

MEETING OF THE MINDS, July 2008

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#	Response
	24. What was the most significant thing you learned, or the strongest impression you left with, from Meeting of the Minds?
1	How gullible the attendees can be about humans and global warming. Too many have a mind set to blame humans for virtually everything. We have had global warming AND global cooling many times in the past without humans even existing! I wonder what we would be talking about it we had global cooling right now!
2	Unlike Washington state, the state of Oregon still has an inspiring, somewhat naive optimism that government can make wise decisions, and that public participation can lead to usable ideas. In Seattle, there is less available land and less goodwill, so the problems are more intractable.
3	Presentation and lunch discussion with Tim Barnett
4	time is tight but the creative fires are burning bright -- and what we lack the most is strong exec. leadership
5	That we have to move with urgency and great speed to give citizens choices and reliable alternative transportation options.
6	Drepressed about the coming water scarcity, but excited about new transportation pricing systems and new technologies.
7	Sense of urgency, a willingness to participate and the need for leadership. Who will provide it?
8	Governor Kulongoski recognizing he's trying to change the social life of Oregon's citizens
9	Inertial resistance to change is huge unless economically compelling
10	now is the time
11	the carpooling idea. the problem is that many presenters seemed to be focused on their one solution, as if they had a sales pitch instead of a systems model...not all, but some.
12	Bill Rienhart's lunch talk.
13	Millions of people moving north. Oil is over.
14	Leaders need to listen. Need to assess community specific challenges and assets. Craft a community education protocol
15	Between the first and second meeting there was a shift from bio-fuels as the solution to other energy sources. What's next?
16	Very few people are thinking about ways to reduce the number of vehicle miles travelled through carpooling, ride-sharing, and other technologies.

17	The way of the past/present is not going to be the way of the future. We need to direct this change.
18	The most significant thing I learned was the alarming scientific data presented by Bill Reinert and Tim Barnett. The general public needs to be informed of the dire consequences of inaction. Overall, I felt that there was some repetition from the prior year's Meeting of the Minds - we should build upon prior year's learning to advance the conversation to a deeper level.
19	Most of the people attending were very narrowly focussed on transit and bicycles and lived in the Portland area. Few really understood the economic issues.
20	We have alot of work to do.
21	First time I've seen some staunchly traditional transportation stakeholders participate in something as "progressive" as this.
22	Urgency.
23	The topics raised are serious and require continued discussion of achievable solutions.
24	the seriousness of the issue
25	We need to get serious about change, but we heard this message from a bunch of leaders who are NOT getting serious! (ODOT, PDOT, Port of Portland, etc)
26	We need to act now and we need a vision for the region to lead us for the next 50 years.
27	Continuous investment in our self-congratulatory addiction to lite rail and transit and the past - the 1973 solution - will keep us from early investments in readiness to optimize our road assets.
28	We're screwed, I'm moving to Southern France
29	Controlling the demand side of the infrastructure industry is most likely the most efficient path towards sustainable transport.
30	Water is a major, major issue. We aren't thinking big enough or acting quickly enough.
31	I learned that the new urbanists and the old highway guys actually agree on a lot of things .
32	We are entering a time of radical change in our approach to ALL infrastructure sectors, including transporation.
33	That there is a danger to the suburbs, that they will wither and die. I don't think we should let that happen. Time frames are also a problem. We need immediate action on immediate solutions, but we are talking about ideas that will not pay off for several years. And we need a longer term plan. So which timeframe is the conference focused on?
34	That we need to really get this transportation revolution moving asap.
35	My mind was opened to the broad effect of transportation systems on all of society.
36	amazing how the roads and cars still are number one on people's minds.
37	strongest impression = disappointment, mostly around the fact that it wasn't really a dialogue as it was billed in the beginning and it didn't really seem there was any focus to the meeting. also, the guy reading the poll questions was terrible. i mean, c'mon. did he get more than 1 in 10 right?
38	Hope for finding good solutions through working with good people.
39	The time is right for change - and many stakeholder groups are aligned on this. The major challenge is not why to act or what to do, but how to make the change. This will take partnerships and trust - a big ask, but I believe Portklan, Oregon and tghе NW States have strong potential to make change happen. I look forward to seeing this come to reality.
40	I am convinced there are solutions to these ideas. Yes, things need to be done but I believe individual effort needs emphasis as well. Government is not the only answer.
41	the short window of time before Peak Oil collides with Peak Water in parts of the US and the world...
42	Reinert's pessimism about fuel options for automobiles
43	It was interesting but didn't go far enough in its consideration of wholesale sociological changes that need to take place and whether or not our species is capable of making them in order to save the planet.
44	That wind energy has a 33% capacity factor and Solar has a 16% capacity factor, and that no matter how you cut it, electric cars are the most energy efficient, no matter how the energy is produced.
45	The mood at last year's MoM in Berkeley, was about the need to change the way we think about sustainable transportation and urban development. This year's event was about how damn fast we need to change the way we think

	about these things!
46	People's commitment
47	Bill Reinert blew me away. He should give that presentation to every elected official in all of the western states. Period. Make this happen!
48	The need to individually commit to real actions, so as to act as leaders and role models. The fact that so many voted to pay just a \$1 for the toll trip was alarming considering the 'progressive' audience.
49	That we must change the way we live, work and plan our collective futures.
50	many smart people are working on these problems, and progress is happening, but only in economically able areas of economically able countries.
51	Do "it" now!
52	The chickens have come home to roost: we're becoming victims of our modern hubris and excess. If we don't act forcefully now, there won't be a future worth handing off to our children's children.
53	Need for systems approach to transportation planning and implementation.
54	It was a stunning conversation about how we will have to face changes in how we live, work and manage our transportation in the future.
55	The value of bringing people together from different professions and industries.
56	Portland is an great example. We need to totally re-think the type of leadership and funding required to solve these important problems in other cities across the US. It will take 20 years, at least....
57	The "peak liquids" concept and related inflection points pointing to the need for critical change.
58	there were a lot of powerful, awesome speakers with good things to say but they weren't being listened to. it's suspicious when a "sustainability" conference is all about cars.
59	Portland rules!
60	there is hope
61	I was surprised in a bad way how much time and energy was spent on alternative fuels / cleaner car technology. A sustainable city is not one based on cars as the predominant mode of transport. Cleaning the emissions addresses only one issue, but is very misplaced. Someone said "you get what you measure" and when you frame an issue as an engineering problem, you get an engineering solution. I thought Mike Meyer was the highlight and I would have liked to see more of his ideas fleshed out and actually discussed by the audience.

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