

MICHAEL DURROW FOR PORTLAND CITY COUNCIL

1. The nature of human beings is that, basically, we don't like to be told what to do. We prefer to make our own decisions. That said, I support *incentives* for bicycling, walking and using mass transit, as opposed to burdensome regulation. These include:

- a. installation of more bicycle stands (doubling the amount of in ALL quadrants of the city within next two years); maintaining/expanding bike lanes/paths (to all adjoining jurisdictions); and pedestrian walkways including extension of The Esplanade to The Columbia River.
- b. coordinate with Metro and Tri-Met on mutually beneficial marketing strategies to promote these cost-effective and energy-saving transportation options.
- c. propose to area schools (elementary through college) an all-inclusive pilot program to educate youngsters on public safety. Such programs have previously existed (in part., "Stranger Danger, Officer Friendly,), but never with a unified mission. This program will be taught by the area's first-responders to obtain Continuing Education credit and to receive certification to work in The City of Portland.

EDUCATION IS COMMUNITY POLICING. IT'S FIGHTING CRIME. IT'S INSURING
PUBLIC SAFETY. IT'S SERVICE TO THE COMMUNITY AND
MAKES PORTLAND A COMMUNITY WORTH SERVING.

2. I don't believe that anyone should have to pay for services they don't use or that don't insure the safety and security of the community as a whole. With the advent of hybrid and electric cars, alternative fuel sources and telecommuting, funding street and highway maintenance with fuel taxes is no longer valid or equitable. Each program with its budget tied to these funds will suffer as the gas tax pie gets smaller and smaller. I advocate a per-mile user tax. The technology is here, now, just waiting to be implemented. Yes, I believe individuals who share the benefits of safe roads should share the responsibility, even if they do not choose the same means. I support:

- a. 1% fee on the sale of new bicycles and bike parts (to the exclusion of protective gear, such as helmets). This fund will be exclusively earmarked for alternative transportation projects.
- b. Implement a registration fee for new bicycles. As with chipping a family pet, a registration would insure owner information would be in a common database which would include owners' contact information. More lost/stolen bicycles would be recovered and returned to their owners. This program would not only benefit registered owners, but help deter theft.

3. Access to transportation, as with healthcare, is a governmental responsibility, at least to provide opportunity. Even though State Funding for Active Transportation is outside the realm of Portland City Council Members, I will advocate for re-evaluation of this allocation percentage as Oregonians shift from combustion engines to what are considered "alternative" forms of transportation. Referencing my previous answers (#2a & 2b), my plan should address shortfalls.

4. Regarding TRAFFIC SAFETY, the statistics used in this question should indicate to any reasonable person that the number of serious injuries and fatalities on Oregon roads and

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Highways, as well as Portland's streets, is much too high. However, I think if the number of less serious injury accidents were incorporated into the statistic, it would even more startling, especially for parents. Having spent a number of years living in Europe when I was younger, I know that traffic flow management is an essential element in the success formula of most major European cities where pedestrian and bicyclists mingle with cars and trucks. In most cases, that success comes about simply by separating the motor vehicles from the others by blocking off streets parallel to major arterials. Add to this the education piece mentioned in Answer 1c. the number of serious injuries and fatalities can be reduced. Additionally, ANY site of such an incident should be prioritized and accessed to address need for signaling, signage or other traffic-managing improvements.

5. I am fully opposed to rolling stops for cyclists. There are justifications for exceptions to the motor vehicle codes for cyclists. A great amount of animosity that exists between drivers and cyclists is due to public' perception that cyclists abuse the law, are careless and assume privilege. Operating a vehicle on public streets, roads and highways ought to be viewed, not as a right, but a privilege with the responsibility to observe and honor the rules and regulations of the jurisdictional body which sets and enforces the