



Appendices

Summary of 2023 Regional Transportation
Plan engagement survey #4: Public
comment

TABLE OF CONTENTS

Appendix A: 2023 Regional Transportation Public Comment Period Survey	2
Appendix B:	
Appendix C: 2023 Regional Transportation Plan Comment Responses	1
Appendix D: 2023 Regional Transportation Plan Comment Code theme.....	165

APPENDIX A: 2023 REGIONAL TRANSPORTATION PUBLIC COMMENT PERIOD SURVEY

A vision for greater Portland's transportation system

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel – driving, walking, biking and taking transit – and moving goods and services throughout the greater Portland region.

Since Fall 2021, Metro has been working with local, regional and state agencies, Tribes and the public to update the region's shared transportation vision and investment strategy for the next two decades. The 2023 Regional Transportation Plan identifies current and future transportation needs, priority investments recommended by transportation agencies to meet those needs and funding the region expects to have available through 2045.

The vision statement is aspirational and reflects the values and desired outcomes expressed by the public, decision-makers community and business leaders:

By 2045, everyone in the greater Portland region will have safe, reliable, affordable, efficient, and climate-friendly travel options that allow people to choose to drive less and that support equitable, resilient, healthy, and economically vibrant communities and region.

In Spring 2023, Metro heard [public feedback](#) on a draft list of investments and identified opportunities to help make faster progress on regional goals in the near-term. The analysis also found that more resources will be needed to meet the region's transportation goals. Decision-makers will continue to consider this input and analysis, along with input received through the public comment period, as they recommend refinements to the Public Review Draft 2023 Regional Transportation Plan.



Getting Started

Thank you for taking time to comment on the Public Review Draft 2023 Regional Transportation Plan. Agency staff and regional decision-makers will consider your feedback as the plan is finalized for adoption in November 2023. This survey will collect high level feedback on the investments and policies in the 2023 Regional Transportation Plan and High Capacity Transit Strategy. If you would like to suggest specific changes or edits to the text of the plan, please use [this comment form](#).

Visit www.oregonmetro.gov/public-comment to view the following:

- 2023 Regional Transportation Plan Executive Summary
- Public Review Draft 2023 Regional Transportation Plan
- An interactive map of projects in the 2023 Regional Transportation Plan
- An interactive list of projects in the 2023 Regional Transportation Plan
- High Capacity Transit Strategy Executive Summary
- Public Review Draft High Capacity Transit Strategy

Priority transportation investments for greater Portland

The 2023 Regional Transportation Plan runs through 2045 and assumes that the population of the greater Portland region will grow by another one-half million people and that nearly 260,000 new jobs will be created in the urban portions of Clackamas, Multnomah and Washington counties.

The plan identifies nearly \$43 billion in investments in operations, maintenance, and preservation of the transportation system through 2045. The plan includes another \$25.5 billion to manage/optimize and expand the region's highway and transit systems, improve access to freight destinations and complete gaps in biking and walking connections and regional trails that provide important access to transit, downtowns, schools, services and other community destinations. The needs and challenges of greater Portland's entire transportation system require the region to invest in all modes. To learn more about the projects visit the [interactive project map](#) and [project list](#).



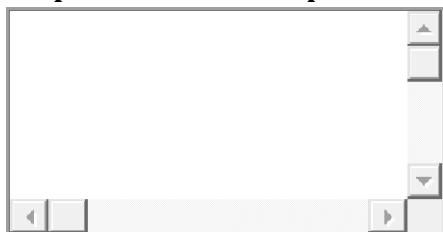
1) On a scale of 1 to 5, how well does the mix of investments in the draft project list match your priorities?

This mix does not align with my priorities

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

This mix aligns with my priorities

2) What would you like to tell decision-makers about this mix of investments and your priorities for transportation investments?



High Capacity Transit Strategy

The Regional Transportation Plan is supported through a variety of adopted strategies and modal plans. Some strategies provide guidance for a specific mode of transportation, such as active transportation and freight. Other strategies focus on approaches to achieving specific goals, such as the Climate Smart Strategy and the Regional Transportation Safety Strategy. Learn more about the strategies on the [Regional Transportation Plan website](#).

The High Capacity Transit Strategy identifies the travel routes where making transit faster, more reliable and more convenient would provide the most benefit to the most people. High capacity transit is public transportation that moves people quickly and often. High capacity transit includes light rail, such as the MAX and WES trains, Bus Rapid Transit, such as Division FX, commuter rail and streetcar.

What is high-capacity transit?

High capacity transit is a type of public transportation that moves a lot of people quickly and often.



Light Rail Transit (LRT)



Bus Rapid Transit (BRT) and Rapid Bus



Commuter Rail



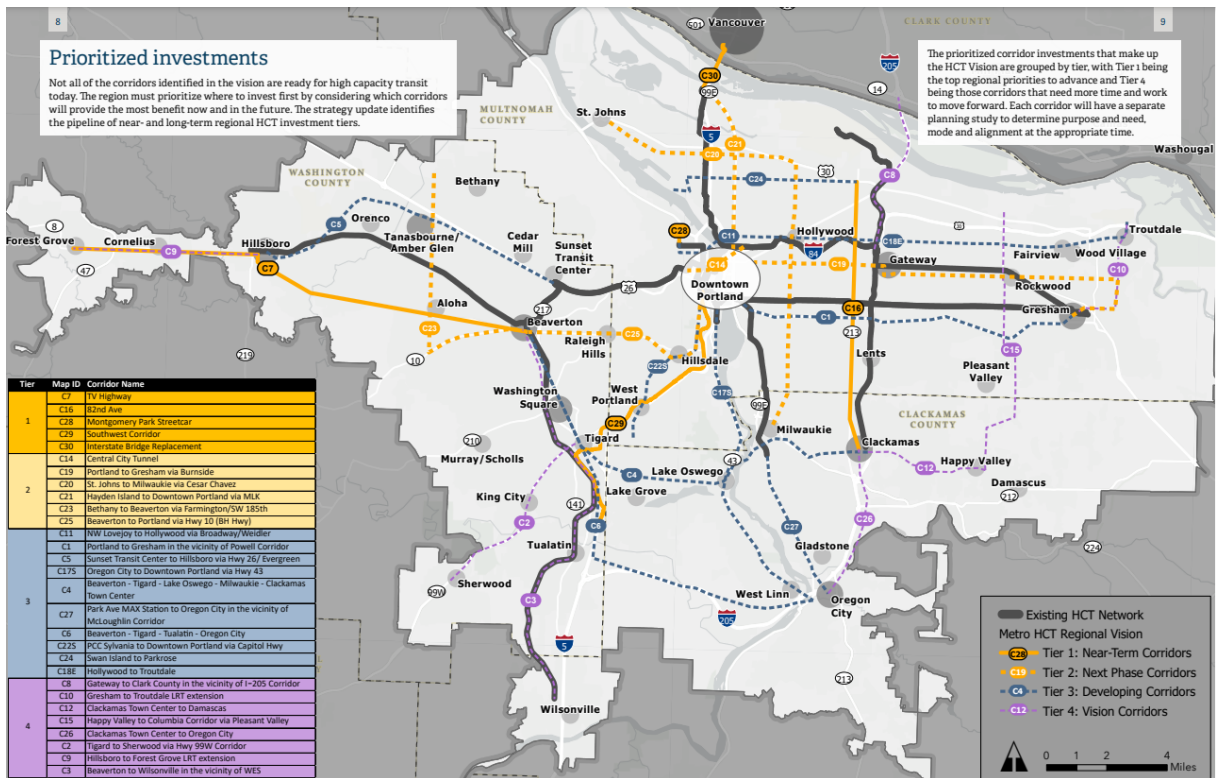
Streetcar



Commuter rail and streetcar expand the reach of the high capacity transit network. Further investment in the elements that make transit high quality would increase their capacity to move more people (e.g., frequency, speed, and/or span).

An update to the greater Portland region's High Capacity Transit Strategy was developed to support the vision and goals of the 2023 Regional Transportation Plan. Decision-makers will consider adopting this strategy as they consider adopting the 2023 Regional Transportation Plan.

The routes identified for future high capacity transit connect people with commercial areas and support development in more populated areas with a mix of housing and jobs. This map shows priority high capacity transit investments.



3) On a scale of 1 to 5, how well do you think the priorities for high capacity transit will improve travel in the greater Portland region?

This will make little to no improvement to travel in our region

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

This will greatly improve travel in our region

4) What do you want decision-makers to know as the High Capacity Transit Strategy is implemented?

5) Tier 1 high capacity transit projects have been identified locally and regionally as priorities. The planning for these projects is underway and the region is actively seeking funding to implement them.

Of the other corridors identified for high capacity transit investments, what corridors are most important to you and your community? (Select up to three from the list below.)

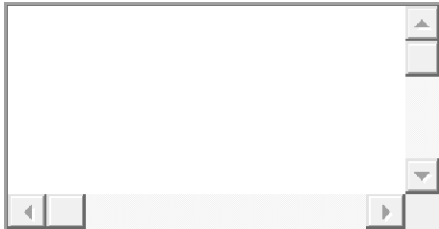
- ☐ Central City Tunnel (C14)
- ☐ Portland to Gresham via Burnside (C19)
- ☐ St. Johns to Milwaukie via Cesar Chavez (C20)
- ☐ Hayden Island to Downtown Portland via MLK (C21)
- ☐ Bethany to Beaverton via Farmington/SW 185th (C23)
- ☐ Swan Island to Parkrose via Killingsworth (C24)
- ☐ Beaverton to Portland via Bvrtn-Hillsdale Hwy (C25)
- ☐ NW Lovejoy to Hollywood via Broadway/Weidler (C11)
- ☐ Portland to Gresham in the vicinity of Powell (C1)
- ☐ Sunset Transit Center to Hillsboro via Hwy 26/Evergreen (C5)
- ☐ Oregon City to Downtown Portland via Hwy 43 (C17S)
- ☐ Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center (C4)
- ☐ Park Ave MAX Station to Oregon City in the vicinity of McLoughlin (C27)
- ☐ Beaverton - Tigard - Tualatin - Oregon City (C6)
- ☐ PCC Sylvania to Downtown Portland via Capitol Hwy (C22S)
- ☐ Hollywood to Troutdale (C18E)
- ☐ Gateway to Clark County in the vicinity of I-205 (C8)
- ☐ Gresham to Troutdale LRT extension (C10)
- ☐ Clackamas Town Center to Happy Valley (C12)
- ☐ Happy Valley to Columbia Corridor via Pleasant Valley (C15)
- ☐ Clackamas Town Center to Oregon City (C26)
- ☐ Tigard to Sherwood via Hwy 99W (C2)
- ☐ Hillsboro to Forest Grove LRT extension (C9)
- ☐ Beaverton to Wilsonville in the vicinity of WES (C3)

Guiding policies

The Regional Transportation Plan includes policies that guide decisions and actions in pursuit of the vision and goals. Chapter 3 of the Regional Transportation Plan describes policies ranging from safety and security policies to climate policies. Many of these policies have been introduced or updated during recent Regional Transportation Plan updates. The 2023 Regional Transportation Plan includes three new and updated policies: mobility policies, pricing policies and high capacity transit policies.

Review Chapter 3 of the Public Review Draft 2023 Regional Transportation Plan at www.oregonmetro.gov/public-comment.

6) As the policies are implemented, is there anything that cities, counties, Metro, transit providers, and the state should consider?



If you reviewed the new and updated pricing and mobility policies, please provide your feedback.

7) *On a scale of 1 to 5, how well do you think the pricing policies guide the region's transportation system in the right direction?*

Wrong Direction

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Right Direction

8) Is there anything missing from the pricing policies?

9) On a scale of 1 to 5, how well do you think the mobility policies guide the region's transportation system in the right direction?

Wrong Direction

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Right Direction

10) Is there anything missing from the mobility policies?

Moving forward together: Implementing the plan

The region's work to create a safe, reliable, affordable, efficient and climate friendly transportation system does not stop with the adoption of the 2023 Regional Transportation Plan. Future planning, research, new partnerships and additional funding will be needed. Please share your feedback on what we as a region should work on in the next five years.

11) What is one big idea you have for improving the greater Portland region's transportation system over the next five years?

12) If you could tell decision-makers one thing about transportation in greater Portland, what would you want them to know?

13) Which of the following resources (if any) have you reviewed? (Check all that apply.)

- ☐ 2023 Regional Transportation Plan Executive Summary
- ☐ Public Review Draft 2023 Regional Transportation Plan
- ☐ The interactive map of projects in the 2023 Regional Transportation Plan
- ☐ The interactive list of projects in the 2023 Regional Transportation Plan
- ☐ High Capacity Transit Strategy Executive Summary
- ☐ Public Review Draft High Capacity Transit Strategy

14) How helpful was the 2023 Regional Transportation Plan Executive Summary?

- ☐ Not at all helpful or informative ☐ Not very helpful/informative ☐ Neutral ☐ Somewhat helpful/informative ☐ Very helpful/informative

15) How helpful was the Public Review Draft 2023 Regional Transportation Plan?

- ☐ Not at all helpful or informative
Somewhat helpful/informative
- ☐ Not very helpful/informative
☐ Very helpful/informative
- ☐ Neutral ☐

16) How helpful was the interactive map of projects in the 2023 Regional Transportation Plan?

- ☐ Not at all helpful or informative
Somewhat helpful/informative
- ☐ Not very helpful/informative
☐ Very helpful/informative
- ☐ Neutral ☐

17) How helpful was the interactive list of projects in the 2023 Regional Transportation Plan?

- ☐ Not at all helpful or informative
Somewhat helpful/informative
- ☐ Not very helpful/informative
☐ Very helpful/informative
- ☐ Neutral ☐

18) How helpful was the High Capacity Transit Strategy Executive Summary?

- ☐ Not at all helpful or informative
Somewhat helpful/informative
- ☐ Not very helpful/informative
☐ Very helpful/informative
- ☐ Neutral ☐

19) How helpful was the Public Review Draft High Capacity Transit Strategy?

- ☐ Not at all helpful or informative
Somewhat helpful/informative
- ☐ Not very helpful/informative
☐ Very helpful/informative
- ☐ Neutral ☐

Demographic information

Thank you for sharing what is important to you. These next few questions are optional but are important as they will help us determine whether we are hearing from people who reflect the region's diverse communities and broad range of experiences. Your feedback will be recorded but your information will be kept private.

20) What is your Zip code?

21) What County do you live in?

- ☐ Clackamas
- ☐ Washington
- ☐ Multnomah
- ☐ Clark

- ☐ Other - Write In:

22) When asked about your racial or ethnic identity, how do you identify? (Select all that apply.)

- ☐ American Indian/Native American or Alaska Native
- ☐ Asian or Asian American
- ☐ Black or African American
- ☐ Hispanic, Latine or Spanish origin
- ☐ Pacific Islander
- ☐ White
- ☐ An ethnicity not included here:
- ☐ Prefer not to answer

23) What is your annual household income?

- ☐ less than \$10,000 (less than \$833 per month)
- ☐ \$10,000 to \$19,999 (\$834 to \$1666 per month)
- ☐ \$20,000 to \$29,999 (\$1667 to \$2499 per month)
- ☐ \$30,000 to \$39,999 (\$2500 to \$3333 per month)
- ☐ \$40,000 to \$49,999 (\$3334 to \$4166 per month)

- ☐ \$50,000 to \$74,999 (\$4167 to \$6249 per month)
- ☐ \$75,000 to \$99,999 (\$6250 to \$8333 per month)
- ☐ \$100,000 to \$149,999 (\$8333 to \$12499 per month)
- ☐ \$150,000 or more (\$12,500 or more per month)
- ☐ Don't know/Prefer not to answer

24) How many people live in your household?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8
- ☐ 9 or more

25) What is your gender?

- ☐ Woman
- ☐ Man
- ☐ Non-binary, genderqueer or Third Gender
- ☐ A gender not listed here:
- ☐ Prefer not to answer

26) Do you identify as a person with a disability (including but not limited to vision; hearing; speech; mobility; cognitive; and invisible disabilities)?

- ☐ Yes
- ☐ No

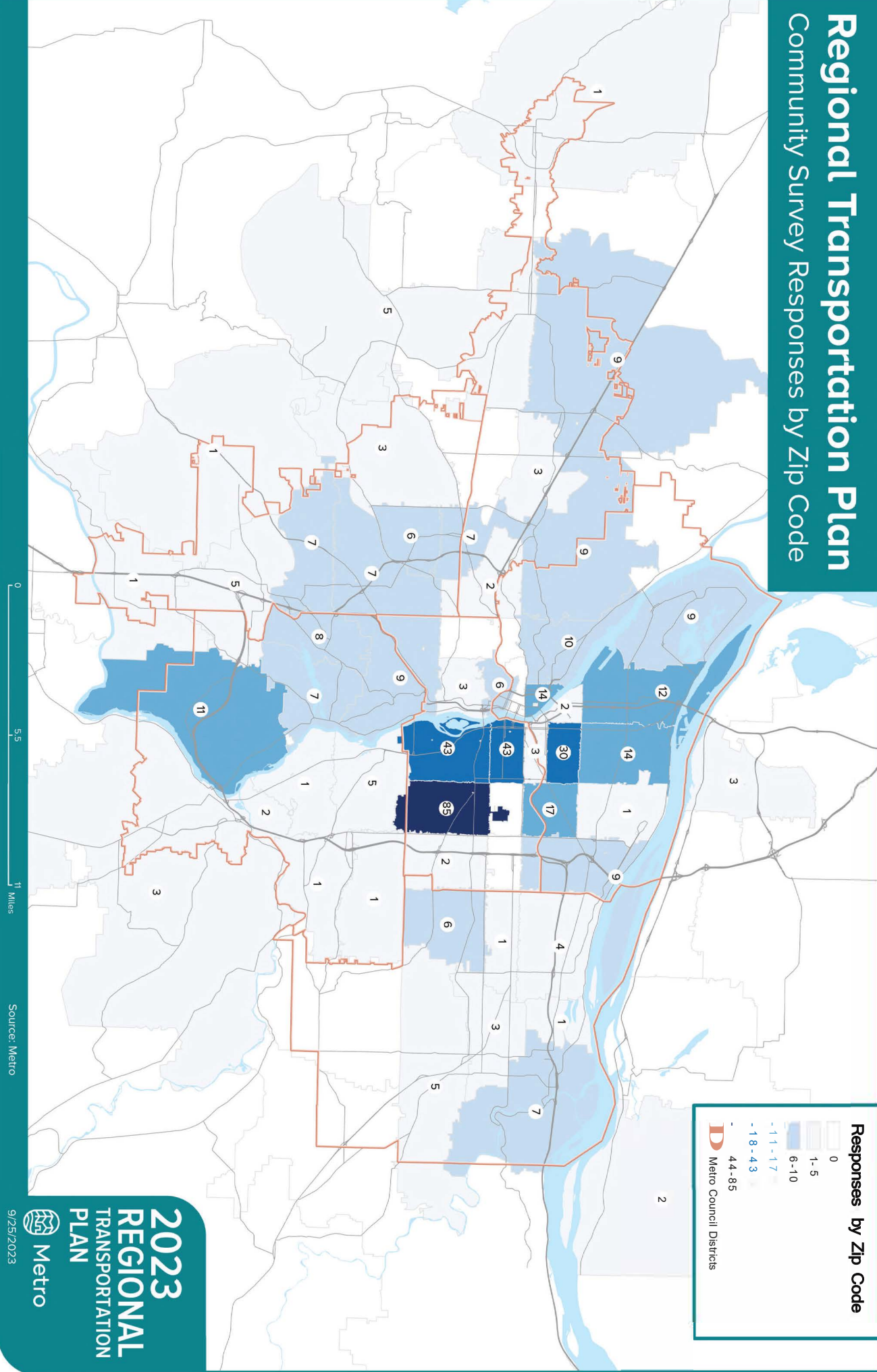
- ☐ prefer not to answer

27) Which of the following age ranges includes your age?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 and older
- ☐ prefer not to answer

Regional Transportation Plan

Community Survey Responses by Zip Code



APPENDIX B: 2023 REGIONAL TRANSPORTATION PLAN COMMENT RESPONSES

Table 1: What would you like to tell decision-makers about this mix of investments and your priorities for transportation investments?

ResponseID	Response
43	put more money into light rail and bike lanes that are ACTUALLY protected by concrete planters rather than just those flimsy plastic sticks
45	I'm disappointed to see 82% of capital spending (roads, throughways, I5 IBR) is on car based transportation. I want the freedom to take other modes of transit, and I don't see that happening for the majority of my trips unless funding priorities change. More biking and transit capitol please. Especially since E-bikes are making biking much more practical for further distances and/or steep terrain. Painted bike lanes are not acceptable, I want grade separated.
47	You are never going to get people out of their cars. Stop wasting money on biking facilities for less than 1% of the population, it is irrational thinking to think you are going to get people out of their cars. It won't happen. Plus who the hell would want to ride a bike in the traffic, I sure as heck don't. I have had a co-worker hit TWICE in the last two years. Stop wasting important money that can go towards fixing the pot holes or bad roads.
48	While it is understood that transit service and maintenance consume a large portion of the total project spending, I wish more capital project spending was put towards walking biking transit capital. While these projects take up only 8% of the total spending, projects centering automobile usage take up 28%. The I-5 IBR program is particularly frustrating, as it has been made clear by many transit and environmental advocacy groups that this highway expansion not only too expensive, but will cause further greenhouse gas emissions and traffic issues. If just 1/4 of the IBR project spending was put to transit, bike, or pedestrian capital, that sum of money would make significant changes to the users of these modes of transportation. Metro has admitted that this spending distribution does not match its current climate and equity goals, yet has continued with the same proposal. While Metro has expressed a specific goal to reduce direct and indirect greenhouse gas emissions to 80% below 2008 levels by 2050, we are not seeing that reflected in the project spending.
51	We bike and walk more than rely on transit with lack of dependability as far as services/schedules/frequencies. We got burned in getting to events or in inclement

	<p>weather. We do not match your typical customers. They are mostly poor unkept transient types. I fear for my safety. Esp the types at night on trains. I will always feel safe and drive a car. When I do use bus or train it's when I have no time element and during daylight hours.</p>
52	<p>I would like to see at least 50-75% of the overall budget spending go to maintenance of existing infrastructure including roads.</p>
54	<p>I would like to see significant investments in high-capacity regional transit, ideally in collaboration with WSDOT. It seems like utter insanity that Metro would spend equal amounts on transit and walking/biking, when PBOT is already spending millions on the latter and (despite government claims to the contrary), the transit options in the Portland Metro are terrible for anyone who actually relies on them. I would also much rather see a regional transit plan (including links to Ridgefield and Salem) than 9% spent on the IBR program. As someone who uses transit between Portland and Vancouver frequently, it is insanity that billions would be wasted on a single light rail station that would destroy a historic landmark in downtown Vancouver while failing to solve the fundamental flaws with existing transit links between Portland, Vancouver and beyond. I can tell you that I will keep using the express bus because it's faster, safer, and more convenient than the Yellow Line. A BRT (that existing express routes can use) and eventual funding for regional rail would be a much more intelligent use of funds. Finally, I see an enormous amount spend on roads capital projects for roads and bridges. If Metro really wants to disincentivize the use of cars, it needs to put its money where its mouth is. Spending 5x as much on car infrastructure than transit infrastructure does not accomplish that. The paltry amount spent on transit means that the transit projects that do get off the ground, such as multi-million extensions to the Portland Streetcar, won't actually improve the transit quality of the area for the vast majority of residents.</p>
56	<p>keep our freight moving. Stop expanding MAX train and limit investment to maintenance.</p>
60	<p>The roads are in miserable condition. There isn't any regular landscape maintenance or taking care of the existing system. We build bike bridges next to main bike thoroughfares. The transportation system is very poorly maintained.</p>
61	<p>after 40 years, maybe SAFETY should be the #1 priority. People will not ride if it's not safe.</p>

62	I appreciate the investment in transit, but the region should not spend a dime on freeway expansions. ODOT should right size the interstate bridge replacement and the Rose Quarter. Use tolling to reduce peak hour traffic and reduce vehicle miles traveled.
64	Walking Biking, Transit Capital, should be higher in priority compared to throughways and the IBR
70	The pavement conditions in the Portland region are terrible. It seems to have gotten worse in recent years, though that is by my own observations. Maintenance of our existing roads needs to be a priority.
79	This mix spends entirely too much money on new capital projects for vehicles that will continue to emit GHG emissions from the burning of fossil fuels through the plan horizon year. In particular, it plans to spend 28% of the funds on roads bridges, throughways, and the I-5 IBR program, but only 8% on walking, biking, and transit capital projects. That's a wild imbalance towards roads and away from the direct capital investments that we must make to build out complete, safe, comfortable, accessible walking, bicycling, and transit networks in order to manifest Metro's top-level policy mission statement for this RTP. I would go so far as to call that statement greenwashing, if this is represents the actual planned revenue expenditure priorities!
80	This is pretty good, but anything that boost transit over car transportation makes it better.
81	I think we need to flip the transit service operation percentage with throughway road bridge maintenance
82	Transit, walking and biking need to be much higher to ensure our region is able to grow and prosper successfully in the future. Continued investment in automobile capacity and movement will exacerbate the climate crisis and not address the increasing congestion that vehicles are causing.
84	I would like to see more investment in walking and biking infrastructure. I am glad to see transit is well funded though.
88	Main priorities: enhance investments which ameliorate climate change while pursuing equity for transit-dependent citizens.
93	My priority for transportation investment is simple: convert the military industrial complex from defense to 21st century nationwide transportation. If a defense

contractor can make a tank, they can make a high speed train. As \$68.5B is but a tiny fraction of the tens of trillions the US will spend on "defense", perhaps it is time for government, from the dog catcher to the President to have a grownup conversation about just how many more weapons we need to have. We can essentially destroy life on the planet many times over, I think we have enough. \$68.5B is about what Oregon's share of the defense budget will be, assuming we survive climate change and a lunatic with a nuclear weapon. Yea, I know, this isn't your issue, but then, if not yours, whose?

95 fix the roads they are in terrible condition and only seem to get worse, where is high speed rail? install high speed rail now.

98 Metro is violating its own existing guidelines on sensitive natural resources. Tualatin River is a Class 1 riparian area and Metro is allowing King City and Washington County to submit TSPs that would seek to destroy existing (and legally conserved) terrain by installing a regional bypass from 99W at Fischer Road all the way (across four riparian ravines) to Roy Rogers Road. It is astonishing that Metro would even allow King City and Washington County to put such lines on a TSP map.

100 Fix the roads in SE and portland bridges. We don't need more bike lanes.

101 MORE for roads please

102 The IBR project, as currently conceived will do little to nothing to improve transportation around the region.

103 It's unclear where public transit falls in all this.

104 This mix represents a pretty outdated and archaic way of thinking, dedicating too much money to traditional car infrastructure.

105 I don't think Transit Operations should receive greater funding than Road maintenance. However, Metro doesn't maintain roads.

107 The funding categories have become meaningless. Basically they are simply a rationalization for expanding system capacity for automobiles and trucks. Instead, the RTP needs to move away from addressing issues associated with cars and trucks through system construction. Instead, car and truck issues are management issues, and capital dollars, which this plan is really about, should be directed solely to nonauto/truck modes, including transit. To say that safety and climate are priorities, but then to invest in capacity for auto and truck movement is hypocritical

	and, frankly, Orwellian. Your priorities are simply windowdressing. We can and must do much, much better.
111	\$14 Billion projected for transit service & operations seems too much compared to doing something to reduce the cost PER RIDER of operation of today's MAX system. Ridership would increase if a system were to be established to deliver people where they really want to go rather than just where the tracks go. I believe a model based on dedicated electric bus travel lanes would be cheaper to implement than the current light rail track system, more reliable all year, and would allow hourly, daily, weekly, seasonal and event driven deviations from dedicated lanes to major points of interest like employment centers, shopping centers, entertainment centers. Smaller electric busses, highly flexible routes with data driven schedules would give better ridership and lower cost. Automation of a driver-less model would also be a positive step.
112	Prioritizing building roads over transit walking and biking??? Y'all deserve to burn in the next wildfire
116	keep building
117	I would like to see a greater emphasis on walking/biking and transit projects, less on throughways and roads.
120	I would like to see an increase in the walking and bicycling budget. Even a modest 1% increase could have big impacts across our city and save lives. I would also like to see enhanced street crossings with flashing lights across portland. At the darkest times of the year these crossings are important to pedestrian safety and create a sense of much needed caution for drivers.
121	The amount spent on highways ("throughways") and the IBR freeway expansion is over double that spent on walking/biking & transit capital. This is completely incompatible with our climate goals and our aim to provide affordable and equitable transportation options.
122	Walking and biking investment should be higher.
123	A little unclear what 'Throughways' refers to. If it means freeways then this does not align with my priorities. We should be moving away from car dependency and spending more on freeway projects than walking/biking/transit projects combined is not the way to do so

127	only 4% to bike/walk capital projects? Super insufficient if the expectation that people will be able to use those modes rather than driving for a sufficient number of trips that reduce emissions. Glad transit is a priority--I hope investments are done in ways that improve service and increase ridership.
130	We need more road capacity and connectivity between housing and work centers. The assumption that everyone works in downtown portland.
131	4% for walking and biking is much too low, I think.
133	Less investment in roads, bridges, throughways, and DEFINITELY less in the I-5 IBR program and more towards walking biking and transit.
135	We need to prioritize public transit rather than building more and bigger freeways. We need to make transit extremely accessible for everyone, especially those in the suburbs to get in and out of Portland without driving.
136	The ratio of transit service to capital projects seems significantly disproportionate to my perception of use. Capital projects should obtain a considerably greater amount more closely matching public needs.
139	Capital investment in transit is far too low.
141	More resources should be given to walking and biking infrastructure. outside of transit maintenance, service operations (pay and benefits for workers), and bridge maintenance you have roughly 38% to work with - 4% is not enough to alternative forms of transit or foot traffic in under-invested in areas
143	Less capital funds should be spend on roads bridges and more should be spent on transit or bicycles.
147	I'm more interested in outcomes as opposed to the precise division of funding by category. Too many vulnerable people are dying. Walking, biking, and transit are not viable modes of travel for most people. And, most people in the region are car-dependent. With these outcomes, I guess we better think about spending our dollars differently if we expect/want something different.
149	Our transit system is inadequate and there appears to be little attention given to improving it.
150	I'd like to see investment that helps connect the metro area with adjacent counties transit agencies. Also would like to see investment in wifi on public transit and better security on public transit.

151	Not enough bike, walking and transit safety spending in the light of several prominent incidents recently.
152	Priorities are walking, cycling and public transit. Cars are last. Budget should be proportional to priorities.
155	too little investment in completing sidewalk infrastructure
156	We should not be spending so much on throughways. Our climate and city would be better served putting more money into walking, biking, and transit service.
159	I-5 IBR and throughways are taking a really big chunk of funds at a time when we have record deaths on our roads. We do need to address seismic resiliency, but addressing high-crash corridors so that people can walk/ride/wait for transit safely while supporting the ability to move in climate-friendly ways should be our highest spending priority.
160	Too much going towards freeways, not enough being spent on Transit operations
161	I would dedicate less of the capital project budget to the various categories of road projects and put it into walking/biking improvements instead since it supports far more city and state priorities per dollar.
163	Increase investment for biking.
168	Slash the capital spending for roads, throughways, and IBR. Boost spends for walking, biking, & transit.
170	This mix is still extremely car centric in capital projects. No plan that's serious about carbon emissions and climate change would have this mix.
174	Stop wasting money on cycling projects and public transit. We need functional roads with greater capacity. The region is only going to grow. Couple that with the rise in hybrid and electric vehicles that are better for the environment and thus attract even the most eco conscious to private auto ownership, the need for greater road a capacity is a major priority.
176	Less money on roads & bridges & more on public transportation/transit, walking & biking
177	This is still more than 40% geared toward vehicles. While I understand the need to support what we have today I'd love to see more investment in non SOV modes.
179	#1 Bridges; #2 Walking Biking; #3 Throughways; #4 Transit Capital

181	Get rid of the IBR, reduce spending on roads and bridges. These priorities are all wrong if we want to be resilient against, and fight against, climate change. 30% of total funding is on new auto-oriented capital projects, and 23% is on maintaining auto-centric infrastructure. This isn't the way forward- this is the way towards a climate disaster and civic bankruptcy.
184	Improvements/ increased access for cycling. Expansion of regional transit along Hwy 30- to Sauvie Island, Scappoose, St. Helens
185	Way too much is being spent on the i5 project, more money should be spent on transit
186	There needs to be more budget for maintaining of bike lanes and roadway shoulders. The amount of gravel left over from ice / snow remediation can be dangerous as it accumulates in the bike lane in the spring. The same can be said for leaves in the fall and year round broken glass and other detritus can be a risk to puncture and some larger pieces could cause crashes. A better job needs to be done to maintain bike lanes.
187	Roads, bridges, throughways, etc . need MORE
188	If you want people to switch modes, you need to fund walking biking transit capital more than roads
190	A disproportionate amount of money is being directed to Road and Bridge Maintenance and Throughway. For reasons of equity and climate security it is imperative to prioritize active and public transit. Transit dominated by individual car ownership may be our current reality but it is ultimately too expensive and unsustainable. It is the transit option that moves us furthest and fastest in the wrong direction.
191	Walking Biking and Transit Capital should have more than 8% of the budget. Portland NEEDS to increase it's car-alternative transit options. Car-dependency is not the future; it is the past. Portland was once a progressive city in terms of transportation infrastructure and green development policies but we seem to have gotten off track. If Portland wants to be around in the future and continue being "on the map" (aka, a place anyone wants to live/travel to), we need to make the right decisions today. We need more infrastructure for and access to biking, walking, scooting, skating, rolling, and any other way people get around without the use of a car. We NEED less car-dependency.

195	If we're going to move more people, we'll need effective transit biking and walking. Roads/bridges/etc are off course, also essential for moving people. I don't feel like I know enough about what this spending breakdown is intended to do to have meaningful feedback on it.
197	Stop spending money expanding the freeways. They are a financial black hole and do not move people efficiently. This includes IBR, where most of the funding goes to freeway expansion and interchanges. This money should go to transit, walking, and biking instead.
202	Please downsize the Interstate Bridge project. We do not want to encourage driving. Increase the "walking biking" and "transit" allocations. We are in a climate crisis and a crisis of people being hit by car drivers.
203	I don't think Metro's plan currently deprioritizes auto capacity enough. A plan for 2045 needs to be a plan where EVERY Metro resident can get around safely, conveniently, and quickly by an alternative to motor vehicles. Status quo building by maintaining current capacity on our roadway network for automobiles WILL NOT WORK and will not get us to our stated goals and priorities for mode share or the climate.
204	I am pleased to see significant investment in transit operations and would like to see increased investment in electric powered transit capital and safe walking/biking infrastructure.
206	Good to see significant investment in transit operations. Would be good to see increased spending on electric powered transit capital and safe walking/biking infrastructure.
207	Funding for walking and bicycling needs to be expanded, road expansions need to be ended. Freight access needs to be improved. Tolling and VMT fees need to be used. New roads and bridges need to be removed.
208	More into Walking Biking and less into I-5 IBR
209	There are no transportation options for my business on Boones Ferry Road in Lake Oswego. I have to drive my employees myself to the transit center. This is stupid when I pay transit tax. It also makes it harder to find employees.
212	Triple the capital spending for walking and biking. Reduce capital spending for roads and bridges and eliminate the I-5 Program. That will more than pay for the increase in walking and biking.

213	I'd prefer more for walking and biking.
214	How is energy efficiency and climate change being considered in this effort?
217	<p>If this is a plan that is supposed to service existing people, not just the average age of 30, but the significant number of people that are now, because of poor zoning - no retail or transportation services in huge areas so vehicles are the only option available to meet personal needs and who are or will soon be in their 70's, 80's and 90's. If the numbers I heard regarding 300,000 Portland citizens over the age of 65 by 2030 are correct, then you need to prepare to spend more on roads than your Committee thinks is adequate. Many people bought houses when driving was not a sin but a convenience. They expected to age in place but if there are no nearby services and cars aren't seen as an essential piece of retaining generational wealth ie people have to move into Retirement homes and Retirement homes are very, very expensive. Granted more generations living in one home is often (sometimes?) a beautiful way to live on less, that arrangement may take two or three generations to assume that is normal living again. I am 84. I still work 1/2 to 3/4 time and could not live w/o the income from that work. I also could not work without driving in my own vehicle. I live 11 blocks from shopping - on purpose - in case a time came that I couldn't drive. There is a bus 3 blocks away, however, I am one of the lucky ones. Metro needs to be cognizant of the unlucky ones as you plan for the transportation and the cost and inconvenience of the small bus pickups for those who (for example) live east of 134th, south of Powell, north of Foster Road and west of Powell Butte.</p>
220	More biking/walking funding
223	I'm impressed with Trimet's assessment for the future and making adjustments based on ridership and projected ridership. Even if a change doesn't benefit me, I applaud the large scale planning.
224	It's a little hard to quickly understand what the project mix under "roads and bridges" is. At a high level, our investment in transit should be more than roads & bridges - I'm surprised to see such a large difference.
227	More public transit. We don't want toll roads, and if you add more lanes to freeways and highways, we'll just fill them up. More highway patrol to keep slow traffic out of the left lane. Or, buy a pass to drive in a high speed left lane, and keep the traffic moving. Slow drivers in the left lane causes congestion.

228	We need a belt way still of the max line. Where the green line circles around Portland.
231	We are heading into a crisis of climate change. It doesn't make sense to continue to expand our bloated highway system. Complete the MAX system to SW Corridor, Forest Grove, etc. Add commuter rail using the Clark County RR to intercept I 205 and I 5. Build a transit, bike, and local traffic bridge before wasting billions on the I 5 Columbia crossing
233	Focus more on intersections, and ADA accessibility, and lighting.
234	As one of the many Portland Metro residents who does not own a car (due to the rising costs of both purchasing & maintaining a vehicle), I'd appreciate seeing more investing in alternative modes of transportation. The company I work for also employs a significant number of people who also rely on public transportation, and we have lost both active & potential employees due to a lack of transportation options. Additionally, the bicycle infrastructure could use a boost on the West side of the river outside of centralized Downtown Portland. There are areas I would love to explore on my bike (or even get to work by bike!), but the existing bike paths are terrifying to use due to a lack of either signage, clearly marked (wider) paths, or buffer zones on high-traffic/high-speed routes.
235	Resources should be directed primarily, if not exclusively to the elimination of car dependency in our cities.
236	The region is spending too much on the highways associated with the so-called Interstate Bridge Replacement program. It would be okay to replace the bridge and add transit. But a majority of the money is going for unnecessary freeway exchanges. This is shortchanging the rest of our transportation system.
237	You're spending more on the I-5 highway expansion than all of walking, biking and transit. To continue green washing this shit mix of priorities is evil. FOR THE SAKE OF SANITY PRIORITIZE WALKING, BIKING AND TRANSIT.
238	Walking and biking are very separate concerns and shouldn't have their budgets lumped together. Walking and biking are also the most "sustainable" forms of transportation and each deserve more investment.
240	Far too much is invested in the I-5 project and roads and bridges, the planet is dying and we need to put that money towards walkability and transit investments across the metro area. We need to make it much easier for Portland area residents to

	replace car trips with transit and walking trips and we need to make it much easier for Portland area residents to live without a car
241	I think there needs to be a greater emphasis on walking and biking. I think the amount allocated to transit service is good.
243	Take money from walking & biking to spend on freight access.
244	The plan needs to meet the targets for walking, biking, and transit (and unfortunately it currently does not). Our region is full of people who want to take other modes of transport besides a car, and yet we can't because it's unsafe and the current walking/biking networks that we do have are disconnected. Give us safe, connected routes to walk and bike in our city! We need to prioritize means of transport other than a car. And please, for the love of all things holy, please stop pouring money into the I-5 rose quarter project. We don't want that. You want to ease traffic? Build a safe, easy train to Vancouver. Don't build more freeway lanes.
245	Too much spent on the IBR and car centered transportation. We need to drastically change to more transit, bike, and walking infrastructure
249	The split between operations and capital projects seems about right, but I'd like to see more on walking and biking and less on roads and bridges
250	IBR is important, but the last attempt was nothing short of a fiasco. Make it happen, but don't screw around. And make sure it has a MAX line.
252	Less on freeways, more on urban multimodal improvements
254	I trust that this budget will be equitably implemented to reflect the diverse needs of the Portland metro area. As a resident of East Portland, it is easy to imagine a sizeable portion of this budget dedicated to both pedestrian improvements that build communities out of our neighborhoods while also providing better connections to other parts of the city with improved transit lines and hubs. I am proud to be able to walk, bike or run to the places I love best in 97266, and I can't wait to have that quality of experience bolstered by the TriMet projects in the works.
255	Maintenance is ok. Stop spending billions on more and bigger roads. If you believe in science, then invest immediately in things that reduce GHGs. Your chart is misleading, some might think the IBR is 9% of \$25 billion rather than 9% of \$68 billion.
256	Introduction: The Oregon Portland Metro area has witnessed considerable growth in recent years, and with that has come an increased strain on its transportation

infrastructure. However, the conventional funding methods have proved to be insufficient in catering to this increasing demand. Therefore, it's time to consider other innovative funding options, such as highway tolling, that can ensure a stable and sustainable financial model for our infrastructure.

Argument 1 - Efficiency in People Movers: Transportation in a city should ideally prioritize efficient methods of moving people. It's clear that public transit systems, such as buses and trains, are more efficient people movers than cars. They take up less space per person, can move more people at once, and are less damaging to the environment. But, currently, we are effectively subsidizing the least efficient form of transport – the private automobile – by allowing free use of roads. Meanwhile, public transit users have to pay per use. Implementing tolls on highways would ensure that those who choose to use personal vehicles also contribute proportionally to the cost of maintaining and improving the infrastructure they use.

Argument 2 - Generating Necessary Funds: By establishing tolls on highways, Metro, in collaboration with ODOT, can secure a stable and significant source of revenue that can be directed towards various development projects. This additional funding could be used to upgrade public transit, promote alternative modes of transportation like biking or walking, and improve overall road safety. This investment will not only enhance the quality of life for residents but also make the region more attractive to businesses and tourists.

Argument 3 - Managing Traffic Congestion: Tolling can also act as a tool for managing traffic congestion. By implementing variable tolling rates, traffic can be distributed more evenly throughout the day, reducing peak hour congestion. This concept, known as congestion pricing, has proven effective in cities like London, Singapore, and Stockholm. Reducing congestion can lead to smoother commutes, lower emissions, and improved public health outcomes.

Argument 4 - Encouraging Sustainable Transportation: Implementing highway tolls can also incentivize more sustainable transportation habits. As the cost of using private vehicles increases, more people may choose public transit, carpooling, cycling, or walking. This shift can reduce greenhouse gas emissions, improve air quality, and contribute to a more sustainable and livable city.

Conclusion: While implementing highway tolls may initially seem unpopular, the potential benefits are manifold, including generating necessary funding for transportation projects, promoting efficient people movers, managing traffic congestion, and encouraging sustainable transportation practices. It's essential that Metro collaborates with ODOT to consider this approach, for the benefit of our city's infrastructure and the overall quality of life in the Oregon Portland Metro area.

260	I'd like to see more bike/ped/transit spending. Particularly on the capital side.
263	Would prefer more investment into light rail or other non-vehicle-traffic subject transportation. If not then more buses every 5 min or less. And a plan to limit individual driver vehicles (with goal of encouraging mass transit)
268	Too much is going into roads. More emphasis must be placed on walking and biking (eg, segregated bike infrastructure, more walkways, and converting some roads into car-free plazas). Furthermore, the greatest emphasis must be placed on massively expanding the bus and MAX into new areas and getting the MAX off the surface streets in downtown Portland, where the train is slowest.
269	I'm a bike commuter and appreciate the bike infrastructure we have and would like to see more. I also see a lot of empty busses and max trains so question if we need as much capacity as we have. Also, people are moving out of PDX and Multnomah county b/c the taxes are very high. As a higher earner I feel like there could be a better return on investment of tax dollars. Tough problem for sure, but feel the need to raise the volume on it b/c I'm not hearing cost reduction, or even let's hold the line (adjusted for inflation) in the public messaging. Could certainly be in the details, but it hasn't been a headline. Thanks for all you do and please consider the small percentage who pay a big chunk of the bill in addition to those who use the services and don't pay much for them.
270	I'd rather spend more money and effort on transit and bike/walk and take a bit back from car/truck only roadways. I don't see anything about neighborhood streets, which often have so many potholes that they feel like we just endured a bombing. Seems like a massive safety hazard for bikes/scooters/etc.
271	Sharp reduction in capital expenditures on roads, and through Waze, as well as freeways would much better align with my priorities. Increase spending on maintenance of existing car, infrastructure as well as improvements in transit and bike infrastructure.
273	I think there should be more transit, walking, and biking capital
274	i'd like to see more allocated to walking and biking, though i imagine a lot of thought and expertise went into this distribution so perhaps this amount is enough?? i would like to see our region go back to being a leader in the bikable world.

276	I'd like to see transit and walking biking prioritized much more in our planning for dealing with our climate present and future. The I-5 IBR Program is way too expensive as planned.
277	Way too much on IBR! Expanding freeway capacity today makes no sense. We need maybe more than one bridge, some non-freeway, simpler smaller bridges.
278	We need to invest in more door to door transportation options for people who use a wheelchair or other mobility device. The number of users is going up every year, but the transportation options are remaining limited. Even buses can only carry 2 people with mobility devices. This needs to be a focus.
281	I would like a bit more money to go to Walking and Biking
282	I see more of a need for maintenance and repairs.
283	Transit offers the least advantage to me. I don't notice any efforts to enhance safety, cleanliness, or technology, such as route planning and ETA updates, which are the main reasons why I refrain from using it altogether.
286	This mix still seems to prioritize single occupancy vehicle travel
293	You need to fund security and fare enforcement on public transportation. People don't feel safe and aren't using public transportation as much as in the past.
294	More protected bike lanes and maintenance of bike lanes
296	In order to mitigate climate change and promote health, we need to dramatically increase funding for active transportation and transit... in order to give people more options, so we aren't forced to drive to get things done.
297	The disproportionate investment in Transit Service and Transit Maintenance (40%) compared to Walking & Biking (4%) is obscene. More people biking and walking are killed by people driving than any other mode. We have entire sections of the tri-county region with inadequate, unsafe, or outright non-existent bike/ped facilities. How can we keep ignoring that for transit to be successful, we need more investment in bike/ped infrastructure for last mile connectivity? I'm appalled that there is so little for bike/ped, while TriMet gets the biggest share yet continues to cut service. Why do they get the biggest share but don't offer safe, reliable, and frequent service?
299	Increase quantity of Shared Use Paths throughout transportation system to promote bicycle and pedestrian transportation by people of all ages; improve public physical

	and mental health; reduce car to bike accidents that occur within on-street bike lanes; and promote active recreation while fostering historical and cultural awareness and appreciation of areas travelled through. .
305	I would like to see much more investment in walking and biking trails.
311	there needs to be a lot more investment in transit and bicycling. our planet is on fire, we need policies, programs and projects that make it hard to drive and easy and cheap to get around without a car. we need to, at the very least, flip the amount of funding going transit vs freeways. Please put 20% of funding to new transit and less than 4% to freeways. yes replace the bridge over the columbia but not with expanded auto capacity. replace the bridge with the same number of lanes, with transit and biking and walking.
319	Less should be spent on transit O&M and capital. There's no need to build new walking or bike paths - maintain the ones we have. Make them safe, clean and accessible to everyone, not just the homeless people. We've spent so much money on those paths and now only a very very small number of people get to use them -- homeless people who are often doing drugs, or other crimes. That is not fair to the law abiding citizens.
320	More walking and biking infrastructure please. Saves lives, protects the planet, builds the future we need in Portland. Eliminate all car infrastructure expenditures. Sounds extreme but cars are RUINING OUR CITY AND PLANET.
322	4% on cycling infrastructure is ludicrously low. Cars ICE and EV destroy cities and kill pedestrians. Cycling and alternative modes of transportation should be the number one priority.
323	While the vast majority if not all of the of the dollars coming into the Draft Regional Transportation Plan are from local and federal motorist paid taxes and fees, over 50% of the dollars are being allocated to non-motor vehicle uses for transit, bike and pedestrian modes and infrastructure. Financial accountability from the alternative mode users is absent. To establish even a sliver of equity, transit must become more financially self-sustainable and bicyclists need to be directly taxed to pay for bicycle infrastructure. Metro's bias anti-car mindset and motorists paying for the alternative modes of transport must to come to an end. History clearly demonstrates higher rates of personal mobility (such as driving) significantly contributes to greater economic productivity which in turn generates family wage jobs. A bicycle mechanic in Portland makes between 26k and 47k a year.

	Automotive technicians can make 100k or more a year. Additionally, more than 10% of today's jobs in Oregon are directly tied to the auto industry. It is clear that motor vehicle usage keeps the economy humming forward.
326	more project spending on walking, biking, and alternative transit is so badly needed!
327	Some of it is hard to tell from looking just at this chart, but given where you've put walking and biking, it says you are 100% not serious about addressing climate change. I would love to know if there is a conversation happening with Metro and the state about Trimet and mass transit of other sorts, and if so, what the breakdown of that spending might be. On the following page you reference High Capacity Transit, but from this financial snapshot, it is impossible to see.
331	Priorities should revolve around safety for the public who live in the area and not for the ease of access for drivers coming in from out of the area. Encourage more public transit and biking by making it safer and more available.
334	the percentages for new roads and new transit projects are wrong, we need to be investing in new climate-friendly infrastructure, not new roads, we already have an overbuilt road network that we should only be spending money on upkeeping what we need and demolishing and replacing with other forms of mass transit where it needs to be built.
335	This chart doesn't provide enough information for a decently informed citizen to have a meaningful opinion. What does this level of funding purchase for the various slices of the pie? What is the current mix of funding in comparison? How do peer metros balance funding? I can't imagine the information that you get from this is going to be useful at all in real life.
336	The IBR estimates are garbage and likely to be closer to \$10 billion in a best case scenario given ODOT's complete inability to contain project costs on large projects and the fact that the Coast Guard is unlikely to sign off on the current plans making them expensive paperweights. Beyond that most of the plans are focused on moving cars around the metro area which is in direct conflict with every plan we have with the word "climate" listed anywhere to say nothing of the other pollution impacts. TriMet needs to plan for shorter headways to make transit more attractive for people who have the option of driving. Finally our "networks" for people walking or biking are so far from complete and connected that they should be a higher of a priority than the afterthoughts they still are in this plan with many of them still unconstrained. For some reason the I-5 Rose Quarter project isn't separated out

	and the price is less than the \$1.2-1.6 billion price tag most recently announced before it was effectively shelved for a lack of funding.
337	The lack of safe walking and biking infrastructure impacts my daily life. My partner, as well as some of our friends and family members, have been hit by cars in Portland these last few years - permanently impacting their lives. It is time to stop prioritizing infrastructure centered around cars and make the Portland Metro area a safe place to live.
340	Congestion pricing is going to impact people who need to commute because they've been gentrified out of their home neighborhoods. We need them. They're also the people with the least access to alternative forms of transportation. That's unfair and will prevent efforts to reduce poverty.
341	Freight access needs to increase. Biking & transit need to decrease.
346	I take public transit or bike to work, and I walk or bike my kids to school. I love to see that public transit is a priority and would prefer to see funding for bike infrastructure dramatically increase. 'If you build it, they will come' — applies to all modes of transportation.
348	Only 4% for cycling and 4% on transit capital is absolutely ludicrous. Any real attempt at changing the mobility behaviors of people in the metro region requires substantially diverting funding away from vehicles to alternative modes of transportation. Stop lining the automotive industries pockets and start investing in infrastructure for people. EVs aren't a solution, cars ruin cities full stop. Change isn't easy but there are plenty of examples where its possible.
349	Too much allocated to highway expansion and other car/truck-centric uses over more people-friendly uses for transportation infrastructure
350	Please don't build expensive freeways that will only increase congestion and our future maintenance backlog. Let's maintain what we have and work towards not needing cars so much.
352	The I-5/Bridge capital investment is overly generous. Cuts there would allow for more funds to be directed toward Transit Capital & Walking/Biking projects.
354	Make our bridges safe! Don't roll the freeways!
356	Need to do a better job of repairing roads

357	Increase transit services. especially access for commuters by providing parking facilities for users.
358	The priority should be on roads, road repair and enforcing laws including requiring pedestrians and bicyclists to follow the laws too.
359	Fewer throughway projects. Widening roads does not help move people more effectively across our region. I'd rather see those dollars go towards safety (incl earthquake readiness) and transit.
360	I appreciate the dedication of funds to transit and bike/ped modes.
362	We should shift more funds to transit and active transportation, with secondary focus on maintenance and operation of existing facilities. For any new construction, it should be judged by how much it will reduce VMT, air pollution, and GHG emissions. We should discourage driving, especially in single-occupancy cars, and make transit easy, safe, cheap, reliable, frequent and rapid.
366	We need to prioritize transit and active transportation, especially in the capital spending side. All expenditures should focus on reducing VMT to improve air quality, reduce GHG pollution and reduce traffic fatalities. We are building the system for the next few decades. Car travel should become an uncommon and expensive privilege, rather than the default mode.
370	If we want to reduce pollution and driving, invest more on walking, accessibility, technology and throughways that facilitate biking and walking or connecting to nature.
373	I don't like seeing how roads and bridges are getting more capitol than transit, but I do like how Transit Services Operations are getting more funds. We need to invest more in transit in order to get away from the car culture structure.
381	higher safety and checking of fares on transit system is needed, and I think this will improve the bottom line too safer biking routes, not disconnected segments
384	Focus on making transportation safe I am a blind single parent with an eight year old daughter and public. Transportation is not safe! My child is scared when we take Tri Met and we do not feel very safe when we are taking public transportation around town.

385	I-5 bridge replacement project is too expensive and does not prioritize access for those who don't drive. Instead of making it easier to avoid paying Oregon taxes, focus on making life better for Oregonians.
387	More money for bikes/walking
388	The amount of money earmarked to throughways, roads, and the I-5 IBR program, which is being used to support the most inefficient mode of transportation ever invented, the single-occupant vehicle, dwarfs the amount spent towards walking and biking. Walking and biking investments. Please take money away from throughways, roads, and the I-5 IBR program and use it to support walking, biking, and transit.
389	Road maintenance and improvement should be the top priority. It benefits cyclists, walkers, and drivers.
390	Shouldn't it be 50-50?
393	The investment in TRANSIT CAPITAL should be dramatically higher than 4%. It is scandalous that Roads/Bridges Throughways IBR = 28% of the spending, but Transit Capital is only 4%. This is totally unacceptable. Metro needs to substantially increase the amount of money spent on new mass-transit capacity, including new Bus Rapid Transit lines/infrastructure, MAX expansion, increasing bus and rail service frequency, adding express bus lines, etc.
394	It's important that we keep on top of our bridge maintenance and seismic resiliency.
396	If you're going to pack density and affordable housing on transit lines in outer east Portland, then you better also bring the second piece which is economic development, jobs and community amenities to those marginalized communities
397	I would like to see an increase in capital project spending for walking & biking, including improving pedestrian crossings of major roadways such as Beaverton-Hillsdale Hwy.
398	Investment in forward thinking initiatives to solve core transit issues should receive a bigger investment. The ferry program should receive proper funding to enhance access and improve transportation within the metro area.
401	Spend more taking care of road and path surfaces. Biking is unsafe on potholed roads, and root popped pavement on greenway paths.

402	Invest more in safety and education around transportation -that may be folded into the Walking Biking, but it would be great to inform the public about the changes, the why and how the improvements help create safer transportation and transit solutions.
404	More funds should be allocated for transit capital projects, as well as walking and biking infrastructure. These are in line with our regional climate initiatives and do not induce vehicular travel, nor increase vehicle miles traveled.
407	Safe walking is very important to me. Next safe biking. And I am very much in favor of the Frog Ferry project which would offer an alternative to driving and other mass transit options. It would also give us transportation in the event of the major earthquake.
408	I want to see safer walking and biking. I also support the Frog Ferry project as a way to move people without using the roads. And Frog Ferry will help transport people and goods when the major earthquake occurs.
417	I value Portland as city which supports safety for residents to walk, bike and access clean and safe public transit options. As a bike commuter of 25 years in PDX, I now do not feel as safe due to lack of law enforcement despite efforts to improve bike boulevards, striping, traffic calming investments. As I approach retirement I would rely more on Public transit but the volume of unhoused people with mental illness is a deterrent for me to remain in Multnomah county
419	More should be spent on Roads and Bridges capital. While it is the largest segment of spend, it feels much under represented for the amount of use it gets compared to the other programs.
423	I believe there should be greater than 4% of the project budget going toward transit capital spending. Undoing the damage that decades of automobile emissions have done to our ecosystem needs to start NOW; and that means prioritizing high-capacity transit projects and maintenance in this and all future budgets.
426	As much money as possible should be directed toward expanding/improving public transit, walking and biking options. Reducing spending on roads and bridges to minimum necessary to maintain what we have.
427	In East Multnomah County, we need more bike infrastructure to connect cyclists in a safe way. Bike lanes alone do not feel safe. Street speeds are too fast for that. Areas where a barrier (liked parked cars) exist between streets and bikes feel safer.

429	I'm very in favor of so much serious intention being put toward making public transit better, and to improving safety infrastructure for people outside cars. Things like operations budgets, systemic quality-of-life improvements like getting buses quickly through and out of traffic, and proactively planning street/road maintenance to include adding new & better bicycle infrastructure are some of the most important priorities for me.
431	The I5 IBR should be dropped, and throughways capital budget greatly reduced, and all those resources targeted to transit and walking-biking. Bottom line, we must start acting like we take climate change seriously now.
432	Walking, biking, and transit have been underfunded for decades. Further investment in automobile infrastructure undermines our carbon pollution reduction goals. I would say in undermines all of our goals. Funding needs to focus on walking, biking, and transit. The interstate bridge replacement project is a tragedy that needs to be corrected immediately. The bridge should be replaced to be seismically stable and allow walking, biking, and transit. The bridge replacement project should not be a highway widening project.
433	I believe that greater than 4% of the RTP budget should be allocated to transit capital. Undoing the damage we've caused to our ecosystem via emissions from private automobiles, means taking big steps NOW. Transit must be given far higher priority, and this budget NEEDS to reflect that commitment.
437	Walking, biking, and transit and been underfunded for decades. Expansion of automobile infrastructure undermines our carbon pollution reduction goals, and also makes our cities more dangerous for walking and biking. I would like to see the majority of funding directed towards walking, biking, and transit. The I-5 bridge replacement is a terrible plan that needs to be stopped. I am in favor of a seismically stable bridge replacement that includes walking, biking, and transit infrastructure. I am opposed to the current plan that is primarily highway widening. Highway widening will never achieve the stated project goals while it will increase carbon pollution, make our streets more dangerous, and will go way over budget and compromise spending on other needed services.
438	Not even a penny should go towards projects that increase VMT or greenhouse gas emissions.
439	Need way more investment in transit.

442	Too much investment in roadways and furthering the development of them. Not enough prioritization of pedestrian and cycling infrastructure. Too invested in light rail and street car, which require high maintenance costs, are not easily detourable, and not rail is not consistent or fast enough
443	Let's make vehicle traffic better by getting more people on public transit, bikes, and making walking easier.
444	We need to transition away from subsidizing individual car travel and following the failed cycle of induced demand that the 1-5 freeway project represents
445	This mix doesn't allocate enough funds to walking, biking, and transit, and allocates far too much funding to the IBR.
446	Twenty years in the future... I am hopeful we can be closer to where most mid-to-large European cities are, or at least moving in that direction from most points in the compass, ie. public transportation as the majority for longer journeys, with a healthy blend of public transportation, biking, and walking for shorter distances, with owner operated cars as a last resort.
448	The 9% of the I-5 IBR Program is not a priority as it is currently proposed. It is a freeway widening and interchange project masked as a bridge replacement.
449	at present cars are given a higher level of service than any other mode. in particular the I-5 bridge (and accompanying rebuilding of several interchanges over several miles) is a generational crime. if that project were pared back to just replacing the bridge and not expanding the freeway, we could spend a billion dollars on walking/biking infrastructure and still save money.
455	Transit Capital spending should be on par with Road/Bridge and Throughway spending.
456	6 billion for the I5 bridge replacement is criminal. This is a freeway widening project and spending 6 billion on it is investing in climate arson. If we actually end up needing the car capacity that the bridge designs are based on, the WORLD WILL BE ON FIRE. If we do not end up needing that much capacity, then why are we spending so much to widen a freeway? SPEND THE 6 BILLION ON INVESTMENTS THAT MAKE A FUTURE POSSIBLE FOR MY CHILDREN.
457	Commit the money from the I-5 IBR project to walking and pedestrian infrastructure projects instead. In this usage the money will go much further to more people across the city and it's impact felt more broadly. Money spent on the I-5 bridge

	should only be for maintaining and refurbishing the existing bridge, a viable solution already outlined in your own studies.
458	Please disinvest in roads and car infrastructure and invest more in transit.
459	Our transit system is requesting riders pay more. Cars do more damage to the roads all methods of transport. Surely we can shift a percentage point or two to Rail and Human-powered transport to try to reduce not just climate change, but the damage to the health of citizens, congestion on roads(moving drives out of cars improves roads for drivers), and boost the amount of "window shopping" that can take place in the city.
461	Please invest zero dollars in adding more car lanes anywhere in the Portland metro area. We need more street trees and bike lanes and crosswalks and public transit.
462	I need a much clearer, more explicit outline & definition of what is included under "transit..." ("...service", "...maintenance", etc).
463	Spend more on walking, biking, & transit -- less on roads and bridges. Motivation: climate change, health, quality of life. In particular, the IBR project is way over-priced.
465	More on operations. You've cut back on max and streetcar service to the point they are unusable. You also need security and fare checkers. Max and streetcars aren't safe at all and smell horrible with all of the body odor and garbage allowed on.
467	It's hard to tell from this bird's eye view perspective of spending, but I think safety for people walking and biking needs to be prioritized... While also not antagonizing cars (unfortunately, antagonizing cars leads drivers to then act in resentment towards bikers and pedestrians, which is the opposite of keeping us safe).
474	More focus on developing a safe and accessible active transportation network and closing gaps in transit service. Increasing transit frequency. Giving people true alternative options to get around that don't include driving. Not options that take longer to get from point A to point B. Options that encourage people to change behaviors. Investments in where we want to be in the future rather than maintaining status quo which is predominantly a transportation system built and maintained for private vehicle use.
476	more busses/mass transit/jitneys. Biking ok for young but what about old and disabled

479	Spending more on Throughways and the IBR Program than on Transit Maintenance, Transit Capital, and Walking and Biking all combined fundamentally contradicts the RTP Vision Statement. It is not efficient or climate-friendly, it does not take meaningful action to help people drive less, and it does not support equitable, resilient, or healthy communities.
481	Woefully inadequate allocation to Roads and Bridges. Way too much for a secularly failing transit system. Light rail is a colossal failure with Ridership way less than originally forecast, even before pandemic. Plus, government is incapable of providing safe light rail transit for the public.
488	I drive.. will always drive. Pay taxes for driving.
489	In this update, Metro is beginning to transition us away from outdated autocentric measures like volume to capacity (V/C ratio) toward new mobility policies based on system completeness, VMT reduction, and reliability. This update is a great start for Metro, as it will allow Metro to analyze mobility for everyone using our transportation system, not just drivers on throughways, and to expand Metro's toolbox for addressing mobility needs beyond increasing roadway capacity.
491	This mix of investments directs far too much money toward car-centric infrastructure. We are in a dual climate and road safety crisis. What we need now are safe active and public transit options. This is more equitable and it incentivizes non-vehicular transit.
492	The capital project spending should allocate more resources to walking & biking and transit. As the city and region continue to grow and become more densely populated, Metro should put more resources toward transportation that is not as heavily reliant on car traffic.
493	Less spending on auto infrastructure and more on transit, bike, and pedestrian infrastructure is critical to lowering family transportation costs and reducing carbon emissions
494	Cut back the I-5 IBR funding (use a tunnel) and do not expand the capacity for cars. Reduce funding for Roads Bridges - except to the extent that the funding supports walking, biking and mass transit.
495	I firmly believe that our current infrastructure is designed to mainly benefit those who have the privilege of driving their own vehicle. We need prioritize taking care of our sidewalks, bikes lanes and look for ways to normalize multimodal transportation

	options like electric scooters, bikes, and more. We MUST prioritize the safety of pedestrians
498	Please prioritize accessible, frequent, clean, public transit. De-prioritize freeway expansions.
499	You are spending far too many resources on road and highway projects, and not enough expanding on High Capacity Transit modes. All of the HCT proposals are anemic at best, and require much more time, attention, and resources.
502	Not enough spending on Bike, Walking, and Transit infrastructure. In order for these to be a higher share of traveling (proportional to driving) these need to be a greater share of the budget. People will not use infrastructure they do not feel safe in. Currently bike/walking infrastructure consists of many good things that are all disconnected. There are examples of this all over the city where good bike/walking infrastructure is marred by bad connection points.
503	Stop expanding freeways. 9% for I5 IBR and only 4% for walking and biking is disgusting. You are causing climate change, you are destroying our world.
505	Would love to see even more investment in walking/cycling/transit, but I understand that shifting priorities is a process that happens over time. I would encourage exploring some kind of restrictions on high-weight vehicles, or even exploring a weight-based vehicle tax, as that could power a shift away from heavier vehicles that in addition to being more dangerous also inflict more road damage and require more maintenance funding.
506	Drop the I-5 IBR Program and greatly reduce the Throughways spending, and instead hugely increase the Transit Capital and Walking Biking spending.
507	Please add funding for frog ferry using some of the "biking" budget.
509	I would hope to see far more investment in our transit system, biking infrastructure, and pedestrian infrastructure, so as to make it dignified, safe, and easy for people to get around by these modes and not have to be singularly dependent on a private vehicle to meet everyday needs.
513	Too much is being invested in the wrong areas more needs to go toward making our communities safer and accessible to all including disabled more lights can also be used on streets with bus stops
516	More for non-car options would be the direction I'd like to see

520	I would argue a greater focus on Walking/Biking train access should be prioritized.
521	I would like to see further investment in walking biking.
524	I-5 IBR program gets more capital project spending than walking biking, and transit COMBINED? Are you serious? In a climate emergency, committing this level of funding is a huge misstep and extracts much needed funding for projects that will save lives and reduce our GHG emissions.
525	I think there need to be express transit options to get from the greater metro area into Portland. For example, Oregon City to PDX should have an express bus or MAX. Oregon City to downtown Portland should also have an express line. If these journeys shaved even just 5-10 minutes off the transit time, and would run throughout the day and weekend, a lot of road traffic could be diverted.
527	This budget spends more on car infrastructure than all other modes combined.
529	I'd like to see a significantly higher % of investments go towards walking and biking. Given the proliferation and low cost of e-bikes, we need to make the investment required to assure folks enabled by this new mobility technology that its safe to go out on the road and ride.
531	My priorities are for public transit and bike safety
532	Allocate additional funds to throughway, road and bridges
533	More money on current infrastructure and less creating pathways for criminal spread from Portland to surrounding areas.
534	I'm in favor of adding ferries to the mix. I like what Frog Ferry is doing. Let's be creative!
536	we are investing more capital in one bridge (together with rebuilding several interchanges and widening miles of freeway) than in walking, biking, and transit. these priorities are upside-down.
538	Throughway road bridge maintenance should be prioritized ABOVE transit service operations. Freight access also needs to be prioritized higher. Bringing more transit such as Trimet bus and Max to the outer, more rural areas is unsettling to communities. With these forms of transportation comes more crime. I will not be using and know many others who will not. These forms of transportation in the Portland area in recent years have proven unsafe. I will not put my family at risk. Please keep that in Portland.

540	More freight access and walking/biking paths
541	Increase the amount allocated to mass transit plus walking/bicycling as they have the greater impact on greenhouse emissions in the long term
542	I would like to see more of a focus on pedestrians and bikes.
543	We need better roads and bridges, not crime ridden public transit that no one utilizes.
548	The capital spending is far too focused on cars, which worsen our air quality, greenhouse gas emissions, and pedestrian fatalities. The mix should focus more on walking, biking, and transit, with a focus on reducing VMT.
549	While it is not immediately obvious in on this chart the money to be spent on car/truck infrastructure is more than half. The amount to be spent on capital projects is far more for car/trucks, more than half of all capital projects, vs about 10% of capital project spending is on walking and biking, and apparently about the same 10% for transit projects. These ratios should be reversed. you should be spending far more on transit, walking and biking than you do on car/truck projects. Fix it.
550	Invest in roads!
553	Bikes, ebikes and other micromobility options offer by far the most dynamic room for growth at the lowest budget. I see the return-on-investment for that infrastructure being better than transit (which is more expensive) or cars (hopelessly wasteful). So, I think every walking-biking investment should be prioritized first, and transit second. I don't support compromising those projects.
554	No IBR funds to replace the interchanges. focus on expanding rail service, and other multimodal forms of transit like a bike/pedestrian bridge.
555	I don't have enough information to know the best mix to meet the needs of the future
556	We need to prioritize small vehicles, bikes, pedestrians.
561	40% is a great chunk for transit spending, but could be more. If we had active MAX and bus lines on every major street in the city, there would be far less car usage. Walking and biking spending needs to be increased so that people feel safe without a car. Part of this spending should be used for marketing and educational purposes

	to hopefully create a culture shift away from personal vehicles and towards walk/bike/transit.
563	I think the majority of investment should be put into enhancing walking, biking, and public transit. I would like to see what amount of spending will go to improving dangerous infrastructure (like the speeding on SE Cesar Chavez), and enhanced enforcement. Maintenance is always needed though!
565	Priority should be I5 bridge replacement then mass transit, then walking/biking improvements that address pedestrian deaths
566	Dollars should follow community choice, and people primarily chose to drive. Taking travel lanes from cars to give to bikes/peds is not the answer.
570	A lot of the investment here provides for cars and other large vehicles. While there is a lot toward public transit, the allotment for pedestrian and cycling infrastructure is relatively small. The principle I have heard about is "induced demand:" if resources are spent to expand roads and bridges for cars, more people will use their cars because it is more convenient to do so. On the contrary, if those resources are instead used to build more cycling and pedestrian infrastructure, those modes (which are significantly safer, not to mention better for the environment) will become more convenient, while heavily trafficked roads falling into disrepair will make driving a less appealing option. (This is, to a degree, an exaggeration; it's probably helpful to invest some in car infrastructure, but this is a useful parable.)
572	I believe that there is not nearly enough investment planned for transit infrastructure and vehicles. Since the opening of the new Trimet Orange Line, there have been no major infrastructure expansions for rail transit. There has also only been one major change in the bus system.
574	You should prioritize making Portland a more accessible city by investing more in bike/walk/public transportation infrastructure, not making us a more car dependent city.
576	We're in a climate crisis. Act like it. Zero out all expenditures on freeways and highways that doesn't involve automobile capacity reduction to create room for pedestrians, bicycles, and transit.
577	The return on investment for walking and biking projects is so much higher than any other category, and aligns so much better with Metro's goals, it's foolish to not be putting as much investment money as possible into these truly sustainable, low

	cost, low maintenance projects. If you correctly attribute categories, Metro plans to spend \$25 on automobile subsidies for every \$1 it spends on infrastructure for walking, which is something we all do, and another \$25 for every \$1 spent on biking infrastructure, something we all should be doing if we want to live in happy, healthy, sustainable communities. I appreciate the proposed investment in transit operations, but the priorities should be in order: walking, biking, transit, freight, and then private automobiles. Metro has it backwards—still! Why?
578	Need to make sure all road projects come with safety improvements. Particularly for pedestrians and cyclists.
580	Please invest in security and enforcement on public transit. Busses and MAX must be safe for us all to start riding again!
581	Prioritize people over cars! This does not align with our climate goals. We should be spending MORE dollars on walk/bike/transit projects. STOP BUILDING MORE ROADS FOR MORE CARS!
582	Stop prioritizing cars over people! We should be spending more money on walking biking and Transit than car projects. This budget does not align with our climate goals.
583	Walking and biking should be a massive investment, since it is the only way we can reach our climate and safety goals. We are so far behind on both, and falling further behind- now is the time for historic investment, not continuing the status quo and incremental changes at the margins.
584	Walking Biking should have more funding allocated to them. The benefits go further for future in reducing impacts of climate changes and combating the public health crisis on the roads. Pull the costs from Roads Bridge and Maintenance on Roads Bridge. The cost of maintaining Walking Biking infrastructure is much smaller than roads and bridges that are used for motor traffic. The wear-and-tear on roads
588	If you want to spend less on road maintenance in the longterm, you need to prioritize SAFE AND PROTECTED walking and biking infrastructure. Getting more people out of cars is the only way toward a sustainable future. Cars are getting bigger and heavier which means faster destruction of roadways. You're hurting yourself (and likely thousands of pedestrians due to vehicle collisions) to keep spending on roads and expanding the I5.
590	There needs to be more spending towards walking biking and technology

591	Please prioritize the Lake Oswego to Portland trail! Those of us who work in Lake Oswego but live elsewhere in the Metro region are currently forced to choose between driving, taking a very steep very out-of-the-way route by bike, or risking our lives by riding on Hwy 43. Prioritize safety and multimodal options for the many, don't let the loud opinions of the few property owners make the call.
592	\$6 Billion allocated for the I-5 bridge is absurd. This is money that is desperately needed elsewhere. The project is bloated and should be restricted only to the bridge. The RTP lays out principles which prioritize safety, reduction of VMT, use of mass transit, and alternatives to individual vehicles. The money dedicated to the I-5 bridge is a repudiation of all these principles. It will induce demand, increase VMT, reduce alternative travel, and take money from projects that really align with the RTP principles. The I-5 bridge must be right sized to proceed.
593	The capital projects budget looks in-tune with the community's need and priority.
595	The amount being spent on carways is continuing the status-quo of the region being stuck in traffic while we still lack complete networks for biking and walking or safe access to transit. The agencies receiving money from metro need to be held to higher standards for the operation and maintenance of all of their networks and transportation plans, so people have actually safe and convenient options. So many of our surface highways (stroads) are managed by ODOT in a condition that would get them condemned if they were a building. Turning these into calmed streets with bus-and-turn only on the outside lanes should be an operational imperative for ODOT and any other agencies that maintain these "high crash corridors". But here is yet another plan of disjoint unfunded projects that only address the low-hanging fruit of sidewalk segments, flashing beacons, and other bandages on the dozens of traffic deaths per year, for what? To race to the next red light and then sit in line at some chokepoint, because nobody else wants to get out of their car in this environment, despite average speeds of 12-15mph. We just need to trim back the number of thruway car lanes until we have a complete bike and walk network and transit priority lanes keeping the bus from being stuck in car traffic.
597	Please help our region and world move away from single-occupant vehicles as a transit option.
598	I'm a bike commuter and feel unsafe on city streets. People stop in bike boxes, lanes, turn right on "no right turn," and run stop lights and signs. Making roads safe

	for bikes and pedestrians need more investment to create safety. Cars are weapons. I have one and am very careful when I drive.
601	More investments in non-car-centric transportation and climate-mitigating solutions
606	It is difficult to comment in a thoughtful way without knowing all the details of what I imagine to be a very complex plan with a great deal of nuance that can't be outlined here. That said - I would love to see more than 4% allotted to walking and biking. It makes for a more liveable city, and that means happier, healthier, more productive people, which means the businesses here will also do better, and fewer social services may be needed. Not to mention, there would be less wear and tear on the roads if more people were biking or walking on a regular basis. That would also lead to improvements in the air quality.
607	The \$1 Billion just voted for a congestion-causing replacement for the I-5 bridge will make many of our other stated priorities, climate particularly, impossible. The best way for freight and other necessary uses to flow is to make it easy for the rest of us not to use the roadways.
610	The spending percentages for car usage is far too high. The stated goal of the 2045 RTP is to reduce car use, not increase. The following categories I consider to benefit car drivers more than those walking, biking, or taking transit (I-5 IBR, throughways, roads bridges). This 28% of the total budget is massive compared to the paltry 8% dedicated to transit, biking, and walking projects. Flip those percentages and then you will get on the right track. I do understand that the I-5 IBR project has elements of walking, biking, and transit improvements. But it is largely a freeway expansion project that will make it easier to drive in the region. Something we should be avoiding at all costs.
611	Safer streets for pedestrians and bicycles.
612	Much more should be allocated for safe bike and walking infrastructure
617	The number one priority is safety, followed very closely by steep green house gas reductions. If drivers could be convinced to drive less, that kills two birds with one stone - fewer cars increases safety and reduced GHG emissions.
619	In terms of the pressing need to reduce GHG emissions and prioritize safety given limited funds, the Capital spending of 28% on roads throughways, and I-5 BR as opposed to 4% on both transit and walking and biking is disturbing.

620	If it were up to me, we'd be dedicating far more of this money to building high capacity transit strong walking and biking infrastructure, paired with a significant upzone of most of the Metro area. New capital spending on auto infrastructure is so short-sighted at this stage.
621	Stop closing down street for auto traffic. The city does not have a car problem. Most people need streets to drive everywhere. The City planners are continually encroaching on auto traffic. For example you turned NECouch on the East side Westbound into a one lane street, having the other lane bus dedicated. Super congested! We don't need more bus lanes. What we need is more law enforcement on busses and Max. It has become very dangerous to ride busses and Max
625	This chart splits car travel investments into "Roads & Bridges", "Throughways", and "I-5 IBR Replacement", but all three categories are primarily investing in a dangerous, climate-unfriendly, inequitable mode of travel. Invest less in those categories and more into creating safe, accessible, and convenient pedestrian and public transit options for all users.
627	Climate-adapted transportation approaches should prioritize shared and active options, NOT cars. Lane expansion should mean for bike lanes. We desperately need safer streets that will fit our needs into the true future of a climate-affected city. Investments for safer and shadier non-car transportation systems are a better long-term strategy.
630	Dissatisfied with funding an I-5 bridge that won't be accessible to active transportation, expands travel lanes, and is pretending to consult the public but is totally unresponsive
632	Road network is complete. Transit and active transportation networks are not. Yet, 28% of project is car focused while only 4% is Walking Biking. I am struggling to read this graphic but it does not appear that any of the capitol spending will be on transit service expansion. Making some assumptions, but it appears that 51% of the budget is automobile focused. Automobiles as a urban transit mode are problematic, dangerous, and unfit. After access is satisfied, they should be at the bottom of the transit mode hierarchy, not the top. Walking should be the highest priority.
635	Now that people are not regularly commuting into Downtown I think priority needs to be given to bus and car infrastructure. There is not as much demand for the

	roadways which means we can deinvest in bikes and pedestrians in the downtown core are less.
638	There need to be much more aggressive investments in transit and bike infrastructure.
639	Greater investment in walking/biking/transit. No IBR megaproject.
640	We cannot afford to expand the highway system, we can probably not afford to even maintain it as it is. For the climate and for sustainability, we should move to replace single occupancy cars with public transit and active transportation.
641	I would like to see more investment in walking and especially biking infrastructure. 4% is not nearly enough.
643	We need to prioritize walking, biking, and public transit. We cannot meet climate goals (or have safe cities) by prioritizing cars.
644	I would like to see a further breakdown of operations and maintenance spending.
645	Walking and biking investment is low Transit maintenance needs to increase to better balance other operations and maintenance budgets
646	Less on highway, no I5br,,minimize thruway spending, tch OK, more on. Biking & walking, spend more on light rail and buses, more on sidewalks and walkways.
648	Metro exists primarily to guide regional planning, and requires it to reflect the values and priorities of the region. Regardless if some people say they want more roads, I believe a chief value of the region is climate sustainability and a habitable planet. We must be beginning to seriously change the ways in which we move and grow. An understanding of that necessary change cannot be meaningfully seen in this allocation.
650	Our transportation investments should be focused walking, biking, and transit. We have very little time left to reduce our carbon emissions to a lower level. In Oregon, 40% of our carbon emissions come from transportation. This spending plan, which only allocates 4% of spending to walking and biking, but allocates 9% to a massively overbuilt I5 bridge, will not allow us to meet our carbon reduction goals.
651	We need an immediate pivot from climate-changing modes of transportation to sustainable modes in order to keep the planet survivable for humans. There should be zero new investment capital projects that support SOVs. There should be zero new growth in areas that are only supported by SOV access. Sustainable modes

	are not currently functional at a sufficient level to allow mode shift. We need to invest in biking, walking, and transit systems at a level that makes them preferred options over SOV transportation for all trips in the region.
653	I'm a bike commuter, so more improvements to bike and pedestrian infrastructure would make my life and the lives of those like me much safer. Sharows don't count as bike infrastructure. They're a copout. Protected bike lanes, lower speed limits, and actual sidewalks region-wide are the way to go.
654	I'm in favor of the substantial maintenance and operations budgets, especially for transit! Would hope that the money dedicated toward roads is planned with a focus on complete streets, improving access & safety of roads for all users & integrating pedestrian/bike/transit into overall plans and not exclusively siloing them into their own dedicated projects.
658	These prioritization favors expanding highways and new roads and bridges over reducing GHG emissions, Vehicle Miles Traveled, and Mass Transit.
659	Please invest more in safe and reliable public transit instead of the I-5 IBR project as well as the Rose Quarter project. It is imperative that we invest in modes of transportation other than cars. Reducing traffic on freeways by providing other, attractive, and reliable modes of transport will influence folks to explore other options. Widening freeways only increases traffic.
661	Too much on cars
662	Based on news reports, the I-5 IBR program seems destined to fail (again) through a combination of poor design, feckless leadership and sky rocketing costs. Spending more money on the project at this time is likely to lead to nothing. Redirect IBR funds to projects that will make a tangible difference to citizens in the here and now.
665	more investment into transit, walking and biking. less investment in automobile infrastructure.
666	There is too much money spent subsidizing driving alone and not enough investment in reducing VMT and GHG emissions. Also, I am concerned about the lack of investment in safety projects.
667	We all know that cars are the scourge of any city. I would like to see the city de-incentivising commuting by car in favor of walkable neighborhoods.

670	This mix prioritize vehicle travel and is not responsive to safety and climate needs. Transit, walking, and biking improvements should be at the forefront. While I understand the roads bridges category does include some bike/ped improvements, this project list includes roadway widening that may accommodate bikes/peds. This is unacceptable and does not take climate change and the dire state of safety on our roads seriously enough.
672	Public transportation should be free and should go everywhere in the metro area.
674	I'd like to see more resources devoted to transit and walking and biking. 15% of the \$68.5 billion project doesn't seem like enough to really move the needle.
675	
676	If safety is a priority, we can't justifiably spend twice as much on a single freeway project as on all walking and biking projects put together. Too many of our roads are unsafe for people walking, traffic deaths have been at record highs, and if Metro believes that those deaths are unacceptable, our spending should make safe street infrastructure a priority in capital spending. https://regionalbarometer.oregonmetro.gov/pages/transportation-safety
681	More spending on transit service & operations, maintenance. More spending on bike and walking.
682	More funding should be allocated for walking and biking. Placing emphasis on walking and biking capital reflects a forward-thinking approach to urban planning that improves public health, fosters community cohesion, and aligns with sustainable practices, resulting in more livable and resilient cities for generations to come.
683	Walking and Biking should be at least half of Roads Bridges Throughways combined, or 9%.
684	Not enough funding for walking, biking and transit service to encourage people to walk bike and take transit throughout the region. Some areas today are car-dependent because of the lack of infrastructure.
685	Automobiles are inherently unjust, great generators of pollution, and dangerous. This project mix is heavily weighted towards automobile-only infrastructure, locking us into a technology that was awful when it was created and will be awful until we mature out of it.

688	15% for transit, walking and biking when we need substantial investments to meet the climate crisis, reduce auto dependency and make more livable shared community spaces in neighborhoods throughout the region. All while spending 9% of the total budget just to look at the IBR replacement? This all seems backwards
690	Prioritize project investments that promote safety and access while addressing fatalities ahead of projects that promote freeway use.
692	We need to quit losing quality of society and economy by being too cheap to invest in a subway, commuter rail across the river into Vancouver, the Purple Line, the Frog Ferry etc.
693	we need to spend less on capital projects which do not promote multimodal transportation goals. Safety is overlooked as a priority as well on its own. The focus on maintenance/operations should prioritize these three transportation priorities not just more road pavement for cars.
696	Active Transportation and protected infrastructure for people walking, bicycling and using other personal mobility devices should be a higher percentage of the spending.
698	There needs to be more focus on transit capital and service expansion. Along with more investment in walking biking (especially in Southwest Portland.)

Table 2: What do you want decision-makers to know as the High Capacity Transit Strategy is Implemented?

ResponseID	Response
45	Transit needs last mile infrastructure to work to full potential. Pedestrian and bike paths need to be better. Figure out how to force better land use near stops.
48	I am glad to see such a focus on High Capacity Transit! As has been outlined, it is essential that each corridor has a planning study and that work is done with the surrounding community to hear what would best serve their needs. Otherwise, there is the chance of misplaced funding or displacement.
52	I think the old model of high capacity transit feeding the urban core is outdated and should be rethought. There are no longer crush loads at certain times all travelling to concentrated destinations. The transportation network of the future should be a

	lower-capacity, but high-frequency grid-based network that allows easy movement from any point A to any point B in the region at all times of the day. I wouldn't support any more traditional high capacity transit with the one exception of MAX to Vancouver, WA over a new I5 bridge.
54	The traffic and pollution happen because of bad regional transit options. Investing in streetcars and a light rail station that goes no where in Vancouver will do just about as much good for solving those problems as lighting \$5B in cash on fire. A BRT that does not provide an exclusive lane on a higher-speed road is a waste of money. A streetcar that only goes 10mph is only good for giving homeless people a place with air conditioning in the summer and heating in the winter. I do not want my tax dollars going towards that. Invest in high-capacity, high speed regional transit! No more silly vanity projects! If you aren't willing to put the funds forward to do transit right, don't waste the money.
56	Stop expanding the MAX train.It is 'fair weather' transportation, not reliable during hot/cold extremes and we are experiencing these extreme weather conditions.
60	I am not interested in more high capacity transit.
61	one cannot move people where they don't want to go.
62	The proposed projects are grossly inequitable. Four of the five tier 1 projects benefit wealthy communities. Bus for the poor, rail for the rich. The tier 2 projects are expensive and don't address the most important needs. Powell to Gresham should be a higher priority.
64	I think there should be a higher priority on connecting PDX to St. Johns (C20-ish) and C29
78	It's not enough
79	An entire mode is missing from the strategy: Electric medium to high speed intercity high-frequency rail. With potential destinations including Seattle, The Dalles / Hood River, Bend/Central Oregon; Salem/Eugene/Medford/California, and the Coast, interim stops in the region could include St Johns / Hayden Island / Vancouver, WA; Hillsboro, Forest Grove, Banks; Gateway, Troutdale, Cascade Locks; possibly Sandy, Government Camp, and Timberline (via tram); and Wilsonville. Faster with less frequent stops than LRT, this mode is common in other countries that have achieved the mode splits Metro desires. I would go so far as to say that attaining such mode splits would be impossible without this missing mode. We need to fully

	think through how people will get around without requiring the use of the automobile, and it's rather difficult to imagine an answer that does NOT include this mode.
80	If these ever get done (even yellow ones) that would be outstanding.
82	The best return on investment will likely be on already dense, urban corridors with existing transit demand, as well as regional rail (faster and less frequent stations than MAX).
84	Beautiful map, there needs to be more interconnection between suburbs. Connect the lines outside of portland
93	Unless we stop having population growth all this is just playing "catch-up ball." We will never have the transportation system of the rest of the rich world, as they no longer have ever increasing population and they spend much less on defense.
95	High speed rail will make an improvement to travel in our region
98	High-capacity transit is meaningless when Metro allows cities to overbuild residential units at the very edge of the UGB where no road infrastructure exists and no planned TriMet lines are anticipated. King City and Tigard are being permitted to build ~ 11,000 residential units at this extreme limit of the UGB, thus requiring all residents to own and operate vehicles to reach any of the identified job centers (Hillsboro and Wilsonville). This is highly inequitable and hurts lower income Oregonians who cannot afford to travel to work from such an extreme edge of the UGB. Further, it exacerbates the climate problems associated with operating automobiles. If Metro were serious about equity and climate, they would enforce the build-out and in-build of the existing 40% of land that has been zoned for residential development but remains undeveloped.
99	An enormous waste of public funds that will not move people faster. Had a look at TriMet ridership? The Division Street project is an abject failure.
101	Waste of money for new or existing rail lines . The BRT lines do nothing but slow and congest traffic and pollute the air.
103	More people should be incentivized to take public transit instead of cars. People are very obsessed with their cars and parking for their cars, which pollute and take up space. There need to be pro-public transit campaign and conscious effort to educate about how wasteful dedicating so much land to parking lots is.

105	Fixed rail transit only serves a minor percentage of the population. The WES is a huge waste of taxpayer funds. Most people have no need to travel into downtown Portland anymore.
109	I newly moved back to n. Portland. Yellow line is too crowded and cut service. It needs to improve. I'm disabled and can't find a space on board.
111	Develop any high capacity system with dedicated bus corridors which are much more flexible than light rail tracks and cheaper to implement especially considering our hilly terrain. Allow data driven information drive the routes cost benefit ratio for developing and pruning routes, WES for example.
112	Give it more funding so it actually happens
116	have toll roads
117	St. Johns is relatively isolated from the rest of Portland via transit and would benefit from having high capacity transit sooner rather than later
120	I am really excited to see what happens with the 82nd corridor. I would love to see rapid transit and dedicated bus lanes, wider side walks, and protected crossings. I think that an another road should become a bicycle through way, keep cars and bikes separated. Perhaps 78th, or 84th
121	In order for these routes to be useful, frequency needs to be high, stations need to be close to housing/stores, and there needs to be separate right-of-way (ideally with grade separation) to ensure high speeds. Also, you should consider more diagonal routes such as Sandy and Foster rather than relying almost exclusively on grid routes.
123	I am happy with the prioritization. My only concern is with the possible implementation. I worry some things will be sold as "BRT" but we will only get something like FX-2 which is better than nothing but only a half measure that makes the ride nicer but arguably doesn't greatly change mode share levels
126	Im not sure how to answer the improvement question. Are these high capacity routes getting people from door to door for home-work-learn-play options? Or are they leaving people stranded with a distance to complete the trip? Case in point-- MAX does not connect to the Nike or Intel campuses.
127	expand operating hours and increase frequency of service--transit needs to be frequent and expansive to be a viable alternative to vehicles. Also I understand that

	resources are limited but if transit connections to the HCT corridors is infrequent, then I think the utility of the improvements will be limited.
130	You are not planning for increased transit options where growth is planned.
133	Right-size the IBR - do NOT add any more capacity. Induced demand is real and we need to not add any more highway capacity and instead invest in transit and walking biking.
136	The concept is commendable and could function reasonably provided local transportation to/from the station to destinations/home became adequate at the same time of construction/implementation. Without adequate modes and timing of travel to/from the station the high capacity transit is of significant less usefulness and a great expenditure per user.
139	SW Corridor and 82nd Ave. should be top priorities
141	I think on paper this is great. the model used to determine which areas should get the deepest investments has been flawed and continues a practice of marginalizing communities out East
147	Let's start building it out!
149	prioritizing speed and frequency will make all these projects more successful, even if it costs more. Would be good to look at intercity lines to hood river, Astoria, and elsewhere.
150	We need easier access to Salem, Coast and Gorge via public transit right now our public transit is isolated.
152	Bike paths should be used as connectors.
159	These are really important corridors to me, particularly TV Hwy and 82nd, and I appreciate the nod to growing areas like Pleasant Valley. Aligned with TriMet's more recent vision under Jarett Walker's firm, I think this could do great things---if and only if paired with top-notch pedestrian realm investments. As a die-hard transit rider, I'm a bit worried about any plans that center what people who *don't* ride now *say* about why they don't ride (like time) when proximity to transit is a big part of overall travel time, being able to carry things, not being super inconvenienced by delays, staying dry, and general dignity/convenience. side note: please make images like the ones above more accessible by breaking out the next. I'm fortunate to be very well sighted and using a modern laptop, but the tiny list of corridors is still straining my eyes

160	1) The FX is good, but future FX lines need to be built to be built with level boarding. The huge gaps between, and step up from the bus floor and platform slowsbdown boardingg and is disrespectful to people with mobility disabilities. 2) MAX is a good system, and we should feel proud for what we've built! I want us to continue to expand the system, bit we should not be using light rail for future expansions of the system. If Trimet is truly a "world class system" then it needs to adopt the international best practices of its much more successful peers. Future expansions of MAX should be built as automated light metro lines. This is the approach taken by cities of comparable population and wealth all around the world because it had a. Lower cost of operation, and FAR better service. We need only look at Translink to see how much better an automated system is compared to our mediocre light rail.
161	The biggest gap to fill now are connections between busy areas that don't require connections through Portland
163	Needs direct transit between Sunset TC and Bethany
168	The new growth in Slabtown necessitates that we step in and support that neighborhood with better transit. Please plan for that ASAP.
170	Keep it up. These transit corridors are well considered
174	Don't do it. Focus on roads and their capacity expansion.
176	many don't take public transit because it's so hard to get to stops, access points: particularly for us with disabilities, who can't hike up hills, or in areas where there are no sidewalks to be able to jump safely away from cars.
179	So hard to say. need more data on post-COVID traffic patterns, changes to mass transit ridership, etc.
181	We need high-capacity transit to replace highways, for moving across our city. I can reach most places in Portland via a 30 minute e-bike ride, but there is a geographical limit. Many of us would like to connect to further areas through reliably high-capacity transit. It should also be ready to accomodate larger form-factor bikes.
185	Transit shouldn't be seen as just for people without cars. Transit should be fast, frequent, and convenient so it's competitive with driving.
186	Make buses and rail easier for bikers and scooter riders so that the last 10 minutes can be self directed. Door to door is nice but being able to cover the "long" leg of a journey by transit makes it more flexible.

187	The map is too confusing to comment on. I don't see any yellow or blue on the map.
190	Many people - myself included - would love to leave my car behind. Cars are expensive. Commuting and running errands by car is stressful. Parking can be difficult. The best thing we can do for the climate and for overall social equity is to prioritize projects like this. Give people reliable fast options and the health of our communities and environment will improve.
191	This strategy is exciting and gives me hope for our future. Hopefully these projects include ways for people to bike and walk in addition to providing high capacity transit.
202	I think improving local bus service is more important.
204	Getting people who don't already take transit to start taking it will require us to get serious about REDUCING fares and increasing frequency. Please invest in electric BRT!!!
206	To get people out of their cars, we need to REDUCE fares and increase frequency. More BRT.
209	Spread it out to all areas
212	Commuting patterns have changed dramatically in the past few years and may be permanent. Metro must plan transit with more flexibility, for example, BRT rather than light rail. Transit should be routed through neighborhoods not freeway corridors.
213	Get people off freeways. North and South I5 seem important routes
217	So far, High Capacity Transit appears to me to slow way more people down including those in the bus.
218	It's unclear to me how WES is considered HCT given it runs only a few times on week days.
223	I sold my car, and I'm all in on transit and any improvements and adjustments. Any expansion means I can get to more places in the area.
224	We need all of this. Need to also continue to invest in local bus lines and stops with projects like Rose Lanes, and sidewalk access to bus stops
227	South Clackamas County needs the same attention and services as the west side. Expand the Orange Line to Canby & Molalla.
230	Would like to see some of the clackamas county options moved up the timeline

231	Add commute rail from Clark County RR to Salem. Continue to expand MAX Replace WES with LRT on a modified alignment (via Washington Sq. etc.)
233	Emphasis on west side and new I-5 bridge
235	As someone who regularly rides the FX2, the only criticism I have of it, is it's limitation from traffic and freight interference. The more we can remove car infrastructure in favor of public transit options, the better.
236	Go big and as fast as possible.
237	Need to create subways which go underground and don't get stuck in traffic. Anything else is outdated before it's even installed.
238	North Portland always seems underserved by mass transit
240	This must be the focus over highway and road spending. It will be a failure if we're not able to at least start every single one of these projects by 2040. We need to act now for the sake of our region, we are falling behind in housing and a strong transportation improvement will help us expand our dense housing capacities throughout the metro area
241	The high capacity transit needs to be safe and clean and come at frequent intervals.
244	Yes, the plan will slightly improve things, but we need so much more. Our community is excited for high capacity transit- we will ride these trains- but there are so few, the routes are disconnected, and the routes we really need (for example, Portland to Vancouver) don't exist. Stop putting money into freeways and start putting that money into trains. Please.
249	The hub-and-spokes model focused on downtown may not be the future.
250	Accessibility is super important, but the frequency and quality of service needs to come first. WES is nice in theory, but it's so slow and such a limited and infrequent route that it's useless in practice. Focus on a few high quality corridors rather than a bunch of mid ones
252	Deprioritize the SW Corridor project and instead prioritize the central city tunnel
254	I am wary of the priority given to those areas where prior investments have not already made the impact they were expected to yield. SW and inner Eastside improvements may rightfully need a push to come to fruition, but don't neglect the high need and potential that is East Portland. (Powell improvements will definitely be welcome!)

- 255 I'm a transit supporter! I ask, in the next 25 years who will ride transit? Why will this be used? What is cost effective? Bury the cars downtown; place transit on the surface.
- 256 As the High Capacity Transit Strategy is implemented, decision-makers need to remain attentive to several crucial points, inspired by observations on the strategy and specific projects: 1. ****Consideration of Specific Projects****: Key projects such as the Central City Tunnel (C14), TV Highway (C7), Southwest Corridor (C29), Bethany to Beaverton via Farmington/SW 185th (C23), and Beaverton to Portland via Beaverton-Hillsdale Hwy (C25) have the potential to significantly enhance the effectiveness and reach of our transit system. It is essential to prioritize such impactful projects and ensure their successful implementation, considering their potential benefits for our communities. 2. ****Holistic Approach****: To create an integrated and effective transportation system, all components of the ecosystem must be considered. This includes active transportation and micro-mobility options, which should be seamlessly integrated into the high-capacity transit network, allowing easy mode transitions and extending the reach of high-capacity transit services. 3. ****Ensure Fiscal Responsibility****: High-capacity transit projects come with significant financial implications. Rigorous cost-benefit analyses are essential, as is transparency in project costs and funding mechanisms. Innovative funding strategies should also be explored. In this context, the proposed collaboration with ODOT and the state on highway tolling represents a responsible and forward-thinking fiscal approach that can contribute to a stable, sustainable financial model for our infrastructure. This approach balances user fees with public investment, ensuring that those who use the infrastructure also contribute to its maintenance and development. 4. ****Environmental Sustainability****: The implementation of the strategy should place a high priority on reducing greenhouse gas emissions and promoting sustainability. Clean, renewable energy sources for transit operations should be used wherever possible, and projects promoting transit over car use should be prioritized. 5. ****Agility in Implementation****: Given the fast pace of technological change and evolving urban mobility trends, the strategy must remain adaptable. It should be open to incorporating new advances like autonomous vehicles, electric buses, and changes in commuting patterns. 6. ****Address First/Last Mile Connectivity****: The 'first/last mile' problem – the challenge of travel between transit stations and riders' starting or ending points – needs to be effectively addressed. This could involve improved pedestrian infrastructure, bike-sharing programs, shuttle services, or partnerships with ride-sharing companies. In

	attending to these points, decision-makers can ensure that the High Capacity Transit Strategy goes beyond simply moving large numbers of people. Instead, it will be about enhancing quality of life, promoting sustainability, and transforming the Portland Metro area into a more livable, connected region.
260	C3 should be higher. Rail transit service that connects burbs is something I hear a lot of desire for. We have that with the WES, it's just not feasible because it hardly runs and Tualatin and Wilsonville are not super desirable destinations where the WES goes. We should invest more in this service and development around it's stops. I also dont see anything connecting River Terrace to services. We can't be building high density single family on the outskirts of the metro without thinking about how to move those people.
263	A bus is still just as slow as a private vehicle. Until they get faster—or put on exclusive roads or replaced by light rail, only those without vehicles will choose to ride.
268	Frequency is just as important as speed. Having to wait for a transfer makes a trip feel slower. More frequent and consistent service (every 12 minutes, 24/7/365) is a must. Additionally, the MAX could move faster. C9 is an easy win for the MAX and would spark renewed interest in the system. Routes also don't use the freeways. You could look into running BRR-style buses along the freeways. C2 could go out to McMinnville if you really wanted to get ambitious. Also, any expansion of the MAX to Wilsonville MUST make a stop at the PCC Sylvania campus. It is hell to get there from Beaverton TC on a bus. Finally, part of our transit investment must go to paying the drivers a liveable wage and protections, as well as making stations beautiful.
271	The faster, the implementation of high capacity transit in dense, but underserved areas, the better.
273	It is essential to have transit alternatives to travel on 217
276	Mainly that, even with current 'traffic jams' driving is so much easier than getting around by transit. I often ride the bus, and like doing so, but it's a sacrifice for time in that it usually takes 2-3x longer to get across town than if I drove. Almost none of my friends are willing to make that sacrifice, so it often seems that most people riding transit don't have another option. I wish it were an easier decision for people (it's fast, pleasant, and cheaper than driving), but it doesn't seem like that's going to change with this plan. As an example, I often ride the 75 bus from North Portland to SE

	Portland and it takes forever. Without bus-only lanes and other radical changes, I don't know how the planned C20 route will make a big difference.
278	We still need to account for the number of people who will continue to drive their car. The high density bus system already in service on SE Division has made getting to/from Division a nightmare. Because you can't turn right on a red, cars are now sitting much longer in traffic waiting to turn.
283	Please refrain from designing bus stops that obstruct thoroughfares or bike lanes
293	Safety & security of passengers should be prioritized. At minimum, that means fare enforcement and security guards at platforms.
296	It helps, but it's not enough. Transit is not convenient or frequent enough to give most people good alternatives to driving.
297	In order for people to switch from driving, there absolutely MUST be a plan to ensure transit is SAFE, reliable, and frequent. If this is not prioritized, nobody will take these modes. Safe, reliable, frequent, that is the recipe for success. And affordable.
299	Ensure Shared Use Pathway links to all stations.
311	if built it will improve travel. but it does not go far enough is not comprehensive enough. we need real transit options for everyone across the urban areas. build transit not freeways
318	Major challenge for the High Capacity Transit Strategy will be persuading people to use system versus their own personal mode of transit.
319	There is absolutely no reason to expand max or other "high capacity" options. If you can't keep what we currently have safe and clean, no one is going to use what we have currently, let alone anything new! Having street level mass transit is by far the dumbest thing ever. It's slow for the trains, messes up traffic, and without turnstiles to enter the train station and board the train, ANYONE can get on. Right now, these trains are used only by drug users, and homeless. Even if you made transit safe again, the only high capacity option I support is high capacity busses. The massive cost and permanence of trains is completely uncalled for in thr post covid times. For example, all max trains are currently routed through downtown. Do you know how many people go downtown anymore? Very very few. And even those who do go at random times because of a hybrid work schedule, which makes driving much easier and much faster (and way safer!) than taking the max.
320	Yes to more transit!!!! Always include a bike path next to new railways please.

- 323 Rapid transit has really made a total mess of SE Division Street. It has added to traffic congestion thereby increasing fuel consumption and emissions. Multiple signal systems have made intersections confusing and barriers have had a negative impact to accessing businesses. Furthermore, one two-axle transit bus does as much wear and tear to the roadways as 1200 cars. Electric buses with the added weight of batteries will do even a greater amount of damage. On 82nd Avenue alone where TriMet made 223 trips a day in 2018 it would have taken 267,600 cars in a 24 hour period traveling the entire length of the street to do the same amount of roadway damage. With more and more people working from home, increasing high capacity rapid transit is just an egotistical waste of taxpayer dollars!
- 326 increasing transit capacity should be priority #1 for this entire regional transit plan. The area has to increase the usability of the transit network to meet our climate goals. Tier 1 for everything proposed above!
- 327 What has felt like a failure of the metro area to properly invest in High Capacity Transit, from a passenger point of view, is collaboration between entities, as well as ridership BY people in positions of power. I want Portland City Council riding it (daily), I want the leadership team and General Manager riding it (daily), I want Metro Council riding it daily. As well as anyone who is an engineer.
- 331 More available options would be more beneficial than just larger capacity units. If people need to use transit, they will use transit no matter the size. Creating more options will allow people to get places easier and encourage the use of public transit. Having to walk long distances via a route discourages the use of public transit.
- 333 I think the Beaverton to Wilsonville WES HCT should move up in priority to increase the frequency and reliability of this option. When trains run 30 minutes apart, it doesn't feel frequent enough to be reliable to me, especially when transit is completely lacking to get to and from the train station and my work place.
- 334 Mass transit is built to serve large numbers of people and in regard to rail transit which serves the highest number of people we need to ensure that trains are going where people live and where they want to go, not where cars go like along highways. Tunneling in order to best connect these destinations is required in order to build a truly useful transit system that will be used not because people have to, but because people want to. Getting people out of their cars is the highest priority and people won't do that unless train travel is vastly superior to driving.

335	C20 would be a gamechanger. There is a huge population in that corridor that does not have easy MAX access.
336	I have no confidence in the ability of decision-makers to prioritize anything in this part of the plan over the hot and sexy highway expansions that will also be on the table. Please prove me wrong.
337	There need to be more incentives for ppl who don't currently use transit to incorporate it into their daily lives. -- i.e. employee provided bus passes, free bus passes to every resident of Metro (tax funded). This needs to be a well-used resource to permanently effect livability and a less car-centric lifestyle.
340	We should focus first on building transportation lines to impoverished neighborhoods to make sure that they can access jobs.
341	Trimet is unsafe with violent junkies using drugs & assaulting passengers. Armed security is required along with fare inspectors to cite, fine, & arrest offenders. I'll never use it. BTW, who works downtown anymore?
344	WES is useless in its current form. It's a huge money sink for very little ridership. Needs to be turned into a light rail line that runs every 15 minutes or scrapped entirely to run more bus service on the corridor.
346	The current high capacity systems also need for be addressed. Many high-traffic bus routes do not have a 'bus only' lane. Even in downtown, you see the #15, for example, slogging through the two lanes of dedicated car traffic downtown, which does not provide an incentive for people to take the bus. Please decrease car lanes to increase high-capacity vehicle access, convenience, speed, and incentive.
348	Do better. Fund all the transit options, stop putting money into roads. Make the central city a top priority, transit should run to and through the downtown to promote access.
349	Go big, let's do even more! Would prefer more rail to rapid bus due to the long term benefits for maintenance and capacity.
350	Please limit the Interstate Bridge project to replacement, not an expensive, unaffordable, and unproductive expansion that will leave us worse off than before.
354	Don't toll the freeways!
357	Greatest problem for many is access to transit. Impossible for largest number of Portlanders to "get" to transit.

358	People want to drive their own cars and not be encumbered by time constraints of mass transit. Also, it isn't safe on many light rail or bus lines.
359	Love to see it.
360	Increasing route options, frequency, and capacity of HCT service would be a significant step to decrease SOV travel to/from surrounding cities. I'm sad to see that the routes to West Linn and Oregon City aren't ready for investment yet. Can't wait to see it all realized!
362	Make it safe, cheap (ie free for low income), frequent and reliable. Also need to have good planning to address the last-mile issue.
366	Transit should be safe, rapid, cheap (free for low income), frequent, reliable. This should become the default mode for medium to long trips.
370	Safety in the high capacity transit options is key or folks will not use.
373	There should be more priority to extending the MAX line from Park Ave into Oregon City. That will take a lot of commuter cars off the road.
384	Try not to think of the plans from your perspective as a person who can drive, try to think of it from a poor person, expect perspective who cannot drive, or who has not enough funds to purchase and own their own vehicle, or their types of people who do not have the ability to drive any vehicle
385	Making biking safer, as cars have gotten less safe since 2020
388	I would encourage broad upzoning along new transit corridors, and not just narrow upzoning immediately next to the alignments. I support the identified projects!
393	This strategy is not nearly ambitious enough. There are obvious and glaring gaps and shortcomings in this timid, milquetoast approach to expanding transit in the region. Just compare this approach with the Seattle region's voter approval of over \$100 BILLION in taxes to fund a massive, full-scale expansion of light rail, express buses, BRT, commuter rail, and dedicated exits/entrances from interstates for buses only. PLEASE be more ambitious! At a bare minimum, Tier 1 priority should include the extension of MAX lines to: Wilsonville, Oregon City, Cornelius, Mt. Hood Community College/Troutdale, and along Powell Blvd. to Gresham. Additionally, BRT lines must be dramatically expanded, and they must be genuine, full BRT (as in King County Metro's "Rapid Ride" lines), with dedicated separated lanes, center-of-

	road boarding wherever possible, etc., and NOT the "fake BRT" of the Division Street project.
394	It's important to extend the range of services beyond the north-south, east-west, and through downtown axis. The priority corridors don't readily serve my travel needs from NE Portland to Tualatin.
396	In order for people to use transit - they have to feel safe using it and it has to be practical as well which is why jobs need to be located on those corridors
397	The strategy needs to support housing development along high capacity transit corridors.
398	C20 and investment in providing transportation to and from north portland is essential. there are many underserved neighborhoods that can feel cut off or in decline due to a lack of transportation options.
401	As a cyclist, i can ride bike across town on my E-bike faster than riding MAX, switching to bus etc. The red lanes make people angry when throughput is sacrificed for an occasional bus with a few people on it. We have seen the special transport trimet bus not use the lane before.
402	Make it a viable alternative to driving through education (inform people about the benefits -from safety to costs) and convenience (it needs to be easy for people to access and use).
404	I think all the projects in the near-term list are excellent choices to prioritize. However, I would like to see more transit investments in Clackamas County and the southern suburbs of Milwaukie, Happy Valley, Tualatin, Oregon City, Tigard, etc.
415	People are not going to use this without easier access to parking lots and feeder mass transit options. Too many of us live in the suburbs!
419	The area needs more bridges across the Willamette River. The only bridge new bridge (not a replacement) across the river is the Tillicum Bridge which is only ped/transit.
423	While this network layout is pretty decent, as a Happy Valley resident I am frustrated that my region isn't being prioritized like the west side of the Willamette River is. Clackamas County as a whole has continually been treated like an afterthought by regional leaders, especially when it comes to investing in HCT and affordable housing. I can assure you that behind the wall of hostile NIMBYs and car culture adherents, there are many, many people who suffer daily due to being underserved

	by both local and regional leadership. Investing in high capacity transit pays dividends for virtually everyone in the long term, and there's no good reason why that shouldn't be true in Clackamas County.
427	I avoid the SW side because transit options are poor and traffic is bad. I would like a better option to get from Fairview, where I live, to Oregon City, where I sometimes need to go for work.
429	Implement these projects wholeheartedly and effectively! Don't let projects get bogged down and essential features cut out. Transit needs to be developed to be the absolute best it can be, and increasing speed and frequency in all ways possible, together, is going to make a real impact on what return we get on our investment. Halfhearted transit improvements aren't enough for truly transforming the way we move as a city.
431	Just do it, and prioritize this over continuing to support car culture.
433	While this network layout is pretty decent, as a Happy Valley resident I am frustrated that my community isn't being prioritized like those on the west side of the Willamette River. Clackamas County as a whole has continually been treated like an afterthought by regional leaders, especially when it comes to investing in HCT and affordable low- and middle-income housing. I can assure you that behind the outspoken wall of hostile NIMBYs and car culture zealots, there are many, many people who suffer daily due to being underserved by both local and regional leadership. Investing in high capacity transit pays dividends for virtually everyone in the long term, and there's no good reason why that shouldn't be true in Clackamas County.
437	This map is super exciting. I would love to be able to get to more places in the city, and beyond, with more ease. I would also love to see these routes electrified, especially if we are ever going to have a regional rail down to Salem. I would love to see trolley buses with in-motion charging on major routes such as FX2 or the route proposed on this map for TV Highway and Beaverton Hillsdale Highway.
438	Do not get rid of local service lines - make HCT an additional layer. As an FX2 rider, I've seen people have to walk so much farther with groceries, small children, mobility devices, etc. We can and should have both local and express service.
443	People need alternatives to cars. Let's make this a world-class transit city!

444	Just pushing frequent buses will not work; high speed rail or dedicated lanes will be essential for making the commute more appealing and faster than being stuck in traffic.
445	Sr. John's to Milwaukie and a MAX extension to Forest Grove should be near term (Tier 1) priority corridors.
446	Semi-rhetorical query: are the proposed plans based on all current uses and trip-by-trip modus operandi, down to each and every citizen's travel on a daily/weekly/monthly basis, and how well can that be estimated/predicted both now and in the future?
448	The IBR project funds should be scaled down to just a bridge replacement so we can fund these transit improvements now.
455	Rapid expansion of the MAX system and improved system speed, tied with frequent bus connections to hub stations should be a top priority for Metro. We should look to cities with high ridership and use them as guidance to how to build lines in the most effective way.
459	I would like the consideration of making the Interstate exits for Portland run directly into Parking Garages with rail connections and bicycle storage, then taking the interstate out of Portland entirely. People not coming to Portland, shouldn't be cluttering our city with their cars as they pass through and people coming to Portland by car shouldn't have to search for parking, bikeshares, gas stations, or other local transport. All of these things could be offered at these parking complexes, and get people from out of town out of their cars and into our city with the least friction possible.
462	It's not clear *which* mode of HCT is proposed. For people to reply, I think we must know which mode (light or commuter rail? streetcar? bus?) is being proposed!
463	We should invest in rapid and more frequent bus lines (e.g. FX 2) rather than fixed routes (e.g. MAX) due the flexibility of the former. If demand projections are wrong, it's easy to reroute the buses, and much harder or impossible to do the same with MAX.
467	I've greatly benefited from the FX2! I'm so spoiled with the bus system now that every other line seems so painfully slow. I'm excited that other parts of the city will be getting a taste of high capacity transit. For me, the FX2 has made commuting by bus an actual comparable trip to driving (25 min drive vs 35 min bus), and the fact that it

	comes so frequently means I can rely on just checking the next bus schedule a few minutes before walking out the door, and knowing I can get to work on time. It's nice to have the option to not drive, and the frequency of HCT is the biggest factor in my decision to use it. Aside from making sure the wait is less than 15 minutes in between buses/trains, I think it's also important to have spots for more than just 2 bikes if the lines are traveling far distances within the city.
474	High Capacity Transit only works if it is given priority over private vehicles through dedicated lanes and priority signaling. Otherwise it competes with private vehicles. I support removing more on street parking to create a functional high capacity transit system. We need to create a transportation system for the future and that cannot include a reliance and support for perpetual private vehicle use especially single occupancy vehicles.
476	some form of mass transit that goes to st johns and then other parts portland
479	The RTP should be focused on making as many of these projects happen as soon as possible.
481	How many more decades is government going to be at war with automobiles. This Transportation, land use goal needs to go. A fixed route light rail system now goes to the wrong place (Downtown Portland where remote living and perpetual homeless/crime cause an outflow of jobs to the suburbs.)
488	Forget it. We need better roads and bridges. More gas stations. Less bike lane strategy.
489	Make sure it is equitable for BIPOC folds, as well as richer other citizens
491	A lot of Oregonians want viable public transportation options. Getting people out of cars and using public transportation will do so much for both the environment and road safety. This is a slam dunk. Yes please!!
493	Please look at Skytrain in Vancouver B.C. As a model for future rail lines. It is a much faster and more reliable system than max. Also, improving land use around stations to allow for much denser housing will increase ridership
494	Move people out of private cars, ASAP.
498	I would like to see even more emphasis on HCT throughout Portland, especially to underserved communities!

499	That it is the best, most realistic option to both grow the capabilities of the region and to do so in a way that does not exacerbate every existing problem. Commuter rail from Portland to both Salem and Vancouver must be expanded and realized as soon as possible in order to alleviate the transportation and growth issues that have plagued the region for decades.
502	More of this please. And faster.
503	Put the money from I5 IBR into this.
505	Frequency and reliability should be a focus. One of the key things that makes MAX service so great is that trains come at least once every 15min and are generally on time. Streetcars at 20min start to be so infrequent that it puts people off of using them, and it doesn't help that their arrival times are much less reliable than MAX service. This could be helped either by improving frequency, or having redundancy with other options (esp for local routes).
506	Drop the Interstate Bridge Replacement and focus on Transit and Walking Biking instead.
507	People will not use public transit until it is safe to do so.
509	Investment in additional high-quality transit service can't happen fast enough. This is a key component of getting to all of the equity, climate, and safety outcomes people in the region are looking for.
513	Hopefully it will cut back on traffic which will also be better for our health and the environment
514	To truly get citizens out of cars, frequency, speed, connection times and reliability need to be improved. Buses need priority lanes to improve speed and reliability. MAX needs to increase frequency and timed to connecting buses to make more convenient and competitive to the automobile.
520	The west side will experience more growth than the east side (due to land availability) More transit options out there should be prioritized.
521	I think we have another 1-2 years of evolving work travel patterns in the metro area, so I would highly encourage the use of flexible investment until those patterns become clearer.
524	We don't have to settle with expanding freeways to get much needed transit to serve our region. Please please please look at how we can utilize METRO's valuable

	capital spending to where it can do the most to support reducing GHG emissions and making our streets safer for all road users.
525	I love the routes from Oregon City, but I'd like to see the timeline move faster for at least the airport and Portland downtown routes
529	This plan still deprioritizes the areas east of I-205 which has historically been underserved.
534	I use MAX orange line once a week and like it. But I DON'T like what's happening with large-tree removal on Powell Blvd. We need our canopy!
536	covering the metro area with bus routes is a terrible way to spend money. draw a circle in the middle of the city and fill in the empty parts of that map with routes, then make the buses come more often. if buses didn't get stuck in traffic and came every 10 minutes, way more people would ride them.
538	You will throw billions at this project but the results will be feeble. Public transit in our area/region is not safe. It brings crime. Many will not use no matter how much money is wasted or how much you cram down our throats. Improve in Portland if you must but leave the outlying towns alone.
540	With a declining ridership all its going to do is Cost us more money and cause more congestion because your trains block traffic and bus drivers have their own set of laws they follow and not the rules ofnthe road the rest of us have to abide by such as yielding to traffic to merge.
541	Moving towards a decentralized transportation network vs the 80's hub and spoke will provide t a better mix of access and shorter commute times.
542	I would need to feel safer on high capacity transit in PDX in order to use it with my child.
543	No one uses the transit we have. It's your job to provide what people want, not what you keep telling us we "need" so that you can fulfill some sort of agenda.
548	Frequency is the biggest factor in making transit trips feasible. Missing a bus by 30s and having to wait 20 min for the next one discourages future usage of transit, further congesting our roadways with heavily polluting cars.
549	You should be doing a lot more of this. HCT is great, the amount of it is shockingly small. Do more of this.

- 552 Based on my own observation of traffic patterns, the area's most pressing transit need is extending HCT to Clark County. Also would like to see consideration of a limited-stop enhanced bus line linking downtown Portland, Burlingame, Multnomah Village, Garden Home, Washington Square, and Progress Ridge via Barbur->Multnomah Blvd->Oleson->Scholls Ferry->Barrows
- 553 I want to see this work, I just also share Strong Towns' skepticism of giant all-at-once expensive projects. We aren't doing enough to make small quick changes and iterate. I want to see more transit sooner and everywhere. BRT seems a great positive step, especially if run by electric wires (not batteries which are dangerous and wasteful at that size). I'd like to see BRT roll-outs in phases with the plan to upgrade to rail over time.
- 554 TV Highway is a terrible scar through beaverton and needs to be completely redesigned. claim eminent domain on all car dealerships in urban beaverton and other cities and revitalize the neighborhood
- 555 The 6 mile section of highway between Hillsboro and Forest Grove has no other bus service to serve LOCAL needs the way that inner Portland does. Since many people have to travel as much as 1/2 mile to get to TV Highway from their homes, the current 1/4 mile distance between bus stops is sufficient. It is even too far for many who have difficulty getting around. Many people who live in Forest Grove and Cornelius seldom travel beyond Hillsboro, as all of their shopping and health care and social needs can be met by traveling within their local area. It would be a disservice to move the stops further apart so that people with disabilities and older adults who have difficulty walking will have to travel farther from home in order to be able to use the system. If a BRT is planned for that section of highway, it should be separate from the existing system, in order to serve BOTH those who wish to travel a mile or two from home AND those who wish to get further into Beaverton and Portland. Moving the bus stops farther apart and only having that ONE choice of public transportation without establishing a local system will make it so that many people are unable to use public transportation. We need to make sure that the needs of those who live with mobility disabilities are met, as well as the desires of the ambulatory population. The cost of individual door to door service is extremely high and it would be better to leave a system in place which meets their needs and does not force them to have to switch to the more expensive means of travel. This is especially true for the growing BIPOC and low income population which is moving West of Hillsboro. When a BRT is planned for this area, it must clearly serve multiple

segments of the population and not just meet the needs of those who wish to travel longer distances. Not doing so will create a hardship for those who wish to live in Cornelius and Forest Grove and stay local to their homes to shop, care for their health, play and live. The best approach would be to extend the light rail from Hillsboro to Forest Grove. This would add a second method of transportation for those who wish to travel more quickly from Forest Grove and Cornelius into Beaverton and Portland. It would enhance the existing system rather than cause problems for the marginalized communities.

556 Need trains not busses

561 I like the plans and hope they are implemented sooner rather than later! It is also important to make sure that these and all high capacity transit options come at a low cost for the riders. Most people won't use it unless it is more convenient and cheaper. Perhaps this means adding more money to the transit budget in order to lower the cost of a ticket.

563 High Capacity Transit needs to be frequent (every 5 minutes) and safe (you would feel safe lettering your child ride) in order for people to actually use it. It won't matter if y'all build it and it's always a 30 minute wait and if parents don't feel safe letting their kids ride on it.

565 Include as much light rail as possible since residents are more likely to use light rail than busses. Also consider commuter rail using existing stations such as as Oregon City or Canby to Union station.

566 Ridership is down, meaning transit is increasingly subsidized.

568 You forgot about Molalla and Canby.

572 There seems to be a large focus on adding bus rapid transit. While I think some should be added, we should also focus on continuing to make rail more easily accessible to everyone in the region

574 I am in huge support of increasing high capacity transit.

576 It's missing medium to high speed electric intercity rail. MAX was great in the 1980s, but we must follow the lead of leaders in developed countries around the world, who have recognized the need to connect adjacent cities with medium to high speed electric rail transit and worked to build out these systems. Indeed, Oregon had such a system itself in the late 19th and early 20th centuries, but it was dismantled in favor of petroleum-dependent transportation, as the result of a nationwide conspiracy. We

	must not perpetuate that conspiracy, but instead work to build a new post-carbon transportation system that is designed to succeed. This current proposal is not that.
577	BRT lines must be separated from motor vehicle traffic to truly be rapid. Same goes for rail lines. We cannot let the inherent gridlock and destructiveness of motor vehicle traffic interrupt timely transit service. Consider aerial trams as a cost effective transit alternative that is removed from street level. Also consider transit to outdoor recreation areas like Mt Hood and the Columbia Gorge, for equity, education, climate, public health, safety, etc.
578	The central city tunnel needs to be higher in importance. I think it can't be understated how much it will improve the speed and reliability of the MAX system, especially if new lines are going to be constructed.
580	The biggest missing link is a north-south corridor in middle SE - the Cesar Chavez corridor should be priority one!
582	If you want to get people to take transit instead of driving single occupancy vehicles, we have to make Transit more frequent, safer and more affordable. More Rose Lanes, fewer car Lanes.
583	Make sure bikes, especially ebikes, can be used on the last mile. All high capacity transit should be able to transport cargo bikes.
584	High capacity transit has a great possibility of improving travel in Portland if it mediates the number of motorists and amount of single occupancy vehicles.
586	Repair the existing infrastructure. Bridges and roads are collapsing all over the USA. Safety needs to be the #1 priority. Replace the Interstate Bridge before it falls down!
588	If you want people to take high capacity transit, it needs to be faster, more frequent, and more reliable. Bus service should be 24/7, there should be many more dedicated (and ideally protected) bus lanes. Think of all the people who work in service industries who finish work at midnight or 1 or 2am. Wouldn't you rather they take transit instead of driving when they're that tired? Also, hey, if parking is free on Sundays and holidays, make transit free on Sundays and holidays. Or, hell, make transit free and charge for parking.
591	Be mindful of strategies to minimize gentrification along HCT routes. Don't price people out of their homes.
592	VMT won't decline until mass transit is faster and more convenient than personal vehicles. This won't happen until there are more dedicated bus lanes. Powell Blvd.

	from the Ross Island Bridge to Cesar Chavez St. needs this most urgently. a traffic lane in each direction should be a dedicated bus lane.
593	Make sure it is climate friendly and not increasing our carbon emissions.
595	The bike network needs to be filled-in before enough people will be able to access transit to fill it. Kids need to be able to take themselves to school so parents can ride transit. There is too much focus on funding big projects and not enough on preparing the neighborhoods to access them. We can't wait for the transit projects to connect neighborhoods, we need transportation agencies to maintain and operate the streets *now* in ways that ensure safe and easy access for all users.
601	Consider impact on residential neighborhoods, especially along orphan highways. Focus on electric busses or other quiet, low-emissions options. Add to the tree canopy wherever doing work, especially in East Portland.
606	Please consider a reasonable way to minimize traffice on Johnson Creek Blvd by connecting the HCT with the max and Spring Water Cooridor Trail in a way that's easily accessible (including to the neighborhoods of Ardenwald, Sellwood Moreland, and Lewelling)
610	These projects are all great! As long as cities benefiting from these investments allow dense zoning/commercial use near the stations then the region will benefit from these projects. I am afraid that TriMet will make the stupid decision to place costly and wasteful park and rides near stations in more suburban settings (SE Fuller MAX station is a glaring example). Instead of that all efforts should be made to zone for and build housing, commercial, and public uses near these improved transit corridors.
611	I support efforts to increase hi capacity transit. The interstate bridge should not include more freeway lanes on I-5.
612	Needs to be safe, have good connections, and be faster for people to use it
617	High capacity transit is only as rapid as the surrounding car traffic along with which it has to travel. I hope that car-free transit corridors are implemented/constructed for High Capacity Transit. For example, traffic on Powell heading West toward the Ross Island bridge is a backed up mess during rush hour. Also, mass transit is considered unsafe by many, so that makes it difficult to increase ridership. Having a driver and conductor on board (as on the trams in Amsterdam, which is absolutely wonderful) could make mass transportation more palatable. The driver can focus on driving,

	while the conductor addresses issues of ticketing, directions, and anti-social behavior (calling for backup if need be.)
619	This is a good concept but with limited funds we need to prioritize lower income and communities of color accessibility to jobs, education, and health care.....
620	Don't hesitate to reduce car capacity - reserve space for high-speed and reliable transit options. Cars are the opposite of high capacity!
621	We have enough busses and Max. No need to invest in any more. Rather, spend money on improving the current roads.
624	The population of Portland will not grow anywhere near as fast as you think. The reason is that the city is a nationally recognized disaster. Only ignorant fools are moving here. The city is a mess. Homeless people using our streets are a toilet. No real police and law enforcement. Filthy downtown, homeless camps everywhere. Biggest problem: fentanyl and all other addictive drug abuse which destroys all parts of the city.
625	I would like more emphasis on travel in the inner east side. For example, why does it take 40 minutes to get to Legacy Emanuel Hospital in Eliot from my home in Sullivan's Gulch on transit when it is only 2 miles away?
627	A more frequent and connected shared system is the best investment that could be made, including ways for bikes and other smaller modes to be accommodated well. This kind of investment should have a larger "cut" and focus than car-centric endeavors, including to pay people working in transit very well with solid training and benefits.
630	The airport should be more quickly and easily accessible by HCT
632	People want to get where they are going the fastest they can. A high capacity transit system must offer competitive regional travel times to cars. If you cannot speed the HCT up, then slow the cars down. If the HCT gets stuck in the same traffic as the cars, then no one will choose it over a car ride. MAX takes too long to get through Downtown. I want to live in East Portland, but I work in Hillsboro. There are almost no jobs in my industry in Downtown Portland (Computer Engineer). There is dense housing being built near SW Scholl Ferry and Roy Rogers, but there is no HCT planned for that region. This area will probably suffer from gridlock on Scholls without HCT out there sometime soon.

635	We need to connect the outlying areas and not connect from towns to downtown. Remove downtown as a central hub.
639	Invest in transit at the expense of auto capacity
640	High capacity transit should be our top priority.
641	I would love to see the downtown Portland max tunnel examined further and hopefully implemented. Further investment in rail through the metro is great and should continue over highway expansion.
643	This type of transit absolutely needs to be prioritized.
644	I want to see the expansion of high capacity public transportation. I have concerns because I know that trimet can't yet meet the demand of operators currently. I also wonder how public transportation and urban development will work together to help incentive use over car ownership?
646	Make stations more accessible. Division new bus made it more difficult to walk from our home to the local division stop
648	LRT is an outdated technology, and while it has served the region well, its transit speeds are notably abysmal. In order for the MAX system to even continue to be relevant to the Metro's transportation, let alone an increasing aspect of it, it needs to be faster. Automation, better grade separation, and more frequency are characteristics that other systems have been able to see implemented far more broadly than the they have been on the MAX. That must change.
651	Remote work on a massive scale was proved feasible by COVID, and return-to-office mandates must be reversed to take advantage of this sea-change opportunity. Remote work must be sustained and strengthened in order to reduce unnecessary and expensive transportation demand and emissions. A new regional demand model should be developed around travel patterns acknowledging the specific industries and activities that reflect necessary movement of people and goods, not unnecessary and wasteful movements. Long-standing plans for the regional transit network do not adequately reflect these changes. All buildouts must prioritize modeshift and ridership against capital cost; less dense areas further from regional centers should be divested in favor of building systems that support future densification of more central areas of the region.
653	I live in Gresham, so prioritizing historically underserved communities across the east side is my request. Five lane freeways with high speeds and little pedestrian

	safety/improvements (ie- Stark, Glisan, much of Division, etc.) only leads to increased deaths. Livability is much more important than speed, especially when it comes to single occupancy vehicles.
658	GHG emissions from transportation continue to climb across the state and across the metro area. Without discussing which of the corridors & projects reduce VMT & GHG it is impossible to know which might make a difference.
659	Thank you for focusing on these. These will be much appreciated.
662	With the exception of the IBR (C30) — you might as well just set the money on fire — it's likely that these projects will have a positive impact on travel w/in the region.
665	transit HAS to be as fast as, or faster than vehicle travel. people prioritize time and convenience which have been provided to cars for nearly 100 years. it's time to invest in transit and move more people with less space.
666	High capacity transit is critical for economic and community vitality, however, we must ensure high quality local transit service and safe, accesible routes for accessing transit as well as safety lighting, shelters, benches, etc. for all riders, regardless of their location in the region.
667	For the love of god add light rail to the interstate bridge(s). For folks living on the east-side, more North-South routes would be nice.
670	For HCT to have a true impact, it must have priority. BRT must have dedicated space (removing space from cars). HCT MUST be designed, implemented, and operated to be an attractive option!
672	Public transit should be free and go everywhere in the metro area.
674	I hate to be a hand wringer about this, but please make sure that adequate resources are allocated to ensure new facilities are kept safe and that they don't externalize negative outcomes to the nearby neighborhoods. I'd love to see greater access to transit in my neighborhood of Parkrose Heights, but I also don't currently feel safe on public transit and see the issues with petty (and not so petty - that guy getting his ear chewed off certainly wasn't petty) crime that often go along with Max and other mass transit hubs.
676	Prioritize projects where we can feasible offer frequent service. BRT and streetcar projects need dedicated lanes if they aren't going to be stuck in private car traffic. Rail projects should take people to destinations in business districts, not drop them in freeway rights of way.

681	The C2C corridor isn't improved yet but the need is here. HCT needs a phased approach to add service now. Is there data to show that going from transit service to HCT will create more "mode shift"... rather than the status quo service cuts in Clackamas Cty, as were put forward by TriMet this year? Otherwise it's suburb building as usual, vehicle-oriented development (sprawl) as usual, when it could be proactive.
684	First, C-29 (Southwest Corridor) and C7 (TV Hwy) are key projects in the region. In order for HCT to work it needs safe access to transit station and good transit connections. C7 needs to include C25 in order to create a connected system in the region.
688	Investments in reliable, comfortable, safe public transit are key to the resiliency to the region.
690	Use congestion pricing to incentivize High Capacity Transit use and if allowed, use the revenue generated to support build out of the High Capacity Transit network and gaps in the biking and walking networks.
692	Passenger rail service forms walkable communities. No one should have to own a car for access to the societal necessity of transportation. Cars clutter cities and congest roads. Parking is a waste of space. The auto lobby stole and destroyed our job earned taxpayers money funded electric interurban passenger rail services, streetcars, trolleys, trams and other commuter rail infrastructure. Carcentric urban sprawl is wasteful. Electric cars are also bad for the environment. The automotive city is a failure. Robert Moses era carcentric idiocy killed cultural districts, gorgeous architecture, sense of place and reinforced redlining while further ruining transportation potential without wasteful automobiles and highway robbery taxation including squanderous subsidies to the detriment of the public good and the citizenry individually as well as collectively.
693	It is an investment we need to make to make up for years after years of building more highways we are currently unable to maintain and support, this is a critical step in creating a timely and reliable structure for all users providing options for current single use vehicles usage.
696	Need more local and on demand transit and better integration with bicycle infrastructure for a more complete network of transportation.
697	Based on my own observation of traffic patterns, the highest HCT priority should be extending MAX to Clark County. Also, I would like to see consideration of a SW

	Metro limited-stop enhanced bus route linking Downtown, Burlingame, Multnomah Village, Washington Square, and Progress Ridge via Barbur->Multnomah Blvd->Oleson->Scholls Ferry->Barrows Rd.
698	I think that the Central City Tunnel project should be placed in Tier 1. MAX trains are slow through Downtown Portland as it is. Building the tunnel could allow not only faster service but better frequency and reliability. It can even be an opportunity to have longer MAX trains such three or four car trains.

Table 3: As the policies are implemented, is there anything that cities, counties, Metro, transit providers, and the state should consider?

<i>ResponseID</i>	<i>Response</i>
43	I strongly approve of these policies and think that in the future, instead of expanding freeways to carry more cars (studies have shown this does not solve the problem permanently) traffic should be discouraged by increasing prices when car amount is too high for the roadway to handle. Never expand freeways, add light rail along their route instead.
45	Limit the available parking space of cars. They take up huge amounts of space and make the metro less human scale. People will not like it as they get so much for free now.
54	The commuting patterns cited for this report are from 2019. Given the mass migration from Multnomah to Clark County during the pandemic, the RTP needs to use more recent numbers to inform its planning. That probably requires working more closely with WSDOT and Clark County government. A light rail line that runs at 20mph on Interstate Avenue and terminates near Clark College is a white elephant project--this won't serve anyone's transit needs and won't be a compelling alternative to driving. The lack of interest in realistic transit solutions between Oregon and Washington, as well as the de prioritization of the southern part of the metro area (WES needs to go to downtown, run more frequently and be faster), will lead to more wasted money without getting anyone out of their cars.
60	Maintaining the road system, we have. We need to concentrate on freight mobility and getting people to and from work.

62	Investments should be targeted to historically neglected, racially and economically diverse communities. Transportation investments should be closely linked with zoning for increased housing density. Transportation investment should improve climate goals, not make them worse. Toll congested routes. Don't expand freeways. More investment in transit and bike/pedestrian safety.
64	Consider prioritizing the use of transit & bike dedicated infrastructure that is not shared with automobiles. Transit & other non-vehicle options are only as good as the consistency they provide. I also think the priorities described on pg 3-99 are incorrect. Priority #2 still prioritizes private vehicle use and priority #3 regulates private vehicle use. Why is transit priority #4? Perhaps we should be focused more on how many bodies move through a space rather than number of vehicles.
70	Impacts to other road systems that are not priced (people seeking alternative routes to avoid paying to use roads)
79	We need regional congestion cordon pricing, perhaps pivoting from the old TriMet 1, 2, and 3 fare zones to charge drivers tiered rates for travel that increase as they approach the central city.
80	These seem good, but they are all going to get such resistance I'd be surprised if they actually ever happen.
84	Tigard
95	Installing High speed rail, this would create jobs reduce the traffic on the city streets, reduce maintenance needs to the city streets.
98	Protection of existing natural areas. Specifically, Tualatin River and the Bankston land conservation area.
99	All levels of local government should consider that the vast majority of Portland metro area people drive personal vehicles and will drive personal vehicles in future. To ask people to 'review' stacks of documents and then submit comments will only result in advocate responses, and certainly not a true reflection of how the public feels.
101	Stopping all BRT lines and ALL rail lines. WASTE of money and does Nothing for traffic
105	Metro needs to consider the logistics of moving freight through and with in the Metro region. This concept seems to be an after thought.

111	Reward projects that have data, not model, driven best returns on investment, eliminate projects that have poor returns such as WES.
112	Cars are a driving force of pollution and climate change pun intended
116	toll roabs
120	Please consider how these new transit corridors grow and help ensure that existing businesses aren't pushed out. Specifically in the Jade district. SE portland has a robust Asian American contingent and it would be a shame to see these businesses pushed out. When redevelopment occurs they should be offered first choice of new locations.
121	Consider housing and transportation in tandem (eg. build high-density housing near existing high capacity routes, and select new high capacity routes near high-density housing). Correctly price driving via highway tolls, gas/mileage tax, etc. to incentive transit/walking/biking
127	Vehicle weight fee as part of county vehicle registration fees. See Washington DC fee structure for example (https://lms.dccouncil.gov/downloads/LIMS/49081/Committee_Report/B24-0716-Committee_Report9.pdf). Can subtract 1000 lbs for EVs to account for average weight of a battery. Large vehicles are incredibly dangerous for the safety of people and the planet. our policies should reflect this as they cause additional wear and tear to the roads, have greater emissions (either tailpipe or upstream in production if ZEV), and are much more likely to injure/kill vulnerable road users. We must find ways within local/regional control to limit their proliferation and mitigate their impacts to society.
130	Focus on getting people from home to work to home. Make sure that transit commute times are competitive.
131	Walking and biking needs more emphasis. Close more streets. Tear up highways and move them outside the city. Build transit underground. Separate bike lanes and pedestrian streets.
133	Powell Blvd going past Foster-Powell has 5 different projects listed and 3 different agencies involved. I am concerned about the coordination and overlap between PBOT, ODOT, and TriMet. The Foster Rd phase 2 should be moved up to start sooner. Phase 1 was a failure in traffic engineering and missed opportunity. You bowed to pressure from auto-centric constituents and now the road is NOT safe for

	non-auto users. People regularly speed down Foster. This is a failure in design, not in behavior or enforcement.
136	Transportation pricing creates barriers. The adverse effect of additional cost to traverse from point A to B during particular times includes, but is not limited to, those who have no realistically reasonable alternative method or time of travel. This includes those with restricted income potentially traversing to a second job or medical appointment, those needing efficient, effective, and timely travel routes, and those who need the route frequently. Tolling shifts burdens from the current jurisdiction to local jurisdictions and communities. For those needing or believing they need to drive and choosing or less able to afford an increased transportation price alternative routes will be selected. These routes would be on streets with classifications less than that of an interstate and not planned for such an increase vehicular trips. In reaction to such unplanned changes on those local streets safety will be decreased, maintenance expenditures will increase, and local transportation plans and construction will need to be revised.
141	historic lack of investment has deeply burdened communities across the tri-county region. Gentrification is very real. Access to whole foods cannot be the standard barrier.
147	Equity: concerned that there is not enough focus on income disparities and the resulting greater burden of transportation/mobility costs on people with lower incomes (car-dependency). Safety: great policies and safe-systems approach. Climate/Resiliency: thank you for saying it like it is. I think we should include specific language/guidance as to how to rebuild the system after the next Cascadia earthquake - we should take that opportunity to tear down what remains of I-5 through Portland. Pricing: how to get us there? We know it's needed to address congestions, system deficiencies (all modes) and to support investment in transit operations and capital. How can you move ODOT to more proactive and transparent implementation of pricing?
149	build train lines that are accessible with inviting stations. Current max lines are often located in unpleasant and inconvenient locations.
150	Better interagency agreements for transit agencies so riders with a bus pass or ticket on one system can ride another to complete and extended trip. We also need WiFi on public transit. Charging stations at transit centers and the tunnel in Portland needs cell service in case of emergency.

151	Pricing increases must go hand in hand with increased transit and other forms of accessibility. Reinvestment is fine but increased options for access must be in place before a cordon framework. In the meantime parking rates should increase.
152	There are very efficient personal vehicles and cargo vehicles that can use bike paths. They should be expanded to accommodate more than just pedestrians and bicycles. E-cargo bikes, trikes and quads can greatly reduce traffic and small enclosed bike-like vehicles can replace very inefficient cars.
156	How am I supposed to engage with this 172 page document?
159	Policy 6 among the equity goals is critical; more that "understanding" how disparities would be addressed, projects that can demonstrate progress toward addressing disparities through the routes, destinations, and mode types they serve should be prioritized. It is not enough to show that a project is in a given map area---the I-5 bridge is identified among one of the equity metrics for being in a place with high numbers of folks who speak languages other than English---having highways through such communities hardly redresses a historical wrong. The bridge location is what it is at this point, but no sound methodology should be popping that up as a pro-equity metric. Regional Motor Vehicle policy 3 talks about optimizing highway capacity which directly conflicts with other goals to reduce VMT. Reducing VMT needs to be included in the motor vehicle goals.
160	The 2040 growth concepts plan is good, but Metro has failed to ensure it is actually implemented. Most MAX stations are still dominated by vacant land, parking lots, and car oriented sprawl. It has been a quarter century since Metro adopted the plan, and we still have seen almost no movement towards its realization. Metro needs to be more proactive in ensuring cities update land use rules in station areas, and that cities aren't getting in the way of development through excessive SDC fees or a long and unpredictable permitting process.
170	Serious transportation safety policies will provide physical infrastructure that prevents cars from killing and injuring people rather than suggestive signage. Please don't follow the city of Portland's lead with plastic sticks instead of bollards. Write and implement policy that makes sure cars go slow and stay away from pedestrians and bike lanes.
174	No tolls ever.

176	forget the lousy I5 -Washington bridge plan, which makes for more cars, more cars, more global warming. Our plan has nothing for all the potential commuters who are now plugging up I5 N -I5S with their fossil-fuel powered cars
179	physically protected bike lanes, not plastic posts add scooter/ebikes/rent-a-bike for 'last mile solutions' to Trimet/transit
181	Projects should be cheap to maintain, and promote non-automobile travel exclusively. We've invested untold billions into subsidized auto travel. Our budget cannot take more of it. Our climate cannot take more of it.
184	High capacity transit options along Hwy 30
185	Lots of transit-oriented development
186	Cars that are a higher danger to people using active transit should be taxed higher. Same for large vehicles that take up more space for parking. Use congestion pricing when tolling traffic. Consider taxing excessive land use for parking. A gap seems to exist for multi modal use cases. It is hard for 6 people to bring their bike on a bus. None of the MAX trains have a bike car to make it easier for users to bring their own transportation on a bus. Being able to control the schedule of the last mile can save hours off of a persons commute per week.
187	What does a corridor consist of? Also, do not remove parking places in order to put in bike lanes around areas where cars should be prioritized, given the age or physical condition of the PEOPLE most concerned. Case in point: bike path by Cherrywood Village senior retirement center. Parking is essential for the number of itinerant professionals (PT, OT, etc.) who frequent that complex MANY times each day, not to mention the elderly relatives and friends who visit the residents EACH DAY. Study the surroundings and consider the TOTAL HUMAN IMPACT of your decisions.
206	Walking has to feel safe and practical by design before more people will consider it a viable option. Reduce speed limit to 20mph citywide to get serious about Vision Zero. Add more express service between regional centers to connect people and reduce travel times. Focus on increasing service in communities already taking transit. So much existing transit infrastructure is located in downtown Portland so redevelopment in central city to increase housing is critical to making the existing network more useful. Pricing that charges people to enter downtown will have a net negative effect, please don't implement that model. It is greener to maintain existing network by supporting redevelopment vs investing in new LTR capital projects. Invest

	in BRT connections to MAX. Meaningful equitable investment = no fare transit system. Support intercity rail connections especially high speed rail to Seattle. BRING WATER TAXI/FERRY TO THE WILLAMETTE AND COLUMBIA.
207	Specific greenhouse gas emissions targets and VMT goals should be required. Every project should demonstrate how it will support meeting these targets.
209	With new housing policies that take away parking, people need to travel safely without cars. The state needs to pay for transportation everywhere.
212	Policies to make transit safer for bikers and walkers is important.
217	The age of your citizens. The City of Portland has an Elder policy that only goes to Age 80. People are living longer than that so you all need to catch up with the times.
224	it will be critical to center equity and GHG emissions reduction at every step. If we don't continue to focus on these, at every level, we won't meet our goals. Despite good intentions, the historic patterns, and ways of doing things, are so strong they will lead us, collectively, to continue the "business as usual" approach to transportation.
227	High speed rail. Higher speed left lane use, even if it requires a fee.
231	Urgency. Climate change won't wait. There will be a massive migration to the coast in coming years to escape the heat. We know where capacity is needed. We know how to do it. Let's get going. Too many studies.
233	More lights, and ADA sidewalks, and more time for wheelchairs to cross wide intersections
235	Maximize pedestrian/bike/etc. mobility and safety (including transit) over personal vehicle flow.
237	The most polluting vehicles should be deprioritized immediately. That includes electric cars.
240	We must work faster to implement these transit corridors
241	Reliability of service is crucial as well as safety.
244	Please prioritize the future; we need to phase out fossil fuels in order to limit global warming, and to do that, we need to invest more in public transit, biking, and walking. Please do not keep putting money into cars- we need to use them less, not more.

249	Obviously, new pricing policies that evaluate how much of the system people use are needed, especially as we transition away from gasoline powered vehicles
253	Induced demand for roads is not based on sound evidence. It was only ever demonstrated in one study and hasn't been replicated.
255	Don't over-think it. Be honest with ourselves. Draw the line on sprawl (that is different than slow sprawl). Focus on the environmental crisis.
260	We need to greatly reduce the number of roads we prioritize moving cars on and really think critically about those corridors. We need high volumes roads (TV Hwy, 99W 217) but most roads should be streets - accessible and safe for all. Thinking critically about function of the infrastructure (moving cars vs. connecting people to things) needs to occur. Some cities want to just keep building car infrastructure and we can't widen our way out of the the inefficiency of cars. We need rapid but on bus only lanes, more mixed use land use, and more creativity and flexibility from our community partners.
268	Our cities are designed around cars. This is not a good thing. Americans spend 9k per year on maintaining a car, and cars are prioritized over everything else. Car infrastructure is inherently racist and ableist in that it bulldozes impoverished neighborhoods, traps people who can't drive into poor areas, is ridiculously expensive to the consumer, and fuels deadly crashes and the climate crisis, of which already disproportionately affect people of color and people with disabilities. Electric cars will not solve any of these problems—in fact, they will only make them worse. They cost more, have ethically dubious manufacturing (especially with their batteries), and their heaviness makes them contribute to tire particulate pollution, which studies show is 2000 times worse than exhaust. I am not trying to shill for fossil fuel as if its somehow cleaner. The problem with electric cars is not that they are electric. The problem is that they are cars. It is our responsibility to people with disabilities such as myself, people of color, Oregonians, Americans, humans, and all life on Earth to stop the terror of tires altogether. Cars must be treated as guests in our cities, and the few delivery vans and utility trucks that come through are the majority of automobiles on our roads. The age of the automobile must take the offramp before it sends us careening into catastrophe.
271	Latent/induced demand effects on car travel CO2 emissions A per mile road use fee as is being considered in San Diego Increasing housing density rather than parking

	spaces at transit stops The effects of particulate matter from cars on Portland, citizens health
278	We need to create plans for people who are disabled or low income to receive help paying for rides. For instance, if a disabled person could be given a subsidy of \$100 a month or more, they could use that for taxis to get door to door service, or for the bus. In some cities, you can buy these discounted cards at convenience stores which increases access.
293	Armed security guards at platforms and an Air Marshal type of personnel on board.
296	Prioritize investments that will make transit, biking and walking the most attractive options for more people, so we aren't forced to drive.
299	Increase quantity of Shared Use Paths throughout transportation system to promote bicycle and pedestrian transportation by people of all ages; improve public physical and mental health; reduce car to bike accidents that occur within on-street bike lanes; and promote active recreation while fostering historical and cultural awareness and appreciation of areas travelled through. .
311	Addressing Climate Change, addressing social and racial inequities
319	Safety! Do not allow drug users on the trains and busses. Do not allow homeless people to sleep on the trains and busses. Make everyone pay and use a turnstile. If you want it cheaper for low income people, then give them free cards, but make everyone go through a turnstile to access the platforms!!! Don't let people just hangout on the platforms and use drugs. When people vandalize bus stop areas, don't replace the glass again and again! If the glass is broken, then replace with perforated metal instead.
320	Cars are ruining our city and the planet, and killing folks who bike or walk. Please do all you can to support those humans who are working hard to not pollute, and penalize those who do pollute (personal use vehicles will not be here forever)
323	Transportation planners seem to be hell bent on reducing the width of travel lanes on surface streets to at or less than the full width of most buses, large trucks and even some wide large capacity trailers often towed behind narrower pickup trucks which in turn compromises the safety of travel on the roadway for all users. TriMet's average transit bus is 10 feet six inches wide mirror to mirror. The 10 to 11 foot lanes being proposed eliminates any side safety zones of even a few inches. 95% of the aforementioned types of large vehicles can not maintain keeping their tires within the

	lane markers, professional drivers or not. Planning for all traffic lanes on surface streets needs to be set at no less than 12 feet in width thereby allowing for a nine inch safety wiggle zone on either side for large vehicles.
326	prioritize policies which center planning and responding to climate change, increasing our area's resiliency and decreasing our dependency on single occupancy vehicles.
327	Climate change is actively killing people in our communities. Traffic fatalities of pedestrians and cyclists are up. Cycling in the Metro region is down, largely because those who would do not feel safe due to driver actions. There has to be a STRONG, united front of all of these groups. Metro and Trimet need to be loud about the fact that we cannot afford for our cities to keep relying on personal private vehicles to move people, and all of the inefficiencies that come with that.
331	With regards to safety, many people feel unsafe because of certain other people that cause trouble in and around public transit. More of an investment into staff such as security and others would help people feel safer while traveling on public transit especially during certain parts of the day/night and areas thus encouraging more participation in public transit.
333	I like the vehicle miles traveled pricing idea. I wonder if/how this shifts as more people drive EVs, and what the money collected goes to.
335	People won't ride transit at the levels you're seeking unless we increase safety and reduce visible homelessness in and around our transit system. Currently, Metro funds various programs that actually enable visible drug addiction and all the behaviors that go with it, and these problems spill on to the transit system and reduce ridership. Metro needs to take its role in this more seriously and understand the unintended consequences that its approach to these issues is creating.
336	The rate of deaths and serious injuries on our roads is accelerating and rising quickly. Perhaps the policies aren't being implemented well or there are gaps that represent blind spots such that safety projects won't matter if Washington county is expanding roads and keeping speed limits high as one example.
340	Don't force the poor to pay for this. You need to find a different solution.
341	Defund Metro. It is an oppressive overlord.
348	Fund enforcement, red light cameras and lower speeds save lives. Make alternative modes of transportation safe and affordable.

349	Prioritize both climate and quality of life concerns by focusing on getting people out of cars, with a plethora of multi-modal options (to meet people where they are- location, needs, abilities, comfort, etc).
350	I like the pricing strategies in section 3.2.5. It's about time we charged accordingly for the infrastructure we use and create clear feedback loops so people are aware of its value. One obvious idea I didn't see mentioned, although I could have missed it, is to tax studded tires to make up for the damage caused by people who use them.
354	Realistic estimates of future ridership should be the highest priority!
358	Stop ignoring reality. The reality is that most people don't want to take mass transit. We should have expanded the roads a long time ago. Mass transit just doesn't work for a lot of people - doesn't allow for having to get kids to school and back after work and stopping for groceries or other errands. A car allows you to combine trips and do that efficiently. A bus does not.
366	Much of Chapter 3 looks great! Implementation will be key. We must expect to get resistance from entrenched interests. But our grandchildren deserve to get a world-class transportation system. Prioritize transit and active transportation. Make first and last-mile connections real and accessible to all.
370	Funding is based on folks driving. As more people telework or decide to just spend time in their neighborhoods, there is less driving. Consider collecting a tax across all communities to pay for the infrastructure and long-term maintenance.
373	Yes, please consider enforcing the no-smoking laws around bus stops and shelters. There are people smoking at TC and bus stops all the time.
382	Thank you very much
385	Public transit should be free for all. Cost creates a barrier both for those who struggle economically and those who would otherwise use it for short trips but use their car because it's one less step.
388	Consider increasing fees on heavy and dangerous vehicles to discourage their use. Also, consider road diets to reduce driving and make other transportation options more appealing by reducing vehicle volumes and speeds. Finally, our auto-oriented transportation system has no future. Let's start planning like that is the case.

394	I've experienced that riding a Trimet bus is extremely frustrating. The stops are too frequent and the routes are never on time. I've lived in big cities and have never been so frustrated on public transit.
397	Can Metro require delivery companies (e.g. FedEx, UPS, Amazon) to better manage their deliveries to make fewer trips?
401	Be more efficient with spending. Take care of elevators and bike connections. Stop putting stupid curbs in bike routes that people can hit and hurt themselves.
402	Education around the policies and informing the general public around them - perhaps have a quick guide.
404	The regional transportation plan should focus on reducing Vehicle Miles Traveled (VMT) and should not induce further demand for personal vehicles. These transit investments should make people want to reduce their car use, and want to take transit that is reliable, safe, and frequent.
407	I am not finding the pricing policies, but I believe you are on the right track trying to make transit affordable to people who are low income.
417	Max fees/day. Income based pricing/discounts
419	What might be some unintentional consequences be for any of the strategies on keeping industries and jobs in the area? Might certain policies be so business unfriendly that they move out of the area, thus leading to less jobs? Just a couple of questions I thought of.
420	Please eliminate the idea of tolls to pay for these projects. Corporate taxes and taxes on those who avoid gasoline taxes by driving Teslas should be the solution.
427	Unknown
429	For pricing policies especially, simultaneous implementation of better alternative options to driving for the same area is going to be important for both equity and public perception reasons. Hearing about new good options besides driving shouldn't require being a transit nerd who intentionally seeks that kind of news out.
433	I think the policies presented in this chapter are pretty thorough and well-researched. When it comes to pricing options, I would strongly recommend an emphasis on cordon pricing for Downtown Portland and designating more surface parking lots as paid (within reason, of course). Tolling, if implemented, should only apply to drivers

	above a certain income level, as most people who commute long-distance into the heart of the region would be less likely to afford the tolls for their daily travel.
443	Free transit! Let's find the money somewhere. Revenue should not be reinvested in infrastructure solely for single occupancy vehicles but should be invested to improve the entire multimodal transportation system.
444	We need to enact all levers such as vehicle miles traveled fees, cordon pricing, and roadway pricing to reduce emissions and discourage single occupancy vehicle travel.
446	Will current and future land use zoning be beneficial for all neighborhoods to grow internally, so each of them will see positive growth, both for local businesses, residents, and visitors (to said neighborhoods). Big box and other corporately owned chains do not breed caring/onus of a particular neighborhood like small businesses do, in my opinion. Source: "The Corporation", and you tube channels such as 'Strong Towns', 'CityNerd', and 'NotJustBikes'.
459	Reducing car traffic passing through cities and focus on traffic going to cities.
462	Chapter 3 is a very detailed, elaborate part of the Plan. And for our optimal public feedback, it needs to be made more succinct -- including with a condensed chapter synopsis or summary.
463	I support these policies, particularly the pricing policy.
465	You've got to have fare checkers and security guards patrolling stations and trains. It's just safe or clean.
467	You can make the greatest improvements in transit across the city, but if people don't feel safe riding (or getting to transit) transit won't be used. Prioritizing safety should be at the top of the list, and working with law enforcement to actually enforce driving infractions needs to be talked about more. Drivers are getting more and more dangerous, where being outside in any form of transit (but especially outside of a vehicle) is a life-threatening situation. Please please please have plans in place to actually enforce driving laws and create a safer place for people to walk, roll, cycle, and use transit.
474	Provide more incentives for people to choose active transportation such as incentives to purchase bikes and support for secure bike parking. The disincentives to driving are great but we also need to greater incentivize the alternatives.
476	school learninga bout transportation

481	Concentrate on providing local bus service and give up on light rail extensions. The latter are too expensive and are incapable of providing a necessary level of personal safety for riders.
488	The carbon tax initiatives are a mess. Gas taxes are too high. Tolling roads is a crap idea. Spend less on Ukraine. More on roads.
489	ongoing feedback from citizens
491	Prioritizing projects that give people reliable options which allow them to leave their car behind or live without a car at all will be most efficacious in addressing our dual climate and road safety crisis
499	Improving reliability and the experience of passengers should be the overriding goal. Climate equity and all that stuff is good, but will actually be improved only by getting people to ride transit, and they will not do that if the experience is slow, frustrating, or frightening. Make route frequency match that of other Tier-1 transit systems in the US, and make sure that the time cost of transit is not burdensome compared to driving a car.
505	One key thing that's missing here is recognition of the trending increase in WEIGHT of personal vehicles, and the fact that heavier vehicles are much more harmful than lighter ones. Larger, heavier vehicles: - Take up more space. This makes others on streets less safe by blocking lines of sight (especially when parked), and by physically reducing room to maneuver, especially for cyclists - Are much more likely to maim or kill others in a crash, offsetting the benefits of reduced speed limits - Cause significantly more damage to street and road surfaces and other infrastructure, greatly increasing maintenance costs - Require enormously heavy batteries to electrify, which both negates any climate benefits of electrification AND exacerbates all the other drawbacks listed above. When someone makes a choice to drive a massive truck/SUV, that imposes a cost on everyone else, and we should consider policies that: - Discourage drivers from making that choice in the first place and - Ensure that drivers who do make that choice help pay to offset the cost of their choice Some example policies that could help: - Tax vehicles by weight at time of purchase (ex: \$2/lb above 4000, \$5/lb above 5000, \$10/lb above 6000, etc. Exception for commercial/freight vehicles) - Weight-adjusted tolling (ex: \$5 for a 3000lb vehicle, \$20 for a 6000lb vehicle) - Ban personal vehicles above a certain weight within downtown (exception for commercial/freight vehicles)

507	Safety should be prioritized on public transportation. Check tickets and have officer on light rail
511	Please invest in mass transit and put the brakes on expansions for autos.
521	Omigod this is a long document.
524	The conversation and popularity of e-bikes has grown significantly since the last RTP update. I hope we can consider how this increasingly popular modal option is prioritized in how we get around.
525	Tiered tickets sound fair, but make transit more confusing to rare users. Consider ways to entice, not deter, "drivers" to switch to transit.
540	The fact that the majority of people outside of Portland dont want more mass transit
541	Providing access to at-risk population in therms of pricing and routes
543	Whatever you have identified as a GOOD IDEA is likely awful.
548	Our overarching goal should be to move people, goods and services while minimizing VMT. Wherever possible, tolling and parking fees should help support and encourage alternative transportation options.
549	Transportation plans must include plans to increase tree canopy, especially in low income areas, but there is nothing in this plan that addresses this. Unfortunately, this transportation plan will lead to more loss of tree canopy unless you all focus on this critical issue and make sure every project is looked at in terms of shade equity. We need better, more frequent public transit. There are some moves in that direction in this plan but compared to expanding car infrastructure it is small. Do more. We need better, safer bike lanes, and more of them. We need better, safer ways to walk, in all areas of the City. This must include more trees. We do not need more freeways, at all. This means no widening freeways and calling them "enhancements".
553	Equity focus is extremely important, but it is also important that transit and biking result in more mixing of different communities. We need to end the stigma of transit connected to poverty. To do that, we need policies that emphasizing getting wealthier parts of the community out of their cars and onto public transit.
554	Reduce vehicular miles traveled as much as possible and make our streets safer for everyone else.
555	People who live with disabilities also wish to be independent and be able to get around on their own. It is important to make sure that we consider the needs of ALL

	travelers regardless of their personal challenges. Our system should include proper wayfinding for ALL travelers, be they sight impaired, deaf, or live with mobility or cognitive challenges.
563	Ensuring that transit is fast (every 5 minutes), on time, and safe (people feel safe traveling with their kids or letting their teens ride alone). Additionally I would say that people implementing these policies should be required to ride this transit on a frequent (every week) basis in order to make sure that the transit is actually well connected and working for the public.
566	1. Find equitable transportation funding- don't rely on gas tax and then devalue motorists. 2. Consider the importance of vehicle-based freight movement. Making it harder to travel in the region by car/truck negatively impacts the economy. 3. Consider equitable taxation. There's a reason why well-paid citizens are moving outside of the region.
574	I think climate policies should be top priority.
576	We must shift away from cars as the primary mode of transportation. We must remove the primary directive of traffic engineering to ensure the smooth, unimpeded flow of automobiles; it must be replaced with a new prime directive, to facilitate walkable complete communities and protect human life.
577	On page 2 of the executive summery of the RTP it states that this plan will: Increase affordable travel options, prioritizing completing gaps in biking and walking connections in equity focus areas and near transit to provide safe streets for the most vulnerable travelers. This is probably the most important work this plan proposes, and the most requested. The reason is that there are gaps everywhere in the Metro walking and biking networks. A chain is only as strong as its weakest link, and these gaps make most communities impossible or dangerous to walk and bike in. I would also remind planners that people from equity focused areas will ideally will not stay only in those areas, but be enabled to travel throughout the Metro area. It is wise then to fix gaps throughout the Metro region, especially in hubs and central areas, as those areas will be travelled by the largest number and widest diversity of people. On page 14 of the executive summery there is a graph that appears to show a prioritization on walking and biking—by number of projects. This is a visual lie intended to deceive the reader, and is shameful. Just one project, the IBR, has a proposed investment of three times ALL the walking and biking projects combined. Just one project! And that one project is mired in poorly conceived engineering and

	backwards visions of a future no one is asking for. Give the IBR investment over to what people want, safe ways to get around in their communities!
580	Public transport must be safe! I cannot take my kid to the zoo on MAX if there is going to be someone smoking hard drugs on the train
582	Be honest with drivers: tell them that car drivers do not and have not ever fully paid for the roads that they damage and destroy. Cars are so heavily subsidized from fuel to freeways. It's time to pay up if they want to continue the inefficient act of driving everywhere all the time.
583	That our planet is boiling, and we're dying in record numbers.
584	Prioritize addressing the public health crisis around pedestrian and bike (non-motorist) fatalities (from motorists). Build, maintain, prioritize in funding, timing, and maintenance of mediating motorist traffic and uses those spaces for pedestrians and bicyclers.
586	Safety!! The population is aging. Repair the roads. Bicycle lanes are nice, but safe roads are more important. As we age, we are no longer able or willing to put our lives on the line riding bicycles!! Climate change: seriously consider the COST:BENEFIT RATIO of climate change considerations. Bjorn Lomborg of Denmark, Nobel Prize winner emphasizes that cost of climate policies can outweigh the benefit gained by them. Innovation is key. Don't just spend more \$ if it doesn't provide good benefits. William Nordhaus, Yale University climate economist, states that we must bear the costs of policies as well as climate change.
588	Bike lanes MUST BE PROTECTED and maintained (ie debris and leaf removal). No more lanes that are just paint on a road. No more asking drivers to share the road (they don't). Sidewalks must be maintained. Recommend congestion pricing for downtown. Recommend additional fees at vehicle registration for pickup trucks and all other HEAVIER vehicles.
591	Prioritize bicycle, pedestrian, and transit connections to grocery stores, schools, and medical facilities, and employment centers, especially to/from lower income neighborhoods.
593	Making sure we meet our climate goals.
595	These policy statements and goals are a step in the right direction, but we need some way to hold agencies accountable for disregarding the hazardous conditions of the streets they maintain. The necessary road diets and quick-build projects don't

need a years-long planning process, they need to make small changes that improve safety on the ground, take feedback, and iterate. ODOT and even PBOT are frequently closing bike lanes or posting "bikes merge" with 45mph car traffic, even while building projects with "safety funding". We need to modernize our view of "traffic Engineering" to first ensure that every kid can safely bike to school, that people in every neighborhood can bike to stores and access transit, without cut-through traffic overflowing from freeways through the neighborhood streets, and without the ODOT-imposed barriers that arterial stroads create like Barbur Blvd in SW Portland. The plans for "complete streets" should be set aside until we have completed networks for biking and walking between all possible destinations, however scrapped-together the pop-up bike lanes or bus bike-only lanes are. We just can't keep building little segments from a huge list of overpriced projects, some of the car infrastructure is going to have to give up that space to make it work on any useful timescale to be effective on climate or simply feasible to ever complete.

601 Transit should be made free to all riders

607 The pricing policies listed in Chapter 3 are lovely. But they mean nothing if not implemented, or if the implementation is shifted to support single-occupancy car traffic or more freeway construction, as we have seen with the I-5 crossing.

610 Build out high quality walkways, bikeways, and transit BEFORE "improving" arterials/bottlenecks/etc. Provide for people not cars.

611 The priority should be on repairing and seismically upgrading the roads we already have, no expansions. Use tolling to limit traffic not as a source to expand the roads.

617 There should be a goal of making single passenger car use less attractive than taking rapid, clean and safe public transportation or using active transportation. Roads should not be designed with cars as a priority, we all use roads -pedestrians, bikers and mass transit.

619 Reducing emissions and VMT, not expanding freeways although bridge seismic upgrade and mass transit (right-sized project for 205), focus on monies for mass transit and low-income access to jobs, education and healthcare. Focus on safety, especially bike and pedestrian....Legislative push for ariable VMT fee based on height, weight, emissions, and age of vehicle. Not use federal \$ fo uses allowed by Highway Trust fund. Start tolling where there are strong transportation alternatives, not \$\$s for freeway expansion. Bundled projects must be held accountable to RTP projects amd special attention to the importance of community voice actually being

	taken into account. Concern over methodology and results on systems analysis showing GHG per capita emissions declining as well as not focussing on total GHG emissions.
621	1. Make housing truly affordable. But not tiny, tiny apartments.
625	Stop investing in freeway expansions; instead, put those resources to use in pedestrian, bike, and public transit safety.
627	The way to shift this area en masse into shared transportation, is to make it *safe and free* for all riders!
632	Everyone wants traffic free car commutes, because on paper that is the fastest transit mode. Some even feel like that is owed to them, for whatever reason. As the costs of our car dependent transportation design become more and more apparent, we need to take responsibility and admit that we cannot achieve this. Cars do not scale, and they cannot provide adequate mobility for the densities we need to be to achieve financial and environmental sustainability. In other words, we have been giving children candy for dinner. It is clearly not good for them and they are suffering. We need to stop. They are not going to want their broccoli, and they are going to cry and make a fit. We can only do our best to soothe them and regret giving them so much candy for dinner in the first place.
639	Invest revenues into alternative transportation and impact mitigation, not highway expansion. To ensure accountability, specify in policy a maximum percentage of revenues to be used to expanding and maintaining the priced facility.
641	Seems like a good path overall
643	Facilities should be developed for multi-modal trips (eg bike to bus, bike to rail).
644	How do we make investment in public transportation translate to less cars on the road as the tri County area grows?
646	More frequent buses, not necessarily faster. Less walking to get to bus stop.
648	Policymakers need to consider the level of power current road users have to effect change, and also protect themselves. When policymakers are tempted to allocate more funding for car-usage, it is essential that they remember that much of the modern economy is dedicated to serving the interests of motorists. They have their advocates at every level of the marketplace. What about pedestrians? Not so much. As individuals with power meant to create a just society, it is essential to always remember who needs your help and consideration the most.

651	Racial equity should be prioritized but with an integrated approach that works together with other regional projects and policies to achieve measurable outcomes - this is more complex than simply building transportation infrastructure in places where people of color currently live; in fact, as Chapter 3 acknowledges, transportation projects as urban renewal has a history of gentrification and displacement. Economic self-determination, generational wealth and property ownership among people of color must accompany investments in transportation to ensure the benefits are enjoyed by the intended parties.
658	GHG emissions and VMT reductions. Each proposed project should be evaluated on those two principles first. The RTP is still focused on speeding up traffic - hence more GHG emissions & VMT. This is backwards. The climate crisis is real and Oregon's transportation policies are doing little to nothing to reduce either.
659	Thanks for the focus on equitable systems!
666	The revised guidelines outlined in Chapter 3 of the RTP play a pivotal role in steering our region towards improved climate sustainability, safety, and fairness. These principles resonate deeply, and their preservation in the final draft is crucial. Nonetheless, it's important to acknowledge that while these policies represent a significant stride, their potential can only be realized through effective execution. It is imperative that projects featured in this RTP and forthcoming updates rigorously adhere to these guidelines, without any undue delays or exceptions. In shaping future plans, Metro's strategy should encompass the necessary resources and methodologies to comprehensively evaluate projects within the context of these policies. This approach ensures the creation of a project portfolio capable of translating our aspirations into tangible achievements.
667	To achieve stated goals, people of all incomes should be considered, reducing the across-the-board need for driving. Less driving creates a safer city. Deprioritizing cars avoids displacement by using existing corridors.
670	The project list and the policies/strategies must match. Widening roadways does not help reduce speeds, promote safety, or reduce the most serious crashes. It also doesn't mitigate impacts on vulnerable and disadvantaged communities. This is also true for climate policies. Widening roadways and investing the greatest amount in roadway/auto focused projects does not align with the climate policies described.
672	Public transit should be free and should go everywhere in the metro area.

674	As someone living in Parkrose Heights and who opposes the proposed development of the parcel of land at NE 122 ave and Sandy into a freight terminal, please ensure that you consider whether or not these policies might create perverse incentives for freight companies to move in to more populated areas. With the emphasis on efficiency for both individuals and businesses/goods, it seems to me that the plan risks creating conditions that are taken advantage of by freight businesses to the detriment of everyone else.
676	Chapter 3 of the RTP identifies safety for all modes of travel as a top priority, and if that's true we should be devoting more than 4% of spending to projects that make walking and biking safer.
681	The funding model means building (land use) first and adding safety improvements later. This creates safety gaps and vehicle-dependency.
682	Addressing urban congestion and encouraging a shift from single-occupancy vehicle trips to more sustainable modes, such as buses, biking, walking, and carpooling, can be effectively achieved through the implementation of pricing tools. Metro's newly proposed pricing policies hold the potential to not only promote equity but also contribute to the reduction of carbon emissions, air pollution, and overall vehicle miles traveled. The intention is to steer these pricing mechanisms toward environmental and social benefits rather than utilizing them solely to generate revenue for new environmentally detrimental infrastructure. Simultaneously, within the scope of this RTP, significant updates have been made to the motor vehicle network policies. These revisions align with recent state-level mandates in Oregon, necessitating thorough assessments of alternative solutions for proposed transportation projects aimed at augmenting motor vehicle capacity. While exceptions can be made for projects addressing genuine safety needs, the crux lies in demonstrating to both planners and the public that these needs cannot be adequately met through methods that entail expanding motor vehicle capacity. This novel approach is poised to usher in a more transparent and thoughtful evaluation process, fostering safer transportation systems as we collectively strive for progress.
684	Mobility Pricing needs to make investments in alternatives to driving. ODOT's current tolling policy will result in diversion of motor vehicles to local streets. The Oregon Constitution limits use of motor vehicle taxes on transit walking and biking and this needs to be changed to invest in alternative modes.

690	Support Policy 5 under 3.3.3.2 to define auxiliary lanes of 0.5 miles or longer as "new thoroughway capacity" with the requirements provided in the draft. Implement congestion pricing policies to manage congestion equitably. If allowed, direct revenue towards improving network completeness of the bike network, walking network, and the High Capacity Transit network.
692	We should reconstruct lost buildings/ rebuild lost structures to reclaim historic heritage leading to replenished sense of community, restore civic heirlooms and retake our walkable public spaces for improved social development through healthful interaction
693	safety of ada, pedestrians and bkers should take its rightful place at the top of transportation hierarchy. the continued focus on setting priorities based on congestions and single use vehicles use needs to be the focus for where we put the pricing policies. Why are we placing more costs on those who are trying to transition to multimodal transportation instead this should be rewarded with a renewed focus on safety of the most vulnerable populations. basing pricing on congestion policies highlights how tolls, parking fees, vehicle type and size, miles driven rather than a gas tax, can be used as pricing strategy.
696	complete a bike network which is faster and more comfortable and more protected to encourage people to use bicycles and mobility devices to complete most of their shorter trips and connect with transit for longer ones
698	For every planned high capacity transit service; there needs to be a complete street redesign guide for all modes to make it safe. Such as dedicated cycle tracks and wide sidewalks.

Table 4: Is there anything missing from the pricing policies?

ResponseID	Response
45	Pricing will help discourage car use and help to offset some of the negative externalities of car use. The best way to get people to not use a car and therefore reduce VMT is to provide better options. Can we use the money collected to fund transit and pedestrian/cycling infrastructure?

52	No more high capacity transit. Lower-capacity, high-frequency grid is the future of transit.
54	You can't charge for car use without providing a viable alternative. There is only one regional rail line included in the priority 1 projects, its budget is less than \$1B, and it doesn't even go to downtown. Road usage and tolling are terrible ideas unless they are being used to fund a high-speed mass transit alternative for the same route. You need to tie pricing along these routes to tangible transit improvements that will be better than driving. Spending 4% of your budget on transit will not do this. The only remotely justifiable pricing would be cordon pricing for downtown, since downtown has many micromobility alternatives and is mostly walkable--and even that is only justifiable if you improve the park and ride alternatives. Not where I would invest my money--regional transit is more important.
62	I couldn't find the proposed pricing policies easily in the hundreds of pages of documents you are asking me to review. Progressive urban regions like Paris are making it harder and more expensive to drive and investing in great places to walk and bike.
64	I think pricing policies as they are proposed are acceptable. I do not think the priorities are set appropriately. Transit should be higher and private vehicle use should be discouraged harshly. Congestion pricing is a good start but prioritizing private vehicle use over transit misses the point.
70	How will the pricing be timed with transportation improvements so people have reliable and convenient alternatives to travelling by car? In other words, how do we make sure this will actually get a sufficient number of people out of their cars?
79	Tiered pricing that increases as drivers get closer to the most congested, central part of the region; pricing variability such that it costs more to travel during the peak times; explicit direction to expend revenue from pricing to build out the pedestrian, bicycling, and transit system via capital and operations expenditures.
84	Monthly max should be a bit lower
95	the cost benefits of installing high speed rail
98	Actual costs submitted by King City in their TSP are grossly underestimated and do not include the real costs for building up to twelve (12) bridges in the Kinston Terrace Master Plan. Promulgating a TSP in which residential developers are expected to assume the responsibility of building bridges is both unrealistic and ignorant.

	Expecting Metro and Washington County to fund the Fischer Road extension from Roy Rogers to 137th Avenue is also clearly not viable in light of the Class A riparian area along the Tualatin River.
99	Again - who but those within the transport 'ecosystem' do you truly expect to delve into this level of detail?
105	Citizens are getting taxed to death by local and state governments.
109	I can't afford the cost to ride. Ride to care isn't coving my needs.
111	Reward policies that have data, not model, driven best returns on investment, eliminate projects that have poor returns such as WES.
112	These should outweigh the price of bussing to encourage bussing (make trimet cheaper for riders)
121	Revenue must not be used for roadway expansion (ie. IBR and Rose Quarter I-5 expansion).
122	Buses should be fee free
127	Implementation!!! Stop talking and actually implement a pricing policy that will charge users based on road use and discourage people from driving. How many more models do we need to run to tell us that this is the only effective way to reduce driving/emissions. We have the evidence, now we must have the political will to ACT. Climate change is not going to wait for egos of politicians and deferential bureaucrats!!!
131	We should tax vehicles based on weight.
133	Be sure to consider the cost of administering equity programs to offset the impacts. If you choose one of the scenarios, and in order to address equity concerns there is a high administrative cost, then the net fiscal benefit may be too low.
135	Needs to be extremely cheap or free so people who need it can use it.
141	pricing policies aim to tax working class people for access or (lackthereof) to alternative travel models that work for the region. if we want less congestion work with businesses to have them leave the metro area and make jobs available in spaces with less car traffic than portland= has. not tax workers for traveling between home and work OR work with businesses require office workers to come back to in-person work when working from home greatly reduced traffic. This model is archaic at best and will harm the most vulnerable among us - again.

147	The reference to courts cases determining 'flexibility' in determining how pricing revenue is spent could be spelled out a bit more. Is it the case that any revenue/spend scheme that directs dollars to transit operations/capital would need to be tested in the courts? Also, seems like pricing policy 1 will not require ODOT to follow said policy.
151	Could develop address based business licences for prepaying local parking fees across multiple zones at a discount to subsidize local laborers
159	implementation :)
170	Good intent, but any serious pricing policy that hopes to help with carbon emissions will more heavily disincentive driving.
176	more sliding scales
179	did not review - needs to align incentives to get cars off the roads
181	Driving and parking is massively subsidized. Drivers need to be paying their fair share for usage, ideally including externalities like pollution.
185	looks good!
186	Charge larger vehicles more. Charge vehicles with higher emissions more. Charge vehicles that present a higher risk to pedestrians more (European New Car Assessment Programme).
202	I approve of those, maybe they aren't aggressive enough. Drivers have been subsidized for so long they are bound to howl at the suggestion of any fees. Please implement the fees anyway!
206	Pricing is needed but there is going to be a huge public resistance to it. What about something like a toll credit for using transit? Like if people used transit frequently, they would get a pass bc they "offset" their travel? Could incentivize drivers to use transit, especially if there are frequent options. Gotta make sure people do not view transit more negatively (like an unrealistic alternative) as a result of tolling.
209	No
227	Students should ride free.
231	Moving too slow
233	Tolls will just make people use different routes through side streets in neighborhoods,

235	Policy 5 could include "carbon free..." in addition to "low-carbon travel options"
240	Highway tolls are a waste if they are not used to fund improvements to our public transportation system. A carrot and stick approach must be used where we greatly improve transit to encourage people to leave their cars behind, but we also congestion price the freeways
255	Do them before building the freeway-widening IBR, bigger i-205, bigger I5, bigger 217 etc.
260	Yes! we need to also base vehicle registration fees on vehicle weight. I understand that is a state effort but Metro and the including cities should push the state to make this change. It should be more expensive to register a larger pickup than a small fiat. We need to nudge the behavior we want to see.
271	Per mile Road use fee
278	I would like to see more about how you can reduce the fare for people with disabilities and low income to include money for door to door services like Taxis, and Uber/Lyft as well as the bus. And, we need to increase the number of drivers and vehicles that can serve those with a wheelchair.
283	Eliminate the miles driven fee. The miles driven fee says it's assisting "people of color or low-income families" but implementing this fee would tax the same group and restrict their mobility. Low-income families often rely on driving rather than air travel for vacations or going to see loved ones, and this measure would hinder their ability to do so.
293	Don't price people out of visiting certain areas. If your goal is to encourage taking public transit, you need to make it safe and secure for passengers. You will penalize workers and make their lives more difficult by implementing new fees while we are already taxed for these services. Your focus should be on security and fare enforcement to get a better gauge on revenue, because people aren't paying to ride the MAX.
294	Don't be afraid to charge a fair price.
296	It is too mild. With the climate and health challenges hitting us, we need much more aggressive action to reduce the free ride drivers get because they are not paying for all the damage that driving does. To say "Revenue should not be reinvested in infrastructure solely for single occupancy vehicles" is too meek. The policy should be to heavily weight investment toward transit, biking and walking.

299	Fund major roadways through taxes, vehicle registration fees, and not user fees. Include low income lower fee schedules and higher business fee schedules.
319	It doesn't matter how cheap or expensive something is, people are going to use what is safest. It is black men who are being killed and shot most commonly now - instead of worrying about pricing for minority people, start worrying about their safety!
323	Since the planning for a new I-5 Columbia River Crossing includes privileged and separated bicycle infrastructure and separated transit infrastructure with light rail; if the I-5 Columbia River Crossing is to be tolled, then equity requires that freeloading lip service only bicyclists need to be held accountable by also paying tolls for their share of the infrastructure costs, and transit fares must include a surcharge whereby transit riders pay for their share of the infrastructure costs. In other words, if tolling exists, ALL users of the bridge must pay their share of the costs. Additionally transit must become overall more financially self-sustainable and bicyclists need to be directly taxed to pay for bicycle infrastructure. Anything less is dictatorial social engineering and socialism obviously coming from single party dictatorship rule.
327	I think it is good as written, but I see ways for it to be manipulated. Essentially there should be no such thing as free parking. I also think (unless I missed it) some financial addressing of so-called "rideshare" apps like Lyft/Uber that essentially create more trips in the city should be addressed.
331	Equity is important to take into account when creating tolls and putting extra burdens on certain groups that are already struggling financially. Making exceptions for individuals in a low SES would make sense. In addition, locals do not create as much of a traffic issue as the individuals who drive from other areas such as Vancouver, Hillsboro, Clackamas, etc. etc. Making exceptions or special passes for individuals that live in Multnomah County and are driving in or entering Multnomah County would make sense.
334	Revenue generated from tolling and parking fees should primarily be spent on non-car-oriented projects.
336	Implementation. I have no faith in leaders to actually put something in place, though if the focus is on congestion relief rather than revenue generation there is a chance of it being successful.
341	If you want people to ride make it safe with no junkies & make it affordable. You raised prices and cut bus routes, which is not in the right direction.

350	Please make drastic changes and create a fantastic transit system that will enrich our region, rather than the same old car-focused stuff that is impoverishing us and ruining our health.
354	Raising prices will not increase ridership!
356	Need to actually make people pay fares, especially on trains. There are way too many freeloaders.
358	Reality.
359	VMT pricing seems like a good way to go - but is there a way to take into account vehicle weight? A giant SUV will have a higher impact on our roadways than a small hatchback. Commercial freight may need to be treated differently given it is a key factor to the economy.
360	I'm generally in favor of pricing. However, as recognized in the policies, BIPOC and low-income folks are often pushed to the edges of the metro area, where transit and other non-SOV modes of travel are less accessible. If more pricing strategies are implemented, I'd like to see them complemented by and ideally preceded by expansion of transit systems that can support mode shift while still allowing BIPOC and low-income folks to easily access home, work, essential, and recreational destinations.
366	Emphasize congestion pricing. This will eventually solidify buy-in once people see the benefits.
381	Taxing/fee structure to support shift from gas powered to electric vehicles, and more fuel efficient vehicles.
388	"Parking cash-out" policies, as implemented in places like California and Washington, DC.
394	See previous comments.
408	Congestion pricing will be very unpopular but probably necessary to get people out of their cars.
426	It sounds like a major barrier to implementing the pricing policies is the state law that limits what fees can be used on. Lobby to get that changed.
427	Did not review

443	Toll money should ONLY be allowed to pay for public transportation improvements, bike and pedestrian infrastructure.
444	Ensure that they are actually enacted without being tanked with vague talk of "equity" that mostly comes from privileged drivers pretending that the most cost-burdened families are not also the ones with the least reliable access to individual vehicles.
446	I would hope that in the near or distant future that all public transportation and beneficial to all (via cleaner air and water) would be paid through corporate and/or personal taxes, ie. incentivizing and encouraging all to use it.
462	See comment #6 above.
465	Actually have fare checkers if you're going to have prices for max and streetcars.
474	This is a great place to start. My hope is that there will be broad support for mode shift incentives.
481	The setting of toll rates needs to be placed in the hands of an independent and duly elected board of directors whose sole duty is to set tolls and allocate the proceeds to optimizing the steady flow of people and freight. No appointed people to set these rates...otherwise the whole thing becomes obtuse just as ODOT's present plans for regional mobility pricing.
499	Congestion pricing and tolling cannot come quickly enough. We have to get people off of the road if we want any of this to work.
505	See above comments about weight-based pricing. It is essential that actions are taken to counter the trend of increasing vehicle weight and to price based on weight so the public doesn't absorb the cost of harmful personal choices to drive oversized vehicles.
532	No tolls
536	ODOT wants to set tolls higher than necessary because they want to build a bigger project. please don't let them do this
548	Vehicle weight is the biggest factor affecting roadway damage. A pricing policy that took vehicle weight into consideration would encourage wiser choices and smaller vehicle sizes.
549	Trees. While there are some mentions of trees, it is not enough. Shade providing trees are critical to making streets walkable. Try walking on SE Division since PBOT

	added more concrete and no promised median trees. Stand in the median, on the hot concrete during a heat wave: no shade, you will not do well. This is not walkable.
555	It is unclear to me how low income/marginalized communities benefit. Those with low income and need to travel to and from work may still have to pay higher fees if their home/employment are outside of public transit routes.
556	Public transport should be free
566	1. Find equitable transportation funding- don't rely on gas tax and then devalue motorists. 2. Consider the importance of vehicle-based freight movement. Making it harder to travel in the region by car/truck negatively impacts the economy. 3. Consider equitable taxation. There's a reason why well-paid citizens are moving outside of the region.
576	A restorative justice lens, one that will use 100% of pricing proceeds to fund transit, pedestrian, and bicycle system construction and operations, and one that will increase the price until carbon emission goals are achieved.
580	Enforcement!
582	Steeper fees to continue driving single occupancy vehicles.
583	An actual reckoning with the cost of our current automobile infrastructure.
584	Pricing should be heavier burden in WALKABLE areas (generally closer in to city center). Pricing, fines, fees should go back into non-motorist forms of transportation. They should go to further reducing reliance and incentives on driving.
586	certainly
588	Please refer to the High cost of Free Parking for a smart guide on how parking should be priced. Parking downtown should not be free on Sundays and holidays. However you can only use this stick if you have a meaningful carrot (fast, frequent, reliable transit and safe non-car mobility infrastructure)
592	There must be a move from basing transportation investment on vehicle miles and congestion. Placing the burden on the road user is appropriate, through tolling, congestion pricing, and VMT fees. It is obvious that a gas tax is insufficient and eventually doomed. Roads and bridges have a public benefit too, and pricing may include a fraction of general fund money too.
593	NA

595	everything I said about kids biking to school and complete bike networks, i.e. giving people the option to not pay because they aren't being coerced into cars by a system which left them no real good other options.
607	Actually doing them as stated in the document.
617	I think congestion pricing and cordon pricing could work, provided there are subsidies for low-income drivers who must drive to work (eg, they can't afford to live near their work and mass transit is insufficient for their needs). I'm concerned that tolling will merely result in drivers diverting their routes into nearby communities to avoid paying. tolling would have to be very carefully thought out.
619	see comments above....should be in line with policy 3.25 and not include I-205&RMPP. Start tolling where there's strong mass transit alternatives....Put variable VMT fee on legislative agenda based on height,weight,age,etc. Don't use federal dollars for freeway expansion or other uses allowed under Highway Trust Fund but apply for building a multimodal strong transit system for the future.....Using tolling for same purposes of addressing climate and safety instead of funding freeway expansions.
621	Spend more \$\$& on policing Max and Trimet. Admit your faults and do the right thing.
625	Increase parking prices; as a pedestrian, I do not want to subsidize the storage of vehicles in public areas.
627	Some areas of increasing or creating pricing make sense - with parking or other car charges. Increasing transit fare pass is an awful idea, since with the other fees for cars happening, it would be an excellent opportunity to do everything possible to make transit appealing. An odd percentage/amount increase, too. Make public transit fare free and an amazing shift could happen that would well make up for the percentage of funding lost to nickel and dimeing the proportionately poorer residents of the Portland Metro area.
632	No
646	Free student fare.
648	The pricing policies Metro and the State have outlined are generally very good. Yet, key aspects remain to be poison pills. The fact that revenue generated cannot be spent on transit on adjacent corridors is insane. The MAX Yellow Line helps keep I-5 through North Portland from being even worse. It should benefit and be rewarded--

	directly--for doing exactly what pricing is meant to do: more evenly distribute demand.
651	More aggressive and multifarious strategies are needed to implement racially equitable pricing policies.
658	Clear linkage to GHG & VMT reductions.
662	The policies are fine, if often redundant. The policy document itself is repetitive and jargon laden. The document reads like an essay that had to be a minimum of X pages long and no wide margins.
666	Utilizing pricing mechanisms stands as a potent and fair strategy for addressing congestion while encouraging the transition from single-occupancy vehicle journeys to alternative modes like buses, cycling, walking, or carpooling. Metro's recent initiatives related to pricing hold the promise of ensuring that these tools are employed impartially, primarily targeting the reduction of carbon emissions, air pollution, and total vehicle miles traveled, rather than merely generating funds for additional environmentally harmful infrastructure. Ultimately we need true congestion pricing to manage demand for drive alone trips, with proceeds directed to increase non-SOV mode split. Pricing the system to raise revenue for highway projects is a step backward and should be avoided.
667	Love it. Cities are for people not cars.
670	I like where this is headed. Encourage aggressive action here to help make change!
672	Public transit should be free.
674	Please just start charging more for and reducing the availability of parking.
676	VMT fees should be weight-adjusted, as both road wear and danger to other road users increase with weight. The other pricing options are all good, but Metro should be clear and explicit that congestion, cordon, and parking prices should be set with the primary goal of managing resources (e.g., reducing congestion) — whereas some ODOT projects identify the dual goals of congestion management *and* revenue.
681	I'd recommend free transit for the entire region.
684	Dealing with motor vehicle diversion into neighborhoods. Investing pricing revenue into alternative modes.

690	Require that the tolling plans follow the pricing policies laid out in 3.2.5 even if it means redoing (ODOT) work.
692	Money spent on roads is money wasted that could be exponentially more beneficial allocated for commuter rail infrastructure projects, equity of opportunity programs and additionally better spent on cultivation of green initiatives. The boomers are largely irrelevant in these matters and were often irresponsible. We shouldn't allow their failures be ours too just because we don't put forth the concerted efforts to have concentration and vigorous vision. Let's not adopt practices that have already long since failed us no matter how used to those failures we are, but adapt to the often obfuscated dangers and challenges we face that the obsolete ways caused and/or exacerbated.
693	we need to switch to miles driven and higher vehicle type standard fees, why do we still allow oversize SUV's and other vehicles into our downtown infrastructure without paying for the privilege? I support these additional charges being earmarked for vulnerable users' needs rather than single use vehicles.
696	Pricing policies need to do more to discourage car use and encourage bike and public transit use.

Table 5: Is there anything missing from the mobility policies?

ResponseID	Response
43	focus less on providing space for cars and more on providing space and money to upgrade light rail and increase its safety so riders are not harassed
45	Parking space Maximums. Parking spaces is terrible land use, limit parking spaces and encourage other forms of transportation.
52	No more high capacity transit. Lower-capacity, high-frequency grid is the future of transit.
54	Only three things should matter for mobility priorities: can I get somewhere fast, will it be reliable, and will I get there safely. Adding more stuff in there only muddies the picture. Also, Metro's lack of serious investment in high capacity, fast regional transit belies a misalignment between these policies and the projects funded. Most non-white people do not live in the city center, and yet Metro is building two extensions to the Streetcar and a tunnel under the Willamette while failing to

	connect WES to downtown and forcing Clark County residents onto a slow and inefficient light rail line--that doesn't even go near where they actually live and doesn't connect into CTRAN's Vine network.
62	Again, most people don't have the time or inclination to read hundreds of pages to answer these survey questions. There should be a simple summary on the same page as the poll question.
79	A specific focus on moving beyond automobile orientation, on reducing the role of the automobile as much as possible, and really leaning in to building walkable communities that accommodate but do not cater to the automobile.
95	the mobility benefits of high speed rail
98	Incorporation of "realistic" potential projects and protection of natural resources.
105	?!
109	Need more space on buses max and streetcar for disabled the needs a seat with roller walker in front of me
127	seems there should be stronger ties to pricing policies embedded in the mobility policies. Also investments in project list should have greater bike/ped investments to align with mobility policies 2, 4, 5. Land use planning needs to be more interwoven to transportation planning given how foundational land use decisions are to the success of transportation decisions, e.g. mobility policy 1, climate policy 1, etc.
133	You're missing a safety metric. Our current mobility system is very dangerous towards non-auto users. We should measure improvements in safety for all users.
135	These are fine, should include accessibility for people with disabilities (this is what I thought of when it said "mobility"). It would be great to have areas that are car free so biking and walking is safer and less polluted.
136	Change driver interest in driving hours by incentivizing destination hours: businesses to vary shift changes, operational hours offset from 8 to 5 or disinterest in travelling via working remotely and/or nonstandard days/hours, delivery via USPS/etc vs going shopping, reduced costs of purchase for non-peak hours. Don't increase penalties on drivers, incentivize by reducing them.
141	taxing people for utilizing the roads their tax dollars maintain is not increasing mobility.

147	Overall, feels watered down by trying to achieve a 'balance' of all modes, whatever that means. We're so off balance today, that to correct this, we need to really prioritize the mobility needs of non-auto system users. The performance targets seem reasonable and will promote reduction in VMT over time.
159	it would be better to focus on overall VMT, not just VMT per capita. The region is growing and I support that, and it needs to grow in a more sustainable manner strongly paired with transit and climate-supportive land use patterns.
160	Just make sure it is actually realized. Still most of our growth has been accommodated by sprawl which is a net negative to our mobility goals.
161	explicitly using this section to also aim to lower VMT
168	Commitment. The expansion of car infrastructure pushed in the IBR and Rose Quarter projects show how little commitment our governmental bodies are giving to these policies.
179	didn't read
186	One thing that is mentioned but needs more detail is the planning to make sure for every day needs people do not need to travel as far. Food, healthcare, etc.. should be accessible without having to drive.
202	I don't really understand them. They aren't clear, they sound like something you just stuck in there to make it look good.
206	This idea of choice of transportation is a privileged perspective. Focus on investments that will get transit-dependent people where they need to go, faster and for less by reducing fares. Review HOP data and survey transit riders on board to get ideas from current users.
209	Stop prioritizing and put a coordinated system together that people can actually depend on. Also arrest people who disturb the peace and disrupt commutes.
233	Public input on how they want the routes to be. Environmental concerns for loss of trees and wildlife habitat.
235	Policy 2 could include "carbon free..." in addition to "low-carbon transportation options".
260	No, but this one should be used strategically and not as a default (which it is in some cities) - Road widening to add new lane miles of capacity (e.g., adding

	auxiliary lanes, additional general-purpose lanes); pricing is considered when adding new throughway capacity in the region
268	More emphasis on walkability, bikes, and the MAX, and more disincentives to drive. Permanently closing roads and returning the space to people, lowering and strictly enforcing speed limits, closing lanes, and adding parking maximums that restrict the number of spaces in a parking lot. Returned space could be used for non-market housing or other community-beneficial amenities. Our policy must shift away from cars. If we make such moves, we should provide an optional buyback policy for people's cars so they aren't trapped blowing money on something they would rarely—if ever—use in the walkable, bikeable, and liveable Metro I envision. A Metro made to be enjoyable at any point, not just rushed through.
278	You mention that people with a wheelchair have a harder time finding a ride, but you don't mention how you will solve this problem. We need to invest in the vehicles/drivers and companies that provide the service. Wheelchair accessible vans are VERY expensive to buy/maintain and operate. We need to be subsidizing the companies / drivers who buy them and put gasoline into them.
283	Safety and comfort are mentioned but should be the top priority. Safety in the sense of protecting people from individuals like the trimet barber. I'd like to see mention of adding security personnel, lighting, and custodial services.
293	Safety should be paramount and everything else should revolve around that.
296	I have yet to see that actions will really follow the stated intentions.
299	Increase quantity of Shared Use Paths throughout transportation system to promote bicycle and pedestrian transportation by people of all ages; improve public physical and mental health; reduce car to bike accidents that occur within on-street bike lanes; and promote active recreation while fostering historical and cultural awareness and appreciation of areas travelled through. .
311	should be more focused on reducing VMT
319	"Safety" is not just about reduces crashes, it's about making biking, walking and mass transit safe by enforcing the law! Write tickets. Use speeding cameras.
323	Taxpaying motorist voices are continually NOT being heard at both Metro and PBOT. The bias culture of the public engagement process has been to present a plan, check off the box some type of public engagement notification process has occurred, and then proceed with the predetermined plan. All community and citizen

	advisory committees MUST have seats at the table that proportionally represent the actual mode split.
327	It is hard because while I agree with them, it is too easy to not meet them or get everything watered down in such a way that it has no or minimal impact.
333	I was to see investments being prioritized for climate-friendly modes of travel.
336	This plan seems to act as though all parts of the metro area will be equally accessible for all modes which isn't likely to happen. It would be better to focus on tailored options for different types of areas based on proximities to centers and density.
350	The stated priorities sound so healthy and wonderful but the cynic in me fears we will just continue doubling down on freeways and make it harder and harder to live a nice and happy life in this community.
354	It shouldn't take 2-3 times longer by transit!
357	Major concerns should involve making transit more attractive to and possible for work travel ti decrease auto conjection.
366	I didn't catch anything.
381	What kinds of projects will improve safety and connectability. For example, bike lanes on busy streets vs. greenways and separated bikeways, which are safer and a lot easier to maintain but require crossings on major roads. At least these seem to work better in EPDX where I live. Other locations might have different conditions.
388	There is too much emphasis on reducing highway delay, which should be a low priority compared to safety, equity, and environmental sustainability, as outlined in the rest of the policies.
394	See previous comments.
397	Can Metro require delivery companies (e.g. FedEx, UPS, Amazon) to better manage their deliveries to make fewer trips?
437	The policies in the report sound good.
443	Let's emphasize getting most cars off of arterials by investing in a connected, multimodal transportation system. that serve all people
444	Center accessible transit and name it
446	My comments on #8 work for this answer as well.

462	See comment #6 above.
474	In tandem with the other policies I think these will be fairly successful. However I am curious if Metro can continue to support new housing with access to alternative transportation outside of driving. Some current projects are being built that do not have safe or reliable access to transit or biking/walking infrastructure so people have to drive.
476	senior citizens needs
481	Too many conflicting goals besets current tolling plans. Need a direct link between the public and those setting and budgeting tolls. This is achieved by making the toll setting that of an independent board of elected directors whose sole responsibility is setting the tolls and budgeting the proceeds. Those who set the tolls and the budgeting of proceeds SHOULD NOT be appointed.
499	Having a reliable, clean, and expansive transit system will, by definition and operation, advance equity by giving all Oregonians, regardless of background, access to the societal steps that leads towards prosperity. But we have to build it.
521	Seems reasonable, I guess, but there is a lot here and many of the policies seem to have a possibility for either conflict with each other or would indicate different project priorities or different projects entirely.
548	Table 3-5 shows mobility performance targets, but notably lacks targets and thresholds for non-car transportation options. We should be able to set clear targets for biking, walking and transit, such as the percentage of neighborhoods with sidewalks, bikeways with protected/separated boundaries, on-time transit journeys, or minimizing wait-time between transit connections.
549	Too much for cars, not enough for transit, bikes and pedestrians.
566	1. Find equitable transportation funding- don't rely on gas tax and then devalue motorists. 2. Consider the importance of vehicle-based freight movement. Making it harder to travel in the region by car/truck negatively impacts the economy. 3. Consider equitable taxation. There's a reason why well-paid citizens are moving outside of the region.
576	Far too many resources are intended to be spent to widen freeways, rather than removing freeways and instead investing in bicycling, walking, local and intercity electric transit.

582	We need BOLD action to limit climate change!
583	Any marginal reduction in traffic will be lost until we reduce capacity, which will also lower demand. Induced demand is a thing, and we can't reduce VMT without both offering better options, while also removing automobile subsidies.
584	Focus mobility policies on reducing the greatest harm. I.E. focus on making it safer for non-motorists. 2 vehicles crashing does not even begin to come close to the cost of a motorist hitting a pedestrian or biker (non-motorist).
586	probably
593	NA
595	the urgency to immediately reallocate the curb lanes on Barbur and other orphan highways and four-lane streets with insufficient bike and bus lanes. Any sort of mandate to keep cars-per-minute interactions below 1 on "safe routes to school" and/or to ensure that "greenways" or designated bike routes are actually complete low-stress ways to get somewhere. Not just on new capital projects but on all of the actual streets these agencies maintain. They have to be held accountable for the actual conditions that are making people choose (out of fear of cars) to drive their kids to school and then sit in traffic.
607	Again, the devil is in the details, as we saw with the moribund bicycle share document the city signed off on, which promised a 25% trip share by bike by 2030.
617	Maybe I missed this, but persons with disabilities must also be centered in this work.
619	Too heavy on commercial focus, with limited funds we need to focus on transit accessibility for jobs, education and health care prioritizing low-income and BIPOC communities.
625	Spend less on highways. Dis-incentivize large, heavy vehicles that are more likely to result in traffic fatalities for vulnerable pedestrians and cyclists.
648	The mobility policies are trending in the right direction, but still leave off a full acknowledgment of the severity of the climate situation. If Portland, Oregon can't become little Amsterdam, then nowhere in the US can.
658	Clear linkage to GHG & VMT reductions.
662	Again, eliminate the redundancies and focus on making the experience of using the streets pleasant as opposed to something that needs to be endured.

666	<p>In this update, Metro is changing the way they plan our transportation system. They used to focus mainly on how many cars could fit on the roads, but now they're looking at the whole picture. They want to make sure everyone can get around easily, whether they're driving, biking, walking, or taking the bus. I am so excited to see Metro focusing on how well the whole transportation system works as opposed to how many cars could fit on a road compared to how wide it is. As someone who does not own a car, this is a big change because it means investments that make my life easier to bike or walk or ride transit. We want to make sure that the idea of adding more space for cars if it's really needed for safety is ENFORCED. It's not enough to put something on paper that we don't make a reality. This is important because it makes sure we're thinking carefully about how we use our roads and keep everyone safe. Long story short - In essence, it's crucial that projects featured in this RTP, as well as those in upcoming transportation plans, are given priority based on addressing safety issues, promoting equity, and improving public and active transportation networks, especially for people in lower-income communities and communities of color. It's paramount that this prioritization strategy is forged through continuous collaboration with the communities most directly affected by these persisting inequalities and challenges in our transportation system. By working closely with these communities, we can ensure that our efforts truly address their needs and aspirations. I hope to see more connection to these communities in the next RTP update.</p>
670	<p>Mobility policies should establish a clear modal hierarchy. As written, this opens the door for items like Mobility Policy 3 to prioritize motor vehicle travel, which negatively impacts the ability for transit, walking, and biking to benefit from this policy.</p>
672	<p>Public transit should be free and go everywhere within the metro area.</p>
681	<p>Freight needs to mode shift onto rail and off of highways. Class 1 rail carriers need to get their heads out of their asses and collaborate; it'd be nice if FRA compelled that. Reducing SOV highway trips will free up capacity for freight that can't be handled by other modes (ship, rail). The final step of our goods delivery is rewarding inefficiencies; regulatory intervention is required. (Too many Amazon etc. trips generated for not enough community value and are counter to climate and VMT reduction goals.) I'd recommend prioritizing worker well-being for the folks providing our transportation and goods movement; the private sector is doing a shit job.</p>

682	More information on how projects can demonstrate to planners and the public that a safety need exists that cannot adequately be addressed by methods that don't expand motor vehicle capacity.
688	Adequate Funding.
692	No more money spent on anything but maintenance for the stupid interstate which we'll hopefully never have to fund again when our high speed rail, heavies, light rail, streetcars, trolleys, ferries etc. are built other than to bury I-5 on the eastside. Let's expand the WES to Salem!
693	I think safety is being pushed aside to make way for maintenance and operations as well as capital projects which have little impact on multimodal transportation expansion.
698	Anytime there is a road reconstruction, it should be required to add safe and dedicated walking biking infrastructure or multi-use paths.

Table 6: What is one big idea you have for improving the greater Portland region's transportation system over the next five years?

ResponseID	Response
43	Make busses and light rail cleaner and less prone to passengers being harassed by others
45	Keep connecting multi use paths to make a better network thus providing easier alternatives to driving. Ideally, these are paths not directly adjacent to roads. Like Trolley trail, Tualatin River Greenway, etc.
48	More spending towards HTC and biking/pedestrian infrastructure. Put Portland back on the map as a truly bike-friendly city!
51	Do a great plan and get it done. Too much back and forth on this. Remember most will still want a car
52	No more high capacity transit. Lower-capacity, high-frequency grid is the future of transit. Set a goal of a transit patron being able to get from a typical point A to a point B across the region in a certain amount of time (maybe 1 hr or less?) This should not necessitate a trip to downtown Portland.

54	Focus on centrally-planned, high capacity regional transit projects. You can toll the sh*** out of us, but you have to have something to show for it.
60	Allowing Portlanders to chose what type of transportation they would like to take vs. forcing them to take politicians ideas.
62	Begin planning for a subway system extending across the region from east to west and south to north.
64	More dedicated transit infrastructure that do not provide for private vehicles.
66	Light rail that follows the I-5 corridor from Salem to Downtown Portland
70	Maintenance - don't let roads deteriorate to the extent they become even more expensive to fix later on.
79	Declare a regional climate emergency. Stop work on ALL automobile system capital projects, including the IBR, Rose Quarter, 217, and Clackamas County projects. Redirect all of these funds towards building out safe, complete, connected walking, bicycling, and transit systems that serve more than 95% of the region's residents with a sidewalk in front of their house, a separated bicycle facility within 1/4 mile, and a high frequency transit station within 1 mile. These must be completely connected, with no gaps in the system -- just like the road system. There's no place in the region you cannot get to with a car. There should be, by 2030, no place in the region you feel unsafe walking, bicycling, or taking transit to, because the network is so complete and built in a way that separates automobiles from pedestrians and bicycles in a way that even a five year old would be safe using the facility. All the facilities.
80	More than anything, much higher frequency of buses, MAX trains, and streetcars would be the single biggest thing that would improve transportation in Portland. These new ideas are great and would be exciting, but the current system is way to infrequent to make using it convenient for most people.
82	Implement system-wide bus stop consolidation / bus stop balancing to improve bus speeds and reduce transit delay.
83	connecting the cities that need it. Bigger corridors. I 5 Marquam to I5 Interstate. Make it so.
84	Not all lines should go through downtown Portland, have suburbs have direct connection to eachother so it is easier to move outside the city.

95	installing high speed rail
98	In-build for equitable housing instead of allowing cities like King City and Tigard to overload the road infrastructure at the very edge of the UGB (Kingston Terrace plus River Terrace 1 and 2). Plan for highway loops 30 years ahead of construction and expansion so that the infrastructure makes sense and Oregonians can avoid the destruction of their assets by way of eminent domain. In brief, have a proper long-term plan for roads that will actually meet the equitable and climate goals as set forth in existing Metro guidelines.
99	Build the bridge to Vancouver. Widen the Rose Quarter bottleneck.
101	Fix the roads and have bike riders pay for a change
102	Convert the MAX to Automated Light Metro.
105	Metro mostly operates on foregone conclusions.
112	Improve greenways to turn them into bike highways - more diverters, more connections to other greenways, more period!!!
116	toll roads, do it
117	We need a fundamental shift in priorities away from freeway expansion towards maintenance and expansion of transit projects
120	Build a robust 82nd corridor with lots of shopping, safe crossings, and parks.
121	Improving bus frequency to 5-minute intervals on "high-frequency" lines.
123	Converting excess car lanes to transit/bike only. We need to shift mode share badly in the region.
127	in dream world-- heavy rail and a transit system that is actually fast and convenient. in reality-- faster, more expansive, and more frequent buses as well as e-bike rebates/incentives and safe, grade-separated, double-wide bike infrastructure. As many bike advocates say, and they are not wrong, paint is not protection, and if we are actually going to get people out of their cars, we need to price the system in a way that makes people question their choice to drive, and make alternatives actual alternatives to driving that people will consider using because currently I dont think our transit system can be considered an actual alternative to a SOV.
130	The increased use of electric cars is not considered when discussing new roads.

131	Add real bike lanes to all newly constructed/updated roads and streets until they're everywhere
133	I want bike highways to accommodate higher speed and volumes of cyclists. Fully separated heavy and light vehicle infrastructure. There should be heavy vehicle diversions every few blocks on our greenways. The current design is NOT safe for vulnerable users.
135	MAX lines and streetcars that make it possible to take the train/streetcar all over the Metro region and suburbs without it taking all day, and do so for free
139	Investing as much as possible in transit to address safety, climate change, equity and affordability in transportation.
141	expanding public services, not implementing tolls, working with businesses to maintain work from home, and working with communities outside of the greater Portland area to move their businesses to spaces less congested
143	We need more funding spent on developing efficient high capacity transit and safe/dedicated bicycle facilities.
147	We need unapologetically progressive and knowledgeable leadership to guide us to a better mobility future. Right now, regional (and state) transportation feels rudderless. The bar is so low that it wouldn't take much for us to do better over the next five years! look to what Paris and other major EU cities are doing and have done in recent years to transform their cities - that's what is needed in the Portland metro region.
149	A train from Astoria to Hood river/the Dalles (with a stop at Multnomah falls) that act as an urban subway through Portland.
150	Improve congestion and commute times for all modes of transportation. Improve safety on trains and buses and address drug use issues n public transit.
151	Would love to see the highways eventually routed around the city rather than through.
152	MicroManufacturing OpenSource MicroMobility. Simple, small, efficient electric vehicles can be locally manufactured and used on bike paths to displace car traffic. The designs can be shared among small independent shops. Email info.zwheelz@gmail.com for more information.

155	Instead of light rail over the I5 bridge, consider BRT or even an aerial tram like Metrocable (Medellín) (which could have stops on Hayden Island and the Vancouver waterfront).
159	empower transit drivers to ticket whoever cuts them off at the click of a button
160	Increase operations funding to run buses more frequently. The secret sauce to Canadian metro's far higher ridership is much more frequent bus service, as well as faster regional scale transit service.
161	make it harder to choose transportation by single-occupancy vehicle because the other options are so clearly better
163	Add bike sensors in all intersections with left turn traffic lights.
168	Give Portlanders back their waterfronts: Tear down the I-5 on the east bank.
170	Add physical infrastructure that prevents cars from being dangerous. Get serious about vision zero and add bollards, barriers, and other infrastructure that SUVs and pickup trucks can't just drive over.
174	Widen all freeways
176	It has to be as efficient or nearly so as cars. We are just way to used to driving because public transportation is inaccessible or slow because of the lack of routes that make it impossible to get somewhere in 20 minutes vs. 90 minutes
179	adding scooter/ebike/rent-a-bike for 'on demand' last mile solution to Trimet/transit. Waiting for connections at the end of the day is the worst
181	Fewer capital projects (especially large ones like rail lines), lots more small projects that incrementally improve transit, biking, and walking. What would over-indexing on non-automobile infrastructure look like? Is there a realistic future where we decide it was a _bad_ idea? I can come up with endless scenarios where we wish we would have invested in walk/bike/transit more and earlier, but very few where that investment doesn't work out. We're living the result of over-investment in automobiles (disrepair, bankruptcy, record traffic violence, endless traffic).
184	More bike safe options- designated bike lanes/paths
185	More frequency in the form of lines that run to different places. So for example the yellow line which would perhaps from Oregon City to Vancouver would share part of the right away with a line from Sherwood to Vancouver

186	High capacity transit needs to support multi modal transit so that biking the last mile or taking an e-scooter the last mile is easier when leaving home and getting close enough to the final destination.
187	Make max stations safer. The max stop closest to my home is isolated down long flights of steps with only one way in and out. I used it, once, in the early morning. I was the only person there and would have been trapped if accosted or mugged or otherwise needed a quick exit.
188	expand biketown to the airport-- right now it is such a critical gap in our system for people trying to live without a car (like me). Also, I'm excited about the Cornfoot Rd path project to help make that connection. We need to also make all of the key bike connections low stress. I'm a bike commuter, and I live in inner NE. Connections from vancouver/williams to northeast of the broadway bridge are not low stress. (the broadway stretch getting onto/off of the bridge. I've tried to get my mom to bike with me and she's not comfortable in this section, so she refuses to bike it now. You and PBOT are doing a good job with bike infrastructure, but we wonder why our mode split isn't changing drastically- but these critical links are not low stress-- so we can't expect interested but concerned folks to bike in those locations. Biketown is also so expensive-- can't it be a regional priority to subsidize?
195	Boy, that's a good question.
202	No more expanding freeways. Make car usage more expensive and more difficult and slower.
206	Invest in a river ferry.
209	Just put in more buses that run all the time. Clean them more regularly too.
213	Promote bikes especially e-bikes walking and rail lines. Make rapid transit very inexpensive reliable and convenient
217	Have the little vehicles have regular routes, too, especially in transit under-served zones.
218	Extending MAX network on west-side that doesn't necessarily require connecting downtown
224	Increase transit quality and frequency, everywhere.

227	High speed left lane use, even if it requires a fee. More highway patrol to keep slow traffic out of the left lane. High speed trains. NO toll roads. That severely impacts low income workers.
230	Safety! I want to feel safe in any and all modes of transportation, and I do not.
231	Finish to MAX system
233	More bus service in areas that are low income, and gentrified.
235	Create car free zones, as a proof of concept and a means for improving safety and air quality.
236	Stop putting most of the dollars into new highways. We can't maintain what we have now. Invest in maintenance plus transit plus walking/biking.
237	Create a connected protected bike network immediately starting with routes that go west-east and north-south. How is it that there still isn't a way to get from the airport to Nike's campus? You have a mass of people everyday commuting from the east to the west and still haven't provided them an alternative way to make that commute?
240	We need to work on a regional rail system and expand the WES system. Send the current WES all the way to Salem and run it hourly 7 days a week and every half hour during rush hour and watch ridership boom. New lines could go from downtown Portland to Yamhill County passing through Sherwood, Newberg and McMinnville. Downtown Portland to the gorge serving Gresham, Troutdale, Hood River and The Dalles. Downtown Portland to Salem along the Cascades corridor serving Milwaukie, Oregon City, Canby, Woodburn, and Salem. Downtown Portland to Clark County serving St. Johns, Vancouver, Camas, and Washougal. A regional rail system like this would be absolutely transformative for the city of Portland and the metro area as it would take many cars off the road from commuters from the far reaches of the metro area and would give them a competitive option with driving to get to downtown Portland and Beaverton. In addition with the HCT corridors highlighted previously, fewer people from within the city and from far outside will have to drive in order to get around the metro area and that is a beautiful idea to me.
241	Connect bike routes to transit. Have safe bike storage options at transit connections.

243	Identify and alleviate bottlenecks at busy intersections, etc. to keep traffic moving smoothly.
244	Make us a truly amazing American bike city! It would bring in tourists, make so many locals happy, fight climate change, and decrease traffic deaths. So many European cities have recently prioritized biking and pedestrians (such as Paris and London), and it has decreased car traffic dramatically and increased the quality of life for citizens.
249	system-wide user pricing, please, with time of day demand-driven pricing to make better use of the existing system
250	Vancouver needs to be access on MAX.
252	Reduce funding on freeways and increase funding on urban infrastructure
255	Convert I5 from Delta Park to the Terwilleger curves into a boulevard, line with housing.
260	Rapid bus on bud only lanes during rush hours.
263	Light rail down Powell and 82nd ave. Right in the middle of the street or on the edges (the latter could cut down on pedestrian fatalities in those areas).
268	The lofty goals I set for Metro in question 10 are admittedly unrealistic to be achievable in five years. But that is no excuse not to explore and start working towards a car-free Metro.
271	Per mile Road use tax
273	Please include roundabouts with greenery and plants in the center to reduce the urban heat island effect of asphalt at intersections
276	Re-prioritize investments in transit, biking, and walking.
277	Pedestrian and bicycle safety should be the greatest priorities. There is too much emphasis on moving vehicles, while pedestrian deaths are increasing.
278	Investing money into the wheelchair accessible vehicles available to provide trips. People who live in outlying areas such as Tualatin, Hillsboro, outer Gresham etc have a very hard time getting a ride. Taxis don't want to drive that far outside of Portland. And buses are not easy for everyone to use and are often already full making people in wheelchairs wait for the next bus. We need to help companies

	purchase /maintain and operate these vehicles. We need more electric wheelchair vans and subsidies that allow taxi and other companies buy them.
281	Family Friendly Max options. I would love to see access for cargo bikes/bikes with trailers on the Max trains. We travel with our kids in a bike trailer. We've ridden the max with the trailer, but I technically don't think we're supposed to, as we've had drivers ask us to take off the trailer. Also, when I was in Denmark, they put large stickers/decals on the paneling by the front train seats. The stickers were of a play-train switchboard. The idea was that kids could sit in these seats and pretend they were driving the train. So cute, and such a great way to keep your kids engaged on the ride!
283	An efficient way from Vancouver to Hillsboro.
293	Having security personnel present during operational hours at platforms. Actually doing fare enforcement.
294	The main reason myself and many others I know don't use transit in Portland is because of safety concerns, and discomfort with so many homeless people sleeping or hanging out at the stations and on transit.
296	Implement tolls and mileage charges that actually account for the currently unpaid external costs of driving to our climate and health, etc. These charges will be hard to afford for many families. So there should then be substantial INCOME-BASED rebates. Let's make it economically and practically preferable to take transit, walk or bike for more trips.
297	Make transit safe, reliable, frequent, and affordable. We don't need electrified bus stops (like on Division) only to cut service citywide. We don't need the fanciest buses and newest paint jobs on the MAX trains if the stations are full of drug addicts and onboard are violent/mentally ill/inebriated people. Get security, clean up the facilities/stations, make the transit system enjoyable and safe and frequent. Then people will take it.
299	Increase quantity of Shared Use Paths throughout transportation system to promote bicycle and pedestrian transportation by people of all ages; improve public physical and mental health; reduce car to bike accidents that occur within on-street bike lanes; and promote active recreation while fostering historical and cultural awareness and appreciation of areas travelled through. .
305	More emphasis on trails, for both walking and biking.

310	I would like more busses running 24 hours a day, even if it's only once every hour during the early morning. I've gotten stranded too many times in unsafe areas and this would have prevented that. Also, all bus stops need a shelter, bench, and trash can, and lighting would be awesome and add to the safety issues too. Thanks
311	invest ALL transportation dollars in walking, biking and transit until those systems are complete
319	Expand the freeways, especially I-5!!! A major freeway should not be two lanes in the city core!
320	Not my idea, but a very big and good one: https://bikeportland.org/2023/06/21/guest-essay-a-plan-for-a-passoire-filled-portland-376392
323	End the war on cars and align increases in motor vehicle infrastructure capacity with increases in regional population growth coupled with requiring adequate off-street parking with new residential development.
326	increased density in desirable single family neighborhoods that are already transit oriented.
327	It has to be a balance of carrots and sticks - an imbalance will lead people to dig heels in. For example: congestion pricing paired with greater-than-every-10-minute buses during rush hour; increased parking fees paired with subsidies for bikes and e-bikes (not just Niketown, but personal bikes); incentives for people who bus or bike to sports arenas paired with taxes added to the cost of parking; Assessing "rideshare" oversight to increase what that costs and how it is used, paired with better infrastructure for getting sick and disabled people to and from doctor's appointments, etc.
334	stop the practice of building light rail along highways and tunnel new routes under high-density neighborhoods and important destinations so that our rail system will actually take significant numbers of people out of their cars.
335	A transit system (including MAX stops, bus stops, and the areas immediately surrounding the same) that is completely free of visible homelessness. If you want broad and robust ridership, you're going to need this.
336	Getting rid of all roadway expansions, increasing access to sidewalks and bike lanes and putting some type of local tolling in place to properly price access to the public right of way so these projects can be implemented more quickly.

340	A commuter rail to McMinnville and Salem, possibly even Eugene.
341	Stop the red bus lanes. We aren't NYC. If you accidentally wanted to add a bus only lane in addition to current lanes, then great.
344	Transit safety, reliability, and frequency should be the number one priority.
346	I really like the idea of the passoire. Portland is poised to make radical, progressive decisions that protect people-not-in-cars and bring neighbors back outside into their neighborhoods. Public art, community gardens, murals — the passoire would be an active part of this vision.
348	Increased cycle only infrastructure. Paint isn't infrastructure, convert roads into permanent pedestrian and cycle routes.
349	More express services (that skip stops) along existing lines (both rail and bus).
350	Invest in frequent bus service as much as possible. Stop wasting billions on more freeway lanes.
354	Increase ridership starting with big events where parking is limited.
356	Make people actually pay fares when riding public transportation and make electric vehicle owners pay their fair share.
357	Access to transit systems. Lack of nearby parking facilities is a major deterrence to use by most working people who have no choice but auto travel.
358	Fix and expand the roads.
366	Make transit free, with robust first- and last-mile connections.
370	Tax the population based on income and provide transportation free to very low income communities. Give financial incentives for biking and walking to reduce pollution.
373	There needs to be more frequent access into Lake Grove from Lake Oswego.
381	Safer transit is more profitable transit.
384	Expand Tri Met in public transportation
385	More reliable transportation for folks with disabilities. Not having to wait for a two hour range of times.
387	Congestion pricing

388	Remove I-405 through downtown Portland and replace it with green space and housing.
393	As I said in an earlier answer, the crucial "Big Idea" is to think MUCH BIGGER than Metro and regional planners have been thinking. Specifically, it is urgent that we raise massively more revenue to fund a full-scale, highly ambitious expansion of transit--both new/extended MAX lines, BRT, and more frequent-service bus lines, plus the Downtown Tunnel--on the scale of what the Seattle/Tacoma region has done with Sound Transit measures 1, 2, and 3.
394	Encourage businesses and government agencies to support telework. Bike infrastructure could be more predictable. I struggle with the confusing mish mash of solutions that have been developed.
396	You cannot simply build housing along high capacity corridors. You also have to work with other agencies to development living wage jobs and other community amenities
397	We need to adjust the entire transportation system to provide for greater reliance on active transportation, remote work, online shopping, and safer public transit.
398	prioritize public transit over highway expansion. We know that I5 is big for commuters but many of these commuters are not portland residents and benefit from our services and community without paying any taxes. Adding the frog ferry would be a great alternative that could boost activity and economic growth in St. Johns / north portland. Many other pnw cities have embraced ferries as a primary route for transportation - we should too! expanding the max lines and streetcars outside the main corridors would greatly improve quality of life and access to affordable housing.
401	Figure out how to solve the west side biking access problem. Nobody rides but me and a handful of others, so they don't build infrastructure for bikes. Then nobody rides. Chicken and egg, but e-bikes change things significantly and erase the hill. Do the Slaven road connection to Hillsdale ASAP
402	Make it convenient (easy to access and use).
404	Rapidly improve bus service. This is the fastest, cheapest, and easiest thing we could do to increase transit ridership, reduce demand for car travel, and meet our climate goals. Metro should work with TriMet to increase bus frequency on all major

	routes, expand the reach of the network, and invest in projects to increase reliability (i.e. Rose Lanes).
407	I support the Interstate Bridge project including MAX into Vancouver. Connecting WSU- Vancouver with PSU and OHSU will give those schools better options to serve student.
415	Expand the Westside Trail to include a pedestrian bridge across Highway 26. Bethany to downtown Beaverton and Bethany to Tanasbourne are major car heavy routes. It would be fantastic to have a safe way to walk or bike those routes.
416	Public transportation should be free
417	Improve safety for pedestrians/cyclists by improved crossing signals on high capacity thoroughways (MLK, Sandy Blvd).
419	Getting all three counties onboard for light rail. Yes, get Clackamas County back.
426	Keep pushing bikes, walking, and transit
433	Abolish all parking mandates (emergency and maintenance vehicle spaces exempted) in medium/high density residential/mixed zones!!
437	Increasing the cost of driving and using the proceeds to directly fund improvements in our region with a focus on walking, biking, and transit.
438	An abundance of frequent and reliable transit.
443	Traffic calming, Traffic calming, Traffic calming
444	High speed rail -- look at cities all over the world with excellent surface rail and tram options
445	Convert the MAX to Automated Light Metro.
446	Convert many of the current most heavily used roads(by cyclists, joggers, walkers, etc) throughout the city to full time pedestrian and self-powered transport vehicles only. < or 20 hours of the day, leaving room for commercial deliveries>
455	Conversion of WES to light rail or otherwise extending WES to downtown.
459	Reducing the number of roadways that serve automobiles in the core of the city by 5%.
462	Close the 'loop'! ...a) Complete the i-5 CRC, to emphasize public transit including light rail extension to downtown Vancouver; and b) ...Extend MAX light rail from PDX Airport, north across 205 Glenn Jackson Bridge & south to Oregon City.

465	Return max and streetcars service frequency to pre pandemic levels. Have security and fare checkers.
467	Connecting the "loose ends" of the Max! It always bugs me that the orange and green line don't connect, even though they're so close. Same for the red and yellow (though I acknowledge PDX airport might make that a harder task).
474	Bring back the Oak Grove Lake Oswego Bike/Ped bridge. There is no connection between these two communities for biking or walking. It is a huge gap in the transportation system. There is community support for this project. Don't allow the voices of the few to outweigh the support from the masses. This bridge would be widely used by the community and the naysayers would also use it.
479	Cancel the I-5 Rose Quarter Project entirely and shrink the Interstate Bridge Replacement Project so that no additional through or auxiliary lanes are added to the bridge. Redirect the money saved to enhance public transit--ideally, to fund the Central City MAX Tunnel.
481	Build dedicated pathways for small electric vehicles, such as electric bicycles. There are enough days that are not incimate and the advancing of electric bicycle and other vehicle transportation technologies; that make small electric vehicles a fast way to reduce road congestion.
488	Get rid of metro as it exists today.
489	Stop thinking of single car driving all over, & make it feasible to get around. The present system excludes my travel by any public transport, because of the complex routes of buses to Max.
491	1. Set vehicle registration fees. based on size/weight as is being done in Washington DC. This has many advantages: it raises money, it raises awareness about the increased danger and pollution from large vehicles, it disincentivizes excessively large vehicles. 2. Price speeding tickets based on total Kinetic Energy for all of the reasons listed under #1.
492	Portland's great regional transportation system could benefit immensely from a commuter train - one that goes further than a max line, to cities such as Forest Grove, Canby, Wilsonville and other regional cities. This would help cut down on freeway traffic and increase access to Portland from surrounding cities.
493	Learn how to build projects faster and at reasonable costs. The cheaper we can build transit, the more we will be able to build.

499	Massively investing in HCT systems, ad commuter rail systems in particular. WES should become a major focus of the transit plans; it should become an all day route, with frequency approaching 30 minute headways, and should be expanded down to Salem at the very least. Thinking the Metro region ends at Wilsonville is a relic of the 20th century, and should be discarded.
502	A grade separated transit option to connect the inner east side/Clinton st with the tilikum bridge. Currently you have to cross many unsafe intersections that are slow and could get you stuck/hit by a train.
505	When adding tolls to roads (such as I-5), provide a high-capacity transit alternative and use the toll revenue to make that alternative fare-free. The double-incentive of avoiding both toll AND fuel costs would likely push many drivers to switch to the transit option, and those who already couldn't afford to drive would benefit from reduced transit costs.
507	Make one I5 lane going to Vancouver flex lanes. Lanes direct traffic to Portland in morning and change direction to direct traffic out of Portland for evening commute
509	We need a regional strategy to boost adoption of electric vehicle technology. The state strategy doesn't trickle down enough to the local level.
514	Increased frequency across all public modes of transportation and minimum connection times
521	Prioritize pedestrian, bicycle, and transit movement through the greater Portland region. The Regional Transportation Plan's language supports this priority, but the dollar capital investment does not appear to. People must feel safe walking along and across streets. Intersections should be closed people walking only as a very last resort (sign of failure to prioritize people on foot and signals to people driving that only car traffic is important). Bicycle routes never abruptly end or have gaps. Signage reinforces that bicycles have a right to use the road. Transit is affordable and safe, used by everyone. Shared trips in cars and vans is facilitated by technology.
524	Please look to get new pricing policies implemented as the HIGHEST priority. None of our goals and changes to our network are possible without the funding to do it.
525	Similar to the max, make it so that there are express paths to take from the greater metro area. If it takes 25 minutes to drive but 75 minutes to transit (without a connection), it is not going to move the needle on getting drivers to switch

526	Invest in more street car lines in the central city and outside of it.
527	We need actual safe options to get out of our cars, at scale. Take one lane from every multi lane roadway, add protection and build out a cheap bike/roll network throughout the metro area. Spend a billion on this, not the awful I-5 "improvements".
538	Focus on improving existing roadways. A commuter train from the airport to Salem area might be positive addition.
540	Dont, spend the money on the crappy infrastructure you already have.. and the roads your heavy busses already help tear up
543	Roads. Bridges. Bigger, wider, better.
548	Pedestrianize downtown Portland. Car-free zones, reduced on-street parking, protected bikeways. A walkable downtown will be a thriving downtown.
549	Stop cutting mature trees. It takes a long time to replace them and we do not have the time: climate change is here. It is a crisis, and is getting worse. Transportation projects must all be considered with preservation of trees as a high priority.
553	We need to focus on mobility to support independence of those younger and older than driving age. The biggest test of healthy and safe infrastructure is whether children can safely get around including going to after-school activities and so on without being driven by parents. In the Netherlands, kids bike in groups to all their activities and playdates and so on without parents. That works because of critical mass, and because of bike infrastructure that minimizes interactions with cars. If we prioritize the capacity for children to get around without driving, the system that supports that will also work just as well for all ages. Also, kids today should not be expected to become drivers as they grow up. Micromobility offers the better option alongside transit, and otherwise our whole current economic system is on the verge of collapse due to climate crisis anyway. So, we need to build systems that keep working even when big top-down programs fail. Bike paths still work in power outages while transit systems will fail.
554	reduce MAX headways, reduce VMT, and create ways for people to move in their communities without cars.
555	Charge for parking in ALL cities within the region. All parking structures within city limits should be 'for fee' parking. This would encourage people to leave their private vehicles home and use the public transportation system.

556	Ferry system. There is already a plan to create a ferry route that just needs some money to become reality. Do that!
561	increase MAX stations and lines
563	Add trees to every bus stop in Portland. In SE there are many places where there are no trees and in the summer waiting for the bus is absolutely brutal. Adding these trees will improve the comfort of waiting for a bus and help us with our goals of increasing the urban canopy.
565	Implement commuter rail between city center and outlying suburbs. Combine with Amtrak if possible.
566	Streamline government bureaucracy.
570	Portland was once known as "America's bike city." While there are still a lot of people who use bikes as a major mode of transportation, there are also plenty who bike less or have stopped altogether because they do not feel that the infrastructure keeps them safe from dangerous, reckless, or ignorant people driving thousand-pound blocks of metal. There is only so much to be done about the people in cars and trucks; it's more important to create safe infrastructure or somehow replace the cars on the streets with bikes and other, more friendly vehicles.
572	Setting up more commuter/regional rail in and around the Portland Metro Area. These would run on existing rail corridors. Some examples would include a route to Salem, St Helens and Vancouver Washington
574	Transition infrastructure away from car dependency and towards walking, biking, and public transportation. Cars are expensive and bad for the environment - make it easier for people to live in Portland without them.
576	Reduce all surface arterials to one lane of auto/freight traffic in each direction; use the extra ROW for space for walking, bicycling, transit, and community space (including street seats).
577	Increase awareness of routes and resources for walking and biking (and connections to transit), by installing consistent regional wayfinding (signs, symbols, marking, maps) that are visible and understandable to drivers to entice them to explore and gain awareness of what we do have now. Wayfinding should be useable at speed, and not require stopping and thinking to make turning decisions. In Portland, the Neighborhood Greenway system is not too bad, but almost no one knows it exists, or what to do with it, drivers especially do not know to avoid, and

	prospective cyclists do not know where it is. Resurface the Neighborhood Greenway system, and paint it green. Deploy a public awareness campaign, that starts with residents who live directly on the greenway about how to find, use, and follow these walking and biking priority streets.
578	Focus on transit. More bus lanes and MAX reliability projects. Make it easy to access transit stations by means other than by automobile.
580	We need to get ridership back up before we make any new big expansions.
582	Convert more car lanes to true protected walk and roll infrastructure. No need to build anything, just place k-rails and repaint. We wasted millions on SW Capitol Highway when we could have just made the existing road one-way and converted one car lane to a MUP. The road was one lane one-way for months and drivers got around just fine.
583	Greenways are what we have and seem to work for drivers, cyclists, and walkers. Install diverters every 3 blocks on greenways. Greenways should have signalized crossings with short cycle times. Improve wayfinding. Make sure all parts of the city are covered, and build out the network rapidly (< 3 years).
584	Utilize metrics around reducing harm, with a price on harm to non-motorists. I.E. when calculating the most "efficient" route or how costly crashes are. Put a very high number on non-motorist injuries into the cost-benefit analysis. 2 cars crashing is not as serious as 1 motorist hitting a non-motorist.
586	safety of infrastructure
588	One small idea would be to remove street parking on Division between 50th-26th or even to 20th. This street is well-served by nearby greenways and the FX2 and there is tons of pedestrian traffic in this section because of how many restaurants, shops, and bars there are. There is no reason folks visiting this area should be driving and expecting to park on the street. Plus, the street in this area is narrow and poorly maintained (lots of potholes), so you should be doing more to protect this street from car usage.
591	Another bridge across the Willamette between Sellwood and Oregon City! Even if it only supports bicycle/pedestrian traffic, it would make a huge difference in the lives of southern Metro region residents.
592	Get individuals out of their cars and into mass transit. Make mass transit faster and easier than a personal vehicle.

593	Climate friendly, safe, reliable and accessible.
595	tame all of the four-lane surface streets with bus-and-turn-only lanes, pop-up/quick-build protected bike lanes, replace traffic signals with some impromptu roundabouts, and a thorough network of modal filtering traffic diverters on neighborhood streets throughout the metro area, and "a bus every five minutes" is what people mean when they think "frequent service"
597	Make public transit free for all!
601	Our core goal should be reduction in carbon emissions
606	Free rides for folks who volunteer (through legit organizations). Reduced fare for folks who keep their electricity and/or water bills at a reasonable rate for the size of their family. "Free" day pass for every tree planted through a legit organization (Like Friends of Trees) Reduced rates for folks who attend classes (actually show up and stay for a class regulary for a month at a time) at a gym or community center. Free rides for first-responders
607	Upzone the whole city to allow "missing middle" housing, especially within a quarter mile of transit corridors.
610	Adding an hourly (half hourly during rush hour) commuter rail train between Salem and Vancouver with stops in Woodburn, Canby, Oregon City, Milwaukie, Portland, and Vancouver
611	Repair the roads, don't build or expand what we already have.
612	Providing strong incentives to get folks out of cars and on to transit, bikes, etc.
617	Improving the real and perceived safety of public transportation would go a long way toward adoption of this mode of transportation by the public - so necessary to achieve equity and climate goals. Conductors on buses and street cars would be wonderful - I hope that they would also be perceived as a welcoming presence by communities subjected to draconian policing historically. MAX lines would require more than a single conductor since each car is its own anarchic island. I'm a 62 year old white woman, so I wouldn't mind some form of security, but I think many people of color might be uncomfortable.
619	Push for free public transit and expanding accessibility and efficiency as well as electrifying public transit.

621	Give better access to cars on the street. Most people own up to two DATS. Quit making 4 lane street, Burnside, Foster, Glisan, Hawthorne into two lane street with a giant t
625	Think of pedestrians, transit users, and cyclists first. What would make them safer and their travel more convenient? That it the way to incentivize climate-friendly, safer behaviors.
627	Make public transit FREE and become the true national leader in transportation.
630	More BRT! The Division line is great and it's honestly crazy we don't have more.
632	All non-separated roadways are 25 MPH or less - supported by immediate traffic calming measures. This will lengthen the "ideal trip time" by car that makes all other transit modes so unappealing. It will also dramatically increase safety and make roads far easier to cross. When traveling at high speeds, drivers are much less willing to slow down to let a pedestrian or cyclist cross. This creates rivers in our neighborhoods that are a real pain to get across and make people want to drive.
639	Bike lanes on all major streets.
643	Recognize that people will use a variety of transit means if safe routes and frequent service are available.
644	More destination pedestrian streets. Streetcar on Burnside from lauralhurst to the bottom of Washington park. Additional airial tram to Mt Tabor.
646	More walking and biking, more busses less cars More light rail to Vancouver and west side like Tigard
648	The FX-2 brings forth a framework that should be applied to all frequent bus lines, but was implemented very, very expensively. Ultimately, what makes the FX successful are not the traits that made it costly, but the simple policies that have allowed it to move through the city faster. TSP is a technology than be utilized on every bus, and should be. TSP-capable signals should be the only type that go up on major corridors from now on. Replacement of the signals would be less costly if done at scale. Stop consolidation, while painful at first, has proven to be effective. While Division requires a great deal of sidewalk upgrades to make that feasible, not every corridor would need that level of infrastructure modification. The 14 being a prime example. While new, higher-capacity buses are great, all-door can still be achieved with 2 doors. The existing fleet can still be used. The FX framework need

	not cost so much every time a new line is unveiled. We can be upgrading existing lines to near-FX quality for far less than the FX-2 came out to be.
651	Immediately reverse engineer regional growth and transportation system systems from a system that is fully supported by sustainable modes of transit, excludes with extreme prejudice climate-changing modes that are fundamentally opposed to humanity's shared goal of continued existence and survival on this planet, and build only the components of the system that support that new and radically different growth pattern.
653	Lowered speed limits and camera enforcement.
656	More rail with park and rides
658	Congestion pricing now. Time-dependent, all directions, all major thruways in the metro core. Take a trip to London and see the difference.
659	Increase the speed and frequency of bus lines so they are a comparable or even competitive option to using cars.
662	In a perfect world, we'd be re-routing I-5 and I-405 around the city instead of through it. In lieu of that, invest in TriMet to sustain improved schedules on existing routes while expanding BRT further to the East, West and South.
665	make it easier faster to get places by transit instead of cars. it should be the backup option to drive, not the default. and this means transit gets road priority while cars have to drive slower and wait longer.
666	Congestion pricing in the greater Portland region, if equitably implemented, could manage roadway demand; by funneling generated revenue into safety enhancements and alternative transportation options, we could reduce the region's reliance on single-occupancy vehicles. reduce the amount we need to spend on highways, and meet our climate action targets at the same time.
667	Increase transit to the burbs, including Vancouver, to reduce congestion and remove the need to commute by car for suburbanites.
670	Be radical in prioritizing non-drive along modes! Transit, walking, and biking should be the easiest, most efficient, and most attractive options. We need radical investment to shift away from the discouraging trend that is having significant impacts on quality of life in the region.
672	Making public transit completely free to everyone.

674	Guided bike and transit rides for all planners and project managers working on transportation projects. I've seen a great many projects implemented that were well intentioned, but clearly were not overseen by folks who were actually familiar with the areas they were intended to serve.
681	Free and frequent transit service.
682	The projects outlined in this RTP, as well as those anticipated in subsequent transportation plans, ought to be arranged in order of priority by focusing on addressing the deficiencies in safety, equity, and the accessibility of public and active transportation networks predominantly utilized by lower-income communities and communities of color. This prioritization process should seamlessly integrate with the policies outlined in Chapter 3, while maintaining a continuous collaboration with the communities that bear the brunt of these persistent disparities and obstacles within our transportation system.
683	Interstate Bikeway where bikes keep moving and vehicles are actively discouraged from the routes.
684	Invest in a better transit system with good connections.
685	Put in a N/S Max line along Caesar Chavez to eliminate a repeat of the recent killing of a librarian there by a drunk, speeding driver.
688	Safe systems approach on all Metro funded projects. Make streets safe for people outside of cars so people are comfortable getting out of their cars. Invest in closing gaps in the mobility network. Invest in transit service.
690	Use 20% or more of the revenue from tolling, congestion pricing, etc. to complete the regional bike network, walking network, and the High Capacity Transit Strategy network. Require that no more than 50% of the revenue can be used towards freeway expansion and/or maintenance.
692	Expanding the WES to Salem while supporting actively Cascadia High Speed Rail
693	Start vehicles on a mile driven standard and type of vehicle charge rather than a gas tax the take the funds and turn them back into the safe reliable multimodal needs for people.
696	Provide a more complete continuous and protected network of bicycle infrastructure that encourages people of all ages and abilities to safely use a bicycle to complete the majority of their daily trips.

697	Commuter rail linking Clark Co and Washington Co via Cornelius Pass (most of the trackage already exists except for the last few miles into Hillsboro).
698	One big idea I have is a Downtown Portland central city transit center with affordable housing at the end of the Transit Mall. This can greatly improve transfers to other bus lines with comfortable and safe shelter from the elements. And better layover facility for bus operators.

Table 7: If you could tell decision-makers one thing about transportation in greater Portland, what would you want them to know?

ResponseID	Response
43	put a high focus on projects that are climate-friendly (mass transit, walking, bikes) and a low priority on projects that promote car use.
45	Adding more lanes to roads and highways is a policy failure. Make better use of our precious land by working to allow people the freedom to live without car dependency.
48	It is understood that you have to toy between the interests of the people of greater Portland and the interests of powerful economic and political systems, but please, think about the power you have in changing the narrative of transit spending. Be radical! The political system we work within only serves one portion of the population and continues to neglect others.
51	Make public trans safe for me
52	Old model of centralized transit hub focused on rush-hour travel in downtown Portland is dead.
54	Stop building band aid, downtown-focused transit projects. If it's not a dedicated lane, doesn't go more than 30 mph, requires a transfer for most riders, and doesn't come at least once every 10 minutes, it's probably not worth it. Your definitions of "fast", "reliable", and "frequent" are not in line with how most of the rest of the world thinks.
57	Keep climate change at the forefront of ALL plans
60	Maintenance, maintenance and more maintenance.

62	It is obvious to the people who live here why 10 of the 11 most dangerous intersections in the city are east of 82nd - decades of neglect and disinvestment.
64	Provide more transit options to cross the region quickly
66	I5 South is already a parking lot everyday from 2PM to 6PM from 217 to Wilsonville. Lets start building plans for a train implementation
70	We need affordable housing so people can afford to live near where they work.
79	It's entirely too imbalanced towards automobiles. Our regional transportation system is deadly. Our streets are kill zones. We must declare a crisis. We must admit we have a problem, and take the first step towards ending our dependency and addiction to the automobile. We must act like it's a crisis, stop spending money that feeds our addiction, and start seeking treatment that will be effective.
80	Investment in Rose Lanes and bike lanes in the past several years has been outstanding. However, transit frequency is still too low to make full use of this new infrastructure. Increase frequency on existing lines!
81	You need to improve the flow of traffic. North bound I5 from Wilsonville into and thru Portland is only getting worse every year. It is funny that when you cross the Columbia river and enter Washington traffic all of sudden starts flowing
82	Transportation is largely a result of our land use. Investments in transportation are only successful if they are coordinated effectively with density, mixing of uses, mixing of types of businesses, mixing of different housing types.
83	Take out the bottle necks
95	our existing transportation system is only going to get worse without high speed rail
98	Transportation planning for new infrastructure should be settled 20 years ahead of new residential housing construction, thus avoiding adding larger roads after the fact.
99	Stop the nonsense of claiming that population growth is/will choke greater Portland area streets. It is the removal of existing capacity that causes chaos, particularly within the city of Portland. Seen SE Hawthorne recently? Division? Stark? Belmont?
101	It is getting worse because of YOUR tinkering
105	The input of the majority of citizens will be ignored.

109	It costs too much to ride, not enough service and space on buses and yellow max to ride
111	Do not build more light rail. The construction costs due to our terrain, the lack of year round reliability, and the lack of flexibility to match changing business, societal and demographic changes make dedicated new electric bus lanes a better choice.
112	My greatest fear as a daily biker is dying because a speeding or distracted or angry driver hits me
116	toll roads
117	Go all in on transit/walking/biking infrastructure
120	People over cars.
121	It is currently cheaper, faster, and easier to travel via car than other modes. This must change if we are to achieve any of our region's goals. Transit must be faster and more frequent, and driving must be slower and more expensive.
122	Focus on bike and walking infrastructure. Stop prioritizing car safety and comfort in neighborhoods. Everyone should feel safe to walk in their neighborhood.
123	Stop it with the Rose Quarter project. We should no better than to continue with freeway widening projects. The Lid over it is just Equity Washing. Manufacturing consent is not OK.
127	We would love to use transit more; however the infrequent and inconvenient schedule of our bus line (51) (odd rush hour cadence, no mid day busses, no buses on weekends) make it very challenging to make this a viable alternative. We currently ride e-bikes, though people we know think we are crazy for biking everywhere and people we dont know are hostile to us when we bike places. The narrow painted bike lanes on many major thoroughfares are insufficient to feel safe and we have hostile confrontations with vehicles almost daily. If we weren't so committed to trying to do our part to avert the climate crisis, we would not be biking- it is not and does not feel safe. As such, I think it is unlikely you will get many people to switch to biking until steps can be made to create spaces that are safe for all ages and abilities
130	We need to focus on competitive transportation options.
131	People are afraid to use transit because of crazy people

133	BE BOLD Think outside of the box and push forward with is right and what should be done.
135	Please make all your plans with climate change in mind. We need to immediately transition away from fossil fuels. Our transit infrastructure needs to make this possible. We need to stop building more freeways NOW and put our main investment into public transit that is affordable and goes all over the region, as well as connecting with trains that go to other places.
141	That regressive taxes are not equitable and have never resulted in greater access to - anything.
147	Do something. Get the ball rolling on road pricing and make some commitments to what we do with the revenue so people understand "what's in it for them." Show some leadership - don't just passively sit around the regional tables and complain day-in and day-out about the same thing (e.g. we don't have transit, so we can't do anything) without taking action.
149	Make it usable and reliable, rather than just putting lines on the map.
150	There is a public safety crisis effecting our transportation in greater Portland. On public transit and near it we see drug use and crimes like assault. On our roadways we see motorists attacked by drug addicts throwing rocks. We see motorists having to deal with homeless people in roadways and we have to deal with drunk drivers. We need to start enforcing laws that make transportation safe and accessible for all. When transportation is dangerous due to these conditions it creates barriers.
151	The roads have to get safer. More transit, bike, peds only infrastructure.
152	There is valuable unused space between "bicycle" and "car". We don't need 5,000 lbs of steel and battery to move one person around locally.
155	Public transit is way too slow if one has to go any real distance.
156	If you don't fix road safety, density can only do so much.
159	Pour all our money into fixing oprhan highways with high death rates and full PROWAG everywhere as soon as possible and forget everything else, because people are dying, our world is burning, and it can't wait.
160	The Metro's transit system is *not world class.* I've heard Metro and Trimet refer to it as such many times, and I think this belief discourages your innovative curiosity. Milan, Vancouver, Sapporo, Copenhagen. Those 4 cities are all comparable to us in

	terms of wealth and population and *do* have world class transit. Trimet and Metro need to get out of their bubble, and be willing to learn from our international peers. If you fail to fo so then we're doomed to mediocrity.
161	Easier, more comfortable bike transportation with fewer black holes (like Beaverton) is important. And more buses with higher-frequency options to connect areas away from the Max would open many better options to get away from car-focused transportation.
168	Less car infrastructure. More bike, bus, train infrastructure.
170	You have to massively penalize or disincentivize driving as soon as possible or other transportation policies don't matter. There's no scenario where we continue to subsidize and incentivize driving as much as we do now that doesn't lead to a climate disaster.
174	Widen all freeways. Stop wasting money on cycling. Stop putting in road diets. Stop your war on cars.
176	You all should try to get somewhere via public transportation ---without spending 1/2 the day doing it.
179	protected bike lines - not plastic poles;
181	Let's once again become a world leader in transportation and land use innovation.
184	Biking in Portland can be challenging with little or no designated bike paths
186	Cars have gotten bigger, faster, louder and more dangerous in the last 5 years. This has removed much of Portlands charm and is a deterrent to anyone that is considering walking, riding a bike or e-bike to where they want to go. Take full advantage of the new ability to put up speed cameras. I would say also consider putting in audio based fines for loud vehicles. https://www.nytimes.com/2022/02/21/world/europe/france-street-noise.html#:~:text=The center has developed a sensor that is,about \$150, to vehicles that break noise-level rules.
187	About 3-4 years ago, I took Max at night from downtown Portland back to my local station. Two events occurred that discourage me from taking a repeat trip: 1. Open drug deal. 2. Altercation that nearly led to fisticuffs, when one rider asked another to turn down his music. While your committees and focus groups may dismiss my examples as merely "anecdotal," I have no reason to believe that these

	behaviors are a thing of the past. You need to find a way to encourage new riders, with enough security in place so that they will become repeat riders.
195	For where I'm living right now, up in NoPo, finding ways to get commuters off I-5 and the bridge would be a handy thing.
202	Make it a calm, quiet, pedestrian-oriented, European-style city. Don't be afraid to anger drivers as you change toward that. It's better than killing people and the planet as the current car-based transportation system does.
206	More people WILL use transit when fares are REDUCED. This approach aligns with climate and equity goals and will incentivize drivers to use transit more.
207	Crossings for bicycles on many arterials need signalized controls. Much of our bicycle infrastructure is still unsafe for children.
209	If you don't provide parking then you have to provide a bus.
212	Biking and walking are the best solutions to making Portland Metro great and transportation safe and affordable and clean. In cities such as London biking is now the transportation mode of choice. If London can do it so can Portland.
213	Rail instead of buses
217	Quit demonizing Used Car lots. Older people still need transportation and most cannot afford new cars.
218	Bike lane network is very disconnected, requiring planning to navigate outside recreational places
223	Evening and late night service gives people an option to go to evening events without a car.
227	More public transportation. More attention to the east side, and South Clackamas County. The orange line should go clear to Molalla and Canby, the Clackamas County Fairgrounds.
228	In future plans don't worry about creating park and rides and and focus more on TODs.
231	Don't put high density at the edge of the UGB.
233	Coordination of street signals.
234	Focus on alternatives for all the citizens (and visitors) that prefer public transportation, biking & walking.

235	Despite our reputation for climate leadership and quality of life, our public transit options remain insufficient and unreliable. I believe this is because we are trying to have our cake and eat it too when it comes to personal vehicles. This failure to acknowledge and lean in to necessary trade offs is holding us back.
236	You need to address tents of houseless individuals impeding on and making fairly worthless quite a few bike corridors (Springwater in particular, but not only Springwater).
237	Just abandon this plan, close off enough streets to create protected avenues for people to bike across the area and call it a day because it's clear otherwise you're going to scam us out of our money to expand highways.
240	15 minutes hardly counts as frequent service for busses. 30-60 minute frequency are an absolute death sentence for ridership. FX busses should come at least every five minutes, Frequent service busses at least every ten minutes and non frequent should come at least every 20 minutes. Same goes for the MAX, we NEED the downtown tunnel now because MAX trains need to come every 5 minutes or less to make us a forward thinking, equity driven, climate friendly city. People want to get out of their cars but they will continue to use them if our public transportation system continues to be mediocre.
241	Our public transit first needs to be CLEAN and SAFE before higher income riders will switch from using a car to using public transit regularly.
243	Stop making it difficult to drive in Portland. Annoying people out of their cars isn't a practical strategy.
244	Please plan for the reality that we need to move beyond fossil fuels. Our earth is heating up so fast- please accept that this is happening and make a big shift in how you view the future of transport under these new conditions.
249	Basic road maintenance needs to happen. Many parts of the current system are in such bad shape that they are unusable. Taking care of what we already have should be a higher priority than new capacity.
250	Honestly, you're doing a pretty good job for a city of this size. Developing MAX into a more capable commuter service would be great though.
252	Reduce funding on freeways and increase funding on urban infrastructure

255	The IBR is an HISTORIC MISTAKE. At the end of ten years of construction delays and \$10 billion tax dollars, we have something most great cities want to demolish.
260	There are far too many cars, lowering the quality of life for everyone.
263	Buses are infrequent enough that people with cars will never want to take mass transit. Make them more frequent ie 5 min or less
268	To quote Field of Dreams, "If you build it, they will come." I am of a young generation ready and excited for change—actual, visible change.
271	Electric cars are not the solution. The solution is not taking thousands of pounds with you every time a human wants to go somewhere.
273	It is critical to have transit alternatives to travel on 217
276	We can do better.
277	See #11.
278	I advocate for people with disabilities. I hear all the time that they can't get to church, can't get to the grocery store and can't go out with friends because transportation is unreliable or won't serve the areas they live in. This problem is only going to get worse. We need to be investing in services for people who use wheelchairs/mobility devices.
281	Family Friendly Max options. I would love to see access for cargo bikes/bikes with trailers on the Max trains. We travel with our kids in a bike trailer. We've ridden the max with the trailer, but I technically don't think we're supposed to, as we've had drivers ask us to take off the trailer. Also, when I was in Denmark, they put large stickers/decals on the paneling by the front train seats. The stickers were of a play-train switchboard. The idea was that kids could sit in these seats and pretend they were driving the train. So cute, and such a great way to keep your kids engaged on the ride!
283	Focus on infrastructure and road quality.
293	People don't feel safe and aren't riding as a result.
294	Better empower drivers or TriMet to remove any disruptive riders. A year ago we had the misfortune of riding a bus with a homeless man screaming the whole time and now we avoid Portland buses like the plague. The bus driver did nothing. No security at any stops did anything. Very unfortunate, but hoping something can be done.

296	Driving is too easy and cheap. Transit, walking and biking is too costly in time and risk. We need to flip the incentives so that more people can actually have practical and safe alternatives to driving.
297	Let's not get mired in bureaucracy to implement safer streets for peds and cyclists. It shouldn't take years for safety upgrades. If a road was unsafe for people driving, it would be fixed almost immediately. Yet we allow this to happen for bike/ped facilities. I'm tired of being an afterthought and I'm tired watching Oregonians get killed or seriously injured. RE: Question 13 below: I tried reviewing your plans, but seeing that "chapter 3 on pricing" was 172 pages, that's an obscene an inaccessible plan to have the public review, let alone all 6 of these.
299	Focus on east-west and north-south improvements between suburbs.
305	More biking and walking trails.
311	you can save money, reduce greenhouse gas emissions, increase affordable transportation, improve quality of life, make roads safer, and make our cities quieter and greener by pricing driving and investing funds in transit, walking and bicycling.
319	Stop removing travel lanes! That just pissed off drivers and makes them drive recklessly on side streets. Create thoroughfares that allow vehicles to travel efficiently (more than 20 mph!) and keep them off the side, residential streets so we can have a safe environment to walk and bike in.
320	We beg you to create a legacy in Portland of safe, easy to access, human-powered and transit options as our planet dies from personal car use.
323	Start listening to taxpaying motorists and establish financial accountability from alternative mode users.
326	abandoning the 20 is Plenty campaign was a mistake. Pedestrians and cyclists are making some of the only impactful efforts toward lowering carbon emissions, and the region has cast them aside. Automobiles are the deadliest weapon in our communities and leadership now parrots the national narrative of "cars first"; when we used to be a region known for safe, accessible, and plentiful bike and ped infrastructure. The blood of every pedestrian and cyclist murdered in this region by vehicular traffic is on your hands.
327	This has to be paired with dramatically increasing density in the city. Obviously, the region has been growing for decades, and leaders have often taken a head-in-the-sand approach to what that means for infrastructure. Beyond that, despite wildfire

	and heatwave risk, this will be a place that people seeking refuge to worsening climate conditions elsewhere continue to come in larger numbers, and we cannot make this work without increasing the number of housing units in the city proper exponentially.
331	It's scary. Dangerous drivers are not held accountable for their actions. Dangerous people surround public transit with no security to keep people in check. Some bicycle routes are still a little sketchy. People want to feel safe.
333	Stop prioritizing cars over every other mode of travel.
334	Good density = good transit, we really need to be building transit-oriented development at our rail stations, not surface parking lots for park and ride which is a terrible land use and transit policy.
335	The perception of transit needs to be that it's as easy to ride and as safe to ride as a personal vehicle in order to get enough to ride transit to reach your goals.
336	It's not safe or equitable right now so stop acting like we can keep doing what we've been doing to get a good result.
340	You must first consider the needs of the most marginalized and work outward from there. If you solve for vulnerable populations, you lift everyone.
341	Trimet is unsafe to ride and I would only use it as a last resort. Add armed security NOW. Your plans are oppressive and you don't take in public comment.
344	Get out on the system (not in a car) and see it for yourself. Electeds and their appointed staff need to be walking, biking, and taking transit to really understand the issues that are facing people who already rely on those modes, and figure out what will bring more people out of their cars and into more sustainable transportation options.
346	That transportation has skewed way too car-centric in the past few years. We were on the way to becoming a 'best bike' city; but with an uptick in biker and pedestrian deaths, it is hard to feel safe biking or walking in many parts of the city. Make decisions that force drivers to slow down — not just token yard signs, but diverters, traffic circles — use all the tools at your disposal to prevent bully driving habits.
348	You're doing it wrong.
349	It's an unsafe hellscape if you aren't in a car

350	We have a beautiful city with lots going for it. Please don't pave any more ground or cut down any more trees. Please invest in our transit system—it has so much potential and seems to be at a turning point when it could start to die slowly. Please don't let that happen.
354	Get people back on transit by keeping it clean and safe! My last trip by bus included 2 people without homes who didn't pay and took a lot of time getting their belongings on the bus.
356	Public transportation, especially Max trains no longer feel safe.
357	Make every effort to increase practical use of public transit.
358	Get the rocks out of your heads. We already have wasted tons of money on bike lanes that are seldom if ever used. People in my area steal cars if they want a ride - they don't ride bikes or take buses. That's the reality yet the officials keep creating useless bike lanes that make it hard for cars to travel.
360	In my circles, Portland has long had a reputation for having transit- and bike/ped-friendly design. However, I think that is much truer for the urban core than the more outlying areas, even within city limits. I'm often surprised to see how much the urban form (such as around 82nd Ave to the east) resemble any other auto-oriented city in the country, and how sidewalks end abruptly and bike lanes are nowhere to be found. I hope the city builds on its reputation in the urban core and extends that vision throughout the entire city and into the metro region. I think the RTP approach and vision are absolutely on track. We will just need the funding and political will to implement them.
366	Reduce VMT. That will reduce crashes and improve air quality.
370	Reliability, safety, and accessibility is important.
373	I have been riding Tri-Met for over 20 years and have seen it grow steadily. I think it's amazing what Tri-Met has accomplished and hope to see more in the future. I've never owned a car and mainly relied on public transportation for most of my life. Tri-Met has shown me that a future where we rely less on cars is possible.
381	Downtown Portland is not the center of the universe.
382	Thank you very much
384	I am a single disabled parent with a young child, and every time we take public transportation there is some incident that makes us feel unsafe. Help us feel safe in

	our city again make Portland the city that everyone used to love. Fix our safety concerns.
385	Cars aren't the only thing that matter, and we should build transportation plans like that is true.
387	We need to encourage less driving
388	The emphasis on vehicle throughput has to end. Our roads are too dangerous and our auto-oriented transportation system has no future. We have to start planning with this reality as our guiding principle.
393	Currently, transit planning and funding in the Portland region is meager, miserly, and is deeply hamstrung by political timidity and caution... it seems that politicians either cannot imagine asking voters to approve a truly transformational transit plan, or they cannot visualize such a transformation themselves. Yet there is somehow enough money to expand freeways and auto capacity. If we are to have any chance of meeting our greenhouse gas reduction targets, we must think TRANSFORMATIVELY. This will require having the courage to propose to voters a massive, game-changing set of investments in mass transit on a par with the Seattle region that will dramatically improve mobility for everyone and shrink our climate emissions substantially. This is not a pipe dream--voters WILL support it, but it needs to be genuinely transformative. Please, please start to plan for this vision. Thank you.
394	Invest in high capacity transit that serves more than the suburbs exclusively.
396	So far they've done a terrible job in East Portland. It's clear they have no real understanding of what it's like to live here and what the barriers are to get people in East Portland to adopt multi-modal forms of transportation. Which are mainly the long distances they have to travel to do even the simplest things because there is a lack of jobs, a lack of basic amenities like grocery stores and community assets
397	Portland transportation feels unsafe right now.
401	Focus on not having visible waste of tax dollars and people will support you more. Empty buses and trains and empty rose lanes just erode support for your efforts.
402	More education for the public needed to inform they about the reasons for the transportation changes (some folks really believe changes are just whims and experiments, and not based on data and transportation planning (especially drawn for other cities that have tried the changes with success)).

404	Our transit system is good, but is severely lacking any serious intention or serve the people of greater Portland with reliable, frequent, and safe operations. Portland does not have a serious transit system. We should not have busses stuck in traffic, trains delayed by cars on the tracks, people afraid to ride alone or at night, and riders stranded by missed trips. Our transit system needs leadership that will actually aim to get people out of their cars and meet our regional climate goals.
407	I am very concerned about how fast cars are traveling. I am very concerned about the increasing weight, and therefore momentum, of cars. I know this isn't your area, but if you can pass this along I would appreciate it. I am also very concerned about air quality.
415	Keep the homeless off Max. It's gross and it safe and Tri Met doesn't seem to care. And consistently enforce the purchase of tickets.
416	We need to drastically reduce the number of private vehicles being used
417	Look at Euro City's with high use of Public Transit and Biking/Walking. Establish safety and people will get out of their cars. Also, Housing at transit hubs should be mixed in cost. Not only affordable or high income but blended communities.
419	We have enough bike lanes; maybe not the right ones in the right places, but we have more than enough.
420	Tolls affect poorer families more. Have the people who can afford it (Tesla drivers and corporations) pay for these projects.
426	Keep pushing bikes, walking, and transit. Make it it easy and quicker to do those things, and make it more expensive to drive. Change the laws so you can invest the money made off single occupancy vehicles into active transportation.
433	It is possible to have an extraordinary high capacity transit network in the metro region; all you have to do is look at streetcar network maps of Portland from the early 1900s. But it needs to be made a greater priority than adding freeway lanes (which is a waste of taxpayer money and doesn't fix the problem of congestion)!
437	We need to reduce vehicle miles traveled.
438	Freeway expansions and new highways don't solve congestion and they contribute to sprawl, higher infrastructure costs, and more traffic.
443	Transportation is still sadly mostly to serve cars, making Portland an unpleasant city to live in.

444	Invest now in reliable mass transit and reap the benefits in the near future -- look at how many cities who have! Look outside the United States!
445	Busses need to run at much higher frequencies throughout the system.
446	We live in a world where automobile drivers believe they should be able to part the sea wherever they are traveling to at any time day or night, despite (in many cases- Allstate 2022) being the most careless and inattentive, and also while using the most inefficient(space/fuel, etc), and risk producing transport option in our city, state, country.
455	Alignments that cut corners will be more harmful in the long run, though may seem beneficial in the short-run.
459	Buses rarely outrun bicycles. Rail is only marginally faster. Consider some express services, which could also be used to increase the frequency of our rail systems.
462	Maintain & improve service frequency! (And this must be paired with town center/corridor revitalization, especially downtown Portland.)
463	We have too much unsafe driving. We need leadership on driving safety, and we need more traffic safety enforcement.
465	Return max and streetcars service frequency to pre pandemic levels. Have security and fare checkers. They just aren't safe our frequent enough. The only people riding don't pay and use the trains for rest and not transport
467	More frequent buses/trains = more frequent riders!! Cities in other parts of the world (comparable in size to Portland) have transit that comes every 5-10 minutes, or even less. We're a city with great transit for US standards, but we can continue raising the bar and looking abroad for great examples of good transportation!
474	Too many roads were engineered to encourage fast vehicle travel and are thus unsafe for bikes and peds. Roadways need to be reengineered and maintained to slow traffic and create safe spaces for bikes and peds. The roadway network is a shared resource between all transportation modes and needs to be designed and maintained as such. For example consistent debris in the bike lanes and paths is not respectful of that transportation mode.
476	cross portland transportation that's speedy
479	It is too easy to drive and too hard to take public transit, ride a bike, or walk.

481	Our transportation planning is too conflicted, such that the plans are not optimal for helping mobility of majority of Portland area people. There is flawed recognition of the value of independent door to door transportation vehicles.
488	Hire better decision makers. Spend less on admin. Pay attention. Its different than listening.
489	As a person with disabilities, I have to be able to drive the generally short distances to where I can pick up public transportation. But there is no parking at 90% of the stops.
491	People really do want a clean environment and safe roads. A transportation policy that continues to incentivize individual car ownership and driving moves us in the wrong direction. What we need now more than anything are viable and reliable active and public transit options.
492	As a cyclist, Portland needs more protected bike lanes, so cars are not parking between the bike lanes and the sidewalks. Bike lanes with permanent cones are also needed, especially in outer NE/SE neighborhoods that have less access to safe biking routes.
493	The orange line is an example of what not to do. If the line had been run down Milwaukee it would have been more expensive, but would likely have far more impact on reducing congestion.
499	HCT is the future, and the only way to avoid endless highway expansion projects that will not alleviate the traffic or the problems that come with it. Only by increasing the scope of actual auto alternatives can we accomplish the goals set out in this planning document.
502	Prioritize biking and walking. These transportation options will pay dividends in reducing road maintenance obligations in the future and lessening our climate impact. Any street with painted bicycle lanes and no solid barrier from cars is not good enough. Update the road design standards to include bike lanes that are level with sidewalks on every major thoroughfare.
505	Increasing vehicle size & weight is a huge problem and needs to be on your radar. If we don't enact policies to counter this trend, it will literally and figuratively run over much of the progress you've made with other efforts around safety and climate.
507	Public transportation is not safe due to homeless crisis. Frog ferry should be added as safer option and to increase tourism in area.

509	Focus attention on funding quick-build projects that look to reallocate the resources and space that already exist, so that more people can take transit, bike, and/or walk to some of the places they need to go. Fund programs that help incentivize using the infrastructure and generally figure out how to make streets in our region desirable places to be outside of a vehicle.
514	I would love to use more public transportation and get out of my car but, in almost all cases, the time/value proposition isn't there. As an anecdotal example, from my home in NE Portland I can be at the airport (where I work) in 15 minutes. With Trimet it would take 1 hr 18 minutes for the 8 mile journey. That will never incentivize me to take public transit. Look to Zurich, Switzerland as a model. Frequency, low connection times and reliability make public transit a viable and thriving alternative to the car.
516	Tie ins with high speed rail, for Portland to Seattle, and to Vancouver BC - if the station could be near or at the current station, but on different lines. Having high speed rail to other cities would be fantastic
521	Let's not make to too convenient or cheap for people to travel alone in their cars. ps- this is a bonkers about of information to review
524	Focusing on 'reliable' timing for all users, including those who drive on freeways underscores the basic function people use to determine which mode they will take. If freeways are available and reliable, people will still choose to drive as it is by and large: the fastest way to get around. I hope we can seriously look at how we can seriously revise freeway use around the region, and/or utilize closing lanes and exits to destinations that people can and should access via transit. I hope METRO reviews ways we can make freeways reliable for freight, transit, and emergency services only, and not drive-alone trips with tools other than congestion pricing, cordon pricing, etc.
525	Make sure there is security on transit. So many people avoid the max because people are doing drugs or otherwise intimidating, and it's unsafe. Suburbians won't swap out a private, safe car if the other transit options aren't safe.
526	Please create more bike lane barriers.
527	Taking lanes from cars and giving them to bikes and busses will reduce traffic, not increase it. That's exactly what happened in Amsterdam, Paris, London. We can do the same.

536	a lot of complainers will say they'll never ride the bus. that's fine, let them not use it, but don't also use their feedback to make the system more convenient for cars.
538	Keep most Trimet bus and Max services within the city of Portland. Allocate funds elsewhere. There are plenty of other issues in our area where the money would be better spent and not wasted.
540	We the people don't want more transit
543	You have consistently failed the citizenry. Try listening to people outside your weird political echo chamber.
548	Cars are terrible for everyone, even those who use them. To achieve our climate goals, better air quality, and safe streets, we need to reduce VMT, encourage walking/biking/transit for a majority of overall trips, and stop making so much of our public space for the exclusive use of drivers.
549	We need a lot more, better, more efficient public transit. And this includes leaving trees in place around bus stops, and planting more of them. Expand all lines. And make it fareless. Fares hurt low income and minority communities the most, Trimet's own studies show this, but they voted to increase fares anyway. In the midst of the climate crisis, we need to treat it like the emergency it is. Making public transit free would increase ridership, decrease carbon emissions (a lot), and would be more fair.
553	We need to follow the path of the Netherlands in transportation instead of following any of the U.S. ideas that are comparatively mediocre.
554	we need fewer cars on the streets
555	The implementation of better public transportation, which will serve ALL communities will help to get people out of their private vehicles. This should benefit the overall roadway system. Several areas should be looked at to see if bypass or alternative routes of travel will benefit the area.
556	Get rid of / massively tax giant trucks. Make travel safer for smaller modes like WALKING. We want a walkable city first and foremost
561	tear down the bloody highways
563	12 or 15 minute wait times are not fast transit. 5 minutes or less is fast transit everywhere else in the world and that needs to be our baseline.
565	Make high capacity transit options appealing to all users. More high speed options

566	We need true regional partnerships and leadership. Things today are too divisive and anti-car.
570	see above
572	We need more high capacity, rapid transit. Rail transit would fit the bill
574	I promise you, people want more walking/biking/public transportation infrastructure. And less cars!
576	It is deadly because there is too much space for cars. We need to adopt a binding Vision Zero policy for traffic deaths and emissions, one that reduces space for cars and increases the cost to drive until deaths AND carbon emissions reach zero.
577	The quality of infrastructure, convenience, and end to end experience of walking, biking, transit, and multimodal travel has to be better—much better—than the infrastructure, convenience, and experience of driving, to lure drivers from their habitual behavior, and reward them when they choose to try something new. As it is now, the lack of serious investment, poorly conceived disconnected infrastructure, and lack of maintenance, create such a low quality and unsafe experience walking or biking that even the adventurous types who explore these modes quickly become discouraged and punished even for their naiveté. Veteran cyclists give it up because it is just too difficult, and people who have no choice but to use these neglected modes are maimed and killed by drivers. We HAVE to raise our standards and recognize the challenge in front of us. If we are to succeed in remaking our regional transportation system, we have to invest MORE dollars in walking, biking, and transit than in automobiles. Not more than before, more total—MORE!
580	A focus on safety is the most important thing that we need to bring people back to public transit. I was an every-day rider but no longer feel safe on the train post-covid.
582	Hard shift to safe walking, biking and transit. Stop building for cars. Decades of building a transportation system based on private car ownership hasn't worked.
583	There is almost no situation in which we can overinvest in transit, walking, and biking. What would do we have in 20 years where we look back and say, "I wish we would have spent less on transit/walking/biking."? I can think of endless scenarios where the opposite is true, where we look back in 5, 10, 20 years, and lament how we should have done more. Now is the time for action.

584	Focus on making a safer, more efficient routes for non-motorists. Incentive non-motorist travel, and penalize motorist travel, and make it higher in walkable areas.
586	People will not give up their cars, EV or not. People don't buy BMWs or Hummers or fancy sports cars to leave them in the driveway and take public transportation!
588	Greenways are fine but folks who don't use cars DESERVE direct routes just like cars do. If you build crappy unprotected bike lanes that flood when it rains, don't be surprised that biking doesn't increase.
591	Don't forget that for every person or property owner who is upset, there are hundreds more who appreciate your work to make the region's transportation investments more equitable and sustainable. Thank you!
592	We won't be a safe, walkable, bike city until personal vehicles are restricted from certain areas and many streets.
593	That it is important that it is accessible, safe and affordable. Also, that it reaches neighborhoods that are often forgotten in these plans.
595	make sure every kid can safely and easily bike to school and the rest will sort itself out: access to transit, increased density, all of our environmental, health, and economic goals are corked by our road agencies reserving too much space for cars
597	Do everything you can to make it easier to move without using a car.
601	We should make transit free to all
606	I appreciate your efforts!!
607	People will not take transit unless it is perceived as clean, safe, and frequent.
610	Transportation in Portland is far too car dependent. We can't sacrifice any more of our land, air, and water to providing for the movement and storage of personal automobiles. The current transit system is woefully unimpressive in the face of the transit need we will have if we are serious about not using cars for every little thing. Biking can seriously be a game changer as well. But paint only bike lanes directly adjacent to speeding vehicles are inadequate. We need real movement toward funding and building a regionwide protected bike network.
611	Repair the roads, don't build or expand what we already have.

612	Even for those of us who are not using cars, transit feels too unsafe or slow, whether bus or train...I, for one, want to feel I can bike safely, quickly, into more areas
617	Please be aware of unintended consequences of traffic taming. For example, SE Clinton and 17th Ave has a traffic barrier (that is often vandalized by irate drivers, but that is another issue). Overall, I like the traffic barrier, since I travel most places by bike or on foot. However, drivers divert themselves to residential streets to avoid the barrier, often speeding and ignoring stop signs. I live at the corner of SE Taggart and 18th Ave, and I see this often. So, ideally, streets within a block of Clinton St should have speed bumps.
619	We need to begin developing efficient public rail or other transit options between cities and high volume destination points within the region and state to reduce VMTs and emissions..
621	Congested due to fact that you have reduced the size of the streets, making it take much longer to get around, specifically on the zest side. You are purposefully making it harder to drive around Portland. Busses and Max are not the only solution, as most families drive two cars.
625	We need to stop investing in car travel over other methods of travel.
627	It is hard to allocate funding towards a future that does not yet exist, but is imminent. Cars are not sustainable and we need investments to be made with this consideration front of mind.
630	It should be faster to get to the airport without a car. Bus shuttles? We can do better!
632	People don't actually care about driving - they just want to get where they are going to as fast as possible. They will use whatever transit mode lets them do this.
639	Seek new funding sources, don't give up, continue revising proposals until voters say yes.
643	Getting to transit is currently unsafe due to unprotected lanes and a lack of pedestrian infrastructure.
644	People are not going to stop buying cars, so you have to give them a reason not to use it.
646	Rail to Hood River, Salem, Sandy, Tilamook,

648	It will never become sustainable until the MAX system begins to function like what it is: regional rail. We cannot continue with streetcar-like design characteristics. We need proper investment for it be anything more than a politician feel-good trinket.
651	Immediately begin building a sustainable transportation network that supports densification for the impending arrival of millions of climate refugees. No cost is too great compared to losing the habitability of our planet.
653	Many neighborhood streets are so dangerous I'm afraid to use them. A strip of white paint doesn't improve bike safety at all. When drivers move at 40 mph even a sidewalk isn't any real protection. We need physical barriers and lowered speeds. Also some traffic enforcement would be very helpful.
656	Biking is still not as safe as it could be
658	GHG emissions from transportation continue to grow unabated.
659	Greater Portland has the opportunity to be one the forefront of addressing climate change by decisions to increase the equitability, reliability, and frequency of active and public transit options. But we need to act now, this is a climate emergency.
665	we HAVE to get people out of their cars. we've made it far too easy to drive and we are experiencing the consequences of those decisions now - pedestrians are literally dying.
666	SOV dependence is regressive and unsustainable. Transitioning off fossil fuel modes and revenue is how we will achieve economic prosperity and sustainability.
667	Don't get in bed with any businesses, we want all the money to go right back to developing a nice city.
670	Transportation is not headed in the right direction. Our roads aren't safe and increased traffic is contributing to the climate crisis. We need bold action that shows we are serious about people and the planet. Increase investment in high quality, complete, and connected transit, walking, and biking infrastructure.
672	Public transit is the only way to meet sustainable climate goals and they cannot be met until you make public transit free.
674	I've gone from not having a drivers license and riding my bike virtually everywhere for almost 10 years to feeling like I had to get my license at 41 years old and now taking most of my trips by car. I feel less and less safe on the roads on my bike, particularly in East Portland, where I live, and I'm sick of relying on infrastructure

	that is spotty, incomplete, poorly maintained, and that doesn't take me directly where I want to go.
675	A lot more people would be multi-modal if they understood its benefits and felt safe using alternative modes of transportation.
676	Too many people are dying. Reconstructing our existing road network for safe speeds and safe crossings should be top priority in our transportation spending, not only in our rhetoric.
681	People want to make good choices; they want safe and climate-goal oriented options like transit and biking. Employer pushes for "back to work" are counter to climate change goals.
682	If there's one key insight I'd like decision-makers to understand about transportation in greater Portland, it's the transformative potential we hold. By placing a genuine emphasis on public transit, walking, and biking, we're not just shaping a transportation system – we're actively crafting the foundation for improved quality of life for marginalized community members. It's a chance to redefine accessibility, inclusivity, and equity in our urban landscape. The beauty lies in how this approach doesn't just cater to a niche – it resonates with the broader population. When we prioritize robust public transit networks, safe pedestrian pathways, and cyclist-friendly infrastructure, we're creating avenues for everyone to engage with the city in more sustainable, healthy, and engaging ways. Imagine the vibrancy and connectivity we could cultivate, akin to iconic cities like New York City or Chicago. This isn't just about transportation; it's about fostering a cultural shift towards shared spaces, reduced congestion, cleaner air, and a stronger sense of community. In essence, prioritizing public transit, walking, and biking isn't just a mode of transportation planning – it's a visionary step towards shaping the very fabric of our city, empowering marginalized communities and propelling us toward a more vibrant, accessible, and united Greater Portland.
683	We are in a climate and affordability crisis. All modes that help alleviate these issues (walking/biking/transit) should be receiving our support and investment.
684	There are a LOT of gaps in our transportation system.
685	When the world is safe for drunk people, it's safe for everybody/
688	The time to be bold is now. Today is the day to meet the challenges of the future. The region is already experiencing heat wave after heat wave after fire season after

	fire season. We will never see returns on investments in roads built for cars. We have to stop acting like that's not the truth of this moment in history.
690	The Regional Transportation Plan needs to prioritize projects or weight project more greatly which propose demonstrated safety solutions where they are happening (e.g. traffic fatalities particularly for vulnerable road users).
692	They cheap out with buses and there's no subterranean service unfortunately
693	East County Portland and other marginalized areas continue to need more investments in transportation options.
696	That we need to disincentivize the use of automobiles over that of active transportation such as bikes and walking. We need to slow the cars and make it safer and more efficient to go by bike.
698	I want us to be the transit capital of the United States where Portlanders are more likely to take a bus or train instead of driving from point A to point B.

APPENDIX C: 2023 REGIONAL TRANSPORTATION PLAN COMMENT CODE THEME

Table 8: Comment Code Themes and Definitions

Codes		Definitions
Accessibility		Comments about the accessibility of transportation options.
Active		Comments in support of biking, walking, and other forms of active transportation, not including transit
Bridges		Comments about bridge projects
Choice		Comments about transportation choice, access to many transportation options, influences on transportation choice.
Climate		Comments about climate change, greenhouse gases, sustainability, impacts to the climate, mitigation of climate impacts, etc
Collaboration		Comments calling for collaboration between agencies, counties, cities, and/or states.
Congestion		Comments about road congestion
Connectivity		Comments about transportation connectivity.
Equity		Comments about equitable access to transportation, geographic equity, and equitable funding
EV		Comments about electric vehicles
Fares		Comments about transit fares
Fees		Comments about fees related to transportation including vehicle registration fees, transit tax fees, fees related to tolling.
Freeways		Comments about freeways and highways
Funding		Comments about funding
Governance		Comments about government, transportation agencies, planning agencies, elected officials, or bureaucracy.
HCT		Comments about high-capacity transit systems.
Housing		comments about housing
Implementation		Comments about project implementation. Including planning, construction, communication.
Infrastructure		Comments focused on building infrastructure
Land Use		Comments about land use, development, regional growth, planning efforts, the use of space.
Maintenance		comments about maintenance, repair, cleanliness
Parking		Comments about parking.
Policy		Comments about policy for a specific mode of transportation
Priority		Comments about prioritizing space or funding for a particular transportation mode.
Safety		Comments about safety including personal safety, safety from crime on transit, cyclist or pedestrian safety, vulnerable road users, high crash corridors, speed limits.

Service	Comments for transportation services including transit frequency, transit routes, transit service hours, new mobility services like bikeshare or scooter share, new transportation services like ferry service.
SOV	Comments about single-occupancy vehicles, including SOV dependance, SOV trip reduction, and or SOV preference.
Streetcar	Comments about streetcars.
Technology	Comments about incorporating technology advancements into the regional transportation system