

**David Madore**

16 hrs ·

Clark County to push Transit Oriented Development:

Tuesday's agenda item# 2 makes no mention of the real agenda that it pushes. It only lists nice things like new sidewalks, street lighting, street murals, and pedestrian crossings all marketed under the euphemism of "Complete Streets".

https://www.clark.wa.gov/.../the-gr. ./d040516PH_ContractCOV.pdf

But like the typical tactics used to push the leftist agenda, it's all a façade for the real agenda made obvious only by examining the real documents.

No mention is made of tax subsidized congestion inducing Transit Oriented Development (TOD) that disadvantages cars, removes traffic lanes, abandons minimum parking needs, and replaces single family homes with hyper-density apartments.

The planners' utopia centers around voter-rejected High Capacity Transit intended to duplicate the disastrous problems that have resulted wherever the TOD nightmares unfolded in Portland. The real agenda starts on page 80 of the source document not provided by the staff report:

<http://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi>

Why is Clark County working to push Transit Oriented Development in the City of Vancouver? The grant pushes Clark County toward "war on cars" policies that worsen congestion, increase crime, burden our economy at the expense of real road improvements and new bridges that would relieve congestion and truly move our community forward.

<http://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi>

This picture and others like it are included as examples in the real agenda of the 2015 Fourth Plain Forward Plan.

Our policies and solutions must embrace reality with real world solutions, not an alternate utopian rainbow universe imagined only by leftist planners out of touch with reality. Agree?



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David Clark TODs are promoted as a way to reduce driving (as if being transit dependent was a good thing) but they actually reduce driving only by a tiny amount - the vast majority of all the people in those mega projects still drive, increasing traffic congestion in the area. If the same number of people were spread out throughout the region, they would hardly affect congestion at all. If TODs were really "transit oriented", they would forbid car ownership for their residents & provide NO onsite parking & forbid neighborhood parking.

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David Clark What else would you expect for the deluded planning zealots at Portland State?. To save Clark county, we must STOP PORTLAND CREEP!

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