny cell grate where the ramp meets the street so the water can drain into the underground system. Even the new access ramps in Cully on Killingsworth (where I used to live) don't drain properly. |
| 11834 | ETC: SE Hawthorne/Foster Ave Enhanced Transit Corridor | Yes, the bus is super slow. Hawthorne needs commuter rail service again |
| 10232 | Flanders/Naito Crossing | This improvement will reduce a barrier to connecting from Old Town to the Steel Bridge bike/ped path. |
| 11817 | Foster Rd Corridor Improvements, Phase 2 | Trees |
| 10204 | Gateway Pacific St Streetscape Improvements | Long, long overdue |
| 11647 | Halsey/I-205 Overcrossing Trail | I live in Madison South neighborhood and almost never go to the entire Gateway business district, including Mall 205, or really anything east of 205, on my bike because it's so difficult and dangerous and this crossing is one of many major reasons why. It's very dangerous, and also just annoyingly badly designed, and there's no meaningfully better alternative close enough to be practical. As a result, I almost always go west instead. |
| 11851 | Halsey/Weidler Safety and Access to Transit | All of Portland is challenged but this area is profoundly challenged and NEGLECTED. Halsey Weidler investments are desperately needed |

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| 10268 | Hollywood Town Center Safety Improvements | The whole central Hollywood business district is dangerous. Sandy cuts across diagonally making intersections complicated and therefore dangerous. Red lights are routinely run, drivers are impatient and annoyed, routinely turning abruptly onto other streets to get out of slow traffic--this happens routinely by the library at Tillamook and 41st. Drivers regularly use the 42nd bike lane as a right turn lane onto Sandy westbound. The whole 42nd/Sandy and 43rd/Sandy intersections should be rethought |
| 10273 | Inner Capitol Hwy Corridor Improvements | A ton of work is already being done in the Capitol Highway area; let's improve some other areas. |
| 10273 | Inner Capitol Hwy Corridor Improvements | Very active area with strong mix of modes |
| 11816 | Inner E Burnside Corridor Improvements | Burnside needs a continuous cycle track, and road diet to reduce it to one lane of traffic in each direction. All traffic lights should be replaced with traffic circles, eliminating turn lanes. |
| 10307 | Inner Holgate Blvd Corridor Improvements | Consider SE 46th, which is already the bikeway |
| 11818 | Inner Milwaukie Streetscape Improvements | Milwaukie needs a holistic redesign. I recommend getting in contact with the neighborhood association for ideas. |
| 12231 | Inner NE Glisan St Corridor Safety Improvements | <p>Fix the crossing at NE 78th - flashers or sign in the middle. Pedestrian island at NE 80th. Crosswalk /pedestrian Island at NE 71st Ave. Please consider considerable traffic slowing near Vestal Elementary school on Glisan between NE 78th & 82nd!</p> <p>Glisan need some work, but a lot of it is easy and cheap. The bug 4 lane to 3 lane road dirt happened, but people still drive too fast and use the center turn lane as a passing lane. High speed traffic headed westbound from 82nd needs to be calmed as well. Pedestrian islands and medians would help this. Specifically the planned (but cancelled/shelved) crossing upgrades at NE 80th would be a great start. This is also a main route to Vestal elementary school for all the families north of Glisan.</p> <p>Crossing NE Glisan between 60th and 82nd Ave is very unsafe</p> |
| 10259 | Inner Powell Blvd Corridor Improvements: Local Contribution to State-Owned Arterial | <p>Add MAX to this stretch of Powell.</p> <p>I always feel like it is a gamble getting onto Powell in this area. Traffic flow and safety need improvement.</p> |
| 11959 | Inner W Burnside Corridor Improvements | Only if it includes a cycle track on Burnside from NW 23rd to the bridge. |
| 10242 | Interstate-Larrabee Overpass | <p>The NP Greenway needs to stay on the riverbank- this proposal is a travesty- huge mistake.</p> <p>Sounds like a great improvement</p> |

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| 11855 | Jade & Montavilla Connected Centers Project | 82nd is an important "Main Street" for the many Asian American businesses and community along it. As it stands, it is still very unsafe and uncomfortable to access these without a car, and redesigning it to better serve the needs of those walking and biking on the street would be a much needed improvement. |
| 10186 | Lents Town Center Improvements, Phase 2 | More tree canopy |
| 10337 | Marine Dr & 33rd Intersection Improvements | roundabout yes, stop building intersections |
| 11864 | Marine Dr Corridor Safety Improvements | This part is always trafficky |
| 10286 | Markham School Pedestrian/Bicycle Overpass | <p>We desperately need more ways across I-5 outside of a car that are safe and don't include high speed on/off ramps.</p> <p>If this project is going to remove cyclists and peds from the horror that is the Barbur Crossroads, then it needs to serve more than Markham School. It needs to allow access to the entire neighborhood and PCC. I currently cycle almost daily through the Barbur Crossroads.</p> |
| 11869 | Moody Ave Extension | Anything to improve access to South Waterfront is needed. |
| 11830 | Multnomah Viaduct Safety Improvements | I ride my bike over this viaduct almost every day and while I love the 1927 bridge, clearly there needs to be some investment in providing facilities for bikes, not just for cars and trucks. |
| 10299 | N Lombard Corridor Improvements: Local Contribution to State-owned Arterial | Deprioritize moving cars through our neighborhood fast and make Lombard people-first! Slow down traffic, protected bike infrastructure, plant trees, calm traffic. |
| 11797 | N Lombard St (formerly N Burgard Rd) Viaduct Replacement | a waste of money if congestion pricing goes into effect. |
| 12234 | N Lombard St Bridge Replacement | <p>Shouldn't BNSF pay for it?</p> <p>Since this is a major way in/out of St Johns, it is essential that this bridge be able to withstand an earthquake.</p> |
| 11842 | N Willamette Blvd Bikeway | This is the only corridor for cyclists and will result in huge increase in cycling from riders in St. John's who want to come downtown but high-stress riding on Willamette makes it challenging. |
| 10243 | NE 12th Ave Bridge Replacement | <p>this better have bike lanes, the Blumenauer Bridge it too disconnected</p> <p>Do repairs and improvements, but seismic upgrades are unreasonably expensive when so many other transportation projects are in need.</p> |
| 12312 | NE 60th Ave Rail Undercrossing Improvements | Please skip the nearly useless ped and bike part. |
| 11943 | NE Broadway Corridor Improvements | Improve bikeway along Broadway. Slow down traffic, remove auto lanes. Add more controlled pedestrian and bike crossings. |

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| | | <p>The bikeway would be best served parallel to the corridor due to the constrained nature along segments and the need for delivery parking for businesses on both sides of the street</p> <p>We don't need "enhanced bike lanes." We need a full road diet, so that only one lane of traffic remains in each direction. The balance of the road needs to provide protected cycle tracks, transit lanes, on street parking, street seating, additional street trees, and pocket parks.</p> |
| 11632 | North Hayden Island Drive | We need more access to Vancouver from Hayden Island and PDX |
| 11782 | North Portal Street Improvements | It's a great idea but asking for a lot of money without a clear plan. |
| 11642 | North Portland Greenway Segment 3 | <p>Don't know the current usage/need for this.</p> <p>There's a really big natural area here that would be an incredible connector for St Johns.</p> |
| 11644 | North Portland Greenway Segment 5 | <p>build this on the WEST side of Albina Yard! This is the once in a lifetime chance to get the alignment of our riverfront trail in the right spot- don't screw it up and put the path along Interstate Ave/Greeley!</p> <p>We need to rapidly expand and connect our biking, and greenway system.</p> <p>Connecting swan island to the rose quarter with a flat, car-free path seems like such a great idea that it's amazing it hasn't happened already. It's silly to make pedestrians and cyclists climb a hill and fight traffic to get from point A to B. Why not just take the direct, flat, easy and safe route?!</p> |
| 11814 | NW Bridge Ave Multi-use Path | YES! |
| 11860 | Outer Foster Corridor Safety Improvements | There is so much development happening just east of here - Foster Rd is only going to get busier and more dangerous in the very near future. Improvements are very much needed to prevent deaths and injuries! |
| 10318 | Outer Glisan Corridor Improvements, Segment 1 | Many of the profound challenges we face are rooted in inequity. Let's treat our area holistically and understand ALL parts of the city need great design and quality infrastructure |
| 10203 | Outer Glisan Corridor Improvements, Segment 2 | Trees |
| 10321 | Outer Stark Safety and Access to Transit | <p>Trees</p> <p>Due to the lack of sidewalks I have to ride my power wheelchair on the roadway (on the side streets) between Stark and Glisan around and on 139th. Cars fly down that road and I must walk my service dog twice a day. At times with the water filled curb cuts I can't cross Stark at 139th to reach the sidewalks. Can't someone design sidewalk ramps with proper drainage - maybe section of mesh/grate where the ramp hits the road - draining to the storm drains in which a cane will not get stuck?</p> |
| 10284 | Outer Taylors Ferry Safety Improvements, Segment 1 | This is a very crucial bike connector between Metzger area and SW Capitol Hwy |

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| | | <p>I ride my bike here almost every day and it's really hairy. If you want more people to bike here, you need to add space for cycling.</p> <p>Very active location. Steep grades increase safety needs here.</p> |
| 12311 | Passenger Ferry Pilot | This is a waste of money. It's impossible for a ferry to be time competitive with a bus. |
| 11840 | Post Office Blocks Transportation Improvements, Phase 1 | I am all for the development of that land, but do the roads actually need to go all the way through? Does the residential development project require through roads? |
| 11795 | Post Office Blocks Transportation Improvements, Phase 2 | The benefits of getting this redevelopment right, including attractive bicycle and pedestrian infrastructure will be tremendous. |
| 12207 | Red Electric Trail, Segment 1 | This would be so big for my family if completed. |
| 10354 | Red Electric Trail, Segment 2 | This would be so big for me and my family. |
| 10180 | Sandy Blvd Corridor Safety Improvements | Please include a protected bike lane! |
| 10271 | SE 92nd Ave Safety Improvements | <p>This can't come soon enough. Protected bike lanes please.</p> <p>Trees</p> |
| 11854 | SE Hawthorne Blvd Corridor Safety Improvements | Hawthorne needs a protected cycle track. |
| 11793 | SE Yamhill /Taylor Couplet | <p>close ramp</p> <p>This would be a great project, once I-5 is removed from the East Bank of the Willamette. Until then, it's putting the cart before the horse.</p> |
| 11821 | Sixties Neighborhood Greenway | 60th is a major I-84 crossing, including for cyclists, most of whom will not bike on 82nd since it's even worse. This leaves a huge area with no viable safe route to get to all the businesses on Glisan/Halsey, or to get through to other areas of town. Virtually all routes over freeways need to be made safe for cyclists, the longer distance there is between such through-streets, the more back-tracking one needs to do, making it harder to get around by bike, meaning fewer people will bike. |
| 10319 | Stark/Washington Multimodal Improvements | Stark/Washington are major I-205 crossings for all road users and as such need to be safe for all road users. Drivers will prioritize getting to a freeway one second sooner over the safety, even lives, of other road users, especially if a collision with them won't damage their vehicle significantly. This is unacceptable. |
| 10280 | Sunset Blvd Ped/Bike Improvements | Sunset Blvd is a prominent walking and biking route to three schools plus the local town center. People walking or biking are forced onto the shoulder where cars often tread. This is an important gap to fill |
| 11351 | SW Multnomah Blvd Ped/Bike Improvements, Phase 2 | If you're going to build separated infrastructure, you need to have to plan to MAINTAIN it. |

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| | | Very active area for community commercial and civis activities including community center and Spring Garden Park. Lets get thes safety improvements complete. |
| 11825 | SW Pomona/64th Ped/Bike Improvements | Just sidewalks would be the priority. No bike facilities. I use this for Tigard/Portland bike trips. Steep grade adds to safety needs in this road. |
| 11827 | SW Terwilliger Corridor Improvements, Segment 1 | Why isn't the Taylors Ferry/Terwilliger intersection upgrade on the map? This would cost a fraction of what is proposed here, and would fix a failed intersection that only gets worse by the year and has a detrimental effect on businesses here as well as all surrounding neighborhoods. |
| 11831 | US 26 Multi-use Path | This is the best route between downtown and Beaverton. It's shameful that it has been essentially closed off to people walking and bicycling for decades, especially since they are most in need of a route that minimizes hills. This would be an amazing investment as the current connection is non existent. |
| 11789 | Vista Bridge Renovation | Not enough information |
| 11786 | Water Ave Corridor Improvements and Realignment | Bike way especially! I bike, run, and drive on Water Ave regularly and rarely have safety concerns or congestion. The high cost could be better spent elsewhere. |
| 11839 | Water/Yamhill Traffic Signal | close ramp Why should we increase automobile capacity, anywhere? Congestion is our friend. Delay is our friend. Try tolling the freeway first before doing another single thing to increase capacity. |
| 10287 | West Portland Connected Centers Project | I would prioritize ODOT spending in other locations...HWY 99, 8, and maybe some eastside at grade urban corridors. |
| Nominating Agency: Sherwood | | |
| 11404 | Baler Way Extension | STOP SPRAWLING! |
| 10682 | Brookman Road Improvements | STOP WIDENING ROADS! STOP SPRAWLING! |
| 12044 | Langer Farms Parkway Extension | STOP SPRAWLING! |
| 10699 | Oregon Street Improvements | STOP WIDENING ROADS! |
| 10691 | Sherwood Blvd Improvements | STOP WIDENING ROADS! |
| 12046 | Tonquin Area East-West Collector | STOP WIDENING ROADS! STOP SPRAWLING! |
| Nominating Agency: Tigard | | |
| 10755 | 72nd Ave. Improvements - 99W to Dartmouth | This street is wide and traffic flows freely. Not important compared to other projects. |
| 12167 | Downtown pedestrian improvements (urban renewal) | It is currently very frustrating to get from Heritage Trail to Tigard TC |

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| 10766 | Fanno Creek Connections Project | I have been waiting for this since I moved to Tigard in 2017. I thought we were hiring contractors this summer? What? |
| 12088 | Fanno Creek Trail Gap (Bonita to Cook Park) | This region is very difficult to get through on a bike or walking. It would really give an active transportation connection between Tualatin and Tigard. Great regional trail...filling in this gap is a priority |
| 11220 | Hall Blvd. Improvements - Locust to Durham | Enhancing Hall Blvd needs to be a major priority for pedestrian safety Needed to complete jurisdictional transfer please help |
| 11217 | McDonald Street Improvements | STOP WIDENING ROADWAYS! |
| 12170 | North Dakota St (Fanno Creek) Bridge Replacement | Need better Fanno Creek alignment. Trailhead for Fanno Crk. Very active, many people running and biking, steep grades increase safety needs. |
| 12168 | OR 217 Ped-Bike Crossing at SW 95th Ave | This would be so impactful. There is no safe or comfortable way for any cyclists or pedestrians to get across 217 in this region. People walking have two bad options, either HWY 99 or Greenberg. This bridge will add a safer and more direct route for many who roll and stroll in Metzger. It also an area with a significant increase in MF housing within a Metro regional center. The area is ripe for this investment. |
| 12171 | SW 95th Ave Ped/Bike Rail Undercrossing at Commercial St and Heritage Trail | This would be huge for connecting to businesses and residents in this area. |
| 12173 | Templeton-Twality Safe Routes to School Improvements | SRS |
| 11998 | Tiedeman Ave Complete Street | Fanno Creek / Heritage Trail connection would be so amazing. Not if "urban standards" means widening to add traffic lanes. Provides access to Fanno Creek trail to multiple MF developments in area - very active area with lots of people strolling and rolling through however road built for cars so very unsafe. |
| 11996 | Tigard St (Fanno Creek) Bridge Replacement. | Very horrible to be not in a car here. Speed limit is 35 MPH which is outrageous. |
| 11229 | Walnut Street Improvements | Speed limit should be reduced to 25 MPH, lane width narrowed, and sidewalks with bike lanes on both sides of road. |
| Nominating Agency: TriMet | | |
| 12028 | ETC: NE Sandy Blvd Enhanced Transit Project | We need more commuter rail!! |
| 12033 | ETC: SE Belmont Enhanced Transit Project | Not enough information |

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| 12035 | ETC: SE Powell Blvd Transit Project | Powell is such a strong corridor for growth and transit service. It should get a automated light metro similar to Vancouver's Canada line. |
| | | Improving transit on SE Powell will greatly improve mobility (especially for those who don't own a car) and help get to our climate goals. |
| | | Would love to see MAX on powell or division |
| | | Do a MAX line |
| 12032 | ETC: SW Beaverton-Hillsdale Hwy Enhanced Transit Project | We need interurban heavies. We need the WES to extend down to Salem reconnecting the area with our capital once more! I-5 needs a rail alternative. We need a railvolution. |
| 12029 | HCT: 82nd Ave Transit Project | The 72 is one of the most busy Trimet lines, serving many marginalized communities and their business. Its speed and reliability however is comparability abysmal and needs to be improved in order to better allow better opportunities for this area. |
| | | Real, actual BRT. Not that fake imitation "BRT" we got on Division. Dedicated lanes. |
| | | High Capacity Transit needs to actual be high capacity. Running an articulated bus every 12 minutes for "most" of the day is not high capacity. Random bus routes in Seattle are higher capacity than the FX2 project by seats/day. The entire corridor needs bus lanes, and both local and express services should be considered. Stop planning mediocre bus projects and calling it high capacity. |
| 10922 | HCT: MAX Red Line Improvements Project: Capital Construction | YES! Improving the MAX line service to the airport would be HUGE!!! |
| | | Isn't this funded? |
| | | this is under construction |
| | | Definitely improve reliability of MAX. |
| 12050 | HCT: Steel Bridge Transit Bottleneck Project Development | We need to improve this bottleneck for MAX. But the true solution is to make MAX entirely a subway downtown. |
| | | Removing the bottleneck that is the Steel Bridge and moving MAX underground is likely one of, if not the most important project that would increase speed reliability of the MAX system. This would likely convince many to switch to MAX instead of driving. |
| | | A central city MAX tunnel is easily the most important transportation project in the entire metro. Getting MAX service up to reasonable freuquencies will make the service so much more useful. |
| | | Is this part of a central city tunnel and/or viaduct? |
| | | Yes! Please look ahead into our future and realize that our entire regional express transit system FAILS during a large earthquake, with no backup plan ready. Please advance replacing the steel bridge or prepare the process of designing |

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| | | a tunnel to accommodate MAX and busses crossing the Willamette |
| 11319 | HCT: Streetcar Montgomery Park Extension | Absolutely not. These neighborhoods have good bus service already! |
| | | Expanding the streetcar here would be excellent. But streetcar should be expanded all over the city. |
| | | Definitely, expand the streetcar here. It should be expanded all over the city: along Sandy Blvd, along 82nd Ave., along 122nd Ave., and more. |
| | | We should expand the streetcar. It should also go down Sandy Blvd, down 82nd Ave., down 122nd Ave., and more. |
| | | This is absolutely a must. Given all of the new development in that area. |
| 11589 | HCT: Tualatin Valley Highway Transit Project | TV Highway presents itself as an ideal corridor for an exceptional transit line serving hundreds of vibrant communities and their businesses. As is, the 57 is subpar at best in terms of frequency, transit access (pedestrian and bicycle amenities), stop amenities (lighting, trash bins, and bike parking), and land use. |
| | | Preferably MAX instead of bus / brt |
| | | If BRT is the chosen path here and Metro continues with the "FX" style of "BRT" (that is plainly not BRT in any way, shape, or form) I will have some stern words for someone at some meeting. It's embarrassing to live in a city that pretends to be a world class transit city that can't even do level boarding on their only "BRT" line. |
| | | TV highway needs things like local and express service and fully dedicated bus ROW. Anything less is a waste of money |
| | | Expanding MAX would be great. Also into SW and Tualatin, into St. Johns along Lombard, and into Oregon City connecting green and orange lines. And more. |
| 12253 | Park Avenue Park & Ride | We should be expanding MAX. Not just here. Put it into St. Johns along Lombard, into Oregon City to connect green and orange lines, into Tualatin in Southwest, deeply connected in Vancouver, as a subway downtown to fix a bottleneck. |
| | | would rather see the orange line extended to Oregon City |
| | | \$24 million for free 320 parking spaces on an underutilized rail corridor is just about the worst investment I could possibly imagine. TriMet park and rides are almost universally barely used these days. This should be TOD or nothing. It's embarrassing that this is on the map at all |
| Nominating Agency: Tualatin | | |

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| 11422 | Boones Ferry Capacity Improvements (TS Rd Intersection) | Expanding this area will only make this road unsafe for pedestrians. Hopefully not learned anything from LA and how massive roads don't fix , but make the problem worse! This area is going through a lot of changes and not focusing on livability is a big mistake . Stop increasing car traffic capacity! Count people not vehicles! STOP WIDENING ROADS! STOP SPRAWLING! |
| 11962 | Grahams Ferry Rd Upgrade (SW Ibach to Helenius) | Very dangerous area for bikes and pedestrians. With all the increased commercial traffic I'm surprised nobody has been injured |
| 11430 | Helenius Upgrade to Urban Standards (109th to Grahams Ferry) | STOP WIDENING ROADS! STOP SPRAWLING! |
| 11428 | Martinazzi Safety Improvements (Warm Springs to TS Rd) | Very difficult to get through this area on a bicycle. |
| 10716 | Myslony Widening (Hedges Creek to 124th Ave) | STOP WIDENING ROADS! STOP SPRAWLING! |
| 10745 | Nyberg Creek Greenway Trail - East | Need more I-5 separated crossings for active transit users. |
| 10738 | Teton Ave Safety Improvements (Tualatin Rd to Avery) | STOP WIDENING ROADS! STOP SPRAWLING! |
| Nominating Agency: Tualatin Hills Parks & Recreation | | |
| 12043 | Beaverton Creek Trail (Regional) Seg. #3 & #4 | I hate riding on SW Milikan Way through this neighborhood. |
| 11211 | Bridge crossing of Hwy. 26 by the Westside Trail | This would really help heal the damage that having these areas so badly cut up by 26 has done. I would use this regularly!! |
| Nominating Agency: Washington County | | |
| 10546 | 170th Ave. Improvements | Only if there are cycle tracks with protected intersections. 170th desperately needs them This roadway desperately needs sidewalks, and I would love to see a cycle track put in. I also want to make sure it's designed for very slow speeds (narrow lanes and only 3 lanes where turning pockets are necessary), with many cues to drivers that people walking and biking are respected. People drive at very high speeds on the street now, and it's only two lanes. As it is, I would never let my child cross it alone, and there is an elementary school and nature park right there. |
| 11480 | 185th Avenue sidewalks and bike lanes: Kinnaman to Farmington | Several schools in the area. Seen many near misses. Traffic goes quickly and there are still some ditches. Had first-hand accounts of students being run into ditch for safety. |
| 10584 | Alexander St. Improvements | This road is falling apart and there is no safe way to walk down it at night. |

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| | | To what end? It seems fine. I live very near here and see no issues. |
| 11470 | Basalt Creek Parkway | STOP WIDENING ROADS! STOP SPRAWLING! This project alone could be canceled, and the funds would be sufficient to build out a safe bicycle greenway system for the entire City of Portland. This is a total waste of funds. |
| 11925 | Beaverton-Hillsdale Hwy Bike Lanes | Do not use a simple painted line to separate the bicycles and traffic. There is a major school located along this road along with two located nearby. Students deserve a safe bikeway and large sidewalks they can use to get to school. I live here and would complete so many local trips by bike if there were separated bike lanes. Take out a lane or two of traffic if you have to, the local car trips will decrease if the street can accommodate other modes. Badly needed This project needs to be converted into producing protected cycle tracks. We need to stop wasting money on bike lanes, they don't work and worse, they create a false sense of security. They are not a part of an effective Vision Zero network. |
| 11577 | Beef Bend Rd | STOP WIDENING ROADWAYS |
| 11487 | Boones Ferry Improvements | Bicycle path is already in existence and this road is huge . Sidewalk already exist on the south side, the north side sidewalk. I'm sure will come when development starts. This road is also already unsafe and to fast |
| 10806 | Council Creek Regional Trail (East-West) | This project is already fully funded and should be advanced to construction. Great potential to connect people to Hillsboro for jobs and Max |
| 10612 | Greenburg Road | STOP WIDENING ROADS. The "urban standard" should be a single lane in each direction, with cycle tracks and sidewalks. Anything more is encouraging driving. KNOCK IT OFF! |
| 10595 | Hall Blvd. Improvements | Widening a road to 5 lanes does NOT improve it. It encourages speeding and traffic deaths. KNOCK IT OFF! |
| 11739 | Hall Blvd. Improvements | Widening a road to 5 lanes does NOT improve it. It encourages speeding and traffic deaths. KNOCK IT OFF! |
| 11045 | HCT: 185th Avenue/MAX Grade Separation | Do center running BRT in dedicated lanes. This street is wide enough for it. This area needs rail immensely I would much prefer this money be spend on so many other transit related projects than this. |
| 12300 | HCT: Southwest Corridor Engineering and ROW Support | Honestly, the planning for the SW corridor should be scrapped. A surface LRT is not the right move after just going through a dire operator shortage. Automated Light Metro like SkyTrain is the right mode for MAX expansion. |

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| | | <p>We should have had this decades ago and almost had it if not for oil funded shell organizations opposing it and the pandemic. Please don't wait another decade plus! We had better passenger rail through the area 70 years ago; how sad is that?!</p> <p>Perhaps reconsider the route to serve PCC and maybe hillsdale</p> <p>Being able to easily take transit downtown from Bridgeport would be a dream come true. There are limited options for 1-seat rides to where I want to go downtown on weekdays and nonexistent on weekends.</p> |
| 11464 | Jenkins Rd. Improvements | I'd take the bike lanes and sidewalks. |
| 10593 | Kinnaman Rd. Improvements | It is currently difficult for people who are open to riding a bike for transportation to go from South Hillsboro area to points east. Adding bike lanes to Kinnaman would allow me to ditch my car for my bike for more trips. |
| 12183 | Kinnaman Rd. Improvements | It is currently difficult for people who are open to riding a bike for transportation to go from South Hillsboro area to points east. Adding bike lanes to Kinnaman would allow me to ditch my car for my bike for more trips. |
| 10611 | Locust Avenue Bike Lanes and Sidewalks | This area could be a biking haven. |
| 10578 | Merlo/158th Improvements | <p>Great except for the road widening part</p> <p>Please do not make this a 5-lane roadway! People already drive at ridiculous speeds on it, and it connects to a school and a MAX station. There is a sidewalk today, but it feels very unsafe to walk on it, because vehicles travel very fast and there is no buffer from them. Yes to better sidewalks and an off-street multi-use trail, but please do not make the space bigger for cars too. They need to slow down, not speed up, I say this as someone who walks, bikes, and drives on this street.</p> |
| 11465 | Metzger Area Sidewalks and Bikeways | Busy street with some existing MF as well as potential for more MF (County zoning is TOD R15), near Metzger and Hall Blvd bus lines (43 & 78). |
| 10545 | OR 10: Oleson Rd. Improvement Ph. 1 | <p>Terrible intersection - dangerous - please fix</p> <p>There are definitely cheaper alternatives for this intersection that would involve completely closing some access to the intersection and rerouting that traffic on other streets to access the intersection on the streets that don't get closed. For the property owners that would be affected by this, you could give them each \$1M to buy their dream home and still come out ahead.</p> <p>Fixing light timing and removing the little spur from Scholls Ferry to 10 should be tried first.</p> <p>Its priority to improve safety</p> |
| 11914 | Roy Rogers Rd | STOP WIDENING ROADS AND SPRAWLING! |

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| 11451 | Saltzman Rd | the end of saltzman towards where it meets laidlaw is a dangerous, narrow, curvy stretch. |
| 11476 | Saltzman Rd | the end of saltzman towards where it meets laidlaw is a dangerous, narrow, curvy stretch. |
| 12192 | Saltzman Rd | the end of saltzman towards where it meets laidlaw is a dangerous, narrow, curvy stretch. |
| 10577 | Scholls Ferry Improvements | STOP WIDENING ROADS |
| 11915 | Scholls Ferry Rd | This is a highly traveled road for recreational bicyclists without bike lanes. It needs to be made safer! |
| 10596 | Scholls Ferry Rd. Improvements | This is a highly traveled road for recreational bicyclists and needs to be made safer! |
| 11452 | Scholls Ferry Rd. Improvements | This is a highly traveled road for recreational bicyclists and needs to be made safer! |
| 10567 | Taylor's Ferry Extension | This would add even more traffic onto SW Taylor's Ferry. |
| 11463 | Thompson Rd Realignment | this has been put off for almost two decades. it's working fine. create a small park at the corner of thompson & saltzman instead. |
| 11919 | Tile Flat Rd | Regardless of the Urban Growth Boundary, this area is growing like crazy and the roads are behind. |
| 12184 | Tile Flat Rd | Regardless of the Urban Growth Boundary, this area is growing like crazy and the roads are behind. |
| 11441 | TV Highway Safe Access to Transit | This is a heavily used bus route. They should definitely improve it for safety. |
| | | This would be good for the area and make it safer for walkers and bikers. Bike lanes should be protected. |
| | | Definitely improve this road for bikers and pedestrians. Make bike lanes protected. |
| | | Very busy area with traffic that goes quickly. Lot of pedestrian and transit use. Not safe to get to stops. |
| | | This is an insanely dangerous roadway and it has several roadside memorials that demonstrate this point. |
| 11440 | TV Hwy (and Canyon Rd) Corridor Safety and Access to Transit | TV Highway has many stops that are signs only with no sidewalks or covered stops. High speed traffic, no safe crossings of the road and many deep ditches. Very limited lighting and low visibility of drivers to see pedestrians. |
| 10569 | Walker Rd. Improvements | Absolutely not. This is a ton of money for minimal time savings and it will create a less safe/ more intimidating experience for non-car users. Table this one. We've got too many other good projects that need funding. |
| 11233 | Walker Rd. Improvements | Absolutely not. This is a ton of money for minimal time savings and it will create a less safe/ more intimidating experience for non-car users. Table this one. We've got too many other good projects that need funding. |
| 12188 | Walker Rd. Improvements | Absolutely not. This is a ton of money for minimal time savings and it will create a less safe/ more intimidating experience for non-car users. Table this one. We've got too many other good projects that need funding. |

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| 12187 | Walker Rd. widen to 5 lanes: Park Way to Westfield | Widening will just feed more congestion in the area |
| 11239 | Washington County Neighborhood Bikeways (Ph. 1) | This could really transform this region. |
| Nominating Agency: West Linn | | |
| 11754 | Salamo Bike and Ped Project | This is a great idea. The people in the lower income Willamette neighborhood could ride electric bikes to Safeway. |
| 10128 | Willamette Falls Drive Multimodal Improvements - OR 43 to 10th St. | Yes! More protected bike lanes and pedestrian ways in the suburbs, please! Help us get out of our cars. Oregon city is another priority area that can be a walkable neighborhood if linked to other areas. |
| 12090 | Willamette Falls Locks Repair Project | I would like to see this. However, freight and tourism will take a huge downturn if tolling on the highways near here are enacted. So, ultimately, maybe this should be put off until it's known exactly how bad the hit on the local economy is from tolling before greenlighting this, |
| 10129 | Willamette River Greenway Trail | Wonderful! This is a great idea and will provide genuine alternative connectivity. |
| Nominating Agency: Wilsonville | | |
| 12200 | Advance Road - Stafford to 60th: Complete Street | First off, this intersection is extremely dangerous as it stands right now . Hopefully the new development that has been planned for this area will have a better design than Frog Pond . Smart density that includes all the factors is desperately needed for this part of town. Little shops to walk to friendly transit accessibility , a tree lined walkable neighborhood with front porches to help reduce crime and promote community is all needed. STOP WIDENING ROADS! STOP SPRAWLING! |
| 11555 | Boeckman Creek Trail | This is such an amazing area. 1) needed for commuting . Currently no safe way to ride from Wilsonville to the Tualatin or Sherwood area . 2) The Villaboia trails will connect up and the amount of people using this area already to enjoy the wildlife is incredible. 3) this being said the wildlife MUST stay protected as this green space expands. I know I don't have to say why this is important not just for wildlife but property values. People love seeing the array of wildlife out here already . |
| 10156 | Boeckman Rd. at Boeckman Creek | I agree about the safety issue. Also the speed is WAY to high especially considering all the new neighborhood expansions. This road leads right into a school zone. Trees, sidewalks, bike lanes, and bio swells are desperately needed along this entire road. Remember trees help slow traffic protected kids walking home and keep the town cooler in the hot summer. STOP WIDENING ROADS! STOP SPRAWLING! |

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| 11489 | Boones Ferry / I-5 off ramp improvements | This is already a massive intersection and a huge issue. cars here are already exceeding the speed limit and widening this will (as you know) enhanced speed and more fatalities . Remember bigger roads = faster cars and always more traffic. |
| 11764 | Boones Ferry Road Extension | As a cyclist, no one currently uses Boones ferry . Until ridership goes up at the park-and-ride. I feel that this is currently not a priority. Possibly one in the future. STOP WIDENING ROADS! STOP SPRAWLING! |
| 11243 | Day Road Improvements | This area is going to see much more traffic on every level. With all the new industrial zones added. Keeping pedestrians and cyclists safe while trying to stay green is going to be tricky . Don't forget transit . |
| 10133 | French Prairie Bicycle/Pedestrian/Emergency Bridge | make it a bridge for all traffic to avoid congestion pricing and I'd change my mind about saying no. Strongly believe that this historic crossing(if done, right) can become a destination focal point for this community. The Old town area of Wilsonville could have a small resurgence . .This bridge as we know it's part of a much larger planned bicycle trail infrastructure. This isn't just going to be good for Wilsonville but the entire west side of the metro area . I'd support it if it were also a two-lane road bridge. I think it vital to have a second bridge to divert traffic from the I-5 bridge that is merely traveling between Wilsonville proper and the Charbonneau area. Recall there are no other road bridges for miles east and west. If built as a two-lane, moderate speed bridge, this would encourage just locals to use it, and it wouldn't become a shortcut for regional traffic compared to staying on I-5. There is currently no good way across the Willamette rive except for ferries in this region. |
| 10853 | Garden Acres Road Extension | STOP WIDENING ROADS! STOP SPRAWLING! |
| 10588 | Grahams Ferry Road Improvements | STOP WIDENING ROADS! STOP SPRAWLING! |
| 11554 | I-5 Walking and Biking Bridge | This bridge and project is a crucial linchpin to connecting Wilsonville's city center design with the transit center across the freeway . If the UGB is going to stay strong Wilsonville is going to need infrastructure such as this to help keep this community connected. I've got much experience trying to walk/ride across I-5 and it's currently unsafe and down right scary. Need more of these crossings across I-5 |
| 12196 | Park Place Extension - Wilsonville to Courtside: Complete Street | I feel this area definitely needs improvement. However I'm not sure unless seeing the actual plans. I feel Wilsonville (as a long term resident here) desperately needs to focus on smart density . A connected infrastructure is going to be critical in making it work. Also I truly can't stress enough on how important it is to inform and educate the citizenry on basics of urban planning . People out here just don't understand the basics. |

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| 11775 | Parkway Ave Urban Upgrade | <p>STOP WIDENING ROADS! STOP SPRAWLING!</p> <p>This area is in desperate need of sidewalks and bike lanes. I would walk or bike over to the shopping center but I don't feel safe doing so with it's current condition.</p> |
| 11776 | Printer Parkway Urban Upgrade | <p>Widen road but skip all the rest . Can this be made cheaper and more car traffic friendly?</p> <p>STOP WIDENING ROADS! STOP SPRAWLING!</p> |
| 11773 | Stafford Road Urban Upgrade | <p>This will only put more pressure on expanding the UGB . No a priority at this time</p> <p>STOP WIDENING ROADS! STOP SPRAWLING!</p> |
| 12197 | Wilsonville Road Intersection Modifications - Town Center Loop West to Town Center Loop East | <p>Pedestrian crossings and bike lanes should be the priority when planning not cars. Possibly setting up barriers to separate the bike lane from car traffic.</p> |
| 12201 | Wilsonville Town Center Cycle Track - Town Center Loop West to Memorial Drive | <p>Wilsonville is currently not a friendly biking community. This area is confusing and the street designs currently allow cars to drive way too fast ! I feel this project will be a good start in making this area safer for cyclists. This will definitely begin to encourage cyclists and show future developers that this region is serious about a more livable and vibrant city center.</p> |