


REVISED 2/7/2012

 **Metro | Agenda**

Meeting: Southwest Corridor Plan Steering Committee
Date: Monday, February 13, 2012
Time: 9:30 to 11:30 a.m.
Place: Beaverton City Hall, 1st Floor Conference Room
Objective: Discuss what we want to achieve and consider milestone on vision, goals and objectives.

9:30 a.m. Welcome and introductions Co-Chair Roberts

9:35 a.m. **Consideration of the Steering Committee summaries from October 3, 2011 and December 12, 2011** (attachment 2)

9:40 a.m. Check in on milestones Tony Mendoza

9:45 a.m. Partner plan update summary Malu Wilkinson

9:50 a.m. Themes from public engagement Karen Withrow

- Discussion groups/*video highlights of focus groups*
- Presentations in SW Corridor partner communities
- Local CAC Forum
- Public involvement report (attachment 3)
- *What have we learned from the public that should inform the vision, goals and objectives?*

ACTION ITEM

10:10 a.m. Draft vision, goals and objectives Elissa Gertler/Jamie Snook

- PMG report on vision, goals and objectives (attachment 1)
ACTION REQUESTED
- Overview of approach for Southwest Corridor Plan, Southwest Corridor Transportation Plan and Southwest Corridor Transit Alternatives Analysis
- *Is the Steering Committee ready to adopt the draft vision, goals and objectives?*

11:10 a.m. Overview of lessons learned (attachment 4) Malu Wilkinson

- Overview of themes and strategies from other regions

11:20 a.m. Public comment

11:30 a.m. Adjourn

*Next meeting – April 9, 2012, 9 a.m., location TBD

Attachment 1

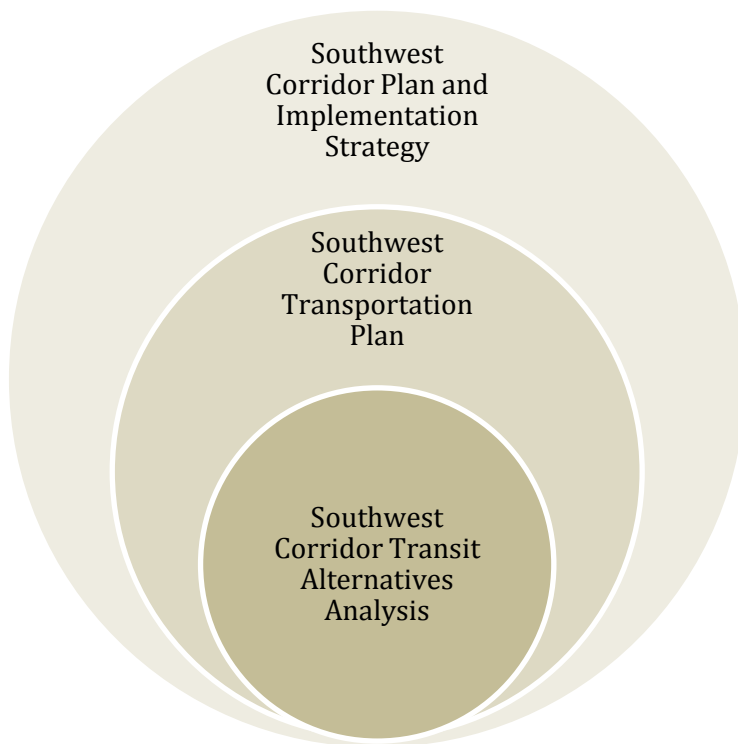
PMG report on vision goals and objectives

SOUTHWEST CORRIDOR PLAN AND IMPLEMENTATION STRATEGY: VISION AND GOALS –DRAFT 2/6/2012

The vision statements for the Southwest Corridor Plan, Transportation Plan and Transit Alternatives Analysis provide a clear and compelling picture of the opportunities and challenges of the corridor. This information:

- Sets a critical foundation for successful decision-making;
- Establishes why there is a proposal to take action;
- Provides the basis for public support; and
- Lays the foundation for evaluation of alternatives.

The graphic below describes the relationship between the various components of the Southwest Corridor Plan and Implementation Strategy. The Southwest Corridor Transportation Plan and Transit Alternatives Analysis are a subset of the Southwest Corridor Plan with more specific focus.



The **Southwest Corridor Transportation Plan** is a subset of the overall Southwest Corridor Plan and Implementation Strategy and will have a similar vision statement and goals and objectives with a specific focus on transportation.

The **Southwest Corridor Transit Alternatives Analysis** is a subset of the overall Southwest Corridor Plan and Implementation Strategy and will have a similar vision statement and goals and objectives with a specific focus on transit. This vision statement will serve to define the purpose and need of any proposed transit alternative.

Southwest Corridor Plan: Vision

The vision for the Southwest Corridor is to create, strengthen and connect livable and prosperous places from Portland to Sherwood. Through an open and inclusive community process we will select land use and transportation alternatives for implementation. We will seek to enhance jobs, housing choices, the environment, and quality of life. We will use public resources efficiently, thoughtfully and fairly, and stimulate private and public investment.

Project goals and objectives: Southwest Corridor Plan and Implementation Strategy, Southwest Corridor Transportation Plan and Southwest Corridor Transit Alternatives Analysis

Prosperity – People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.

- Develop communities that provide jobs, services, shopping and recreation
- Stimulate potential for private investment
- Support a wide variety of employment
- Improve opportunities for affordable living, considering the combined housing, transportation and utility costs

Health – An environment that supports the health of the community and ecosystems.

- Develop transportation facilities and urban form that enhance the natural environment
- Support active and healthy lifestyles
- Enhance or maintain the natural environment to improve ecosystem function
- Improve air and water quality

Access and mobility – People have a safe, efficient and reliable network that enhances economic vitality and quality of life.

- Improve access to places where people live, work, play and learn
- Improve access, mobility and safety for all transportation modes, ages and physical abilities
- Support the freight transportation system to ensure that the region and its businesses stay economically competitive

Accountability and partnership – Manage resources responsibly, foster collaborative investments, implement strategies effectively and fairly, and reflect community support.

- Build upon existing plans, private development and investments in public infrastructure
- Make investments that maximize limited resources
- Equitably distribute the benefits and burdens of growth geographically and demographically

Southwest Corridor Transportation Plan: Vision – work in progress

The role of the Southwest Corridor Transportation Plan is to evaluate the transportation systems necessary to connect and serve the livable and prosperous places identified through the Southwest Corridor Plan. The Transportation Plan will identify transportation strategies, systems, and improvements to support the achievement of the local land use plans and contribute to the overall access, mobility and economy of the state and region.

Southwest Corridor Transit Alternatives Analysis (AA): Vision – work in progress

The role of the Southwest Corridor Transit Alternatives Analysis is to identify transit strategies that support the achievement of the state, regional and local land use plans.

Attachment 2

October 3, 2011 meeting summary

December 12, 2011 meeting summary



Southwest Corridor Plan Steering Committee

Monday, October 3, 2011

9 – 11 a.m.

Tigard Public Library – Community Room, 13500 SW Hall Blvd. Tigard, OR 97223

Committee Members Present

Carl Hosticka, Co-Chair

Barbara Roberts, Co-Chair

Sam Adams

Craig Dirksen

Jack Hoffman

Keith Mays

Roy Rogers

Loretta Smith

Jason Tell

Suzan Turley

Metro Council

Metro Council

City of Portland

City of Tigard

City of Lake Oswego

City of Sherwood

Washington County

Multnomah County

Oregon Department of Transportation

City of King City

Committee Members Excused

Neil McFarlane

Lou Ogden

Gery Schirado

TriMet

City of Tualatin

City of Durham

Alternate Members Present

Dan Blocher

Monique Beikman

Roland Signett

TriMet

City of Tualatin

City of Durham

Guests

Roger Averbeck

Denny Egnor

Marianne Fitzgerald

Judith Gray

Julia Hajduk

Leslie Hildula

Alan Lehto

Alice Rouyer

Karen Schilling

Jeffery Tumlin

Southwest Neighborhood Inc.

City of Lake Oswego

Southwest Neighborhood Inc.

City of Tigard

City of Sherwood

City of Tigard

TriMet

City of Tualatin

Multnomah County

Nelson/Nygaard

Metro Staff

Elissa Gertler, Tony Mendoza, Malu Wilkinson, Karen Withrow, Jamie Snook, Jenn Tuerk,

Nikolai Ursin

I. WELCOME AND INTRODUCTIONS

Co-Chair Barbara Roberts opened the meeting at 9:09 a.m. and announced that the original data collection area has grown to include the City of Beaverton, Lake Oswego and Durham.

The committee and audience introduced themselves.

Co-Chair Roberts stated that the purpose of the meeting was to ensure committee members had a shared understanding of Southwest Corridor Plan, and discuss the charter and operating protocols. Co-Chair Roberts presented a slideshow, illustrating the areas that are part of the Southwest Corridor Plan (attached to the record).

II. GREAT PLACES THROUGH PARTNERSHIPS

Jeffrey Tumlin of Nelson/Nygaard, presented a PowerPoint on how to view and approach the Southwest Corridor Plan (attached to record).

III. WHAT DO YOU HOPE TO OBTAIN FROM THIS PROCESS?

Mr. Roland Signett, City of Durham, stated that there has been major impact on Durham due to the Bridgeport development and that the city is made up mainly of residents and single-family households on single-family lots.

Mayor Jack Hoffman, City of Lake Oswego: Lake Oswego's west end, including Mt. Park inquired about the impact of residents to 99W. He added that there is a Lake Grove redevelopment plan, urban renewal districts that are Lake Oswego centric and draw in people from other areas. In addition, Kruse Way is an employment corridor but can be developed into housing as well. He added that Lake Oswego is currently in periodic review and updating their comprehensive plan.

Mayor Keith Mays, City of Sherwood commented that he hopes to ensure choices for residents in the community.

Mayor Sam Adams, City of Portland, stated that he would like to improve upon the Green Line effort with the hope that rapid transit could better serve communities and existing neighborhoods. He added that there needs to be assurance that the rapid transit option chosen would weave together communities, humanize areas and work with the terrain.

Council President Monique Beikman, City of Tualatin, commented that she wants to ensure the integrity of this process and to coordinate with Tualatin's projects.

Mr. Dan Blocher, TriMet, commented that TriMet is eager to contribute to the project and pleased with Metro's decision to lead it with land use. He stated his desire to have the committee work together and partner throughout the project.

Mayor Craig Dirksen, City of Tigard stated his desire to see an increase in job growth, accommodate new residents and protect neighborhoods. He added that Tigard needs 21st Century transportation to support a 21st Century city.

Commissioner Roy Rogers, Washington County commented that Barbur and 99W are underserved. He stated his interest discussing land use in city and county limits.

Commissioner Loretta Smith, Multnomah County stated her support for the project. She offered to help in any way, adding that Multnomah County may be particularly helpful since they border Washington County. She added that vulnerable populations are particularly in need of transit.

Mayor Suzan Turley, King City, stated that King City zoning does not align with their vision for the future. She added that this project would be an opportunity to address issues as well as change demographics. Lastly, she noted that the city would like to expand the town center and owns property that could be an asset to the project.

Mr. Jason Tell, ODOT, stated there has been a track record of bringing different perspectives in the region together. He added that this project would be more complex due to critical land use decisions and the need for trade-offs with highway and transit.

Co-Chair Roberts shared Metro's perspective, that at the end of this process there would be on the ground examples of partnerships that could leverage more resources collectively. Some of these include regional investments in HCT, new priorities for transportation investments that support local visions for places within the corridor and leverage investments in housing, parks and green spaces and job creation.

Co-Chair Carl Hosticka mentioned that Metro's vision is similar to the other investments that have been made in other cities around the country and world. He wants to make sure that land use improvements and decisions help change the auto-oriented corridor into a place people don't just drive through.

Co-Chair Roberts added that the corridor has potential to be more than what it is today by including parks for the health of children. She also noted that the corridor is absent of healthcare, which needs to be changed. She added that the corridor would also be looking at green areas and habitats,

IV. PLAN APPROACH AND TIMELINE

Mr. Tony Mendoza, Southwest Corridor Plan Project Manager and Ms. Malu Wilkinson, Southwest Corridor Plan Deputy Project Manager – Metro, presented the steering committee a PowerPoint (attached to the record) illustrating how the plan and the partners plan to achieve results, major elements of the work plan and timeline.

Following the presentation the committee discussed the plan's budget and how it would achieve the aspirations.

Mr. Tell inquired about if the budget of \$4.2 million is coming from several pots of money. He commented that the committee really needs to use discipline and live within the budget that we have. There also needs to be a timeline and conversation about financing before the 2013.

Mayor Adams noted that acquiring the funding for the improvements is going to be difficult wherever they may happen. In addition, he noted that with the land the committee needs to start talking to the private sector and the cost of the land in those areas at the table.

Mayor Hoffman agreed that the public investment is going to be challenging at best. The committee needs to have a conversation what the economic result of up zoning – can it be with contingent or development agreement with the value captured approached.

Co-Chair Hosticka continued the discussion about working with small businesses rather than large businesses, which is similar to the yellow line.

Mr. Tell asked for a presentation on a toolkit on new ways to create investment and what we can do that has not been done before either here or in other locations.

Mayor Adams stated there is more than one way to look at the corridor and potential zoning changes, but it also include different investor inputs. Additionally, he noted that planning decisions should be influenced by where owners are excited and want to invest.

Commissioner Rogers commented that he agrees with the early communication regarding funding. He also stated there are many little properties that the committee needs to take into consideration when defining benefit zone and overlay changes.

Co-Chair Roberts agreed that this is the committee can think about enhancements to local property values.

Commissioner Rogers wanted to make clear that this project cannot do locally improvement districts due to the cross jurisdiction work.

V. CHARTER AND PROTOCOLS

The steering committee briefly discussed the charter (attached to the record), the Southwest Corridor Plan Steering Committee protocols (attached to the record) and the decision-making structure (attached to the record).

The committee discussed briefly the changes they would like to see to the charter.

Commissioner Rogers pointed out the he had a problems with sections A – Desired Outcomes and B – Goals, particularly about equitability section.

Co-Chair Hosticka advocated that both were from the Metro Policy Advisory Committee (MPAC) and the six desired outcomes.

Regarding the Desired Outcomes in the charter, Mayor Dirksen wants to add a bullet point to offer a range of housing possibilities. He would like to keep it to six bullet points but possibly to combine the two climate ones as healthy living.

Commissioner Rogers would like to see the fourth and sixth desired outcome defined due to the Washington County Commission is divided on these issues and they would need clarity.

Mayor Adams wanted to ensure that in the City of Portland Plan, being adopted in spring 2012, will not held to the specific outcomes of the SW Corridor Plan Project. Also, Mayor Adams wanted to make sure that this project will have criteria to measure the project after the fact to see if the project is achieving what the committee set out to do. He also wants to see an equity measure that includes anti-gentrification and affordability for business and residences.

Mr. Mendoza confirmed for Mayor Adams that at the next meeting there will be a baseline summary for the committee to review. Co-Chair Hosticka assured the committee that would incorporate their suggestions into the charter.

VI. PUBLIC COMMENT

Marianne Fitzgerald has been a resident in the corridor expressed her excitement for the project and the comprehensive approach. In the 1990's the SW Corridor Plan, density was a bad word, but we got people not the infrastructure. She is also very interested in the nodal work as well.

VII. ADJOURN

There being no further business, Co-Chairs Roberts and Hosticka adjourned the meeting at 11:01 a.m.

Meeting summary respectfully submitted by:

<SIGN HERE FOR FINAL VERSION>

Jenn Tuerk

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda	10/3/11	October Meeting Agenda – Amended	1003swcpssc-1
2	Document	10/3/11	Southwest Corridor Plan: Phase I stages and milestones	1003swcpssc-02
2	PowerPoint	10/3/11	<i>Jeffery Tumlin's presentation*</i>	1003swcpssc-03
4	PowerPoint	10/3/11	<i>Tony's PowerPoint*</i>	1003swcpssc-04
3	Summary	7/22/08	TOD S.C. Meeting Summary, March 2008	072908tsc-05
4	Elevation	7/22/08	One 19 Towers	072908tsc-06
5	Document	7/22/08	TOD Program Financial Report	072908tsc-07



Southwest Corridor Plan Steering Committee tour and meeting

Monday, December 12, 2011

9 a.m. – 1 p.m.

Metro Regional Center – Council Chambers and Annex, 600 NE Grand Ave Portland, OR 97232

Committee Members Present

Craig Dirksen	City of Tigard
Carl Hosticka, Co-Chair	Metro Council
Lou Ogden	City of Tualatin
Barbara Roberts	Metro Council
Gery Schirado	City of Durham

Committee Members Excused

Sam Adams	City of Portland
Denny Doyle	City of Beaverton
Jack Hoffman	City of Lake Oswego
Neil McFarlane	TriMet
Keith Mays	City of Sherwood
Roy Rogers	Washington County
Loretta Smith	Multnomah County
Jason Tell	Oregon Department of Transportation
Suzan Turley	City of King City

Alternate Members Present

Catherine Ciarlo	City of Portland
Alan Lehto	TriMet
Margaret Middleton	City of Beaverton
Andrew Singelakis	Washington County
Chris Warner	Multnomah County
Rian Windsheimer	Oregon Department of Transportation

Metro Staff

Matt Bihn, Leah Fisher, Crista Gardner, Elissa Gertler, Tony Mendoza, Jamie Snook, Jenn Tuerk, Malu Wilkinson, Karen Withrow

BUS TOUR OF THE SOUTHWEST CORRIDOR

Prior to the meeting the Southwest Corridor Plan Steering Committee and partner staff participated in a bus tour of the Southwest Corridor project plan area.

SOUTHWEST CORRIDOR PLAN STEERING COMMITTEE MEETING

I. WELCOME

Co-Chair Carl Hosticka opened the meeting at 11:40 p.m.

II. WHAT ARE THE EXISTING CONDISTIONS IN THE CORRIDOR?

Mr. Tony Mendoza, Southwest Corridor Plan Project Manager, reviewed the project placemat plan (attached to the record) which illustrated the phases of the project, what has been completed to date and next steps after the signing of the charter.

Ms. Crista Gardner, Metro, presented a PowerPoint (attached to the record) titled: The Existing Conditions Summary – Preliminary Results, which included information on:

- Demographics
- Opportunity mapping
- Housing
- Natural resources
- Parks
- Health
- Active transportation
- Historic resources
- Brownfields
- Infrastructure
- Hazardous materials
- Visual resources.

Mr. Rian Windsheimer, ODOT, noted that the health concerns described in the plan were not compared to other areas within the region.

Mayor Lou Ogden, City of Tualatin, noticed that the Lake Meridian Park Medical Center and a substantial portion of Tualatin was not included within the plan boundary and asked for an explanation. Mr. Mendoza responded that the information shown in the PowerPoint was only part of the data collection area and Metro staff is working with City of Tualatin staff to consider nodes which would expand Tualatin's study area.

Co-Chair Hosticka stated his preference for including additional health facilities and asked if health facilities were lacking in the area. Co-Chair Roberts stated that she would also like to see the project encompass both large health facilities and smaller clinics, including dental and optical offices. Mr. Mendoza responded that they would be included in the inventory for the plan area.

Mayor Gery Schirado, Mayor of Durham, added that the project did not appear to include the large health facilities in downtown Portland and developing facilities in Bridgetown and Sherwood.

Co-Chair Hosticka inquired about how localized the air quality data was in the existing conditions. Matt Bihn, Metro, replied that the data was obtained from the Oregon Department of Environmental Quality using Portland Air Toxic Study modeling results. Mr. Bihn mentioned that areas with the most congestion also had the poorest air quality levels. In response to the asthma map, Mr. Windsheimer noted that the areas with the highest percentage of asthma were not near I-5, but rather, in other parts of the project area. Ms. Gardner noted that within the corridor the worst asthma numbers could be found along Highway 217. Mayor Craig Dirksen, City of Tigard, recommended that the air quality data presented at a recent JPACT meeting be incorporated in the Southwest Corridor Plan. Mr. Mendoza confirmed that the same data presented to JPACT had been used to define the Southwest Corridor's existing conditions.

Mayor Ogden directed the committee's attention to the population section. With multiple sections for different populations listed, he inquired about the purpose of these sections and asked how many population types would be looked at. Ms. Gardner responded that Federal Environmental Justice Laws and Regulations require Metro to research specific populations within the area. She added that the purpose of doing so would be to verify who resides within the area. Mr. Mendoza clarified that this would be a starting point and that staff could consider looking at other populations (including other ethnic and youth populations) that are more reliant on public transportation.

III. CHARTER AND PROTOCOLS DISCUSSION AND SIGNING

Ms. Gertler distributed a final version of the committee's charter document (attached to the record). She stated that the final version incorporated all the changes and edits recommended by the project partners.

Mayor Dirksen stated his approval with the language variations made to the outcomes section. He added that the charter document included the right level of detail and would serve as an effective guide for the Southwest Corridor Plan project.

Ms. Catherine Ciarlo, City of Portland, stated that Mayor Adams considers this project as a defining collaborative opportunity for the involved group of jurisdictions.

Mr. Windsheimer commended Metro for producing an organized and quality charter that recognized ODOT as co-lead on transportation.

Mayor Schirado agreed with Mr. Windsheimer's comments and stated his delight in being a project participant.

Mayor Ogden stated his approval with the charter document.

Mr. Alan Lehto, TriMet, commented that Neil McFarlane and TriMet are looking forward to working on this project.

Ms. Margaret Middleton, City of Beaverton, agreed with the committee's sentiments and stated her appreciation for everyone's efforts.

Mr. Andrew Singelakis, Washington County, conveyed Commissioner Rogers' appreciation for the work done to date and completion of the charter document.

MOTION: Mayor Dirksen moved to adopt the Southwest Corridor Plan Charter. Ms. Catherine Ciarlo seconded the motion.

ACTION: With all in favor, the motion passed.

Ms. Karen Withrow, Metro, announced that there are new project fact sheets and business cards (that include contact and social media information) available.

The next Southwest Corridor Plan Steering Committee meeting is scheduled for February 13, 2012, 9:30 to 11:30 a.m. in Beaverton.

IV. PUBLIC COMMENT

Mr. Roger Averbeck, Southwest Portland resident and chair of the Southwest Neighborhood Transportation Association noted that a Southwest Corridor Transportation Plan already exists. He stated his interest in the level of public involvement Metro plans to incorporate in the project and hoped it included more opportunities to comment than a few open houses. He stated his community's interest in playing an active part in developing the plan. Given the large area of the project he acknowledged that there may not be a citizen advisory committee, but that he would still like the project to consider an engaging public involvement plan.

V. ADJOURN

There being no further business, Co-Chairs Roberts and Hosticka adjourned the meeting at 1:01 p.m.

Meeting summary respectfully submitted by:

<SIGN HERE FOR FINAL VERSION>

Jenn Tuerk

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda	12/12/11	December Meeting Agenda – Amended	121211swcpssc-1
1	Sign-in sheet	12/12/11	Sign-in sheet of meeting guests	121211swcpssc-02
2	Document	12/12/11	Southwest Corridor Placemat Plan	121211swcpssc-03
2	PowerPoint	12/12/11	Southwest Corridor Plan: Existing conditions summary – preliminary results	121211swcpssc-04
3	Document	12/12/11	Southwest Corridor Plan Charter	121211swcpssc-05
	Fact Sheet	12/12/11	Fall Southwest Corridor Plan Fact Sheet	121211swcpssc-06
	Meeting summary	10/03/11	October 3, 2011 meeting summary	121211swcpssc-07

Attachment 3

Public Involvement Report



G R E A T P L A C E S
SW Corridor Plan

Scoping public involvement report

February 2012

PROJECT PARTNERS

Cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin, Multnomah and Washington counties, Oregon Department of Transportation, TriMet and Metro

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project website: www.swcorridorplan.org

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Introduction

The Southwest Corridor Plan, launched on Sept. 28, 2011, focuses on the corridor connecting Sherwood and Portland, Ore., integrating:

- local land use plans to identify actions and investments that support livable communities, including Portland's Barbur Concept Plan, the Sherwood Town Center Plan, the Tigard HCT Land Use Plan and Linking Tualatin
- a transportation plan to examine potential roadway, bike and pedestrian improvements and including a transit alternatives analysis
- strategies for improving the built environment such as economic development, housing choices, parks, natural areas, trails and health.

Background

This integrated planning strategy continues a decades-long tradition of planning for future growth in a way that makes the most of public resources while preserving farmlands and access to nature.

- In 1973, Oregon Senate Bill 100 mandated the protection of the state's agricultural lands, forestlands and natural areas. Metro implements that vision through a focus on efficient land use within the urban growth boundary and planning for transit, innovative roadway projects, and bicycle and pedestrian facilities.
- In 1974, elected leaders in the Portland metropolitan area rejected an urban freeway project, setting aside plans for 54 new highway projects in favor of modest roadway projects and a network of high capacity transitways.

- In 1995, the region adopted the 2040 Growth Concept, a 50-year land use plan that identifies centers for walkable urban development, protecting existing neighborhoods within the urban growth boundary as well as farms and forestlands outside the boundary.
- The 2010 update to the 2035 Regional Transportation Plan works to implement the 2040 Growth Concept by setting policies and priorities that emphasize the mutual advantages in land use decision-making and transportation investments. These policies direct future projects to be developed as multimodal transportation – road, bike, pedestrian, transit and freight – and land use planning efforts with multi-agency collaboration and public participation.
- Following the High Capacity Transit System Plan, a part of the 2035 Regional Transportation Plan update, the Southwest corridor was selected as the highest regional priority for further study for high capacity transit investment. The potential investment in the Southwest corridor best meets the livability and community needs, supports the economy, provides environmental benefits and has the highest potential for implementation based on local support, costs and efficiencies of operation.
- In 2010, in addition to prioritizing the Southwest corridor for potential high capacity transit investment, the Metro Council also selected the corridor as one of its two highest priorities for investment strategies that integrate

transportation, land use and other plans and policies to enhance movement in and through the corridor and stimulate community and economic development.

This corridor:

- spans the jurisdictions of cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin; Multnomah and Washington counties; and Metro
- is in the TriMet transit service district, with 18,607 average transit boarding per day in the area outside of downtown Portland¹
- includes Highway 99W and the Interstate 5 freeway, both managed by the Oregon Department of Transportation
- has a daily vehicle count on 99W of approximately 24,000 near Terwilliger, and approximately 50,000 near OR-217²
- has a daily vehicle count on I-5 of approximately 134,000 near Terwilliger

and approximately 133,000 near OR-217³

- has a resident population of approximately 200,000⁴
- has 120,700 jobs as of 2010, with major employers such as Oregon Health & Science University (OHSU) and Portland Community College (PCC) Sylvania as well as major employment centers including Tigard Triangle, Washington Square, five town centers and the Tualatin Industrial area
- contains key regional educational institutions and universities, including Oregon Health & Science University (OHSU), Portland Community College (PCC) Sylvania campus, Portland State University, Lewis & Clark College and Law School, and George Fox University.

Existing and future traffic conditions in the corridor are projected to worsen as population and employment continue to grow. The corridor already experiences long traffic queues, poor levels of service and significant capacity constraints at key locations. Travel times through the corridor are unreliable due to congestion on Highway 99W.

The Southwest Corridor Plan takes advantage of partnerships between the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin; Multnomah and Washington counties; Oregon Department of Transportation; TriMet; and Metro. Elected and appointed representatives from each agency participate in the project steering committee, while staff participate in

¹ Downtown Portland boarding was excluded from this number to reflect a more accurate, yet conservative, picture of ridership in the study area. The total average transit boarding within the study area, including the portions of the downtown, is 81,940 per day. While many of these riders are traveling to other portions of the metro region outside of the study area, a number are also boarding lines for destinations within the Southwest corridor.

² The approximate daily vehicle count for each intersection was calculated using the average of two points along the roadway; one north of the referenced intersection and one south.

OR-99W		I-5	
0.05 mile south of Terwilliger	31,200	0.10 mile south of Terwilliger	126,600
0.05 mile north of Terwilliger	16,600	1.07 mile north of Terwilliger	141,400
0.03 mile west of OR217	49,100	0.40 mile south of OR-217	156,900
0.05 mile east of OR 217	50,200	0.80 mile north of OR-217	109,300

Source : ODOT 2010 AADT volumes

³ Ibid

⁴ Population represents 2009 counts sited in the Housing existing conditions report.

technical committees, support local community advisory committees, and ensure meaningful public engagement.

Public Engagement

The purpose of this stage of the Southwest Corridor Plan is to determine the scope, evaluation metrics and goals of the overall plan.

Public engagement at this stage of the plan focused on announcing the integrated planning effort; informing of the background and elements of the plan; and asking residents what they value about their communities. Residents and business people were asked about challenges and opportunities in the corridor and their visions for the future of the area. The information and ideas offered will inform decision-makers as they determine the scope and goals of the plan.

To engage the public and determine the needs of the corridor and values of community members, project partners:

- commissioned three random-sample focus groups which targeted corridor residents, commuters who use the corridor and students who attend school in the corridor (consisting of college-aged participants) (*see* Appendix A Focus group report).
- held 15 invitee discussion groups representing specific topics or geographic areas (*see* Appendix B Discussion group report)
- held open houses in Tigard (Sept. 28, 2011) and Southwest Portland (December 6, 2011)
- staffed booths at community events and farmers' markets (*see* Appendix C Outreach events calendar)

- briefed community groups (*see* Appendix C)
- launched and maintain the project website as a repository for information on the plan (www.swcorridorplan.org)
- initiated and manage a project blog for wider-topic considerations, conversations and facts about the corridor (www.swcorridorplan.blog.com)
- launched and maintain a Twitter feed for quick updates and reminders of events (twitter.com/#!/SWCorridor)
- created and maintain a Facebook page for quick updates, announcements and photos from events (www.facebook.com/SWCorridor)
- convened Community Planning Forum (Jan. 31, 2012) (*see* Appendix D Community Planning Forum).

Additionally, community group briefings were held by municipal staff focusing on the local land use plans but also highlighting the Southwest Corridor Plan as an overarching effort (*see* Appendix C). Public attendance at project steering committee meetings was encouraged and at which public comment was accepted.

Through the public involvement and outreach activities occurring Sept. 28, 2011, through Feb. 1, 2012, the project made more than 350 citizen contacts at the open houses, community events and activities. Additionally, 80 residents, advocates and business owners participated in one of 15 discussion groups focused on specific topics (e.g. affordable housing, business development) or geographic areas (e.g. Tualatin, King City). During the public comment period of Sept. 28 through Oct. 28, 2012, posted their thoughts on boards at the open house and community events, and

submitted 98 public comments via the online questionnaire, mail and email (*see* Appendix E Transcription of posted comments, open house and community

events *and* Appendix F Comments, questionnaire and emails).

Summary of outreach activities

One project newsletter was produced in summer of 2011 to provide the context for the Southwest Corridor Plan, including the general breadth of the plan and known challenges to be considered, as well as the project schedule.

Project staff and consultants facilitated discussions centered on the Southwest corridor which included residents, students, business owners and subject matter experts in the area of alternative transportation, safety, freight, environment, equity and housing. Three focus group discussions and 15 of subject and geographic-focused discussion groups were held.

Metro and project partners presented at community groups, neighborhood associations, business organizations, interested advisory committees and local governments. (See Appendix C, Community Events Calendar for a complete list of presentations.)

Postcards were sent to residents and business owners within the study area in Southwest Portland to inform residents of the Barbur Concept Plan and the Southwest Corridor Plan and invite them to get involved. The City of Portland mailed more than 6,000 postcards on the second week of September, 2011.

Newspaper advertisements were placed in the Southwest zone of the Oregonian, the Sherwood Gazette, the King City Regal Courier, the Times (Tigard and Tualatin), Tigard Cityscape Newsletter, Southwest Community Connection and partner news and press releases in September or October of 2011 to community kick-off events and

invite participation (open houses, community events and public comment period).

Two neighborhood walks were held in September 2011 to provide residents with an opportunity to walk the Barbur Concept Plan areas with City of Portland staff to share ideas and discuss opportunities and challenges along the corridor. Between the two walks, approximately 60 people attended and many comments were received and summarized by City of Portland staff.

Two open houses have been held in local communities to collect comments and priorities from the community to guide the development of transportation and land use alternatives. The community was asked to provide their vision and values for the study area, identify transportation alternatives and prioritize community values. The first was held on September 28, 2011 in Tigard and provided information on the Southwest Corridor Plan, the Barbur Concept Plan and the Tigard High Capacity Land Use Plan. Approximately 75 people attended, adding thoughts to the comment boards. The second open house was held on Dec. 6, 2011 in Southwest Portland.

Approximately 50 community members attended, adding thoughts to the comment boards. The Barbur Concept Plan open house is the first of three open houses that will be hosted in Southwest Portland to provide information on the Southwest Corridor Plan and Barbur Concept Plan

Tigard convened its local land use plan advisory committee, The Citizen Advisory Committee, on January 5, 2011. The CAC met throughout the process of the Tigard

High Capacity Land Use Plan development with the last meeting held November, 2011. The Tigard Connections Team, which kicked-off on January 30, 2012, has been convened to participate in the Southwest Corridor planning process.

Portland convened its local advisory committee, Community Working Group, for the Barbur Concept Plan on September 15, 2011.

Tualatin convened its local advisory committee, The Transportation Taskforce, for the Linking Tualatin Plan in November 2011.

Sherwood will convene a Stakeholder Advisory Committee for the Sherwood Town Center Plan in spring 2012.

Project partners will convene the four local advisory committees along with interested stakeholders from other jurisdictions over the course of 2012 at project milestones for the Southwest Corridor Plan. This group, called the Southwest Corridor Community Planning Forum, will provide information and insight throughout this process to add to the work being done by technical and community experts.

Focus groups summary

Three focus groups were organized and facilitated by CFM Strategic Communications Inc. in August 2011. The intent of the focus groups was to assess public opinion about the corridor that was not biased by knowing the project partners, specific project area or scope. Discussions facilitated in this way provided overarching opinions on the 99W corridor, identified its attributes and problems specific ways the community thinks the area should be improved, and how people get information about local issues. The three focus groups were comprised of students, commuters and local residents. A complete summary and analysis of the discussions is provided in *Appendix A*.

Residents that live in or near the Southwest Corridor discussed attributes that contribute to the livability of the area – affordable homes and apartments, easy access to freeways, a variety of convenient shopping options, convenience to work, friendly neighbors, quiet streets, trees, parks, bikeways, walking paths and proximity to family and friends. Students agreed these are the types of features they will be looking for as they enter the workforce and settle down.

Participants indicated they are frustrated with the congestion and gridlock during rush hours in the Corridor. Their perceived cause of the congestion was too many cars from local traffic and those commuting through the corridor. Factors residents and commuters say contribute to traffic congestion are: roads not designed to handle the amount of traffic using them, stoplights are poorly timed and impede the flow of traffic, intersections are poorly designed; too many access points to 99W from primary and secondary streets and from businesses and parking lots, left-turns are difficult to make and dangerous and TriMet buses block traffic when they stop. Additionally, people complain that alternative transportation in the area is not adequate.

Participants suggested a variety of potential solutions to address traffic issues in the Corridor, make walking and biking safer and provide alternative routes for local residents to work, shopping and entertainment. Other recommendations included improvements to livability in the Corridor.

Discussion groups summary

Fifteen discussion groups comprised of outside experts, advocates and supporters have been conducted since August, 2011. The intent of the discussion groups is to collect expert and local perspectives on topic-specific issues related to the Southwest corridor. Discussions focused on opportunities and challenges in the corridor, a vision for the area and the best way to reach out to community members or stakeholders as the process moves forward.

Discussion groups can be broken into two general categories, those organized by topic and those organized by geographic location. Topic-focused discussion groups were selected based on criteria outlined by the regional guiding principles for creating a great place. Discussion groups covered the topics of: affordable housing, active transportation, environment, equity, large educational and medical institutions, major employers/business, and freight. Within each group, experts, advocates and supporters were invited to participate in an open discussion of the Southwest corridor, as it related to the specific topic.

Discussion groups within a second category were selected geographically. Each city within the corridor hosted a discussion group to collect feedback from residents and business owners. The intent was to collect a local perspective on the regional and local opportunities and challenges as well as a local vision for each area.

Within both discussion group categories, Metro worked closely with the partners to invite interested and active community representatives. In most cases both the residential and business communities

participated in the discussion of the Southwest corridor.

A brief summary of what was heard from the groups is provided below. (*see Appendix B Discussion group report*) Topics that were repeated throughout the groups included their perceptions of the 99W Corridor, traffic issues, area improvements, suggestions for addressing the problems as well as the best way to communicate change that requires a homeowner to move or businesses to relocate.

On the topic of 99W perceptions, residents, advocates and the business community indicated that the corridor is out-of-date, congested and lacking a sense of place. Issues facing the area are widespread and deep but everyone agrees traffic and congestion is the top concern. It is an area people avoid, especially during rush hours and peak periods.

Compounding the traffic issue are:

- Too many and poorly timed traffic lights;
- Poorly designed intersections;
- Too many entrances to parking lots from 99W; and,
- Poor access to I-5.

Other traffic related problems in the Corridor include:

- Walking and biking is dangerous;
- Sidewalks and bike lanes have gaps;
- Street lighting is poor;
- Mass transit does not serve the needs of North/South commuters;

- Routes for pedestrians, cyclists and transit to cross I-5 is limited; and,
- Traffic issues may be discouraging employers from locating in the area, while lack of transit can make it hard for employees to get around.

Non-transportation issues also surfaced.

- The area appears to be a throwback to the 1960's and 1970's. Transportation is auto-centric. Building designs, landscape architecture and the businesses along 99W are dated and appear "tired."
- Area development is threatening the environment.

Participants indicated that the key to improving the Corridor is fixing issues related to transportation. Recommended transportation improvements included:

- Limited-access lanes on 99W;
- Add high capacity transit;
- Expand alternative transportation such as pedestrian walkways and bike lines;
- Create bus and carpool lanes on 99W;
- Use technology or Smartphone APPS to coordinate car sharing;

- Infrastructure improvements;
- Improve signage

Additionally, non-transportation improvements include making the corridor a more attractive place to live. Creating an identity for the Corridor will improve the aesthetics but also stimulate economic growth and help promote and revitalize the area.

Groups were willing to think outside the box when recommending changes and improvements to the Corridor but not by sacrificing core Oregon values. Policies should be established to:

- Incorporate the voice of the community during the planning process.
- Protect and expand affordable housing.
- Include business and large employers in the planning process.
- Protect the environment.

In regards to communication with residents and business owners, the groups concluded that explaining change and its impact focused on three themes. The first, financial compensation for those affected, economic opportunities for the community and lastly, the public good.

Summary of comments

“[I envision a] truly multimodal corridor with thriving small businesses that are safely accessible by transit, walking, cycling to nearby residents and commuters traveling through the corridor. Transform the corridor to a desirable place to visit, work in or travel through rather than the current congested and dangerous route to be avoided.”

The public comment period ran from Sept. 28 through Oct. 28, 2011. The summary below synthesizes what was heard at community events and farmers’ markets, responses to the questionnaire and email comments received.

Vision

This inquiry sought to aid decision-makers in determining the goals of the Southwest Corridor Plan. Some respondents to the questionnaire offered specific solutions within their responses, which are captured in the categories below as appropriate.

The comments reflected that the integrated strategy idea put forth for the Southwest corridor is necessary to meet the visions of the residents in the corridor. Respondents reflected a desire to address not only the transportation needs of the corridor, but also the need to enhance communities and protect or enhance the green infrastructure and resources in the area.

Transportation

The main theme for transportation was the vision of a multimodal corridor, offering sustainable transportation alternatives and a balancing of

needs – including roadway, transit, bike and pedestrian access – while considering both the residential and business aspects of the corridor as well as commercial and commuter transportation. Though the automobile transportation needs to be supported in the corridor, safety was often cited as an issue for bikes and pedestrians, with not only visions of good facilities for bikes and pedestrians but also automobile traffic calming techniques to create a safe and welcoming environment for these modes. Some comments stated that Interstate 5 should be the major transportation route, with Highway 99W refocused as a green, visually aesthetic boulevard that supports local businesses and residents. “Cut through” traffic through neighborhoods was often cited as a big issue for the neighborhoods off Highway 99W.

Good transit connections – as well as well designed communities, addressed below – were cited as a key to allowing residents to rely less on auto travel. High capacity transit is generally encouraged as a good investment in the corridor – with respondents often stating support or reservations about an alignment “on Barbur” – with the design of station areas to

support local small businesses and community areas was seen as both a necessity and a major benefit.

Community development

The major themes presented in the visions for the corridor were the idea of walkable and bikeable communities and the support for local services, small businesses and employment. One comment specifically called out the idea of “20 minute communities” to summarize the ideas that many had that the corridor needed more areas with not only the infrastructure for pedestrians, bicycles and “people friendly” public spaces but also with a variety of businesses, services and employment opportunities to create a sense of place and provide options for residents not to drive to meet their needs. One comment sees the opportunity to see the corridor not only as a “transit corridor” but also as a “commerce corridor.” When raised, the issue of increased density had proponents and one opponent. A few comments specifically encouraged the idea of increased density, citing the need for multi-use buildings that house residents and businesses. One respondent specifically called out the idea of mixed-age apartments.

Parks and greenspaces

Comments often reflected the vision for trees and greenspaces as part of improving Highway 99W and community areas, but the improved or new local parks were also cited as part of residents’ visions for the corridor. A few comments also highlighted the importance to protect the natural areas in the corridor in considering transportation improvements.

Values

This inquiry sought to aid decision-makers in creating the evaluation criteria by which potential solutions of the Southwest Corridor Plan will be assessed. As above, some respondents to the questionnaire offered specific solutions within their responses, which captured in other categories below as appropriate.

The values expressed highlighted the need to protect and improve current benefits of living in the corridor (e.g. safety and access to parks) and opportunities for the corridor (e.g. better multimodal connections and green boulevard improvements).

“[I envision a c]reation of a sense of ‘place’ within the corridor, more of a neighborhood with its own special look and feel. [The corridor n]eeds to offer services so I don’t have to go so far for the things I need. Also the corridor needs to include more housing to support the [high capacity transit] being considered.”

“Balance the various needs of the community, including businesses, employers, residents, drivers, bikers, pedestrians, tax payers and nature lovers.”

“I value community meeting spaces that attract people of various ages, incomes, races, etc.: farmers’ markets, parks and places where people feel comfortable spending a few minutes or an entire afternoon”

“We enjoy the small town feel even though we are part of a big city.”

“[I value] a safe comfortable place where a family with kids can choose any means of transportation to use.”

“There are great parks and other resources around but it is difficult to access them without a car and being stuck in traffic.”

Neighborhoods and community services

Respondents focused what they valued about their immediate neighborhood, highlighting the importance of protecting or enhancing the sense of community and the unique characters of the neighborhoods and diverse town/village centers. Several people referred to the interrelation of safe options for walking and biking and the importance of local destinations – and local businesses – for shopping, services and leisure activities.

Safety was also an often mentioned value: people value the sense of security from crime when walking their neighborhoods, but they emphasized that do not feel safe from the possibility of accidents due to traffic speeds and/or the lack of sidewalks. Respondents also value the good schools in their areas, their large yards, diverse house styles, established trees and the rural/small town feel of their neighborhoods.

Parks, trails, natural areas and green infrastructure

Along with the many comments expressing positive feelings about the established trees in neighborhoods, many people value the tree corridor on the north end of Barbur Boulevard and along Interstate 5. Respondents also pointed to

parks, the Southwest trail system, other greenspaces and panoramic views as things they value, stating they could appreciate them more with increased walking access to parks and natural areas with sidewalks and trails.

Multimodal connections

Respondents value a balance of transportation options, highlighting good, convenient transit, safe walkability and bikeability, and efficient, well maintained roadways.

Urban development

Though few comments addressed this topic area specifically, they are worth noting. Two respondents specifically value neighboring farmland but, in contrast, one criticized the protection of the urban growth boundary. Other comments specified upscale, mixed-use development – especially along Barbur Boulevard/Highway 99W, permaculture, green construction and sustainable practices.

Project development

A couple of commenters also addressed government’s role and project development, expressing that they valued less regulation, more citizen involvement and the pursuit of low cost alternatives.

“I am tired of footing the bill [for light rail] from the income taxes and property taxes that I pay.”

What these values express

In summary, the values in the corridor communicate the need to:

- Protect existing neighborhoods, including the feeling of security, existing lot sizes and the rural feel.
- Create or enhance local destination areas that will

add to the sense of community

- Encourage small businesses that will serve local communities and provide local jobs
- Protect existing trees in neighborhoods and add trees to enhance the natural feel along Barbur Boulevard/Highway 99W
- Improve access to parks and natural areas
- Provide transportation choices that allow for active lifestyles while providing good access to downtown Portland and other destinations
- Improve facilities for safe walking and biking
- Increase efficiency on Barbur Boulevard and lower traffic impacts on adjacent neighborhoods

Challenges

Residents offered many thoughts on the challenges of Southwest corridor. Some of these focused on the challenges that would face implementation (money and terrain were mentioned several times), and others focused on the issues in the corridor, such as safety for pedestrians and the need to balance improving auto connections while protecting neighborhoods. Some comments offered specified concerns such

“[The value of ‘big yards’] is threatened by Metro’s ongoing fight against suburban development... Metro hates the idea of expanding the [urban growth boundary]. Metro would have you to subdivide your large yard, or tear down your house on the large lot and put in row-houses instead.”

“I value a more upscale vision. Barbur can be kind of a seedy area; I’d like to see nicer businesses and apartments.”

“[The challenge will be not just going for the path of least (and cheapest) resistance that will provide good transit access only to gas stations and fast food chains and require massive parking lots along the alignment... It may be cheaper but in 50 years, our kids will be scratching their heads.”

“We need to stop catering to the bike and hike agenda and realize that the average resident still needs to use their car every day in order to manage their

as issues at intersections and bicycle facilities gaps, which will be analyzed and addressed as packaged solutions begin to emerge through the Southwest Corridor Plan process.

Project management and results

As mentioned, money was seen as a challenge to reach a satisfying outcome for the project. Some specified that it was time for this area to get its “fair share of services” for the taxes paid. Others were concerned the project may not develop into an ideal solution and the end result would not satisfy the needs in the corridor. Regarding a potential transit investment, the issue of who pays (users or tax dollars) was raised as a concern with a few respondents, and one respondent stated that low-density neighborhoods may not justify a major transit investment.

Some comments reflected the challenge of competing interests, a few stating that the focus needs to be on

improvements that would benefit auto travel, and others stating their preference to move away from auto dependency.

Transportation and roadways

Several respondents highlighted that transportation solutions would be challenged by the topography of the corridor. Whether thinking that the solution(s) may include widening Interstate 5, increasing auto capacity or pedestrian and bike facilities on Barbur Boulevard, or making space for high capacity transit, comments saw both topography and the current built environment as a challenge. In general, traffic was seen as a major challenge to the corridor, with some comments seeing the solution in making Barbur Boulevard into more of a high-speed thoroughfare, and others seeing the solution in forcing higher speed traffic onto Interstate 5 and slowing traffic and improving alternative transportation options on Barbur Boulevard. Signal management was addressed by

“The biggest challenges are lack of funding for basic improvements such as completing sidewalk and bike lane gaps and safe crossings at frequent intervals... Elected officials and high level jurisdiction management need to shift their priorities to actually align with the policy – improved transportation safety, reduce [vehicle miles traveled] and [greenhouse gas] emissions, promote healthy active living and vibrant communities, create jobs and aid the economy by supporting better and safer access to small businesses.”

a few comments, which stated that yellow lights turn green sometimes and red others and that better timing was needed for fewer stops and starts. Current transit service is seen as a challenge, both from a transit user perspective (infrequent service, not enough bicycle parking at park and ride lots) and from an auto user perspective (the lack of pull outs for stopping buses delays traffic). Pedestrian and bike safety is also a challenge.

Opportunities

Residents see many opportunities to improve the livability, sense of place and ability to travel in and through the Southwest corridor. Respondents offered recommendations for improvements in specific areas that will be analyzed as city and corridor transportation plans are developed (such as particular areas for: new entrances to Interstate 5, freight turnouts in industrial areas, expanded roadways, signals at intersections and sidewalks).

Community development, livability and housing

Residents see an opportunity with the Southwest Corridor Plan to revitalize Barbur Boulevard/Highway 99W to create a “greater sense of place.” Some of the suggestions

included encouraging pocket destinations with retails, services and restaurants, branding the highway as a “Gateway to the Coast, Wine Country, etc.” and prioritizing people over cars. One comment suggested that current zoning should be on the table as part of any change, optimizing it to support the corridor prosperity and livability. Housing issues were also raise, with people point to the opportunity to increase housing choices and higher residential density, planning to allow people to live closer to where they work and plan, and siting multifamily housing around parks, allowing the both residents and the community feel of the park to benefit.

Transportation

Respondents see several opportunities when it comes to transportation in the corridor. In general, comments highlight the need to connect neighborhoods, with more ways across Interstate 5 and direct routes to town centers, suggest the consolidation of commercial business driveways to provide safety for pedestrians, cyclists, customers and employees while benefiting traffic flow, and recommend more transportation options, including high capacity transit that could congestion and gives commuters more choice.

“It is difficult to connect to King City and Sherwood because of traffic on 99W and Tualatin Sherwood Road.”

“[This needs] to plan a method to better separate the cars... from the mass-transit... to avoid traffic back up with buses and/or future [high capacity transit]...”

“Plan for the development of “dense business nodes” at major intersection areas along Barbur Boulevard to avoid the single car strip-mall [feel... create more] “Main Street” communities at these nodes.”

“It should be turned into something people want to be on. Make it spectacular with cool lights, signage, etc.”

“Barbur is all too often used to bypass a congested I-5 – improving/widening I-5... would cut down on unnecessary traffic on Barbur.”

“Make pedestrians and bikes equal to cars in planning these thoroughfares.”

“Turn Barbur Boulevard into an actual tree lined boulevard with a median green space or [high capacity transit] the center. “

Regarding auto traffic, specific opportunities were for focusing on clearing up bottleneck areas, optimizing intersections, improving and widening Interstate 5 to relieve traffic demand on Barbur Boulevard/Highway 99W, a southern I-5 and 99W connector, possibly from Sherwood, creating safer arterials and improving roads to increase efficiency. Regarding transit, residents suggest targeting transit to the large employers in the corridor, creating a large park and ride facility in Tualatin and adding bike parking at transit malls. For pedestrians and bicycles, comments ask for improve sidewalk facilities, bikeways separated from auto traffic and more, and clearly marked, pedestrian crossings across Barbur Boulevard/Highway 99W.

Stormwater and watershed management and green development

Respondents also raised the issue that this is an opportunity to create better stormwater management to prevent street flooding and to make a choice for green development moving forward (such as bioswales, ecoroofs and added trees). Barbur Boulevard/Highway 99W is seen as a candidate for a tree lined boulevard. One comment highlighted the

connection of nature and quality of life, suggesting that the project could enhance watersheds and residents’ experience with nature with greenways, parks, trails and open space.

Transportation alternatives

This inquiry sought to aid decision-makers in determining the transportation alternatives to be considered for the Southwest corridor. The comments received from residents suggested that the majority who participated in the questionnaire and events agreed with the categorization of alternatives by roadways, bikeways, high capacity transit and pedestrian improvements. Within the four transportation alternative categories, responses varied from general suggestions, applicable to the entire corridor, while others stated specific solutions for consideration. Comments are summarized below; however, priorities are identified and discussed based on the duplication of comments within each of the four categories. Comments offering recommendations for specific improvements will be analyzed as city and corridor transportation plans are developed.

Bikeways

Examples: bike trails; safety improvements

The majority of comments received from responders to the questionnaire and community activities were in support of increased bike connections, bikeway improvements and additional bike facilities (bike boxes, lanes, crossings). An overwhelming majority of the comments requesting added facilities expressed a need for off-road bike paths/trails or separated lanes. Not all responders stated their motivation for this suggestion but those who did indicated it was due to not feeling safe riding next to traffic on SW Barbur and 99W. Other responders who were concerned with safety suggested maintenance improvements as a solution.

The topic of bridges was the second most mentioned in the comments for bikeways. Respondents indicated safety and lack of connection within the study area as primary motivation for the comments. Comments varied from identification of the problem to listing the problem and providing specific solutions to remedy it. Suggestions for consideration included new bike facilities on existing bridges as well as new pedestrian and bike bridges.

Respondents suggested also specific connections that they felt would improve access and safety within the corridor and specific bicycle facilities they felt would improve safety and/or ridership in the corridor. Suggested bicycle facilities included: lanes, trails, curbed bike lanes, bike boxes, bicycle tracks, sharrow markings and hawk signals at crossings. Fewer suggested improvements like increased signage or better lighting that would provide benefits for pedestrians and bicyclists. Less common were comments stating that bike facilities were sufficient as is, and that resources should be focused elsewhere like sidewalks or non-transportation projects. Others suggested non-infrastructure improvements for safety such as educational programs for bikers and requirements for clothing while riding. A few comments indicated that Barbur Boulevard/Highway 99W should have “world class facilities” or a bicycle “super highway”.

“I would bike if I felt safer with traffic.”

“[T]here aren’t efficient alternative routes from these main streets in Southwest.”

“Do what I and others have been asking for: fix the bridges and the other pinch points on the bike lanes. That is where the limited supply of money should go.”

“[L]ight rail along Barbur... [would] keep most of the “fast car traffic” on the freeway so that our other Southwest major streets can better support bus and pedestrian movement.”

“Bus rapid transit seems to be a more feasible option along this corridor than rail as it does not require major investments in new infrastructure.”

“...No rail. Maybe some bus improvement, maybe some express bus lines. But not rail. Rail is a waste of money and a hazard for bicyclists.”

“Better transit – 24 hours – people do work at night”

Transit

Examples: local bus improvements; rapid streetcar; bus rapid transit; light rail

Comments varied significantly from general statements of support or opposition to details about connections, operational improvements, ridership cost feasibility and alignments. Over three-fourths of respondents supported some level of transit enhancements in the area and approximately two-thirds supported a form of high capacity transit. The majority of high capacity transit supporters also stated their support or opposition of a light rail alternative. The majority of those who did not prefer light rail suggested bus rapid transit, streetcar or improved local bus service as an alternative. Opposition to light rail was attributed to cost feasibility and fear the area does not have the density to support necessary ridership rates. Less commonly, residents feared the alignment would take needed vehicle lanes or remove businesses from Barbur Boulevard/Highway 99W. Those who favored light rail indicated it would provide a viable commuter option, benefit area business and increase

community livability.

The second most common theme related to current or future bus service in the area. Comments focused on building capacity and frequency of local bus service, improving connections and adding ease-west connections. Less common but still frequent transit suggestions included rapid streetcar, local streetcar and car pools. One person indicated that enhanced bus service was not the solution as buses are “caught in traffic along with everyone else.”

Respondents made specific suggestions for what they preferred to see happen with transit enhancement in the area. One preferred the rail lines shared with a vehicle lane so no car lane would be removed. Another suggested a tunnel under OHSU and Hillsdale with an elevator connection to both. Other comments suggested operation improvements such as increased bus frequency as an alternative to transit improvements in the area. Individuals who preferred a less aggressive transit alternative suggested carpooling or indicated current facilities were sufficient or even excessive.

“Light rail would be more regular and predictable and much preferred to buses. Light rail needs to go to OHSU, PCC-Sylvania and Washington Square in order to divert car traffic.”

A few respondents expanded on the topic of transit to include safety for bicyclists, improvement to facilities that would improve access and ridership of transit services. Specifically, suggestions included improvements to Barbur Transit Center, sidewalk connections to facilities and clearer bus schedules.

Roadway

Examples: carpool lanes, with or without tolls; technology that helps make the most of our existing conditions

Responses regarding roadway alternatives were primarily focused on traffic flow and speeds along the corridor. Of these comments, suggestions were split between those who wanted traffic slowed or increased along the corridor; however, the majority would like to see the flow of traffic steady and free of delays. Safety issues and connection improvements made up the remainder of comment types in regards to flow and speeds. Respondents who wanted slower traffic speeds were primarily motivated by their concern for safety, stating the plan should consider

improvements that enforce speed limits along the corridor, add traffic features to slow traffic, and increase police patrol of the area. Those who favored higher speeds for through traffic stated that the plan should consider better coordinated signals, limiting or consolidating driveway access points along Barbur Boulevard/ Highway 99W, and dedicated lanes for through traffic.

The survey used carpool lanes and tolls as a prompt for responders; as a result, approximately half of the residents who responded to the online survey voiced their opinion on carpool lanes and tolls. Of those who commented on tolls, opinions were nearly split down the middle with a slight favor in the direction of no tolls or dedicated carpool lanes.

Several participants indicated the focus of the region's efforts should not be on cars and we should invest in other user needs and other modes such as transit and active transportation.

Less frequent issues brought up by my responders included roadway signage, improved

“Automatic people mover to link Portland Community College with MAX on Barbur... No shuttle busses!”

“No light rail until they make it safe for bikes”

“Parks and ride lots required at each station large enough to accommodate anticipated usage.”

“We need rail, but also need good feeder-bus service.”

“Slow down traffic with optical changes, like medians, trees, etc.”

“Make roads wider.”

“Tolls for everything except carpools”

“Don't do any tolls”

“Gas tax is better. Carpool lanes are okay, but not a high priority”

“Add more crosswalks and slow traffic down on Barbur – very dangerous for pedestrians and bikes.”

“[We need] better timing of traffic lights all the way to Sherwood.”

“[I support] anything that allows autos to share the road safety with other users – light rail, bike lanes, foot bridges, crosswalks, sidewalks.”

“[I support] green infrastructure (like light rail).”

“Has a beltway for truck traffic been considered?”

“Cross-town freeway from Hillsboro to West Linn”

“[We need] access to schools”

“Overcrossings and better lighting systems activated by pedestrians”

“Fill in missing links; improve crossings”

“A protected bike lane on both sides of Barbur would buffer pedestrians.”

“Barbur Boulevard functions as the I-5 relief valve, and its capacity to function in this way needs to be preserved and not reduced by the introduction of [high capacity transit].”

“Strategic capacity and safety improvements on major roadways”

“Look at I-5 freeway ramps and connect them directly to Barbur rather than Taylor’s Ferry, Huber, etc. There’s too much traffic on these side streets during rush hour.”

road maintenance, and consideration of the close relationship between 99W and I-5, particularly its susceptibility to an influx of traffic from I-5 when backups occur. Additionally, a few residents expressed concern of congestion on 99W overflowing on to local streets and increasing traffic volumes in neighborhoods.

Individual big ideas included recommendations for a by-pass for large connector streets, modeling our alternatives after Curitiba Brazil’s transit system, and introducing elevated underground roadways among others.

Pedestrian improvements

Examples: sidewalks; safety improvements

The majority of comments focused on increased pedestrian access and connectivity, facility enhancements and safety. Nearly every comment directly or indirectly supported improvements to the pedestrian

environment, with safety as the major underlying motivation.

Respondents who discussed access, wanted the transportation alternative to look at filling current infrastructure gaps and ensuring connections to community destinations in the study area were available. Comments that suggested pedestrian infrastructure improvements were motivated by the desire to improve safety and enjoyment of the pedestrian environment in the study area. Suggestions for facility improvements included, but are not limited to: off-street walkways, appropriate lighting, reflectors at crosswalks, trees and landscaping, grade crossings, pedestrian islands, hawk signals, trails, buffers, and pedestrian bridges. A few comments suggested non-infrastructure solutions for the alternatives analysis in order to improve connectivity and safety in the study area. Specifically, safety education and enforcement was mentioned by residents.

What is important (dots exercise)

In order to gain an understanding of what is important to communities beyond transportation, residents were asked to take part in a prioritization exercise.

Participants at community events were given three dots and asked to place them next to a non-transportation category they valued the most; respondents could place their dots in any combination they chose, including placing all three dots one category. The questionnaire also offered three chances to prioritize these same categories.

Categories listed were: jobs and economic development; housing choices; parks, trails and natural areas; safety and security; public health; water and air quality and

watershed health; and commercial development and redevelopment. Participants also added to the list of non-transportation topics if they felt a category was missing.

The results indicate the greatest non-transportation priority for participants is parks, trails and natural areas. The second largest priority is evenly dispersed between the category of water and air quality and watershed health and the category of safety and security, with jobs and economic development close to these priorities.

Parks, trails and natural areas (89)



Water and air quality and watershed health (62)



Jobs and economic development (56)



Safety and security (62)



Housing choices (37)



Commercial development and redevelopment (47)



Public health (26)



Other: placemaking/sense of place (1); ease of movement by foot, rail, car (1)



Conclusions

Process

Public engagement at this first stage of the plan focused on announcing the integrated planning effort, informing of the background and elements of the plan, and asking what residents value about their communities, challenges and opportunities in the corridor and their visions for the future of the corridor. More than 350 citizen contacts were made during the community events and a total of 98 public comments were submitted via an online questionnaire, email, mail and the website portal. Residents were given the opportunity to post their thoughts on boards during interactive discussion and activities held at the September open house and five community events throughout October. Additionally, community members, commuters and business owners offered ideas and insight during the focus groups and discussion group meetings. The comprehensive process of maintaining a physical presence in the communities and utilizing a variety of online tools has resulted in a robust effort to inform and engage residents of all ages within each community along the Southwest corridor.

Recommendations

According to residents, the scope and goals of the Southwest Corridor Plan should reflect an integrated strategy that meets the visions and values of the residents in the corridor. Respondents reflected a desire to address not only the transportation needs of the corridor, but also the need to enhance communities and protect or enhance non-transportation amenities and resources in the area.

Transportation alternatives that must be included in the analysis include: rapid bus transit, light rail, roadway expansions/new roadways, rapid streetcar and increasing local bus capacity. In conjunction, opportunities for bicycle network expansion and facilities that improve safety must be explored. Respondents also recommend the pedestrian environment be examined for facility and network improvements that prioritize connectivity and safety. Residents also requested that decision-makers consider fiscal realities and develop alternatives that yield the greatest benefit for the cost.

Results indicate the greatest non-transportation priority is centered on parks, trails and natural areas. The second most identified priority included multiple categories: water quality, air quality and watershed health; safety and security; and jobs and economic development. While recommendations for these categories were not discussed in detail, they were clearly highlighted as priorities by the residents who participated in community events and activities. Based on the community event activity and focus group and discussion group feedback, it suggests that the outcome recommendation for non-transportation issues would include planning that fosters job growth and economic sustainability, improves livability within the study area and supports the connection between people to nature.

Appendix A: Focus group report



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503.294.9120 | www.cfm-online.com | 1100 SW Sixth Avenue, Suite 1425 | Portland, Oregon 97204

Focus Groups among Residents, Commuters and Students concerning the Southwest Corridor

A report for

Metro

Prepared by



strategic communications, inc.



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INTRODUCTION

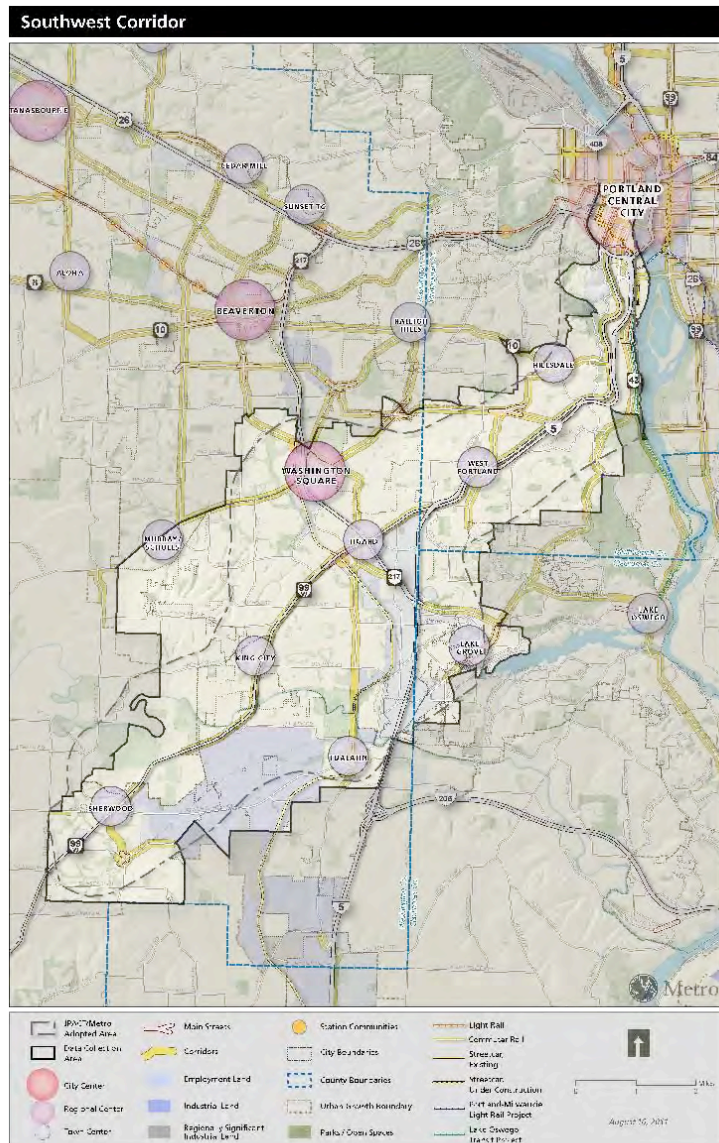
This report highlights the findings of three focus groups conducted for Metro in the Portland, Oregon area. CFM Strategic Communications, Inc., located in Portland, Oregon, conducted the study. The objectives were to assess public opinion about the 99W corridor, identify its attributes and problems, identify specific ways the community thinks the area should be improved and identify how people get information about local issues.

The sessions were held August 4, 9 and 10, 2011, at the Market Decisions Research focus group facility on Barbur Boulevard in Portland, Oregon. The August 4th group consisted of people who lived within a half-mile of 99W, 25 percent of whom were seniors/elderly. The August 9th group consisted of people who commuted along or near 99W. At least 25 percent of the commuters travel at least 15 minutes one-way each day. Both groups were recruited randomly using a list of voters with phone numbers who lived in precincts along and near 99W. The August 10 group consisted of students age 18 to 30 years who attend classes in the 99W area. Facebook and Craigslist ads were used to recruit students. Screening questionnaires and follow-up phone interviews were used to confirm students qualified for the study. Each participant received a \$75 honorarium for attending the session. All sessions were video-recorded.

Participants signed consent forms giving CFM and Metro permission to use the recordings and their images.

Tom Eiland, CFM partner and director of research, moderated each session.

The yellow area in the adjacent map highlights the Southwest Corridor area





SUMMARY

People that live in or near the Southwest Corridor say there are many attributes that contribute to the livability of the area – affordable homes and apartments, easy access to freeways, a variety of convenient shopping options, convenience to work, friendly neighbors, quiet streets, trees, parks, bikeways, walking paths and proximity to family and friends. Students agree these are the types of features they will be looking for as they enter the workforce and settle down.

But people are frustrated with transportation in the Corridor. Residents and commuters say 99W, alternative routes and primary and secondary streets are congested to the point of gridlock during rush hours, weekday lunch time and weekends. The perceived cause of the congestion is too many cars from local traffic and those commuting through the corridor. Simply put, 99W and the network of other roads were not designed to handle the amount of traffic using them. Other factors residents and commuters say contribute to traffic congestion are:

- Stoplights are poorly timed and impede the flow of traffic;
- Intersections are poorly designed;
- There are too many access points to 99W from primary and secondary streets and from businesses and parking lots;
- Left-turns are difficult to make and dangerous;
- Tri-Met buses block traffic when they stop to discharge and pick-up passengers on 99W;
- Few alternative routes are available for residents and commuters; and



- I-5 and Tualatin-Sherwood Highway are overcrowded and congested.

Additionally, people complain that alternative transportation in the area is not adequate:

- There are too few commuter bikeways and those available are poorly designed and dangerous;
- Walkways and sidewalks are poorly designed, if available. Crosswalks East and West across 99W, if available, are dangerous.
- Neither bikeways nor walkways provide uninterrupted paths through or across the Corridor.
- Park and Ride facilities do not provide adequate parking for the demand.

People suggested a variety of potential solutions to address traffic issues in the Corridor, ranging from building a Sherwood to Portland light rail line to constructing an elevated express highway from 217 to Sherwood. Regardless of the recommendation, the goals were to allow people to move through the area faster, improve commuting north and south along 99W, make walking and biking safer and provide alternative routes for local residents to work, shopping and entertainment.

Other recommendations to improve livability in the Corridor include:

- Upgrade and change businesses. People want better restaurants, more family-owned businesses and more modern buildings.
- Connect the network of bike lanes and walking paths from Beaverton to Tigard and Sherwood to Portland.
- Improve safety in parks and walkways.

Interstate Avenue is cited as an example of the type of changes people in the 99W Corridor would like.



People associate a variety of words, phrases and images with the terms *public services, infrastructure, affordable housing* and *public involvement*. Agencies should be as specific as possible when talking about projects related to these terms to ensure people know exactly what is being discussed.

Explaining change that can directly impact homeowners and businesses is a difficult topic. People suggest that communication to the community should focus on the long-term benefits, such as improved traffic, safer neighborhoods, and more amenities. People say generous compensation rather than words is the best action to take to ease the transition for those homeowners and businesses displaced by change.

People get information about local issues from a variety of sources. The most effective communication plans should include both traditional and Internet-based communication tools. Grassroots tactics will support word-of-mouth communication. Integrating multiple communication tools will enable public agencies to get the most bang for the buck for their communication efforts.



ATTRIBUTES AND ISSUES

99W Corridor: It is Home

People that live in or near the Highway 99W corridor say the area provides a nice balance between what people want and need: affordable homes and apartments, easy access to freeways, a variety of convenient shopping options, convenience to work, friendly neighbors, quiet streets, trees, parks, bikeways, walking paths and proximity to family and friends. Several people admit the corridor was not their first choice as an area to live. However, all things considered, the area has a balance between the amenities, services and family-friendly environment they want.

What people like about the Corridor varies by section of the highway:

- **The North** (Capitol Highway to the Barbur Boulevard/I-405): The close proximity to downtown and Eastside Portland, access to I-5, good public transportation and relatively safe bike lanes.
- **The Middle** (Capitol Highway to Bull Mountain): Freeway access to I-5, I-205 and 217, proximity to work, public transportation (including WES), parks and access to shopping areas.
- **The South** (Bull Mountain to Sherwood): family-friendly neighborhoods, the rural nature of the area and proximity to shopping and work.

Comments people had about the 99W area included:

Residents

*We went with Tigard because it's what we could afford and it kind of matched what we wanted. My wife's parents live in Tigard as well, so that was a factor, too. It's kind of a price thing as well as family. **Resident***



*I live with my mom because I'm going to school full-time. It just makes things easier that way. **Resident***

*I chose it because it has a view and it's a quiet area. Plus it's close to my husband's work. **Resident***

*We're in a little cul-de-sac in a small little place. We chose this particular area because it's within two miles of three freeways, so there's easy access. It's fairly convenient to all shopping and everything like that. There are lot of trees and a creek. We have total quiet back there. We have total shopping within walking distance. I love it! We can walk to the movies, the restaurants, shopping. We can just go people-watch, do the concerts. We're getting close to retirement, so we're considering other alternatives for transportation at some point in time. We have the perfect house, so we never want to sell it. We're just going to live and die there. **Resident***

*The place we found in Tigard was beautiful. We live in a cul-de-sac. It's still close to our family, jobs. Also it's still the suburbs. That's where we want to live. **Resident***

*I moved there because I like the trees and the trails that kind of network through that area. It's fairly quiet. It's close to a bunch of freeways so my wife and I can go to work just about anywhere. **Resident***

*I picked it because I could afford it and it had a large lot. It's a small house on a quiet street. It was close to the freeway and also downtown. **Resident***

*I think we really lucked out with the neighborhood. It's just really awesome. I left my van unlocked I don't know how many times and never had trouble with that. **Resident***

*We go up and down 99 frequently going to movies and shopping and what-not. **Resident***

*I like the shopping that's right there because there's the Tigard Center that has Albertson, Marshalls. We're right by King City, so there's a lot of stuff right there. **Resident***

Commuters

I moved to be closer to my daughter but I couldn't afford Lake Oswego.

*When my wife and I got married we bought a house generally in the area that our family lived in. We just like the area. **Commuter***

*Primarily, it was about halfway between my wife's work in Lake Oswego and my work in Murray Hill. It's low crime. There's pretty good vehicle access to get around the city and the region. The nice thing is we don't need to get on any freeways from where we live to drive to work. **Commuter***



*We were looking for schools and close to where my husband was going to work and a house we liked. **Commuter***

*Well my husband rides WES down to Wilsonville, which has been very nice. He loves it. He rides his bike down to the train station and takes his bike on and rides to work in Wilsonville. I think he likes it because he can sleep. He doesn't have to deal with traffic. He just gets on and goes **Commuter***

*I have family here. It's close to where I work .The sun and the trees and everything. **Commuter***

*I grew up in the area. I've always liked it and felt safe. I like the greens. I like taking advantage of the parks. I like walking and running and stuff. I commute to downtown. I work right across the Hawthorne Bridge. I can avoid the freeways by taking Barbur the whole way, or I can ride my bike over by OHSU and down that way. It seems pretty safe for biking. You no longer have to take the freeways. I bike maybe once a week during the summer. **Commuter***

*I just moved to the Tigard area to be close to a girlfriend. We ended up in Sherwood about five years ago. It's between my husband's work and my work. We have an eight-year-old son. He's in a nice family community with a lot of other kids. It sort of feels like you're out in the country, but you're not out in the country. I can still get to shopping and all the city things, but you still feel like you're in a small, rural community. **Commuter***

*I live there because my parents live there. I just recently graduated from college. I love living where we live. It's about five minutes from downtown. For me it's super convenient, because if I want to get downtown for any reason it's a five or ten minute bus ride or fifteen minutes on my bike. It's perfect for getting downtown on Trimet. I didn't have a car for a long time. **Commuter***

*The grocery stores are good, and I just liked the area. The schools are good. **Commuter***

Preferred Features

Students who use the 99W corridor to commute to and from classes were asked what attributes they wanted in a place to live. Features mentioned were similar to those commuters and residents used to describe the 99W Corridor: a family-friendly environment, parks, trees/green areas, close to shopping, activities and entertainment, well-maintained yards and neighborhoods, diverse architectural



designs, public transportation services, safety/low crime, walkways and bike-ways. One key difference between students and residents/commuters was transportation. Students preferred to live within walking distance of entertainment and shopping and were less interested in using automobiles.

Students

*I definitely would like a family-friendly environment. Somewhere I could plan to be when I'm single or young married and when I start having kids. Something that would be important to me there would be a park nearby. Make sure it's green, like plants around. **Student***

*I'd like to live close to places where you can do things like go to the zoo or museum or something. **Student***

*There's lots of greenery – actual grass and trees. It's well kept. Things are repaired fairly quickly. Good people around the neighborhood. It's close to just everything that you really need; grocery stores, restaurants. They have townhouses, condos, and apartments. **Student***

*Huge trees right on the street that weren't planted as an afterthought. The yards are big. The houses aren't all the same. Close to what you need, but it still feels kind of removed from traffic and people. **Student***

*I would like to have a family-oriented neighborhood. **Student***

*I like living near public transportation best. I think it's better to take a bus than drive a car anywhere. I'd like to live in a place that's safe. Not so much crime. I like the thought of community, too. Everybody getting to know each other and trust your neighbors. **Student***

*I love the public transportation, and being somewhere where you don't have to have a car. I also like to be in the center of excitement. I want to be able to walk to things. I want to walk to a park in place of a yard. I'd like to be able to walk to sporting activities, nightclubs, theaters, shopping, public transit and palm trees. **Student***

*The neighborhood has all of my amenities within walking distance; grocery stores, bars, restaurants. **Student***

Transportation Challenges in the Corridor

Almost all residents and commuters are fed-up with traffic on and near Highway 99W. Traffic flows poorly, if at all, during peak rush hours, weekday lunch-time



and weekends. Side streets are crowded, too. Many avoid the area, if possible.

They say the primary culprit is the total amount of traffic on 99W.

- Residents blame heavy traffic on those who are using 99W as a major artery to the Oregon coast or to commute to downtown Portland from outlying areas. Residents say people who live in the area are not the cause of congestion.
- On the other hand, commuters say the road infrastructure was designed for fewer cars. Population growth in the Corridor has outstripped road capacity. People driving to the coast or commuting to work from Sherwood are secondary issues.

Other factors residents and commuters say contribute to congestion issues on

99W:

- Stoplights are poorly timed and impede the flow of traffic;
- Intersections are poorly designed;
- There are too many access points to 99W from primary and secondary streets and from businesses and parking lots;
- Left-turns are difficult to make and dangerous;
- Tri-Met buses block traffic when they stop to discharge and pick-up passengers on 99W;
- Few alternative routes are available for residents and commuters; and
- I-5 and Tualatin-Sherwood Highway are overcrowded and congested.

People are frustrated particularly with the Tigard section of 99W from 217 to King City. People say almost all of the problems with 99W are experienced along this stretch of the highway. One man called it “The Gauntlet.”



Not everyone has a problem with traffic in the Corridor. A few people say congestion varies based on time of day and direction – more traffic during commuting hours and noon, less during other times. They say their work and home schedule permits them to avoid the area during these times.

Residents

*Simply a limited amount of arteries going east and west as well as north and south to the Beaverton area and all the Rocky Hills range. It's hard to have really straight throughways like the eastside does. **Resident***

*Congestion. **Resident***

*Taking a left turn takes a long time. **Resident***

*Poor planning. That u-turn at 99 and Hall is a terrible idea and that was very recent. **Resident***

*Light timing. **Resident***

*What's the road by city hall? That light doesn't make any sense at all. You'll be driving and there are no cars and the light turns red. Then you're just sitting at the light. **Resident***

*It's really aggravating when I'm down there at midnight to have one guy stop for a few seconds and then the light turns. **Resident***

*It's actually a matter of a cheaper light that doesn't have sensors. It's just on an automatic timer no matter what. **Resident***

*There's no alternative. **Resident***

*If you are trying to get to Sherwood, 99 is your best option. If you had a better option you'd be on it, but there's no alternative. So you're going to go and deal with what you have to deal with. **Resident***

*Tualatin-Sherwood road when it was designed hadn't been made to take volume, which it's getting. If that had been designed well then 99 wouldn't be a problem. **Resident***

*They could make that a freeway for all I care. **Resident***

Commuters

*The congestion depends on which way I'm going. 99W heading south, maybe 2 or 3 PM traffic starts to build up. It's like "What's slowing everyone down?" There doesn't seem to be an apparent reason why traffic is slowing down up to Garden Road. It's like "what's going on here?" **Commuter***



*I think around lunch time it gets backed up through Tigard on 99. I think lunch hour is bad. **Commuter***

*There are bridges in Tigard. It seems whenever I go I'm stuck for random reasons. It drives me crazy. My wife gets claustrophobic, too. Recently I went to a Walgreens and it took me 45 minutes for what should be ten minutes. Just for whatever reason it took a long time to get through one green light. **Commuter***

*That's why I call it The Gauntlet. (217 to Bull Mountain) I used to commute through there, and now one thing I like about where I am now is I don't have to commute to Sherwood. **Commuter***

*I don't deal a lot with 99, but that's because I work part-time, and I know not to go that route. **Commuter***

*I work in Garden Home. If I leave Sherwood between 7:15 and 7:20 I can get to Garden Home about 7:45. If I leave at 7:25 or 7:30, I won't get there until past 8. It's that ten minutes. I've learned how to time it. It doesn't really make any sense. **Commuter***

*Before I learned to take the back roads, I would come home I-5 and get off on 99 and take that all the way down. You'd hit every light. Then my brother told me to take the back way and get off at Haines. It's about 2.5 miles out of my way, but it takes me 20 minutes. From now on I never go home down 99. **Commuter***

*I think 99 west of I-5 is broken. 99 east of I-5 works great. My commute is about 6 miles. I can drive Garden Home and it takes 15 minutes. I can take the bus in half an hour; ride my bike in 40 minutes. The problem for me is old town Tigard. From 5 to 6 I can't get there because traffic is too bad. **Commuter***

That's one good thing you can say. There's a transit center where I am. I used to take Trimet but it got to a point where it was like how much is my time worth? It takes me 15 minutes by car and an hour and a half by bus.

*I'd say my primary use of 99 is basically the closer-to-downtown section of Barbur. Nine times out of ten it wouldn't take that long. Maybe 15 minutes to get from downtown to sort of around here. It's pretty good getting to Tigard. Then it splits where you can go downtown from Naito, or 4th street. I think people are trying to get on 26 or 405. Trying to get downtown at 4 or 5 can be congested, but I think you're technically off Barbur. **Commuter***

*I didn't have a lot of problems. **Commuter***

*You never had to wait long for a bus on 99. **Commuter***



Fixing Transportation Problems

Residents and commuters suggested several ways to fix transportation problems along 99W, but there was no consensus about the best way to solve the corridor's traffic problems. Among the suggested ways to improve transportation in the 99W corridor were:

- Build a by-pass from the Wilsonville/Woodburn area from I-5 to Highway 26;
- Improve and expand public transportation: add express bus service from the Corridor to downtown Portland, expand light rail from downtown to Sherwood, expand park and ride parking areas and add neighborhood bus or van service for residents and the elderly;
- Build a Milwaukie-like limited access expressway;
- Create bikeways with dedicated lanes and use of neighborhoods for bike routes, add lighting in these areas;
- Add left turn lanes
- Build ramps and bridges over 99W to replace traffic lights;
- Widen 99W, adding lanes or move traffic to secondary streets adjacent to 99W and
- Expand walkways and improve pedestrian safety.

Not everyone wanted change. Some were concerned that improving transportation would have unwanted consequences for the area such as population growth, impact on neighborhoods and loss of personal property.

Students were less likely to recommend expanding roads and highways as a means to address transportation problems than commuters and residents. Students wanted investments in walkways, biking and transit. Students were



frustrated that walkways and bike lanes were not connected, leaving bikers and walkers to use the side of a road. Investments in new technology, such as bio-fuels and electric cars, are also recommended. Recognizing people won't give up cars entirely, students support expanding park and ride areas near transit hubs.

Comments about improving transportation included:

Commuters

*You know if you wanted to fix the coast traffic issue, I think you'd have a spur that went off of I-5 and started down by Woodburn or something, and it missed Newburg and all that stuff. It would be the fastest way to the coast. It would bypass. It's all farmland. Just put a cut right through there. If you've driven to the coast you've probably spent a half an hour in those little towns. **Commuter***

*I actually think that's a great idea. The people that are heading that way that need to will go down the little roadways. He's talking about Woodburn or further. That's a great idea. **Commuter***

*I actually ride the bus fairly frequently and I would do a commute straight down I-5 and straight into town. It's a little easier. I take the bus downtown because it's much easier than parking and walking. **Commuter***

*I think the bus is a good alternative. I think people will use it if it's easy and not too painful. **Commuter***

*You've got to have parking access. **Commuter***

*The public transit center is pretty good. You do have to get there early. I went midday one day and it was pretty crowded. **Commuter***

*I'm kind of surprised they haven't implemented a light rail along I-5 that comes up to Barbur. **Commuter***

*I think that 99 has expanded beyond what it was meant to be. I think it should be something like an expressway. Kind of like the Milwaukie expressway where you have on-ramps and off-ramps and two lanes. I think 10 miles of stoplights every intersection that stay green for five seconds doesn't work anymore. It needs to keep up with the times. **Commuter***

*I think the idea of an expressway or something that allows cars to still access businesses but still separates the thru traffic is a good idea. We all want to use 99 to shop. **Commuter***



*Businesses would be much better off. They'd grow better. We'd have better businesses out there if there was good access. **Commuter***

*I ride my bike a lot. Actually it's not that bad at downtown Tigard, going to Portland. They've done a lot of good work there. There's a lot of extra space for people on the sidewalk or people on their bike. In between there, there's that bridge. There's one area you can walk and a bike barely fits in that. Then there's this little tiny thing on the bridge pretty much right next to the cars, and big trucks will come by and literally their mirrors will stick out that whole length. I'm in there trying to watch my back instead of watching where I'm going. That area's just not good for bikes. **Commuter***

*When my parents come in from work he bikes through that four-way stop at Capitol Highway and Taylors Ferry. He's gotten to a point where he has to walk the bike because it's gotten too dangerous. Even if he's walking the bike and someone still pulls out and knocks him over. **Commuter***

*I think we need to separate the cars from the bikes. For example, in my neighborhood people ride bikes all the time because there are paths that are separate from the roads. I'll take the kids on the trails. My wife and I we enjoy those trails. I take my wife down to the west, I've got a bike and I can take the west end to work. The part of my commute that I don't like is when I have to compete with the cars. Every few weeks there's someone who gets killed by someone's mirror on a bike. I think the only real solution is to separate them from the cars. **Commuter***

*A lot of 99 is two lanes on one side, two lanes on the other side. In some areas they have a turn lane in between and in other areas they don't. I always think that it's a huge help to have a turn lane just constant. Then they're not backing up traffic just to make a turn. Maybe one time they have to wait to make a left hand turn but at least they're not blocking the entire street. A lot of Barbur toward downtown it just doesn't have that kind of turn lane. **Commuter***

*The way I feel is that Taylors Ferry and Barbur should have a turn lane or something. The third lane, somewhere to free everybody because everybody is in that right lane and it was all backed up to Allen today. I just cruise on through but because everyone is turning they are all halted there. So you can just get in and get on the freeway but its not easy. I mean it probably takes you ten minutes to get through that. The bike lane is great and it needs to be more defined. It's not stupid and it needs to be defined, it needs to be truly marked. There needs to be a turn lane on the other side of the bike lane. It is just a very poor intersection. **Commuter***

This would probably be very expensive, but instead of having lights everywhere what if there was a little ramp that goes onto the bridge? So instead of having lights, people that are turning or going across the other streets or 99 they can just go over 99 rather than making a stop, and then



*it would just be faster to keep going. It would be a lot of bridges and expensive, though. **Commuter***

Residents

*I don't know if it would be the right alignment, but I would love to see light rail out here. Before I made this move six years ago from down Durham road to King City I looked along the light rail corridor. Obviously I chose not to do that, but not because of the light rail. I just didn't find anything that I liked. I don't know that I'll live long enough to see it come to the Metro area, but I sure would like to see it come. I don't know if 99 is the right route. **Resident***

*Maybe less access roads. It just seems like it's kind of almost a freeway, and it's really a highway. It's being used as a freeway, but it's really a highway because there's so many inlets. Like take out every third light. **Resident***

*Part of the problem is that every ten yards you can turn off into a business or side road. Some drivers they slow down to 10 mph for the next half mile to make the turn. All of sudden you realize why is traffic so backed up? **Resident***

*As the towns and cities got bigger develop away from 99. Especially for local residents who would use those services and not have to go on 99. **Resident***

*Along that same line, if business's driveways didn't enter onto 99, if you used an access road to get into the businesses there wouldn't be people slowing way down to try to get into the nook and cranny all the way down 99. If you had to get off it to get in the shopping centers instead of having to make stops to turn and get in it would help some of the congestion. I've always thought they should do overpasses where people have to go to a certain spot to get on and off. Then another road would go across 99, instead of every light getting you on and off and across. There's left turn lights on every signal going four directions. **Resident***

*That's another thing on 99 in Tigard, lots of time where the bus stops are it's like they're stopping the traffic. We've got people slamming on breaks to get around the buses. It's dangerous. **Resident***

*There's a ton of people that use the buses. It would just make life a little easier, but in the short term a lot more expensive. **Resident***

*We have to remember that when we're putting in light rail, we're not putting it in for today. **Resident***

Kind of separating out some of that traffic maybe. Commuters have to make a straight line shot between their communities and downtown Portland. The people who are just driving around within Tigard or



Sherwood, it seems like there could be a separation for that traffic.
Resident

Even widen Hall or something like that where it intersects with Durham by the high school. Making that wider and using it as a back road to avoid 99.
Resident

I'd like to see some sort of legal bike lane on Barbur. I like to bike downtown. If I'm going on a bike downtown I'll avoid Barbur because people are going 55 in the bike lane that's literally this big, and it's scary. Even just throw some paint on there or make it wider. Then you could get right downtown.
Resident

Where it crosses over between Terwilliger and the Swan Mart or whatever, there's a little concrete thing where there's no room for a bike or even someone to walk over. It's just sort of pointless that it's there. It serves more harm than good.
Resident

Intersection designs, especially east of the county line on 99W. Capitol and Barbur – that intersection. Cars are running into each other there. There's not enough pedestrian crossings across 99. There's also I-5, there's no crossings to allow for pedestrians and bikers to get across. You have to be in a car to go over the overpasses. Those are all expensive propositions.
Resident

Like 26 just down the street here, you can now walk because they've improved the sidewalks under I-5 there. That's not a bad connection point. You've got a pedestrian bridge that goes over I-5 and the pedestrian bridge that goes over I-5 between the Barbur transit center and the neighborhoods,
Resident

Some parts of Barbur... there's lights but there's no cross walk. More lights on cross walks would help too.
Resident

I live right by the Barbur transit center and when I have tried to commute via bus, maybe during the summer, the issue would be if I got to the transit center after 8:30 there was zero parking available. You'd have to risk parking illegally, and then you're blocks from it. People in the area have the same issues. There's people that would probably prefer to park and ride from there but it's not possible because the demand elements, the capacity for parking.
Resident

More park and rides.
Resident

What if there was, like they have for the elderly, neighborhood loops. So now you have a van like the ones for the elderly to park and rides. This is taking residential off, so the people who want to get downtown aren't dealing with parking or safety issues.
Resident

I really don't have all of these problems. I don't want them to come that way. I don't know if I want light rail to come out to Sherwood. I like my patch of 99.
Resident



*I think if they tried to widen that area on the way to downtown it would kind of mess up the neighborhood feel. **Resident***

Students

*We're thinking about other options and to be more efficient about it instead of driving around and wasting gas. **Student***

*I feel like mass transit should expand a little bit more. There's no public transportation between here and Newberg. If there were, I would take it. **Student***

*I think if you compare other cities to ours, it's pretty good. We have a lot of construction, but you know it's leading somewhere, so I kind of get around it. **Student***

*Transit, biking, making things more efficient, I don't think you need help walking. The biking system is pretty good. **Student***

*It sounds like a theme is going smarter instead of bigger. Instead of expanding out, going and doing smarter things with transportation. Just making it all work together better. **Student***

*Encouraging people to use their bikes, because that system already works really well. Encouraging people to carpool if we already have lanes for it. **Student***

*Yeah, it kind of ties in with roads and driving cars, but if that's the future then making it more accessible and encouraging people to jump on the bike bandwagon. **Student***

*I'd say transit and walking and biking. When I don't use the public transportation, I do like to walk. I live in Tigard and I'll sometimes walk to the Tigard library. Off McDonald there are some places where there aren't sidewalks. If I'm walking with my daughter, you want to walk on the sidewalk instead of the street. **Student***

*I would probably invest in walking, biking, and transit, for the same reasons. There aren't sidewalks out where I live. I've gone on a lot of runs recently, and it's really annoying because part of the road has sidewalk on this side and then it stops on this side. I just wish there was one side I could just run down instead of having to run on the edge of the road, where it's all uneven, and dodge cars. Then definitely, I would encourage biking and transit. **Student***

*I don't think public transportation is for everybody, but I do think it is a very important part. The way I see it, the fact is that a lot of people aren't going to give up their cars. Roads are going to remain an important part no matter what. **Student***

*We're looking into getting an electric car because my commute is not that long. I think alternative energy for vehicles is a great place to go. It would save a lot of money. It would make things cleaner, too. **Student***



*I like the bio-fuel and electric car thought a lot. I studied a lot about that in high school. I think that it's definitely something we need to work on, because the cost of oil is just increasing. I also think that transit is the way to go for now. It's something that people can rely on. I think they should come quicker and maybe there should be more buses and more people working for Trimet. Maybe making some more bus lines that go through certain areas because not everywhere has buses. Also, bigger parking lots in transit centers. There always is a full parking lot. So people can ride the train and park. **Student***

*Expanding the MAX wouldn't hurt either. And parking lots for the MAX. **Student***

Yeah, I don't think they do have a good park and ride at the Beaverton transit. See I go all the way to Beaverton Creek because they have a giant parking lot because of the apartments right there.

*I think it's Sunset transit. **Student***

Biking

Roughly one in four focus group participants bike once a week for work, shopping or exercise. Cyclists and non-cyclists alike would like to see safety improvements, such as dedicated bike lanes, wider bike paths and connections to existing bike/walkways throughout the area – along Fanno Creek from Beaverton to Tigard, from Sherwood to Tigard and Tigard to downtown Portland.

Comments include:

*My daughter rides daily. She goes down Pacific Hwy to Hall by Tigard High School. **Commuter***

*I have a friend who commutes everyday by bike. **Commuter***

*I do it when I don't have a place to go after work. I take my bike to West and then there's a bus from the West Station to work. So that works really well but when its raining or I have something going on after work, like picking up the kids, it's just not a possibility. **Commuter***

My friend rides into work everyday on Barbur. He says it's dangerous. He has to really watch out for cars and act like he is invisible, like the cars just cannot see him. So he has to have his personal sonar and know where every car is at every moment to protect himself. It doesn't matter,



you can have a big bubble around you and they still won't see you.

Commuter

*I'd like to see some sort of legal bike lane on Barbur. I like to bike downtown. If I'm going on a bike downtown, I'll avoid Barbur because people are going 55 in the bike lane that's literally this big, and it's scary. Even just throw some paint on there or make it wider. Then you could get right downtown. **Commuter***

A lot of times my friends and I will bike downtown if we're going to go shopping or just hang out, just because it's easier than finding a parking space. Most of my biking has been social. I used to work at OMSI, and I biked downtown to get to work. Not all the time, but sometimes.

Commuter

*There's enough room that they could do that. You see those bike paths that are along like 84 or something where there's a fence and then a path. It seems like they could do something like that. **Commuter***

*I agree. The people in Sherwood, if you go through there you'll see people biking and running and walking. I bet you they would run on those paths just to go to Starbucks. **Commuter***

*The people in Sherwood are very active. They do a lot of biking and running. There's a lot of trails in Sherwood. **Commuter***

Improving the Area

In addition to improving transportation, residents and commuters want other changes to the 99W Corridor to upgrade the area. Better restaurants, food carts, more shopping and smaller, family-owned business are high on the list of desired changes. Generally speaking, residents and commuters thought businesses along 99W were getting dated and the area needed a face-lift. Several say the strip-clubs and smoke-shops hurt the image of the area. Some advocate more commercial office space and apartments on or near the highway to promote business diversity.



Public safety is a core concern. People say homeless people and gangs are taking control of parks and trails. Residents and commuters who use the parks feel threatened and many avoid the areas.

When asked for local examples about the type of changes envisioned, something like Interstate Avenue in North Portland is mentioned. There, the light-rail line improved transportation and encouraged business development. Another example is the commercial area along 99W near Sherwood.

Comments about desired improvements included:

Residents

*There are a couple of okay restaurants in the area. But there aren't really any that I've found any mom-and-pop-type things like you would find all over the east side. It's all chain stuff like Olive Garden, no really good restaurants in my opinion. **Resident***

*In Fanno Creek Park right behind Main Street in Tigard there's a huge transient homeless population. I have taken my dog there and I have found just tent after tent and even going through the Fanno Creek Park behind main street there's tents all over the place. **Resident***

*It not just transients either, it's gangs too. I've seen all kinds of tags on the fencing that goes along the trail on Watercreek. I can't tell you how many times I have walked from Main Street to back home, just walking the dog or whatever, and people are smoking weed or drinking or there's some guy who thinks he's a troll and living under one of those bridges that crosses one of the creeks. **Resident***

*Literally you can see the Police Station and there are all these gang members and transients. **Resident***

*Yeah, I don't know how they cannot do something about it. That's it too, like I won't let my wife go to the park alone. **Resident***

The whole corridor pretty much needs to be flattened and done again. That's not the reality, but it would be nice if somewhere, someplace, I



*don't know where... on the Tigard side of the highway, it would be nice if there was more of a downtown. At the same time, while it's technically part of the corridor, downtown Tigard could use some big time help. Architecturally. Knocking down what's here and starting again. **Resident***

Commuters

*Some decent restaurants. **Commuter***

*Something other than chain restaurants. **Commuter***

*I'd like to see somewhere – food carts. **Commuter***

*Food carts would be awesome. **Commuter***

*Yeah, local business. Like food carts, locally owned restaurants, locally owned shops, small groceries, I don't know. I really hate how they move in, like, strip malls. It's gross. It's ugly. More smaller, locally owned stuff. **Commuter***

*Move all the big box stuff out off 99. Put in commercial space, residential space. Smaller businesses don't have as much crowd turnover. As a common corridor, to not have all of that traffic using 99 to turn into and out of business and use the businesses all the time. **Commuter***

*The two Fred Meyers are crazy. All of the people that go to them, and then you've got to realize that the only way they can go anywhere else is to get on 99. The one in Tigard and then the one they're reconstructing off of Barbur. You have to loop around, so it just sort of clogs up that whole area. Especially now, they're making it even bigger. It's like they had to close down other places just to have parking. If you try to go there on the way home from work, at 5 or 6:30, it's utterly packed in there. The buses – to make it worse, it's the major bus stop. That really slows down everything. Same with the one in Tigard. **Commuter***

*I mean, I'd really like to see them replaced with office buildings or something where people aren't coming and going nonstop. They're coming once per day as opposed to, I mean I don't know what the numbers are but Fred Meyers saw it was worth it to put millions of dollars in and close shop for 6 to 8 months. It's worth it to them. So the turnover that goes on there must be huge. **Commuter***

I used to live in North Portland before I moved here, on Interstate Avenue. Interstate Avenue on a smaller scale was like 99. Not so much the traffic, but now we're talking the retail and everything. While I don't think the 99 corridor and Barbur every got as bad as Interstate was with the kind of businesses that were there. With the light rail now going up Interstate, you don't need to worry about destroying everything because the market does... Interstate is turning into an absolutely wonderful place. Eventually it will be even better than it is now. I suspect that part of the reason is the light rail. I think if the light rail came down here I think it would solve some of the traffic problems. You would have buildings along 99 that would



probably include apartments and condos. That wouldn't happen overnight. But over time, the process of a lot of the ugly buildings would disappear. There's not any building worth keeping on 99 or Barbur.

Commuter

MAX is used as a development tool as much as it is a transportation tool.

Commuter

Well I'm not saying that I necessarily want those things. I think it would be a more attractive place because, if there was light rail, the market is going to change what it's going to look like on this side of the road.

There's easier access to those places.

The west side of Sherwood is like that. It's very nice and they're not all full. Eventually there will be. There's very nice-looking buildings with trees along the side of 99. There won't be the congestion and the traffic right there because it's just office buildings. They've put the Target and stuff off of 99.

To get to it you've got to go off, even though you can see it.

I actually think it's really pretty. There's a YMCA and there's trees.

Shopping and go to work and take their kids to karate.

If you go on the west end of Sherwood that's all there is. There's nice apartments and condos on one side.

I know people that live in those nice apartments.

They have parking spots for them. It doesn't seem like it's congested.

What they could do is change the access. You're not going to take on Fred Meyers, you've got a big thing of people here... we want you to go away. Maybe like they did in Sherwood, you can see the Target but you have to go off of 99 to get to it. Changing the access to some of these businesses so you loop around using an on ramp/off ramp type system more than all crossover lights like they have now.



COMMUNICATION

People in the resident and student groups were asked to describe what the terms *public services*, *infrastructure*, *public investment* and *affordable housing* mean to learn more about how people think about and use these phrases.

Public Services

When residents were asked what comes to mind when they hear the term *public services*, the group was evenly divided between facilities and professional services. Some think sanitation, utilities, roads, public transportation, parks and recreation best describe *public services*. For others, police, fire, planning, children and family services, homeless and health care describe the term. Based on these descriptions, the term *public service* has a variety of meanings for people in the community. Agencies should use specific terms and phrases to describe actions or plans when communicating with the public.

Comments about public services included:

Residents only

Sanitation. Resident

I'd say utilities, police, and fire. Resident

Roads. Resident

Public transportation. Resident

Parks and rec. Resident

Planning. Resident



There's children's services and family services, and also homeless.
Resident

Health. **Resident**

Infrastructure

When residents were asked the meaning of the term *infrastructure*, people talked primarily about structures and facilities, such as roads, bridges, utilities, water, sewer, associated pipelines, street lights, hospitals, schools and parks. One person suggested planning is part of infrastructure but most of the group disagreed. Like the term *public services*, *infrastructure* has a range of meanings but almost all relate to facilities and structures. Again, using specific terms and phrases when communicating about infrastructure issues will ensure the public understands what is being discussed.

Comments about infrastructure included:

Residents only

Government planning, your roads, your bridges, utilities. **Resident**

Sewer. **Resident**

Water. Gas. **Resident**

Street lights, probably. **Resident**

Police. **Resident**

Pretty much the same thing as services. **Resident**

I put schools and hospitals. **Resident**

Parks. **Resident**

The only one I question is police. I think it's service, **Resident**

Schools. **Resident**

Drinking water and sewer combined. Delivery of water. **Resident**

Water pipes. **Resident**



*I have such runoff problems at my house that the infrastructure, part of the sewer system is runoff. **Resident***

*Clean water but also getting rid of the water... **Resident***

*Storm water. **Resident***

*I think the word infrastructure is kind of misleading. It kind of has the word structure, but it isn't about something physical. Infrastructure just means what kind of organization it takes to keep things running and running smoothly. It's more about people management; I think, technically, would be the definition. **Resident***

*It's like we invaded Iraq in 2003 and we took out all of the governments and all of that stuff. It was like everything fell apart because there was no infrastructure to keep going. **Resident***

*Not the buildings but police, they kept everything under control. Normally you can't have everybody live in this small of an area without wanting to kill each other without comprehensive police force keeping things in line to some degree. **Resident***

*I think it's pretty much the government that falls under infrastructure to me. **Resident***

*Some people would say infrastructure is primary facilities. David's suggestion. **Resident***

*I think about infrastructure as being physical things. Service is intangible. **Resident** (several agree)*

Public Investment

Residents say the term *public investment* has a variety of meanings. For most, *public investment* implies planning and building for the future. Roads, libraries and schools were examples of public investments.

But investment also implies taxpayers will benefit from the expense. People say return on public investments could include a better education for students, higher property values for homeowners, a more desirable place to live and more jobs and economic development.



Comments about public investment included:

Residents only

*Future planning. It makes me think of something that's going to happen in the future. **Resident***

*To me it means building with consideration for future. **Resident***

*I don't think investments should be considered something that's going to solve something now but something in the future. Like instead of doing 217 two lanes both ways, if they do everything three lanes. That would have been an investment. If you build something now with the ability to handle more than what you're currently using, or something that's easily expandable. I don't know what they're doing with 26 but I thought they ripped that up a few years ago. **Resident***

*Also investment implies that we're getting something back from what we're putting into it because it's an investment. It has to be something greater in return. **Resident***

*Our money. **Resident***

*Like tax money? **Resident***

*Maybe not our money but it's our library. Libraries and schools are investments. **Resident***

*Again our money. Our tax dollars. Whether it's property tax or income tax. **Resident***

*Smarter kids would be an investment. Like kids that are better taught would be a good example of a better investment. **Resident***

*Like the parks they've shown over and over again that when you get good people together in an area they need public space to relax and enjoy nature. **Resident***

*For me, I look at it in terms of property value. If you build something that actually causes my property value to go up – more people want to live in Tigard – then it's an investment. I pay taxes but I get the benefit of my property taxes going up. The city gets a benefit because they can charge me higher property taxes to help secure these things. **Resident***

*And they do. **Resident***

*Basically making areas more desirable to live. **Resident***

*Not only to live but to work. If you spend a million dollars to build a business park, you expect to recoup that in income taxes or property taxes. **Resident***



Affordable Housing

The term *affordable housing* has a negative connotation for students. The term was not discussed among residents or commuters.

Most students agree it implies a building is run down, needs painting and is located in an unsafe area. Several indicate they are finding the Portland rental market unaffordable, particularly at a time when jobs are scarce, incomes low and rents are increasing. Students say affordable housing is a place that requires less than one-third of their income rent or mortgage payment.

Student laughed when asked about affordable housing opportunities in the South Waterfront and Pearl Districts. As one said, the areas were “not affordable by any means.”

Comments about affordable housing included:

Students only

*Especially for apartments, the rent tends to be cheaper when it's in a bad neighborhood or the apartment complex sucks. The building is run down. It probably could have used paint 20 years ago. Things are falling apart. The building managers... there's pee stains on the carpet. Just run down, ramshackled. **Student***

*My husband just got a 2.5% increase in his paycheck for his hourly wage. The reason we had to move in with our in-laws is because our rent increased 10% a month. We went from \$830 a month to \$910 and he's only getting \$12.65 an hour. And I'm only getting five hours a week right now, so we had to move. It's the same exact apartment that we've been living it. \$830 a month was outrageous for us as it was. That was too much for us. **Student***



*It's the trade-off. We didn't want to live in an empty space apartment with loud neighbors. So we took the tradeoff of a small place but in a good area with good people that live there. **Student***

*Bad maintenance and bad landlord and small homes. I've dealt with that in the past before. **Student***

*I want to be really close to downtown. It's just not an option. It might be nice in Beaverton but it adds transportation cost. If my objective is to be under \$1000 and be within 30 blocks of downtown and I can't find that but I find it in Beaverton then I add transportation costs to my rent, I might as well be downtown. **Student***

*I got a place that fit that description out by Irvington but I was right next door to a halfway house. There were scary people at night. It was pretty rundown and the landlord sucked, but I had 1000 square feet. It was fine during the day. **Student***

What about affordable housing in the South Waterfront or Pearl District?

(Everyone laughs.)

*My mom has friends who live in those apartment complexes. If those are affordable then that's really funny. They pay like \$2000 a month. It's not affordable by any means. **Student***

*My husband worked for a security company that did patrol in that area. He said the people that came in that place were like trust-fund babies. The rent there was ridiculous he said. If that's affordable housing... **Student***

*Those whole buildings are rented out maybe 1/3. **Student***

*That'd be affordable but I don't see that in the Pearl. A little further up in northwest, like where I am my 23rd, you could find an apartment for \$720. Again, it's going to be 500 square feet. **Student***

Explaining Change

Residents and commuters were reminded that making changes to an area, such as the 99W corridor, could require some people and businesses to relocate because new roads, light rail and other infrastructure may be best routed through property where people live and businesses are located. With this in mind, people



were asked how to explain the changes to those being impacted and the community at large.

The discussion made participants uncomfortable and the consensus of the groups can be summarized by the comment of one person, “That’s the main reason why I’m not a public official. You can’t satisfy everybody. I can’t imagine the headaches. That’s a t ough one.” People recognized that explanations probably weren’t sufficient to satisfy or mollify property owners affected by the change. The best option: offer those displaced a generous compensation package for their property.

Rather than impact homeowners and business, some suggested planners look at alternative solutions, such as widen I-5, only using public lands or diverting traffic to new roads and highways to less populated agricultural areas, so fewer people would be affected.

After considerable discussion, some suggested that information to the public regarding changes should focus on the long-term benefits for the region and individual residents. They said to highlight how traffic, shopping and property values improve. The tone of the communication should be sympathetic to those



impacted by change, but talk to the community as a whole about the long-term vision and how everyone else will benefit.

Residents

*That's the main reason why I'm not a public official. You can't satisfy everybody. I can't imagine the headaches. That's a tough one. **Resident***

*I'm a firm believer that the regional needs take precedence over the personal or local needs. Without regional needs, nothing would get done. I-5 wouldn't be there. A lot of major construction wouldn't happen if every farmer had to sign off on it and agree to go through there. At some point you need to have a regional outlook that overshadows the locality. **Resident***

*If you displace or move a couple people, I mean that sucks, but they'll give them fifty grand more than their property is worth and call it good. At the end of the day, I think it's good for the public and their needs. I think it's regional and that should take precedence. **Resident***

*Yeah, but you're talking about displacing a lot of people. I mean a lot of business. Is that fair? **Resident***

*We wouldn't have to displace all businesses. **Resident***

*Well it wouldn't be all, but you're talking a huge area. **Resident***

*You have to look at the fewest number of people impacted for the greater good. **Resident***

*One of the dangers of doing the bypass is every time you make an offering you then open up a development around that offering. Things can sprawl. **Resident***

*Just always talk about the traffic. **Resident***

*You have to, I'm pretty sure there's a thing called eminent domain. Pretty much like you look at Russ Chevrolet, they cut way back. They took like 1/3 of their lot away. You have to crack a few eggs to make an omelet kind of thing. It comes down to the greater good. So yes, you displace a few farmers here and there. Yeah, you give them 50 grand but if you're going to cost them, but I think you have to... it has to be a combination of things too. You're talking about this bypass that goes around also improving Tigard itself. It's for the greater good. **Resident***

Commuters



*A government agency is coming in and telling people in the community that this is how it's going to be. This is what's going to happen. You have to shift that paradigm and figure out what it is they want for their community as a whole. If you do that, I think they'll find that maybe people will agree to that and say yeah okay you may need to use some of my property. It's always going to be a fight. It's going to take money. You're not going to get property without compensating people. Let people in those communities decide. **Commuter***

*Depending on what the final outcome, or I don't know what word I'm looking for, show them the advantages of these improvements. It will give them more opportunities. I mean there's not much on 99 that I want to use. I use the Bi-Mart sometimes. And the Mexican restaurant. Other than that, I avoid it. **Resident***

*If someone has been entrenched in a home for thirty years, it's different than a business that's been there for 18 months that's struggling. **Resident***

*One of the things that we would tell those property owners is, even if they didn't lose any property, you probably are going to have long-term property that is worth more. **Resident***

*Whatever is done there, it's not something that is being done for today. It's getting done for some long-term kind of thing. You can't expect that whatever is done, if anything, is going to make huge changes in the first 6 months. **Resident***

Communication

People get information about local issues from a variety of sources. Local newspapers and newsletters, such as the *Tigard Times* and *Cityscape*, are the most frequently mentioned sources of information. Other sources mentioned included the Internet, direct mail, TV, radio, word-of-mouth and planning/community meetings. One student has a smart phone App so, "if there are things going on around Oregon I can hear about it."



CFM survey research has found that the most effective communication plans involving public policy issues integrate traditional and social media tools. This is necessary because how people get information tends to vary by demographic group.

Residents

*Cityscape. Tigard publishes a ten-page thing monthly or so. **Resident***

*Print media is pretty obsolete. People get their information from the Internet. **Resident***

*You know where I get mine? Where they post the notice on the sign. **Resident***

*My wife went to the planning committee. I think we convinced them to move the high-density away from the single-family and put the single-family next to the single-family. **Resident***

*We get information from the planning commission. When there's going to be a change to the property we own, we'll get a notice. **Resident***

*Local newspaper. **Resident***

*Sometimes they put it on the TV or radio. **Resident***

*Word of mouth is the other place. People tell me about what's going on. **Resident***

*Possibly the Tigard Times. I don't subscribe so I'm getting it indirectly from there. Or they're reading Cityscape or going to meetings that I'm not going to. **Resident***

*There is a community newsletter that's dropped off at our door by the gentleman that does it. **Resident***

*I watch the news on TV. A lot of it is Portland stuff but there's sometimes stuff about the suburbs. I'll glance through the City of Tigard and Cityscape stuff. **Resident***

*As far as other services I use Metro and Tualatin Valley water bureau and park and rec. **Resident***

*They're like a brochure. **Resident***

*Tualatin Valley water sends a brochure with the bill. Metro sends out a newsletter that's all about gardening. **Resident***

Commuters



*The Tigard newsletter that comes out every month. **Commuter***

*Nothing else deals with the area. We use to have the Tigard Times but I'm not sure that's even around. **Commuter***

*Word of mouth. **Commuter***

*We get the Sherwood booklet and sometimes I look at that. We get a lot of stuff because it's constantly growing. There's a train track that goes through by our house and there's always rumors that it's going to be a light rail. We just call railway. They answer every question or tell you where to call. **Commuter***

*If you really want to reach out to people you have to reach out face to face. **Commuter***

*I suspect we can find out anything and everything we'd want to find by searching the Internet. I know more about what's going on in Portland city government than I do in Tigard, or in my case King City. That's mainly because the media, the old-fashioned media, focuses more on Portland than suburbia. **Commuter***

Students

Usually the television.

Internet. Oregonlive, KATU's website, or Facebook.

I use Google a lot. Generally whatever my interests are and then what the month is. Or sometimes even Craigslist.

I usually here about something and then I'll research myself via Google or something else.

Exactly. My buddies tell me something. My family told me this happened down the road, did you hear about it? Oh really, let's Google it.

I listen to Think Out Loud on NPR. I read my local paper. They do report about what's going on. It may be a joke half the time but...

I read the Oregonian every once in a while but not on a regular occurrence. Or the Mercury, or the news tab on Google. I definitely don't watch anything on TV. The TV news is crazy.

I like to listen to news radio too. It's more political stuff that I listen to while I'm driving.

I read the paper everyday vigilantly. I know what's going on.

I try to avoid the news because it depresses me. If it's really important I'll hear about it.



I have an app on my phone for news. Like real community stuff. “There’s a baseball game going on come join us” kind of thing. If there’s things going on around Oregon I can hear about it.

Appendix B: Discussion group report



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503.294.9120 | www.cfm-online.com | 1100 SW Sixth Avenue, Suite 1425 | Portland, Oregon 97204

Discussion Groups Among Residents, Business Leaders and Community Advocates Concerning the Southwest Corridor

A report for

Metro

February 6, 2012

Prepared by



strategic communications, inc.



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research marketing public relations public affairs federal lobbying state lobbying

503.294.9120 | www.cfm-online.com | 1100 SW Sixth Avenue, Suite 1425 | Portland, Oregon 97204

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INTRODUCTION

This report summarizes the results of 16 discussion groups among residents, businesses leaders and community advocates who live, work and have an interest in activities and policies affecting the 99W corridor from Portland to Sherwood, Oregon.

The sessions were held in various locations in the Portland metropolitan area from October 2011 to January 2012. Metro staff or Tom Eiland, a partner with CFM Strategic Communications, Inc., moderated the sessions.

The overall objectives for the sessions were to collect local and topic-specific perspectives about the 99W Corridor, identify opportunities, challenges and vision for the area, and identify how people get information about local issues.

Discussion groups were organized in two categories: topical and geographic. Based on criteria identified in the region's guiding principles for creating a great place to live and work, eight discussion groups based on topical interests were conducted in the areas of:

- Affordable housing;
- Active transportation;
- Environment;



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- Equity;
- Large educational and medical institutions;
- Major employers and business; and
- Freight.

Geographic-based participants were selected from five defined areas:

- Southwest Portland;
- Tigard;
- Tualatin;
- King City;
- Sherwood;
- Lake Oswego/Lake Grove; and
- Washington Square.

The discussion groups were hosted by each city within the corridor or Metro. Metro worked with local partners to develop a list of interested community representatives to participate in geographic discussions, and experts, advocates and supporters for each topic category. In some cases, other interested individuals participated, too.

SUMMARY

Perceptions of the 99W Corridor

Out-of-date, congested and dysfunctional are how people in the 16 discussion groups describe the 99W Corridor. Issues facing the area are widespread and deep, but everyone agrees traffic is

“In a nutshell, it’s one of the most out-of-date, congested and dysfunctional corridors in metropolitan Portland.”

Lake Grove Resident

the top concern. People say 99W, I-5, adjacent arterials and intersecting streets are congested. It is an area people avoid, especially during rush hours and peak periods.

Compounding the traffic issue are:

- Too many poorly timed traffic lights;
- Poorly designed intersections;
- Too many entrances to parking lots from 99W; and,
- Poor access to I-5.

Simply put, the Corridor’s capacity to move cars, trucks, busses, people and bikes has not kept pace with population growth and regional needs.

Other traffic related problems in the Corridor include:

- Walking and biking is dangerous. Sidewalks and bike lanes are not contiguous, if they exist at all, and crosswalks are poorly designed;
- Street lighting is poor, making it difficult to see cars, pedestrians and cyclists;

- Mass transit does not serve the needs of North/South commuters;
- Routes for pedestrians and cyclists to cross I-5 are limited; and
- Traffic issues may be discouraging employers from locating in the area.

The following non-transportation issues also surfaced:

- The area appears to be a throwback to the 1960s and 1970s. Transportation is auto-centric. Building designs, landscape architecture and the businesses along 99W are dated and appear “tired.”
- Area development is threatening the environment. Traffic congestion pollutes the air. Stormwater and surface water are threatening water quality and wetlands.

Improving the Area, Addressing Problems

The key to improving the Corridor is fixing issues related to transportation. Recommended transportation improvements include:

- Have limited-access lanes on 99W;
- Build light rail along the highway;
- Expand alternative transportation, such as pedestrian walkways and bike lines;
- Create bus and carpool lanes on 99W;
- Use technology or Smartphone apps to coordinate car-sharing;
- Build overpasses and underpasses on 99W and I-5 to improve East/West connectivity and safer routes for pedestrians and cyclists;
- Build a bypass to connect I-5 with 99W and Highway 26; and,
- Encourage ODOT to improve signage to direct traffic away from congestion.

“No amount of updating and modernization will help the area unless the problem of congestion is addressed and solved.

Washington Square Group



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As improvements are made along 99W, people advocate the design of buildings and communities be updated as well. Improvements are not just for aesthetics. People said a makeover would create excitement, stimulate economic development and make the corridor a more attractive place to live. Furthermore, people recommended creating a brand identity for the Corridor, such as making it the gateway to Oregon's wine industry, promoting historic and geological events, and environmental preservation efforts. While one identity may not fit the entire Corridor, creating key brand characteristics for the Corridor may help promote and revitalize the area.

Policy Issues

Groups were willing to think outside the box when recommending changes and improvements to the Corridor, but not by sacrificing core Oregon values. Policies should be established to:

- Incorporate the voice of the community during the planning process. Cast a wide net to get ideas from the best and brightest throughout the Metro area.
- Protect and expand affordable housing. Plans should include building new, affordable apartments, condos and single-family homes. Improvements to the Corridor should not force out current residents due to higher rents, increased demand or higher taxes.
- Include large employers in the planning process to ensure transit routes serve the needs of North/South and East/West commuters.
- Protect the environment. Include landscaping in design plans. Add filtration systems to accommodate water run-off.

Communication



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All discussion groups struggled with the best way to explain change that requires a homeowner to move or businesses to relocate. Ultimately, explaining change and its impact focused on three themes: financial compensation for those affected, economic opportunities for the community, and overall the public good.

People use a variety of traditional and non-traditional sources to get information about local issues. The most popular sources include:

- Local publications and community newspapers;
- Print and e-newsletters;
- The *Oregonian* (print and online);
- Community meetings; and,
- Local government sources.

Metro will need to design an integrated communication plan to ensure information is distributed to a wide range of audiences.

ISSUES and CHALLENGES

Transportation

When asked the biggest challenge or issue facing the 99W Corridor, all groups said traffic congestion and related transportation problems. Among the specific issues most frequently mentioned were:

- Congestion along 99W, including the highway, adjacent arterials and intersecting streets;
- Bottlenecks and gridlock at various points along the 99W caused by stop lights, poorly designed intersections and entrances to parking lots directly from the highway;
- Poorly designed sidewalks, bike lanes, and crosswalks for pedestrians and cyclists;
- Lack of mass transit serving North/South destinations; and
- Poor access to I-5 from the area.

Overall, the capacity to move cars, trucks, people and bikes using 99W, secondary roads and mass transit has not kept pace with population growth and regional needs. Groups note the corridor was designed originally to support automobile and freight traffic; now the “auto-centric” designs are outdated.

Attempts to address capacity issues have not worked. While 99W and I-5 serve common areas, the combined capacity of both highways is insufficient to support traffic demands, particularly during peak-use periods. “It is pretty much gridlock,” complained one business leader.

Not only has population grown and business expanded within the traditional Corridor boundaries, but also the Corridor's footprint and uses have changed. The Corridor now stretches from downtown Portland to Sherwood. Commuters destinations include Portland, Wilsonville and Hillsboro. Additionally, the Corridor is a popular route for tourists going to Oregon's wine country and the Oregon coast.

In addition to congestion, people expressed concern about pedestrian and bike traffic, citing issues such as:

- Neighborhoods without sidewalks force foot traffic to the side of roads or unpaved walkways;
- Sidewalks along 99W are not always contiguous;
- Lighting along the highway is poor;
- Crosswalks across 99W are spaced too far apart, are poorly marked or have traffic lights that don't provide sufficient time for people to cross; and
- Bike lanes are poorly designed, poorly marked, or not contiguous, which makes cycling dangerous throughout much of the Corridor.

Regarding mass transit, people noted the system was designed primarily to serve East/West routes, taking people from the suburbs to Portland. Employers and their locations have changed over time. Many corridor residents work in Hillsboro and Wilsonville, for example, but mass transit does not serve those areas effectively, forcing commuters to use cars that contribute to congestion.

Representative comments about specific issues include:

Congestion

*That general region is pretty much at capacity. We're adding density, and we're not seeing an increase in transit capacity of any type. It's going backwards a little bit. **Business***

*Then in Tigard, it's probably as bad if not worse than driving through Beaverton. Again, it is day-time specific but getting worse. **Business***

*What happens is the traffic shifts over to 99 from I-5, and gets stacked up. It is pretty much gridlock from 3:30 to 5:30. **Business***

*The number one concern is the Tualatin-Sherwood Highway. There's just no doubt about it. There's something like 18 stoplights between 99 and I-5. Now since Sherwood has added this little spur from here to Tualatin-Sherwood, they're going to add another stoplight. You can't imagine what that does to people trying to go between I-5 and 99 between 7 o'clock in the morning and 9 o'clock, from 1:30pm to 2:30pm, and from 3pm to 6pm. It is just a nightmare. I've been in Los Angeles, I've been in New York, and this surpasses damage control. This is terrible. **Sherwood***

*If you're traveling down 99, the huge bottleneck that you run into when you get over that overpass in Tigard. **Sherwood***

*There are extreme amounts of congestion. When you look at that corridor it is a congested mess. There's a whole host of reasons that that happens. **Freight***

*The trucking industry has already moved out of the area. Our focus has been relocating the facilities because of congestions. From an economic development point of view it's not necessarily good news for those folks. **Freight***

*I think it's difficult to be located on 99-W because of the congestion. I don't go to 99 if I can help it. Especially down by Costco. I don't know what time of day I drive. **Washington Square***

*I'll often just drive down to Kruse Way and come back up to avoid the congestion on that segment of 99. From a business perspective, what is frightening for the businesses on 99 is the concept that to move more traffic you have less ins and outs, so you minimize the number of driveways. That spells death to a lot of businesses. **Washington Square***

*Traffic going through that Tigard area there...that is always awful to get through traffic wise. It doesn't seem to matter what hour. **Lake Oswego Business***

*Traffic congestion. Long waits at lights. Just getting backed up on lights. Backing up through another. I try to avoid it at all costs. **Lake Oswego Business***

*Traffic. The pace and the ability to get from one end of that stretch to the other. Specifically targeted in the Tigard vicinity. It does affect recruiting for us as far as employees. A lot of them are reluctant to be out here, especially if they're in Southeast just because of the difficulty of getting out here. **Lake Oswego Business***

North South Transit

*There are so few alternatives heading north and south. Highway 43, I-5, and you have Barbur. Other than that it is extremely difficult to get north and south. **Lake Oswego Business***

*You want to avoid it at certain times of the day because the infrastructure has not been updated and the population has increased a lot. Traffic is really bad. I usually don't drive on 99-W a whole lot. **Lake Grove Resident***

*We avoid that whole section. We never go there. You'd have to be crazy to drive King City to Tigard. **Lake Grove Resident***

*In a nutshell, it's one of the most out-of-date, congested and dysfunctional corridors in metropolitan Portland. There's hardly anything that's as bad as that is. **Lake Grove Resident***

Bottlenecks

*You come in and out of Sherwood, whether it's Tualatin-Sherwood Road or 99 it is a little hard to get to, being a little bit off the beaten path and the bottlenecks coming in and out. **Sherwood***

*There are long intersections that are hard to get through. **Metro Institutions***

Pedestrian and Cyclist Safety

*We're very concerned about the safety of people who are riding their bikes to our campus. Generally people who are riding bikes to the Sylvania campus are pretty experienced bike riders. It's a great risk depending on where you're coming from. **Metro Institutions***

*A Portland State student was hit on his bike because you're going down the hill, and it's really difficult for cars to time right hand turns. **Metro Institutions***

*I do know that some of our faculty ride Barbur on bikes. They're typically pretty frightened. Barbur is not a safe route. I don't know how many people have abandoned the whole bike thing. I hear people talking about getting side swiped. **Metro Institutions***

*The other issue is bike and pedestrian safety. You can't effectively walk from the neighborhoods into that region, and/or even walk across Barbur Blvd many places. **Business***

*The bridges along Barbur are not bicycle friendly. **SW Portland Discussion***

*I have to say that it's tough to be a pedestrian anywhere in that corridor. **SW Portland Discussion***

*One of my biggest concerns is the safety of the pedestrians. We've had a fatality. I see people sometime struggling, 'should I cross the street or should I not cross the street?' The whole signal system and signal timing. There should be some sort of walk or don't walk sign with proper timers on them. **SW Portland Discussion***

*Right now it just looks like it's a scary place to be on a bicycle. I know people that live out in Aloha and they work out here and they commute by bike. **Lake Grove Resident***

*With the amount of traffic it just doesn't seem like a very safe place to bike. **Lake Grove Resident***

*Highway 99 is unsafe, not just for bicyclists, but for pedestrians. There are a lot of driveways. You've got to pull out for visibility in some areas so you're over what would be the pedestrian crosswalk. So it's just not very safe for pedestrians I don't think, that whole corridor. **Lake Grove Resident***

Mass Transit

*The bus lines run a lot easier going from Sherwood to Portland than going to surrounding areas. I think that really affects business flow and people who would want to work in other areas. **Sherwood***

*It seems to me that the first thing one would do is to develop a transportation system for the suburbs. A transit system has to connect suburbs, and there is no way currently to connect that corridor to Tualatin or east to Oregon City or north to Beaverton or Hillsboro. **Active Transportation***

*I would be interested in seeing if we had some better transportation between (the Corridor) and Hillsboro. That could help our residential population because of Intel and Solar World and all of those bigger businesses that attract a lot of employees. A lot of those employees don't want to live in Hillsboro, but they're concerned about the commute (to and from the Corridor). **Sherwood***

*The way transit has been built assumes sort of a hub and spoke. Like that the middle is downtown Portland and things go out from there. We know there are a lot of jobs in Washington County. Where people are going to the jobs may not fit that (hub and spoke) pattern. **Equity Group***

*Basically, what you are doing is making people more and more dependent on their automobile rather than developing a well-connected transit network that gets you where you want to go in the region effectively and quickly. This does get you to downtown, that's ten percent of the market; the other ninety percent is ignored. **Active Transportation***

Parking/Business Entrance

*Well you have a constant battle in front of your store of people that are going to I-5 and the people that are trying to get in and out of your parking lot. I'm surprised you don't have more fender benders there. **SW Portland Discussion***

*There are a lot of what we call unconsolidated driveways, like a wide open two or three hundred foot long place for vehicles to turn in and out of. That actually contributes to crashes. **SW Portland Discussion***

*It's a congestion issue – people getting off and getting on – and as well as a serious safety issue. I think one of the other problems there is just access. **Freight***

Freeway Access

*In past neighborhood surveys or coalition surveys, one of the things that people have identified is that they like the close access to I-5. Also we recognize that the freeway ramp access to I-5 is difficult. **SW Portland Discussion***

*There is a ramp from Capitol that goes on to southbound I-5. Speeds are high. There's just lots of movement. **SW Portland Discussion***

*The connectivity isn't there. I find it a messy and ugly corridor. **Lake Grove Resident***

Land Use and Design

People in the Metro Institutions session complained the highway and adjacent businesses were designed to accommodate traffic and customers without regard to aesthetics or livability. By contrast, they say developments today include space for “trees, sidewalks and automobiles,” features not included along the 99W Corridor.

Comments about design include:

*Complete streets to me include traffic commuting, trees, places between sidewalks and automobiles. It seems to me like it's lacking an inviting feel. **Metro Institutions***

*I do feel the land use issue should definitely be on the table. **Metro Institutions***

*It's a land use issue as well as a design issue. **Metro Institutions***

Environmental Impact

Environmental problems are being compounded by traffic congestion and population growth along the Corridor. Participants in the Environmental session noted:

- Traffic congestion is creating more greenhouse gasses;

- Impervious surfaces are exasperating stormwater and surface water problems;
- Residential and business developments are increasing pollution and impacting the quality of water quality; and,
- Flooding could occur in the area as a result of too many streets and parking lots.

People in the group agreed better planning and increased filtration systems would help reduce some of the problems.

Concerns about environmental issues include:

*You've got a big road there and Clean Water Services would like to see more filtration of stormwater run-off, low impact development to the extent possible, which is stormwater management aside from the water quality and desire for more natural systems. **Environmental***

*Put water filtration and on-site filtration where new developments are planned. **Environmental***

*Areas where we are having the most pollution and the most impact with stormwater run-off are the very areas where the traffic congestion is often the highest. **Environmental***

*The consideration around greenhouse gasses and the congestion and what that does for cars sitting long times on the road and what you are doing around the idling of vehicles. **Environmental***

*We're going to have flooding, and it's going to be serious. There's just nowhere for the water to go in a situation like that. We could do something today that would really help. It's just going to get worse if we don't. **Environmental***

Mass Transit and Pedestrians

Improving and expanding mass transit and pedestrian walkways occupied a significant portion of the discussion in the Active Transportation group. The group wanted a mass transit system that provides service throughout the Westside area, not just to and from Portland. The group also wanted improvements to

sidewalks and crosswalks at intersections to make the Corridor safer and more “walkable.”

Comments about mass transit and pedestrians include:

*I promote active transportation. I would like to equalize the (transportation) options a little bit more. **Active Transportation***

*It seems to me that the first thing one would do is to develop a transit system for the suburbs. **Active Transportation***

*(Changing the highway for traffic) is irrelevant if you get a well-connected transit system. Then the question about whether to drive or to take transit wouldn't be a question. You would take transit because it would get you to where you wanted to go in a reasonable time. **Active Transportation***

*A great opportunity for the land use plans is walkability. People being able to reach their destinations in different ways that are connected by transit, but not necessarily always transit. **Active Transportation***

*The system isn't working and it's getting worse because they keep focusing on that guy who's going to get in his car to get to transit to get downtown. **Active Transportation***

Safety

Pedestrian and bike safety was the primary concern in the Equity Group. The group explained that as more people of color and those with lower incomes move to the corridor, use of sidewalks and bike lanes would increase. People in the group said the area is simply too hazardous for pedestrians and cyclists because there are no sidewalks or crosswalks, lighting is poor, and bike lanes are poorly designed, if they exist at all. Furthermore, designs that rely on expanding and increasing traffic will increase health risks because air quality will deteriorate.

Comments include:

The challenge that I see is the safety. Mothers trying to just walk up the street with their children, with their strollers in hand, standing at the bus stop with no sidewalks. It's dark during the winter. It's wet and muddy. Barbur Boulevard is four lanes plus bike lanes. Getting from one side of the street to the other is a

*hazard because there are no crossways or lights for maybe half a mile. **Equity Group***

*We raise some of the same concerns from a public health perspective in terms of physical safety from traffic accidents. I think also we look at transportation in general. Air quality and exposure to air toxics are our big concerns. **Equity Group***

*It seems that it would be feasible to have walkways over ground or underground to accommodate bicyclists and walkers. It would have to be well lit to make sure it's safe. **Equity Group***

*Sidewalks are very, very important. Not everyone wants to be a cyclist **Equity Group***

*And I'll tell you cycling and biking on Barbur is terrifying. I did it once and will never do it again. **Equity Group***

Unsolvable Mess

Members of the Freight Transportation group say the problems in the 99W Corridor do not impact their day-to-day business activity because rail lines circumvent the corridor and the trucking industry only uses 99W for local deliveries. The rail and trucking industries are more interested in protecting the remaining truck routes and rail lines. When asked what can be done to address transportation problems, the group generally agreed, "There are no answers for it."

Comments include:

*I think everyone has kind of looked at the 99W situation and essentially said we don't have an answer for this. It doesn't meet service standards. There are no answers for it. Frankly I don't know what the answer. **Freight***

*The trucking industry has already been moving out of the area. Our focus has been relocating the facilities because of congestions. From an economic development point of view it's not necessarily good news for those folks. It's good news for the other folks because they can do it more efficiently. **Freight***

IMPROVING THE AREA

Transportation

All groups agreed: the key to improving the 99W Corridor is to address transportation problems. Expanding and improving mass transit was the most frequently volunteered solution. People suggest increasing bus service, expanding transit service from Wilsonville to Hillsboro, adding light rail and coordinating its schedule with bus service, offering WES service throughout the day and creating express MAX service with fewer stops as actions that would relieve traffic congestion in the area.

Other suggestions include:

- Expand alternative transportation such as pedestrian walkways and bike lines;
- Create bus and carpool lanes on 99W;
- Include large employers in the planning process to design the most efficient routes;
- Use technology or Smartphone APPS to coordinate car sharing;
- Build overpasses and underpasses on 99W and I-5 to improve East/West connectively and safer routes for pedestrians and cyclists;
- Build a by-pass to connect I-5 with 99W and Highway 26; and
- Encourage ODOT to improve signage to direct traffic away from congestion.

Comments about specific recommendations include:

Improved Transit

*Increase bus service. **Affordable Housing***

*When I have traveled in other countries you get to this mass transit center and all the buses are closely coordinating. It makes sense to me that they all leave and work in unison together. **Active Transportation***

*For WES I think the problem there is frequency. It doesn't have any mid-day service. It doesn't have any weekend service, and so it's a very limited service. **Active Transportation***

*I was really excited when WES went in, but we've tried to make that work and it just doesn't work. The connectivity out where Intel and the Hillsboro area is, is horrible. **Lake Grove Resident***

*One of the reasons I don't use the Max more [is] because the Max stops at every single stop. There is not an express Max and there can't be because there is not another line. Maybe more express busses. If you know you can get on a bus and it's really not going to stop more than two or three times between downtown Portland and Forest Grove, you are more likely to use it. **Environmental***

*You have to make transit convenient. Any time we can get cars off the road it is better. **Metro Freight***

*Certain routes in the Southwest Corridor have decent accessibility but a vast majority doesn't. It's very sporadic. A bus comes once an hour kind of thing, and it doesn't even come on the weekends for a huge section of it. Instead of everything funneling into the city, which also creates it's own congestion, maybe it's a little bit different look so we can actually get more access to more people so they don't have to drive. **Business***

*I can't wait for light rail to go down 99. I think that is the right answer. Find a way to get people who live in the more affordable areas or who choose the suburban lifestyle to get downtown where many of them work. **Washington Square***

*It would be great to have WES be light rail instead of commuter rail. Having light rail that went up and down 99 that might be connected with a light rail version of WES so that you could get over to the west side...boy it would give people a much less frustrating alternative I think to getting up and down 99. It's just a pain. **Washington Square***

*I would ideally love to see more bus access. **Lake Oswego Business.***

*I wish they had light rail down I-5 like they're doing down 205. But having that type of access and then a feeder system to it would be ideal. Feeder busses to a MAX line type of thing would be very good **Lake Oswego Business***

*You just have to be more creative. We have to upgrade the way (we use) bicycles, buses, light rail, and just not always think about the car. The car is not our god. We can do away with the car. We just need to get more creative and spend our money in places where in the past we haven't. Keep the roads and repair and widen them, but let's look at other things like the light rail, bicycles and walking. **Sherwood***

*For me specifically I would like to see light rail with dedicated pedestrian and bicycle pathway. I envision light rail with a multiuse path. With light rail and a multiuse path you change some of the intersections like Capital and Barbur to become safer with more pedestrian crossings. Those things can make pretty dramatic positive changes. **Metro Institutions***

*It gets back to the complete street option. It requires generous pedestrian or generous sidewalk areas as well of private property. **Metro Institutions***

*(The Corridor) is not really a walkable spot. It doesn't feel safe to be on sidewalks. It doesn't feel like the traffic is really aware of pedestrian activities. You just don't want to be a pedestrian or a biker in that area. I'm someone who would normally seek out those alternate transportation options, but I know I am driving to that area. **Business***

*You're crossing how many lanes of traffic, and how far out of your way do you have to walk to cross the road and circle back? It's just not worth it, so people are getting in their cars. **Business***

Other Transportation

*Along those lines could you put in a carpool lane in each direction? **Environmental***

*Yeah, allow busses or carpool or something like that. That would be cool. **Environmental***

*You inventory the major employers in the corridor and you talk to them about incentives. You also work to have affordable housing in proximity to the major employers. You reduce the need for transportation. The message to local government is what we are trying to do here is to deal with the freight issue by getting people off the road and having them live close to where they work. Their job is to find out where they work and then talk to the employers and say „how can we work together to do that?“ **Affordable Housing***

*Relocate large medical centers or even smaller clinics that are out on the arterial roads to affordable space that makes sense for them along a transit spine. **Active Transportation***

*As you're developing mass transit figure, out how to make connectors to those places (where people live and work). Identify where people are going along the corridor and be sure that they can get there. **Metro Institutions***

*I would think it's very important to think about whom you're building for and the population you're actually serving. I think a lot of times we develop for populations that we'd like to serve and not necessarily populations that we need to serve. It's important to make that distinction. **Equity Group***

*It would be fascinating to know where are people going. Is it mostly commuters? Are people going to visit their grandkids or going shopping? What are the demographics and the destinations of those people would give you a lot of information about what would need to be in an eco-district and reduce the transportation needs. **Environmental***

*We started to do a lot of work with TMA's, transportation management associations, and there might be some opportunities, particularly for commuter traffic to think about. You know, carpool programs, there's this whole emergence of network transportation strategies you know. People can get an app on their phone to see who's headed up 99 and that might be some kind of low hanging free early win options. **Environmental***

Overpasses

*Underpasses or overpasses to get across I-5 and 99W. The highways become barriers that separate the two sides from each other. Kids can't get across safely; mothers with children can't get across safely. It segments that corridor as a road because it is not easy to get across. **Environmental***

By-Pass

*The thing that has made the most sense to me over the years is to extend 205. **Metro Freight***

*A big effort is this I-5/99W connector, which would connect the arterial road just south of Sherwood connecting over to I-5 somewhere south of 205 as sort of a relief valve for 99W. **Metro Freight***

*If you wanted to reduce congestion, I hate to say this, but west side bypass. In some ways it seems like Roy Rogers with the connectivity between Murray and Walnut...that there's some de-facto west side bypasses going in but if you want to reduce congestion then a west side bypass might be the answer. **Lake Grove Resident***

*Would it be possible just to treat it as a malignancy? Just cut it off totally and bypass it. **Lake Grove resident***

*I'd dive into the bypass from Beaverton all the way over the hill onto Skyline and over Kelly Point on over into Vancouver. So you essentially have a ring around the city to the west side. **Lake Grove Resident***

ODOT Signage

*If there is congestion on I-5 then ODOT could help by improving signal priority in the direction that bypass traffic is going. I know they are doing a similar thing on 82nd. When 205 is backed up they actually change the timing on 82nd to accommodate the extra cars that are diverted. **SW Portland Discussion***

Limited Access Highway

*How about a limited access, high quality automobile corridor limited to two lanes in each direction and a parallel and integrated rail transit system and an integrated bicycle and pedestrian system. It would fit in the corridor that we have with some minor alterations. But then it would link into what's on the south side of King City. It would link into I-5 and then you could develop 99-W or the Barbur corridor from Capitol down as an alternative arterial to I-5. **Lake Grove Resident***



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Widening the Highway

Increasing traffic capacity inside and near the corridor was a popular concept, but widening 99W to accommodate traffic would probably hurt, not help local merchants, according to business leaders in the Southwest Portland group. The group argued that a wider highway would encroach on storefronts, reduce customer access and eliminate parking spaces for customers and employees. Furthermore, wider lanes would make turning into and out of parking lots dangerous. On the other hand, the group said increasing and improving transit in the area might help reduce some traffic problems. In addition, a light rail system along 99W may attract more customers to the area.

Comments about widening 99W include:

*Widening 99 will limit access parking, discourage customers, make it difficult for employees. **SW Portland Discussion***

*Are you going to try to take a frontage off of my property? And make another lane? **SW Portland Discussion***

*That would cut our property in half. You would ruin all the properties. **SW Portland Discussion***

*Well it'd be more than three feet if you're talking about another lane; it takes twenty feet. **SW Portland Discussion***

*Just to counteract the concern of is the street going to get widened, on the other hand hopefully anyone that owns property on that corridor would be thinking 'wow it would be great if they put light rail in front of my property.' That's long term, but that is kind of something you're mentioning. **SW Portland Discussion***

*Even widening 99, there are too many businesses that are right up on it. The cost would just be too prohibitive. **Washington Square***

Updating the Corridor

In addition to transportation, the most robust conversations across all groups focused on the topic of updating the 99W Corridor. Basically, people advocated for a Corridor “make-over.” This included updating building designs, improving landscaping and recruiting new businesses to the area. People said changes would create excitement, stimulate economic development and make the corridor a more attractive place to live. People mentioned such areas as North and East Portland, downtown Tigard, and the Barbur Shops area at the Terwilliger and Barbur Blvd. intersection as examples where change has had a positive impact on a community.

Suggested improvements to the Corridor include:

- Remodel buildings and storefronts;
- Expand and improve walkways and bike lanes;
- Improve street lighting for aesthetics and safety;
- Landscape areas with trees and flowers;
- Add parks and recreation areas;
- Highlight natural areas and restore some streams damaged by development;
- Recruit and expand medical services;
- Remove some retailers that are outdated or undesirable; and,
- Recruit new retailers and services to the area, such as grocers, banks, restaurants and medical clinics.

However, one businessperson from Washington Square warned no amount of updating and modernization will help the area unless the problem of congestion is addressed and solved.

Comments about updating the Corridor include:

*Improving the aesthetics of the corridor. **SW Portland Discussion***

*Trees just make such a huge difference. And the pedestrian facilities are part of that. **SW Portland Discussion***

*Put hanging flowers along the way. Have light fixtures that have a certain theme, image, or look. **SW Portland Discussion***

*I would like to see the corridor become a place that's really desirable for people to live and work. I want businesses that I can patronize. Now, the corridor is not a place that I want to go to, hang out, spend my afternoon and bring my family. **SW Portland Discussion***

*I think if the pedestrian environment didn't feel so hostile...it's like taking your life in your hands. **SW Portland Discussion***

*If you look at the redevelopment that became Barbur Shops it is very different look and feel than what it had before. It's not a strip mall anymore. It has a very friendly look and feel to it. **SW Portland Discussion***

*I definitely want to see the businesses succeed. If there are opportunities for the nature of some of the businesses to change and grow and have more employees. I love shopping Barbur World Foods. But I don't frequent the Taco Time and those types of places, so I'd like to see some different mixes and some different quality of the experience while you're there...it's important. **SW Portland Discussion***

*Well part of it is having a good definition...and that's what you're getting to here eventually...is what each part (of the area) is going to look like as you go along the way. **SW Portland Discussion***

*I know this is an area where the streams went away one hundred or one hundred and fifty years ago. Here they're still kind of around. If they could maybe be uncovered a little more, featured a little more. **SW Portland Discussion***

*It doesn't literally have to be the stream still, it can be like signs saying 'you've just entered so and so watershed...' and it just makes people more aware of water and rain and which way it's flowing. **SW Portland Discussion***

*It just is an identity for the area. It still has wild areas. It still has wetlands. It still has hills. That's what's unique. **SW Portland Discussion***

*We should honor the entire history of the corridor, not just the fifties. **SW Portland Discussion***

*I think just safety. Is it a safe and comfortable place? There are some businesses that cater to adults that are kind of rough. **SW Portland Discussion***

*Lighting has a lot to do with it. **SW Portland Discussion***

*Illumination would be helpful. **SW Portland Discussion***

*Lights on Barbur. That would help the safety in that area. **SW Portland Discussion***

*The 99W area from the top of the hill all the way on down is one ugly area to have to drive through. There are no aesthetics. There's nothing pretty about it at all. No gathering places, nothing. At the beginning of this I thought they needed to come up with a village center plan to redo the way that looks and to refresh it. It's just a bunch of old buildings with the same old businesses. **Lake Grove resident***

*It kind of looks tired and I don't know when most of those were built. It looks like late sixties or early seventies. **Lake Oswego Business***

*I would like a coffee shop on the corner of Barbur and Hamilton, and a grocery store. **Affordable Housing***

*We want a grocery store and a Laundromat and stuff that real people use and not this yuppie planner geek stuff. **Affordable Housing***

*I'd like to see more parks and places with people and families. I don't know if there are any parks along 99. **Metro Institutions***

*Fewer discount cigarette shops. In some ways it's great to see all the diversity, but in other areas along the 99 corridor there really isn't anything. It doesn't encourage people to develop their business next to you. **Metro Institutions***

*I know the city has spent a lot of time looking at redesigning the look and feel of (the area); changing everything from signage to landscaping. **Metro Institutions***

*Landscaping does a lot for making a road looking like something you want to walk down. Right now, unless you have to, I don't think anybody would choose to walk down Barbur unless it's your only option, and for some people it is. It would be much more attractive. Be safe, feel safer, but also be visually much more attractive and well groomed for pedestrians. **Metro Institutions***

*I think one of the things that you're getting at is development opportunity that would actually facilitate the economy and growth, but doing it in a managed and positive way that you can do the eco-districts. That's the neat thing about landscaping, it does not just make things pretty; there's a whole lot of positive pieces that it adds to the environment that a lot of people don't think about. **Environmental***

*I mean there's a whole slew now of emergency clinics that are setting up to deal with someone without Medicaid. **Affordable Housing***

*I think Kaiser and Providence both have clinics. But if you are talking about community health clinics, I don't know of one in Southwest. **Affordable Housing***

*When I think of Tigard I think, "well I really like Tigard." But then I'm thinking of the downtown and the little shops and restaurants, especially with what they've done recently. Somehow some aspects of that needs to be like raked out to 99 and sprinkled along 99 because it has character but it's lost in the span of two blocks. Because 99 has it's own character you know, it just ran away with it but it is there. **Environmental***

*When you said redevelopment it reminded me of my recent trip up 99-E through northeast. Twenty years ago it was dangerous and scary and blighted and ripe with crime. There's been a lot of redevelopment and it's definitely better that it used to be. It's not totally cohesive, but it does feel like they are getting their act together. We have a lot of redevelopment in that part of town and it looks really nice. **Environmental***

*To start, do something to reduce the pain. That pain keeps coming back to congestion and just the fact that in general it's not an attractive area. There's nothing that counters the pain of the congestion to make it an interesting place to go. **Washington Square***

*There are plenty of people who need to use the sidewalk. **Lake Oswego Business***

*I used to think the answer for roads like 99-W was you put in bike paths. But as I've gotten older and paid more attention I think the best solution for different transportation modes would be to have parallel pathways so that you have pedestrians and bicyclists separated from that traffic totally off the road. **Lake Grove Resident***

*You know, good coffee places. Outside places to dine. All that stuff makes it livability where people can gather and meet as neighbors or meet as family and play together. **Lake Grover Resident***

Area Identity

In addition to updating the Corridor, groups recommended rebranding the area.

The Environmental Group enthusiastically discussed various options to identify the Corridor with tourism, historic sites and the environment, such as:

- Making the corridor the “gateway” to the Oregon wine country; and,
- Emphasizing the area’s unique natural characteristics such as wetlands, and the remnants of the Ice Age in the Tualatin, Willamette and Yamhill River valleys.

Groups recognized one identity may not fit the entire Corridor but agreed generally that creating brand characteristics for the Corridor may help promote and revitalize the area.

Recommendations to improve the areas identity include:

Reinforce a special identity. Perhaps bringing some of the redevelopment that's similar in character to Portland but unique to this corridor and sucking in a little of that wine country with it, too. A combination of urbanism and wine country.

Environmental

I think that maybe what you're talking about is acknowledging this transition as opposed to ignoring or pretending it doesn't exist or pretending it's an accident. It looks like an accident that 99 connects Portland and the wine country. Like, "oh look here we are" as opposed to really acknowledging this along the way.

Environmental

What are the things that give places identity? You know what many of us are interested in are the natural systems. That's what really can make this area unique. I think of the flood plains and Hedges Creek Wetlands. We could begin to knit that conversation through green street facilities or landscaping, restoration of natural areas, creeks, and connect those because I think the interesting conversation. With eco-districts we are inherently connected to nature and having the contrast of urban areas immediately adjacent to natural areas. That contrast we just love.

Environmental

Connect people to some sort of natural asset. Connect a little bit of this corridor and these beautiful natural resources that we have around here. And I think where the whole eco-district thing comes into play is that economic redevelopment often times can benefit by natural systems that are immediately adjacent. It's that sparkle, it's the view, it's the - we're doing right by the environment. I tell you that is a nice story.

Environmental

You're talking about the direct and proven relationship between environmental health and economic health.

Environmental

There's something else going on in the Tualatin area that I am aware of – Ice Age floods trail. Apparently, Tualatin got a grant so they're working on trail systems with signage to attract people. There are some notable prehistoric creatures and these huge boulders that apparently are erratic that came from Montana in the Ice Age. That's another way to bring some identity here. There are just all kinds of historical thing and prehistoric things we could be bringing to people attention as well.

Environmental

Affordable Housing

Several groups talked about the need to protect and expand affordable housing in the 99W Corridor. People noted that availability of affordable housing has declined in Portland, forcing people to move to outlying areas, including the 99W Corridor. Making improvements to the Corridor should not force-out current

residents due to higher rents, increased demand for homes, increased property values and higher taxes. The groups advocated that plans for the Corridor should include building new, affordable apartments, condos and single-family homes, and that some polices should be established to protect current residents.

Comments about affordable housing include:

*(In the Corridor), you have a more recent immigrant population. Immigrant communities all want the opportunity to work and have a family prosper. They just want a chance to work and move up the economic ladder. **Equity Group***

*My concern is people will be able to live near transit access. In Interstate you had lower income populations who needed transit service but when it came many of them couldn't afford to stay there. **Equity Group***

*I know that preservation of affordable housing is a huge issue. **Equity Group***

*We have to include a housing component in the Southwest plan. **Equity Group***

*It's a matter of the local government's interest, priority, and commitment to providing affordable housing for all populations. They were very willing to deal with a senior housing project but not much more than that. I think you have political will and political leadership. Tigard has been very progressive in terms of fee waiver programs and incentives for affordable housing. We just did a senior project on Hall and Huntsinger, which was a very successful project, and local government supported it. **Affordable Housing***

*Landlords can charge more in Southwest Portland than other places in the city, so we're having to do some creative use of section eight rules to be able to get them into those units. **Affordable Housing***

*There are all kinds of things that are really positives for the neighborhood, and yet right now our residents talk about being both physically and socially isolated. Part of the redevelopment is addressing both of those issues. Being able to have walkable communities and access to transit, those are all really important things to our residents. **Affordable Housing***

*There are a lot of local jurisdictions that talk about affordable housing but not rental housing. We do need rental housing. In this market there are a lot of people who are renting for economic reasons. So when you're going to create a range of incomes and housing choices you have to make sure the rental piece (is included). You need it. **Affordable Housing***

*There are at least three different housing units for older adults that exist on 99W. All three offer really interesting and great opportunities for older adults to live on that corridor. The question is: How do we start thinking about intentional places for people to be engaged in life? (We need to) prepare environments that are designed for older people with disabilities and younger people. **Metro Institutions***

Other Topics

A Unique Area

People thought the 99W Corridor has several unique characteristics – a hilly geography, access to downtown Portland and suburban Washington County, and a diverse economy and housing market. Most of these characteristics offered opportunities but geography is a two-edge sword: on one hand providing great views, unique communities and room for trees; on the other hand complicating transportation planning and limiting design options for roads and transit.

Comments about what makes the Corridor unique include:

*Lots of hills. **Affordable Housing***

*We don't have a grid system. We don't have direct access to lots of different things, so people are doing cut-through and sort of finding their way around in lots of directions. **SW Portland Discussion***

*It's mostly commercial corridor all the way through. There are gaps and there's both mixed use and higher density apartments, etc..but we have also just really extensive lower density single family homes close in hand. **SW Portland Discussion***

*99 is a major artery coming up through the Portland area. Cities still depend a lot on that corridor for a lot of their transportation. I'm not familiar with the other corridors, but that is a major transit route. **Affordable Housing***

*Tualatin has some industrial area. **Affordable Housing***

*Southwest is famous for 'you can't get there from here.' Nothing goes through. **SW Portland Discussion***

*It's more geographically constrained. **Affordable Housing***

*Some topographic pinch points...regularly along the inner corridor and then different jurisdictions along the side corridor. **SW Portland Discussion***

*It's a pretty formidable grade from Tigard up to Capitol Hill, a real formidable grade. **Lake Grove Resident***



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Public Involvement

Incorporating the voice of the community will be critical to successful change in the 99W Corridor according to people in the Equity Group. People encouraged planners to reach out to community-based organizations, people in surrounding cities and counties, representatives from Metro, experts from PSU and local business to gather ideas and involve the community.

Comments about community involvement include:

*One thing that we need is some sort of voice from the community. **Equity Group***

*Everyone, the city, the county, Metro, PSU, Multnomah County, are all developing equity plans. **Equity Group***

*There's a sense of wanting to do a broader initiative instead of just things and roads. To have a more global visionary view of what we want the community to look like in the future. **Equity Group***

*With the Interstate Corridor we saw there were a lot of ideas and plans related to community economic development. And I think that actually is an important element – that we are supporting local businesses and emerging businesses, minority businesses. **Equity Group***

Public Good

Change can have a positive impact on a community but a negative impact on some homeowners and businesses that are required to move to accommodate the change. Moderators tried to start conversations to assess how people would explain change that requires a homeowner to move or a business to relocate. All groups struggled to find the best phrases or explanations.

Ultimately, explaining change and its impact revolved about three themes: financial compensation for those affected, economic opportunities for the community, and the public good.

- Business people said financial incentives to homeowners and businesses work best when they are required to relocate. People said paying property owners at or above market value, offering long-term, non-escalating leases to businesses, and housing incentives in assisted-living communities for seniors have proven effective in other projects.
- Others suggested combining financial incentives for those displaced with the assurance that change will stimulate the local economy and boost property values for the remainder of the community, would help soften public concerns about the impact of a few homeowners and businesses.
- On a more cerebral note, talking about how the sacrifice of a few is for the greater good of the community was an effective theme, initially.

However, as the conversations continued, it became apparent none of the key messages were convincing across groups. Ultimately, a generous compensation package to affected homeowners and businesses was considered to be the most fair.

Comments about explaining change include:

At the corner of Jenkins and Murray in Beaverton, which is right across from the Nike campus, there was a mobile home park called the Nut Tree. For generations, people have lived in the Nut Tree, which has been wiped out and cleared to the ground in place of mixed-use single family and some commercial development. To get the residents off of that property, although it took maybe two years to clear the zone, was \$5,000 per resident to move their existence to wherever they chose to live. The developer didn't have to do that from what I understood, but chose to do that and found peace with the community. It lowered temperament and criticism and probably expedited the process in doing so.

Business

I think in general, people are resistant to change. If you come up with something where some think they're going to be... I don't think it's as well off, I think there's some convincing you're going to be better off because of this. I don't think the

*standard can just be hey it's not going to be worse, it's going to be better. I don't know how you can get to that other than... **Business***

*Cash. **Business***

*Oh definitely cash. Also, I do senior housing development, and we've actually offered residents of the land a lifetime stake in the facility. That worked for them, too. **Business***

Sources of Information

Where people get information about local issues is similar across all groups. As a rule, people use a variety of traditional and non-traditional sources for information. The most popular sources include:

- Local publications, such as community newspapers (the *Gazette* and *The Archer*);
- Newsletters and e-newsletters;
- The *Oregonian* (print and online);
- Community meetings; and,
- Local government sources.

Other sources mentioned are word-of-mouth, non-profits, neighborhood groups, business associations and social media.

Since no single media dominates as the key source for news in the area, Metro will need to design an integrated communication plan to ensure information is distributed to a wide range of audiences.

Representative comments about sources of information include:

*The Sherwood Gazette, it's a neat little newspaper. The Oregonian is great for national stuff, but locally that Gazette paper. In fact there's two of them: the shopper one and then the Gazette. **Sherwood***

*Just attending planning commissions, city council meetings when I can, online sources. **Sherwood***

*I just have friends that send me things that are put out by the city about different activities that are happening through the chamber and through different events. **Sherwood***

*I would say most people in general read the Gazette. For print, it's surprisingly well read still. I've found a surprising amount of people read The Archer as well. **Sherwood***

*The other source is the one that comes from the sheriff's office. It comes out once a month, and basically it's a message about being safe during Halloween and that sort of stuff. In there are different projects that are going on across this area. **Sherwood***

*I think a lot of people these days are signing up for e-newsletters. There is so much information out there, and it's great to have it on the Internet, but I don't have time to search around on all these sites. When it comes to my email, I'm much more likely to read it. I know more about the chamber because of the e-news blasts. Same with the schools. Once they put their newsletters in an email and they were sent to me, I was so much more informed. I would never remember to go to their website, or it would cross my mind and I would say okay I'll do it later. If it's right in front of me and all I have to do is skim it, it's so much easier to actually absorb it and follow through with obtaining that type of information. **Sherwood***

*Actually I've been very pleased. I get more information from this community that I did in the community that I lived in Portland for 20 years. It was always through The Oregonian. This is a personalized newspaper and newsletter that is talking just about the Tualatin/Sherwood area. It's good. **Sherwood***

*I was going to mention that I know of a lot of people locally who are using oregonlive.com and KATU's community website and the more regionalized ones to get information. Oregonlive is a big one. **Sherwood***

*I still get my neighborhood newsletters so people do look at those old forms of...the written communication. **Affordable Housing***

*The non-profits keep me aware. We're working in that area in Sherwood, so I get a lot of that information through proposals and I happen to be a member of the community-housing fund. So I see developments that have come. **Affordable Housing***

*I'm on a bunch of Metro committees and I read the newspapers every day. I work with local governments, so we get contacted about stuff. **Affordable Housing***

Public resources are my primary resource. The SWNI News, so the neighborhood coalition office is a primary one. They cover pretty much everything from city boundary, Portland city limits type stuff. The other one is probably the Community Connection, which is a local newspaper. Then there's

the e-commerce or web based. Venture Portland is actually growing its presence relative to the local neighborhood businesses. They will become more of a factor.

Business

*Neighborhood newspapers. **Business***

*Mine is probably more through business alliances or regional publications. Then Portland networks, but also social media like Facebook and Twitter. **Business***

*I would say good old fashion conversation. **Business***

*The Tigard Times and The Beaverton Times. I read those papers far more than I read the Oregonian. They are more localized in what I'm interested in and it's not so broad. **Washington Square***

*I typically listen to KOPB NPR in the morning. I scan the Oregonian pretty quickly to try and sort of get anything interesting. I take the business journal, so I'll go through that each week. Aside from that it's just a bunch of blogs that I tend to scan through each day and each week. A number of which are local. Some are national, but that's kind of most of it. **Washington Square***

*The Oregonian and Lake Oswego Review. **Lake Oswego Business***

*Yeah, it's a combination of print and web for me. The Oregonian primarily, the City of Lake Oswego's newsletter, and Metro's newsletter. **Lake Oswego Business***

*The Willamette Week, mostly online, PDX and some other websites. **Lake Oswego Business***

*Multnomah Village has had its own little newspaper for some time. The Southwest Neighborhood associations have a print piece and a website, so I guess I'd add those as well. **Lake Oswego Business***

*Well we're in a neighborhood association so we pretty much have that source of news coming at us daily. **Lake Grove resident***

*I get the daily paper, but I also look up stuff online or maybe the ten o'clock news. I belong to organizations, such as the Lake Oswego Neighborhood Coalition. I try to stay informed. **Lake Grove resident***

*I get two newspapers: The Review and The Oregonian. Also we get a lot of information through Hello LO and the Castle Newsletter. Our neighborhood is well informed by City Hall. **Lake Grove resident***

The Internet is a great way to stay informed. We're a lucky city because people respond either by email or in person to associations. They come to our associations.

*Jack's Blog. **Lake Grove resident***

Appendix C: Outreach events calendar

OUTREACH	TYPE	PARTICIPANTS/A UDIENCE	EVENT DATE	AGENCY	EVENT PROMOTION	NUMBER REACHED
Focus Groups						
Focus Group #1- residents (transcript)	Focus Group	Residents	8/4/2011	CFM (facilitate)	local ad	10 participants
Focus Group #2- commuters (transcript)	Focus Group	Commuters	8/9/2011	CFM (facilitate)	local ad	10 participants
Focus Group #3 - students (transcript)	Focus Group	Students	8/10/2011	CFM (facilitate)	local internet ad	10 participants
Discussion Groups						
Tigard discussion group (notes)	Group Discussion	business & community leaders	8/18/2011	Metro and Tigard	Email/Invitation	10 participants
Institutions & education discussion group (transcript)	Group Discussion	experts and advocates	8/29/2011	Metro	Email/Invitation from Councilor Hosticka	7 participants
Freight and freight rail discussion group (transcript)	Group Discussion	experts and advocates	8/30/2011	Metro	Email/Invitation from Councilor Hosticka	7 participants
Business/major employers Lg. discussion group (transcript)	Group Discussion	experts and advocates	9/7/2011	Metro	Email/Invitation from Councilor Roberts	5 participants
Alt. transportation discussion group (transcript)	Group Discussion	experts and advocates	10/13/2011	Metro	Email/Invitation from Councilor Roberts	7 participants
Sherwood discussion group (transcript)	Group Discussion	business & community leaders	9/14/2011	Metro	Email/Invitation	4 participants
SW Portland discussion group (transcript)	Group Discussion	business & community leaders	10/17/2011	Metro	Email/Invitation	7 participants
Equity Lg. discussion group (transcript)	Group Discussion	experts and advocates	10/19/2011	Metro	Email/Invitation from Councilor Roberts	5 participants
Affordable housing discussion group (transcript)	Group Discussion	experts and advocates	9/19/2011	Metro	Email/Invitation from Councilor Roberts	4 participants
Environmental discussion group (transcript)	Group Discussion	experts and advocates	9/22/2011	Metro	Email/Invitation from Councilor Hosticka	7 participants
King City Discussion Group (transcript)	Group Discussion	business & community leaders	12/1/2011	Metro and King City	Email/Invitation	6 participants
Tualatin discussion group (transcript)	Group Discussion	business & community leaders	12/7/2011	Metro and Tualatin	Email/Invitation	7 participants
Washington Square Discussion Group	Group Discussion	business & community leaders	1/19/2012	Metro, Tigard and Beaverton	Email/Invitation	2 attendees
Safety and security discussion group	Group Discussion	experts and advocates	TBD	Metro	Email/Invitation from Councilor Roberts	TBD
Lake Oswego Residential discussion group	Group Discussion	residents	1/9/2012	Metro, Lake Oswego and Durham	Email/Invitation	8 participants
Lake Oswego/Business discussion group	Group Discussion	business & community leaders	1/9/2012	Metro, Lake Oswego and Tualatin	Email/Invitation	4 participants
Community Events						
Portland walking tours (notes)	Community Event	General	9/22/11 and 9/24/11	Portland	Postcard mailed	60 participants
Tigard Open House (HCT LU Plan)	Open House	General	9/28/2011	Metro, Tigard and Portland	1) Oregonian ad (run date 9/22) 2) publish Fed. Reg.(Friday Sept. 16th) 3) News feeds (Marissa will provide draft press release text to Metro to use for newsfeed) 4) provide "general project" draft text for Marissa to use in the news release Tigard: 1) press release, 2)citiescape newsletter	75 attendees

OUTREACH	TYPE	PARTICIPANTS/A UDIENCE	EVENT DATE	AGENCY	EVENT PROMOTION	NUMBER REACHED
The 25th Annual Great Onion Festival	Community Event	General	10/8/2011	Metro and Sherwood	1) Oregonian ad (run date 9/22) 2) publish Fed. Reg.(Friday Sept. 16th) 3) News feeds 4)Times, 5)King City Regal Courier (local paper)	43 interactions
Portland State University Farmers' Market	Community Event	General	10/8/2011	Metro and Portland	1) Oregonian ad (run date 9/22) 2) publish Fed. Reg.(Friday Sept. 16th) 3) News feeds 4) SW Community Connection	41 interactions
Tigard Area Farmers' Market	Community Event	General	10/16/2011	Metro, Tigard and Tualatin	1) Oregonian ad (run date 9/22) 2) publish Fed. Reg.(Friday Sept. 16th) 3) News feeds 4) Times, 5)King City Regal Courier (local paper)	23 interactions
8th Annual West Coast Giant Pumpkin Regatta	Community Event	General	10/22/2011	Metro and Tigard	1) Oregonian ad (run date 9/22) 2) publish Fed. Reg.(Friday Sept. 16th) 3) News feeds 4) Times	40 Metro Interactions + 20 Tigard/Tualatin interactions w/ SWCorridor
Barbur Concept Plan Open House	open house	General	12/6/2011	Portland	Postcard mailed	50 attendees
Presentations						
Barbur Community Working Group (notes)	meeting	committee	9/15/2011	Metro and Portland		5 guests
CPO 4K (notes)	Presentation	residents	10/17/2011	Metro and Tigard		20
King City City Council (notes)	Presentation	Council and residents	10/20/2011	Metro, Tigard and King City		Council
CPO 4M (notes)	Presentation	residents	10/26/2011	Metro and Tigard		7
Summerfield, Tigard (notes)	Presentation	residents	10/31/2011	Metro and Tigard		13
Tualatin Planning Advisory Committee (Tigard HCT LU briefing) (notes)	Presentation	subject matter experts	11/1/2011	Metro, Tualatin and Tigard		N/A
Barbur Concept Plan Community Working Group (CWG) (notes)	Presentation	Residents, business owners	11/3/2011	Portland		5 guests
Freight Committee (notes)	Presentation	committee	11/3/2011	Metro		N/A
Tigard City Council briefing (meeting minutes)	Presentation	committee and residents	11/15/2011	Metro, ODOT and Tigard		N/A
Sherwood Chamber of Commerce monthly meeting (notes)	Presentation	business owners	11/8/2011	Metro and Sherwood		40
Tigard Planning Commission briefing (meeting minutes)	Presentation	committee and residents	11/21/2011	Metro and Tigard		N/A
South Portland Neighborhood Association (notes)	Presentation	residents	1/4/2012	Metro and Portland		TBD
Homestead Neighborhood Association	Presentation	residents	2/7/2012	Metro and Portland		TBD
Tualatin Planning Commission	Presentation	committee and residents	TBD	Metro and Tualatin		N/A
Sherwood Planning Commission	Presentation	committee and residents	TBD	Metro and Sherwood		N/A
Portland Planning Commission	Presentation	committee and residents	TBD	Metro and Portland		N/A
Lake Oswego Planning Commission	Presentation	committee and residents	TBD	Metro and Lake Oswego		N/A
Durham Planning Commission/Council	Presentation	committee and residents	1/24/2012	Metro		11
King City Planning Commission (notes)	Presentation	committee and residents	1/25/2012	Metro and King City		0 attendees

OUTREACH	TYPE	PARTICIPANTS/A UDIENCE	EVENT DATE	AGENCY	EVENT PROMOTION	NUMBER REACHED
Beaverton City Council	Presentation	committee and residents	TBD	Metro		N/A
Portland Bicycle Advisory Committee	Presentation	committee and residents	TBD	Metro		TBD
Portland Freight Advisory Committee (may not be needed since we're	Presentation	committee and residents	TBD	Metro		TBD
Portland Pedestrian Advisory Committee	Presentation	committee and residents	TBD	Metro		TBD
Meetings						
SW Corridor Steering Committee	meeting	Elected officials and interested persons	10/3/2011	Metro		
SW Corridor Steering Committee	meeting	Elected officials and interested persons	12/12/2011	Metro		
SW Corridor Community Planning Fou	meeting	CAC members and	1/31/2012	Metro and project partner	email invitations	30 attendees
Web and Social Media						
websites published	Web and social media	General	ongoing	Metro	web based	
twitter	Web and social media	General	ongoing	Metro	web based	64 followers as of 2/1/12
facebook	Web and social media	General	ongoing	Metro	web based	17 likes as of 2/1/12
Blog	Web and social media	General	ongoing	Metro	web based	19 posts as of 2/1/12, 1 comment
newsfeeds	Web and social media	General	ongoing	Metro	web based	

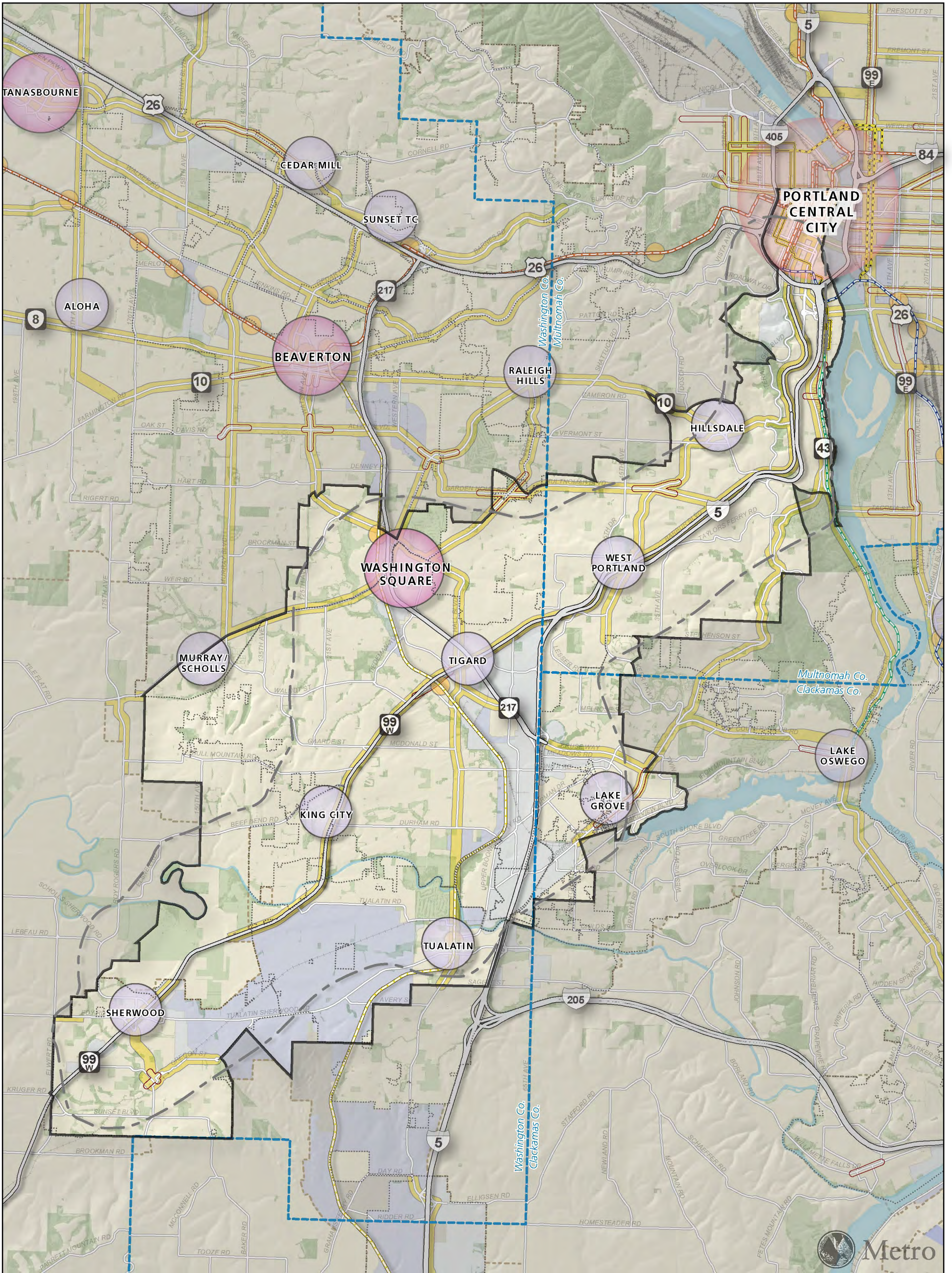
Appendix D: Community Planning Forum

Event materials

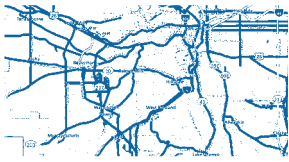
Event notes

Evaluations

Southwest Corridor



August 10, 2011



SOUTHWEST CORRIDOR PLAN

PROJECT PARTNERS

Cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City and Lake Oswego

Multnomah and Washington counties

Oregon Department of Transportation

TriMet

Metro

Supporting great communities in the Southwest corridor

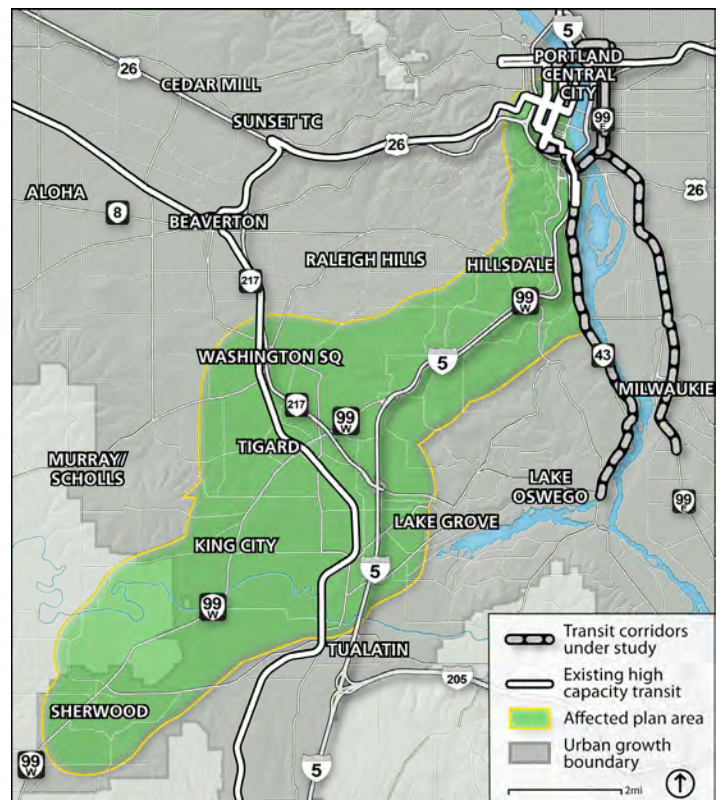
Metro and its regional partners are initiating a comprehensive land use and transportation planning study to identify and prioritize public investments in the corridor between downtown Portland and Sherwood. The Southwest Corridor Plan builds on 25 years of the region's experience in light rail and high capacity transit planning (bus or rail), that have shown that major public investments in transit bring the highest value and return on investment when done in coordination with local visions of growth and comprehensive road, bike and pedestrian improvements.

In the 2035 Regional Transportation Plan update, the Southwest corridor was prioritized as the next corridor the region would fully examine for a high capacity transit solution to existing and projected future congestion problems, limited access and transit demand. To initiate this major effort, regional partners have come together to align local, regional and state policies and investments to support the creation of great places along the corridor. The Southwest Corridor Plan looks to create a coordinated investment strategy to stimulate community and economic development and improve movement of people and goods in and through

the corridor while increasing access to parks, supporting active lifestyles and improving the quality of the region's air, water and habitat. As part of the process, the plan will include a transit alternatives analysis which will include one or more high capacity transit options.

The coordinated strategy allows Metro and its partners to measure the success of potential public investments and policy changes against some key elements of a successful region, things like economic prosperity, vibrant communities, safety, equity and clean air and water. Coordinating planning

Southwest Corridor Plan area





EMPLOYMENT IN THE CORRIDOR

2010: 163,000
2035: 251,000

EMPLOYMENT CENTERS

Oregon Health & Science University – 13,600 employees
Washington Square – 1,100 employees, with 14,400 in the regional center area



EDUCATIONAL INSTITUTIONS

Portland Community College, Sylvania – more than 26,000 students per year
Portland State University – the state’s largest university with nearly 30,000 students per year (and more than 3,500 full-time employees)

efforts will result in increased efficiencies in decision-making while leveraging public funds to create the best result.

The plan calls for local and regional partners to analyze land use, economic development, employment and housing access, parks, habitat, pedestrian and bike facilities, local bus and high capacity transit potential, freight movement and auto capacity. Transportation and land use decisions that support jobs and housing and integrate parks, habitat and trails are fundamental to the process.

In order to determine the solutions that best meet future travel demand and support local land use goals, Metro and its partners will take a two-phased approach. Throughout the process, project partners will share information with the public, announce project milestones and offer opportunities to provide input.

Phase I includes planning broadly for land uses for employment, housing, parks and natural areas as well as the entire transportation network of autos, transit, freight, bikes and pedestrians. Transit alternatives, including high capacity transit such as light rail or bus rapid transit, will be considered during this phase.

Local and regional plans that make up this Phase I include:

- City of Portland Barbur Concept Plan
- City of Tigard High Capacity Transit Land Use Plan

- City of Tualatin High Capacity Transit Land Use Plan
- Metro/ODOT Southwest Transportation Plan
- Southwest Corridor Transit Alternatives Analysis.

Phase I will conclude with decisions on which investments and policy changes to move forward into project development (like sidewalks, bike lanes and safety improvements or a strategy to link workforce housing investments to future transit investments) and which need further study (like a major transit investment, which may progress to a Draft Environmental Impact Statement).

Phase II implements strategies identified in Phase I and further studies transit improvements in the corridor that would be completed in concert with other kinds of transportation, land use and policy changes. Following this phase, project partners will implement community investments and policy changes.

Transit alternatives

There is still a lot of work ahead to determine the type of transit – whether improved bus, light rail, bus rapid transit, commuter rail or rapid streetcar – would best meet the needs of this corridor. Only after the project partners identify alternatives, study benefits and trade-offs, and gather input from residents in the corridor will decision-makers determine the final project or projects. These decisions would happen in 2015 to 2017, laying the foundation for project development and construction between 2017 and 2023.

Southwest Corridor Plan schedule

Phase I	Phase II	Ongoing
Agreements, policy changes, strategic investments and partnerships	Actions to achieve goals, including investments, Draft Environmental Impact Statement(s) and major policy changes	Further project development and implementation
2011	2012	2013
		2014
		2015

Southwest corridor challenges

The plan will examine ways that coordinated land use and transportation solutions can most efficiently address some of the major challenges of the corridor.

Limited accessibility to major destinations

The 15-mile long Southwest corridor connects an estimated 163,000 jobs and includes some of the largest commercial, employment, educational and residential centers in the region, yet access to these key destinations is constrained by lack of capacity on the existing roadway system. Additionally, the corridor lacks a balance of housing choices needed to serve the variety of needs – from students living alone to growing families to retirees – so that employees can live near work, students can live near school, and families and neighbors can stay in areas they enjoy.

Lack of transportation options The corridor lacks 140 miles of sidewalks.* Difficult topography and lack of bicycle and pedestrian facilities impede access to transit and the options of biking or walking to meet everyday needs and hamper opportunities for the physical activity needed for a healthy lifestyle for kids and adults. Because of the limited pedestrian, bike and transit options, movement within and between communities in the corridor essentially requires an automobile.



Traffic congestion Congestion impedes workforce travel and the flow of goods needed for sustained economic competitiveness and prosperity. With over 25 miles of congested roadway, the corridor is one of the most congested in the region. The current travel time from

the central city to Sherwood during the two-hour evening peak is 42 minutes by auto and 52 minutes on transit. By 2035, the same trip is forecast to take 53 minutes by auto and 69 minutes on transit.*



Limited options for roadway expansion

The roadway system primarily supports north/south access with three major highways connecting the Willamette Valley to the state's largest housing and employment center in Portland. The hilly topography and suburban-style development have led to a roadway system that is winding and discontinuous, limiting opportunities to expand roadways or meet travel needs simply through adding local bus service to the current system.

Air pollution and oil consumption

Residents and businesses in the region are responsible for an estimated 31 million metric tons of greenhouse gas emissions annually, 25 percent of which come from transportation sources. The region could reduce CO₂ emissions from automobile trips by 7,500 metric tons and avoid 16.7 million vehicle miles travelled annually, just within Portland, by increasing transit usage in the Southwest corridor.**

Environmental considerations

Transportation is a major contributor to a variety of environmental problems, including noise, air pollution, water quality and habitat destruction. Exhaust from cars and trucks pollutes the air, and stormwater runoff from roads pollutes streams and rivers. The corridor contains some of the most difficult stormwater runoff issues in the region.



POPULATION IN THE CORRIDOR

2010: 140,000

2035: 206,000

POPULATION IN 2040 GROWTH CONCEPT CENTERS (2010)

Portland Central City: 90,100

Hillsdale Town Center: 2,900

West Portland Town Center: 5,300

Tigard Town Center: 3,900

Washington Square Regional Center: 16,800

Tualatin Town Center: 5,400

Sherwood Town Center: 800



About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

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Help shape the future of the region by joining Opt In, Metro's online opinion panel. www.oregonmetro.gov/optin

2035

REGIONAL TRANSPORTATION PLAN

10108 0111
Printed on recycled-content paper.
Updated Oct. 13, 2011

The Southwest Corridor Plan – a regional priority

The Southwest Corridor Plan continues a decades-long tradition of planning for future growth in a way that makes the most of public resources while preserving farmlands and access to nature.

Protecting farms and forestland In the 1970s, farmers of the Willamette Valley fought for the implementation of Senate Bill 100, which mandated the protection of agricultural lands, forestlands and natural areas. Senate Bill 100 is considered the foundation for Oregon state land use planning. Metro implements that vision through a focus on efficient land use within the urban growth boundary and planning for transit, innovative roadway projects, and bicycle and pedestrian facilities.

Choosing high capacity transit over new freeways and highways In 1974, elected leaders in the Portland metropolitan area rejected an urban freeway project after public outcry over its expected cost and the destruction of neighborhoods required for its construction. The region set aside plans for 54 new highway projects in favor of modest roadway projects and a network of transitways.

Since that time, the region has relied on transit planning and a less obtrusive roadway system to provide options for residents to get to jobs, homes and recreation. Because of the choices the region has made in the past, it is better equipped to deal with some of the challenges it faces now and those it will face in the future.

Creating accessible communities The 2040 Growth Concept, the region's 50-year land use plan adopted in 1995, identifies centers for walkable urban development. This focused growth protects existing neighborhoods and natural areas within the urban growth boundary as well as farms and forestlands outside of the boundary.

The plan calls for high capacity transit service to support the identified centers, facilitating travel between housing and employment.

Planning for multimodal transportation needs The 2035 Regional Transportation Plan, updated in 2010, works to implement the 2040 Growth Concept by setting policies and priorities that emphasize the mutual advantages in land use decision-making and transportation investment. These policies direct future projects to be developed as multimodal transportation – road, bike, pedestrian, transit and freight – and land use planning efforts with multi-agency collaboration and public participation.

This collaborative attention to the big picture unites local and regional projects into one integrated and efficient effort. This effort will make the most of what we have by using previous public investments as building blocks to enhance neighborhoods and mobility.

Prioritizing regional investments Following completion of the High Capacity Transit System Plan, a part of the 2035 Regional Transportation Plan update, the Southwest corridor was selected as the highest regional priority for further study for high capacity transit. The potential investment in the Southwest corridor best meets the livability and community needs, supports the economy, provides environmental benefits and has the highest potential for implementation based on local support, costs and efficiencies of operation.

In addition to prioritizing the Southwest corridor for potential high capacity transit investment, the Metro Council also has selected the corridor as one of its two highest priorities for investment strategies that integrate transportation, land use and other plans and policies to enhance movement in and through the corridor and stimulate community and economic development.

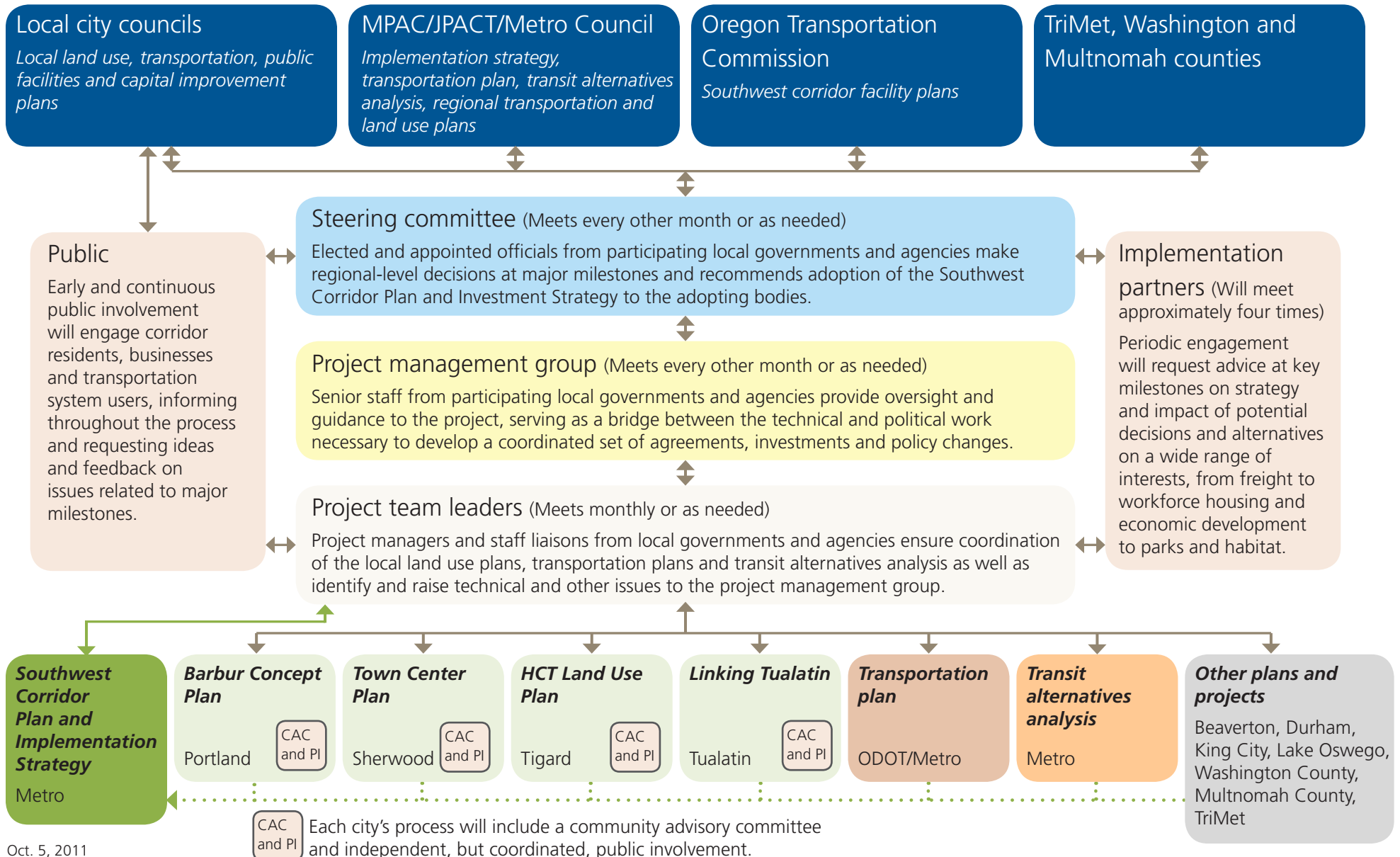
www.swcorridorplan.org

SOUTHWEST CORRIDOR PLAN

Decision-making structure

with summary of plans and agreements adopted by local governments, Metro and the Oregon Transportation Commission

The Southwest Corridor Plan will develop a coordinated set of component plans and an implementation strategy that identifies and prioritizes needed projects to support local aspirations consistent with regional and state goals and stimulate community and economic development, leveraging private investments and making efficient use of available resources. It will include changes to local, regional and state policies to support the strategy.



GREAT PLACES SW Corridor



This effort begins with local land use plans to identify actions that support livable communities. Building on the land use plans, the transportation plan examines high capacity transit alternatives and potential roadway, bicycle and pedestrian improvements.

The actions and investments that result from this plan will support key elements of a successful region, things such as vibrant communities, economic prosperity, transportation choices, clean air and water, leadership in minimizing contributions to climate change, and equity.

Southwest Corridor Plan partners: cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin, Multnomah and Washington counties, ODOT, TriMet and Metro.

The Southwest Corridor Plan is a collaborative planning effort to create livable and sustainable communities along the corridor connecting Sherwood and Portland. Your participation at each stage of the plan will help ensure the best integrated strategy for the Southwest corridor.

Getting to the plan

Phase I work plan approach



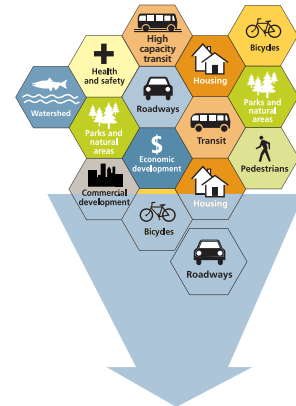
1 Identify policy framework and existing conditions



- Opportunities and challenges
- Goals and objectives
- Evaluation criteria

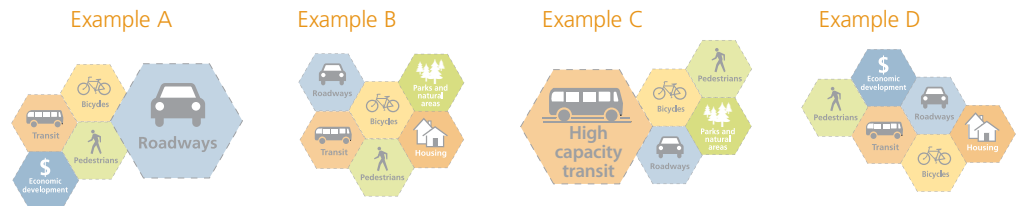
February 2012

2 Develop wide range of alternatives



3 Narrow range of alternatives

4 Define integrated strategies that best meet goals and objectives



August 2012

5 Evaluate and prioritize preferred integrated strategy

December 2012

6 Identify commitments and implementation strategy



Beginning in 2013, Phase II will focus on actions to achieve goals, including investments, Draft Environmental Impact Statement(s) and major policy changes.

CONNECT

www.swcorridorplan.org

swcorridorplan.blog.com

search: SWCorridor

@SWCorridor

trans@oregonmetro.gov

503-797-1756

Components of the Southwest Corridor Plan

Implementation strategy (Metro led)

The implementation strategy will summarize agreements among project partners on a set of coordinated policies and investments to implement a shared vision. The strategy will guide the pursuit of opportunities throughout the Southwest corridor and may include high capacity transit, roadway, bicycle and pedestrian improvements, parks and trails, affordable and workforce housing, and economic development



Transportation plan (ODOT and Metro led)

The transportation plan will identify local, regional and state transportation needs in and for the corridor; a process and criteria to evaluate and compare alternatives that balance those needs; and a list of prioritized short-, medium- and long-term transportation projects and strategies. Potential projects include high capacity transit, roadway, bicycle and pedestrian improvements.

Portland – Barbur Concept Plan

Creating a long-term vision for the six-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan will recommend key transportation investments, stormwater solutions and changes to city policy and zoning.



Tigard – High Capacity Transit Land Use Plan

Tigard will develop land use concepts for vibrant station area communities/ neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.

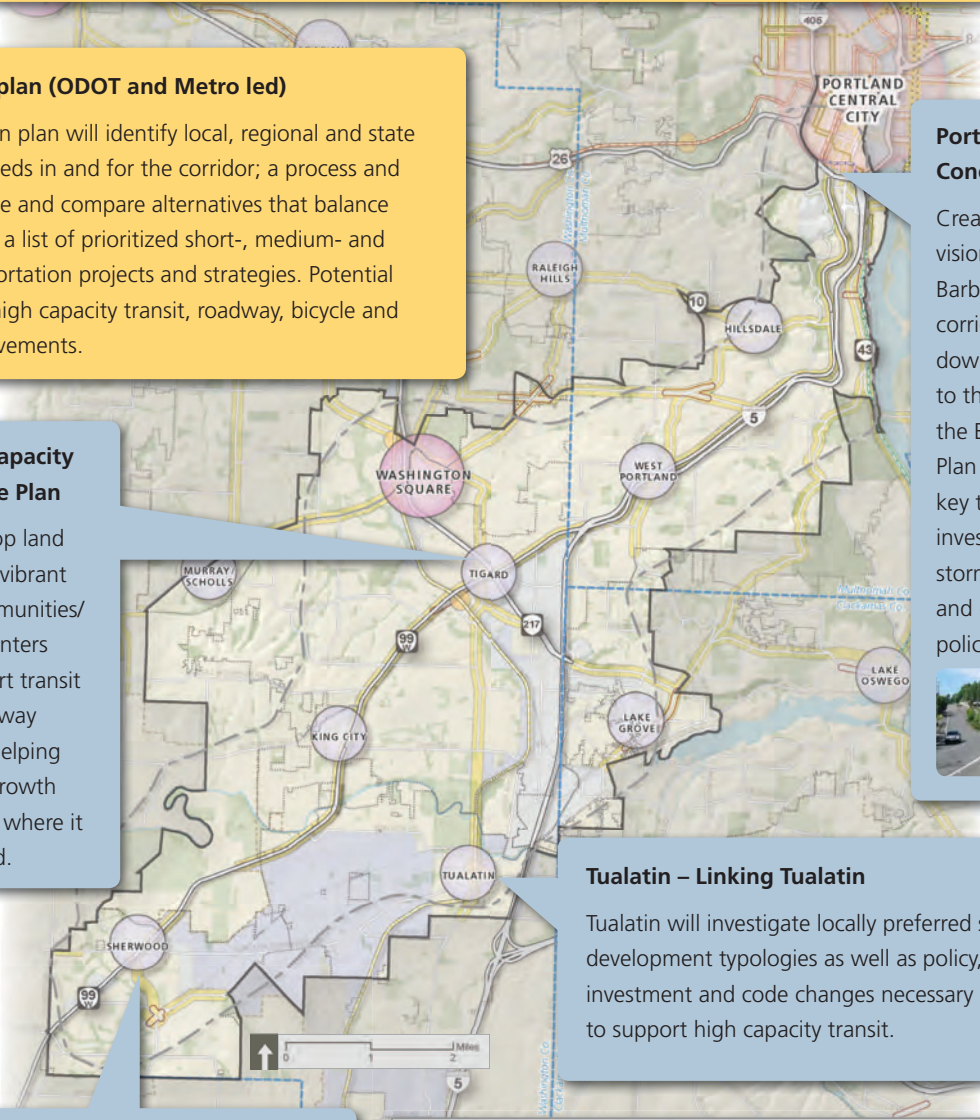
Tualatin – Linking Tualatin

Tualatin will investigate locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit.



Sherwood – Town Center Plan

Sherwood will identify the best focus area for town center activity and development, creating a strategy for ongoing community success.



JPACT/Metro Adopted Area	Main Streets	Station Communities	Light Rail
Data Collection Area	Corridors	City Boundaries	Commuter Rail
City Center	Employment Land	County Boundaries	Streetcar, Existing
Regional Center	Industrial Land	Urban Growth Boundary	Streetcar, Under Construction
Town Center	Regionally Significant Industrial Land	Parks / Open Spaces	Portland-Milwaukie Light Rail Project
			Lake Oswego Transit Project

Transit alternatives analysis (Metro led)

A subset of the transportation plan, the transit alternatives analysis will evaluate the potential function(s), mode(s) and alignment(s) of a high capacity transit improvement as the first step in the federal process to determine the most efficient public investment in transit for the corridor.



Share your thoughts

The SW Corridor partners are trying to understand people's vision and values for the SW Corridor, and where they see opportunities and challenges that might be addressed by this process. Below are samples of what others have said. You can help. **Add your thoughts on these topics.**

on the vision

It sounds like a theme is going smarter instead of bigger. Instead of expanding out, going and doing smarter with transit

I'd like to see more local businesses. Like food carts, locally owned shops, small groceries.

- Solving the transportation needs while enhancing communities and protecting the green infrastructure

- Balancing the needs of, improving safety for and creating better connections for autos, transit, bikes and pedestrians
- Balancing the needs of businesses and residents
- Reducing "cut through" traffic through neighborhoods
- "20 minute" communities with public spaces, improved parks, public spaces and a variety of businesses

on what you value

I value my neighborhood because there are huge trees right on the street. The yards are big.

I've always liked it and felt safe. I like taking advantage of the parks. I can avoid the freeways by taking Barbur.

- Existing neighborhoods, including the feeling of security, existing lot sizes and the rural feel
- Local destination areas that add to the sense of community
- Small businesses that serve local communities and provide local jobs
- Existing trees in neighborhoods and
- Access to parks and natural areas
- Transportation choices that allow for active lifestyles while providing good access to downtown Portland and other destinations.

on the opportunities

Taylor's Ferry and Barbur should have a turn lane. The bike lane is great but...it needs to be truly marked. It's a poor intersection.

Less access roads. It just seems like it's kind of a freeway...

- A greater sense of place created in the corridor
- Better routes to town centers
- Added trees to

enhance the natural feel along Barbur Boulevard/Highway 99W

- Better facilities for safe walking and biking.
- Greater efficiency on Barbur Boulevard to lower traffic impacts on adjacent neighborhoods.
- Stormwater management and green development.

and the challenges

It's hard to have really straight thoroughfares like the eastside does

On 99 in Tigard lots of times where the bus stops, it's like they're stopping traffic.

- Money (and who pays for what)
- Terrain
- Current built environment
- Settling for less than the ideal situation that doesn't satisfy the needs of the corridor
- Balancing better auto connections while protecting neighborhoods
- Traffic
- Sidewalk and bicycle facility gaps
- Signal management
- Infrequent transit service, park and ride facilities.

Transportation alternatives

The SW Corridor partners are trying to define all the transportation alternatives that will be considered for the SW Corridor. On the stickies below are ideas we plan to consider. You can help. **What ideas can you add? Be as general or specific with your ideas as you like.**

for roadway

carpool lanes, with or without tolls

technology that helps us make the most of our existing conditions

- Increase traffic speed on Barbur/99W
- Decrease traffic speed on Barbur/99W

- Improve safety
- Widen I5; add access to I5
- Fix signal timing
- Limit or consolidate driveways onto Barbur/99W
- Through-traffic express lane on Barbur/99W

bikeway

bike trails

safety improvements

- Increased bike connections
- Bikeway improvements
- Additional bike facilities (bike boxes, lanes, crossings)
- Off-road bike paths/trails or separated lanes
- New bike facilities on existing bridges as well as new pedestrian and bike bridges.

transit

local bus improvements

rapid streetcar

bus rapid transit

light rail

- High capacity transit
- More capacity and higher frequency for local bus service
- Improved transit connections
- Better east-west transit connections

and pedestrian improvements

- More sidewalks
- More and safer Barbur /99W crossings

sidewalks

safety improvements

What is important to you?

Although transportation is important, it takes more than transportation to make a great place. The SW Corridor partners are including multiple strategies in the Southwest Corridor Plan – things that go beyond transportation improvements. You can help.

Place a dot next to 3 items that are most important to you.

Jobs and economic development (56)



Housing choices (37)



Parks, trails and natural areas (89)



Safety and security (62)



Public health (26)



Water and air quality and watershed health (62)



Commercial development and redevelopment (47)



Other: placemaking/sense of place (1); ease of movement by foot, rail, car (1)



SOUTHWEST CORRIDOR PLAN

From vision to criteria and back again

Vision

The vision for the Southwest Corridor Plan and Implementation Strategy acts as a touchstone for the work to be done, stating why we are taking action and what we want to achieve.

Goals

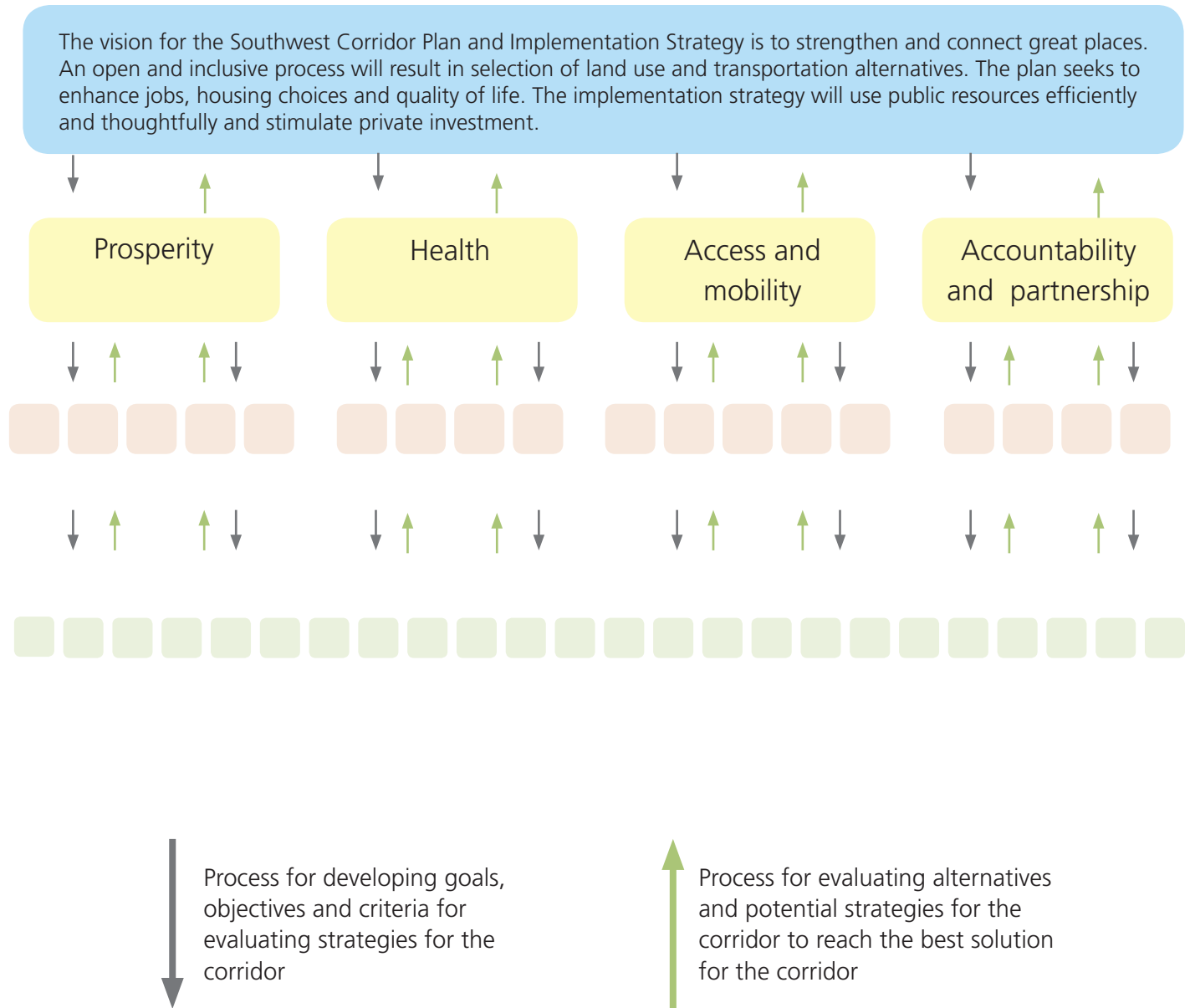
The goals for the project spring from the vision, dividing it into accessible themes.

Objectives

Objectives come from the goals, beginning the process of determining the measurements for a successful project.

Criteria

The criteria are calculable elements that are used to determine if, and how well, the goals and objectives are met by potential alternatives. Certain criteria may inform more than one goal and objective.



SOUTHWEST CORRIDOR PLAN

Southwest Corridor Plan and Implementation Strategy vision

The vision statements, goals and objectives should provide a clear and compelling picture of what the project is, what the opportunities and challenges of the corridor are, what the project purpose is and what is the need for action and why. This information:

- sets a critical foundation for successful decision-making
- establishes why the agency is proposing to take action
- provides basis for public support
- lays a foundation for evaluation of alternatives.



Southwest Corridor Plan

The vision for the Southwest Corridor Plan and Implementation Strategy is to strengthen and connect great places. An open and inclusive process will result in selection of land use and transportation alternatives. The plan seeks to enhance jobs, housing choices and quality of life. The implementation strategy will use public resources efficiently and thoughtfully and stimulate private investment.

Southwest Corridor Transportation Plan

The transportation plan will identify transportation strategies to support the local land use plans, use public resources efficiently and thoughtfully, and stimulate private investments.

Southwest Corridor Transit Alternatives Analysis

The alternatives analysis will identify transit strategies to support the local land use plans, use public resources efficiently and thoughtfully and stimulate private investments.

Vision

The vision for the Southwest Corridor Plan and Implementation Strategy is to strengthen and connect great places. An open and inclusive process will result in the selection of land use and transportation alternatives, including high capacity transit. The plan seeks to enhance jobs, housing choices and quality of life. The implementation strategy will use public resources efficiently and thoughtfully and stimulate private investment.

Goals and objectives

The goals and objectives for the Southwest Corridor Project are:

Prosperity – People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.

Objectives:

- Encourage the development of communities that provide convenient and efficient access to jobs, services, shopping and recreation
- Improve opportunities for affordable living, considering the combined housing, transportation and utility costs
- Support a wide variety of employment
- Stimulate potential for private investment
- Improve access to educational opportunities

Health – An environment that supports healthy ecosystems, choices and communities.

Objectives:

- Support active and healthy lifestyles
- Improve access to healthy food
- Improve watershed health and habitat function; maintain and enhance the natural environment
- Improve the quality of the region's air and water
- Encourage development of transportation facilities that consider the natural environment and human health

Movement - People have a safe, efficient and reliable network that enhances economic vitality and quality of life.

Objectives:

- Improve access to places where people can live, work, play and learn
- Improve accessibility throughout the Southwest Corridor for all transportation modes
- Improve mobility throughout the Southwest Corridor for all transportation modes
- Support the multimodal freight transportation system to ensure that the region and its businesses stay economically competitive
- Support safety improvements for all modes

Accountability and partnership – Project partners manage resources responsibly, foster collaborative investments, and implement strategies effectively and fairly.

Objectives:

- Equitably distribute the benefits and burdens of growth
- Make investments that maximize limited resources
- Build upon existing investments in private development, public infrastructure, and planning
- Protect historic and cultural resources



Event evaluation form

Community planning forum
Jan. 31, 2012 | Tigard Library

Feedback is important to the project partners. Please take the time to evaluate this event. Your comments will help us improve the way meetings and events are conducted. Upon completion, leave the completed form in the box on the sign-in table or give it to any staff person.

Participant's ZIP Code _____

Title VI of the 1964 Civil Rights Act

As a recipient of federal dollars, Metro has been asked by federal authorities to track demographic information at public events to evaluate the effectiveness of its public outreach and to comply with Title VI of the Civil Rights Act. The identity of individuals is kept confidential. The results are reported as totals only, and used solely to help improve Metro's community engagement.

Race/ethnicity (Check all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Black (not of Hispanic origin) | <input type="checkbox"/> American Indian or Alaskan Native |
| <input type="checkbox"/> White (not of Hispanic origin) | <input type="checkbox"/> Asian or Pacific Islander |
| <input type="checkbox"/> Hispanic | <input type="checkbox"/> Unknown/Do not wish to disclose |

Event comment and evaluation

Please help the project partners evaluate this event and improve future events.

How did you hear about today's event (Choose all that apply)?

- | | |
|---|--|
| <input type="checkbox"/> Project newsletter | <input type="checkbox"/> Word of mouth |
| <input type="checkbox"/> Newspaper story | <input type="checkbox"/> Website |
| <input type="checkbox"/> E-mail | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Announcement in community group newsletter | |

Overall, I believe this meeting was:

- | | |
|--|---|
| <input type="checkbox"/> Worthwhile | <input type="checkbox"/> Neutral/don't know |
| <input type="checkbox"/> Somewhat worthwhile | <input type="checkbox"/> Not worthwhile |

I felt the meeting encouraged my input and I felt listened to:

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Disagree |
| <input type="checkbox"/> Agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neutral/don't know | |

Please use the back for any additional comments or suggestions about the event.

How do you want to stay informed and involved?

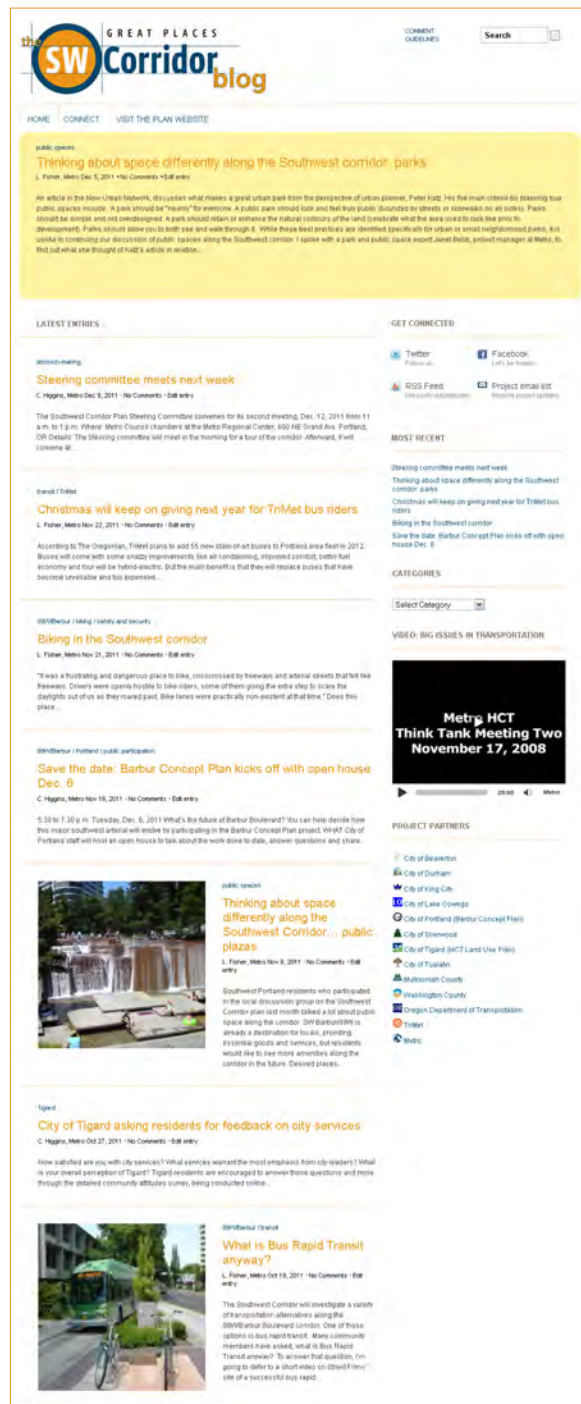
Visit our website for information about the plan and to sign up for email updates: www.swcorridorplan.org.

Follow our [blog](#) for wider considerations, conversations and facts about the corridor: www.swcorridorplan.blog.com.

Follow us on [twitter](#) for quick updates, corridor interests and reminders of events: [@SWCorridor](#).

Like us on [facebook](#) for quick updates, announcements and photos from events: [f](#) search: SWCorridor.

www.swcorridorplan.blog.com



The screenshot shows the SW Corridor blog homepage. At the top, there's a navigation bar with 'HOME', 'CONNECT', and 'VISIT THE PLAN WEBSITE'. The main content area features a featured article titled 'Thinking about space differently along the Southwest corridor: parks' with a sub-headline 'Public spaces'. Below this, there are sections for 'LATEST ENTRIES' and 'GET CONNECTED' (with links to Twitter, Facebook, RSS Feeds, and Project email list). A 'MOST RECENT' section highlights 'Steering committee meets next week' and 'Christmas will keep on giving next year for TriMet bus riders'. A 'CATEGORIES' dropdown menu is visible, and a video player for 'Metrolink HCT Think Tank Meeting Two November 17, 2008' is embedded. The bottom section, 'PROJECT PARTNERS', lists various organizations like the City of Beaverton, City of Durham, and City of Tigard.

twitter



The screenshot shows the Twitter profile for Southwest Corridor (@SWCorridor). The bio states: 'Partner to Clatsop, Oregon & Washington County effort to create viable and sustainable communities along the corridor between Portland, Tigard and Silverdale, Oregon. http://www.swcorridor.org'. The timeline includes tweets from various users discussing steering committee meetings, funding priorities, and local news items like 'Metrolink HCT Think Tank Meeting Two November 17, 2008'.

facebook



The screenshot shows the Facebook page for SW Corridor. The cover photo features a group of people. The page includes a 'Wall' section with several posts, including a photo of a steering committee meeting and text updates about the plan. A 'Videos' section shows a video titled 'Metrolink HCT Think Tank Meeting Two November 17, 2008'. The page also features a 'Like' button and a 'Share' button.



G R E A T P L A C E S

Corridor

www.swcorridorplan.org

The Southwest Corridor Plan is a collaborative planning effort to create livable and sustainable communities along the Barbur Boulevard/ Highway 99W corridor connecting Sherwood and Portland.

The planning integrates multiple efforts: local land use plans to identify actions and investments that support livable communities; a transportation plan to examine potential roadway, bicycle and pedestrian improvements and transit alternatives; and strategies such as economic development, housing choices, parks and natural areas, safety and health.

Portland Barbur Concept Plan
Sherwood Land Use and Town Center Plan
Linking Tualatin
Tigard HCT Land Use Plan
Transit Alternatives Analysis
Transportation Plan

The priority investments that result from this plan will support key elements of a successful region, things such as vibrant communities, economic prosperity, transportation choices, clean air and water, climate change and equity.

SW Corridor Plan

The Southwest Corridor Plan is a partnership between the cities of King City, Portland, Sherwood, Tigard, and Tualatin, Multnomah and Washington counties, ODOT, TriMet and Metro.

For more information visit www.swcorridorplan.org.



 Metro | *Making a great place*



GREAT PLACES

Corridor

www.swcorridorplan.org

Work plan approach

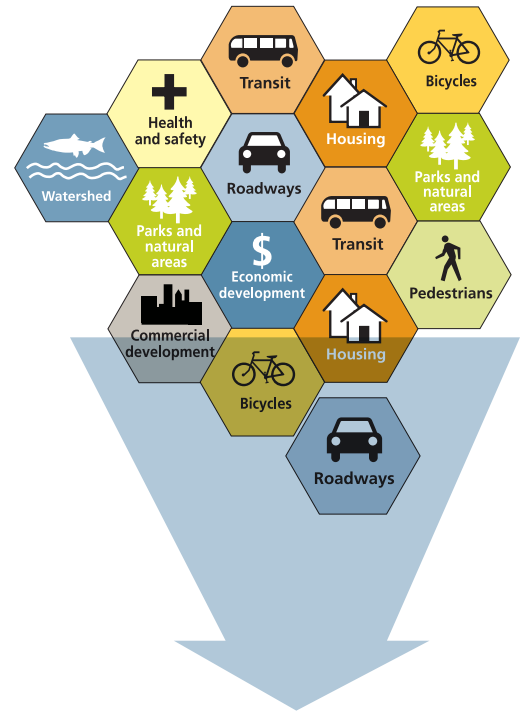


1 Identify policy framework and existing conditions



- Opportunities and challenges
- Goals and objectives
- Evaluation criteria

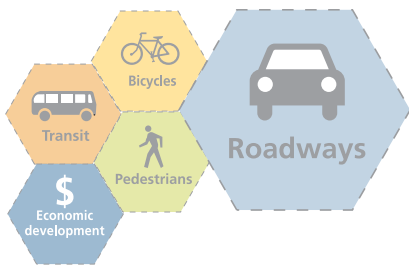
2 Develop wide range of alternatives



3 Narrow range of alternatives

4 Define integrated strategies that best meet goals and objectives

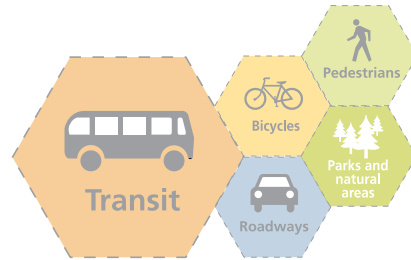
Example A



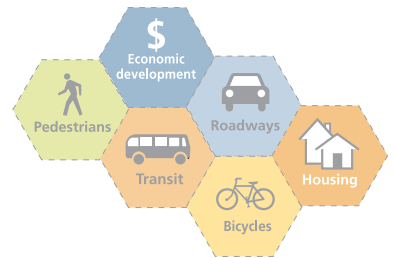
Example B



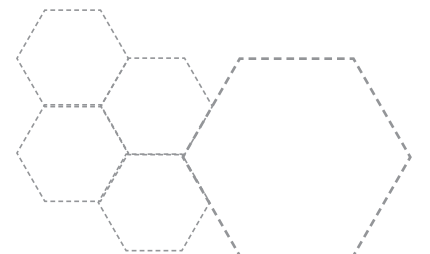
Example C



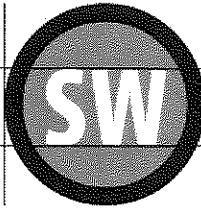
Example D



5 Evaluate and prioritize preferred integrated strategy



6 Identify commitments and implementation strategy



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Event evaluation form.

Community planning forum
Jan. 31, 2012 | Tigard Library

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Participant's ZIP Code 97224

Title VI of the 1964 Civil Rights Act

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Race/ethnicity (Check all that apply)

- Black (not of Hispanic origin)
- White (not of Hispanic origin)
- Hispanic
- American Indian or Alaskan Native
- Asian or Pacific Islander
- Unknown/Do not wish to disclose

Event comment and evaluation

Please help the project partners evaluate this event and improve future events.

How did you hear about today's event (Choose all that apply)?

- Project newsletter
- Newspaper story
- E-mail
- Announcement in community group newsletter
- Word of mouth
- Website
- Other _____

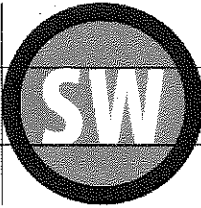
Overall, I believe this meeting was:

- Worthwhile
- Somewhat worthwhile
- Neutral/don't know
- Not worthwhile

I felt the meeting encouraged my input and I felt listened to:

- Strongly agree
- Agree
- Neutral/don't know
- Disagree
- Strongly disagree

Please use the back for any additional comments or suggestions about the event.



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Participant's ZIP Code 97219

Title VI of the 1964 Civil Rights Act

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- Hispanic
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- Asian or Pacific Islander
- Unknown/Do not wish to disclose

Event comment and evaluation

Please help the project partners evaluate this event and improve future events.

How did you hear about today's event (Choose all that apply)?

- Project newsletter
- Newspaper story
- E-mail *Diffusion Concept Plan*
Cap Metro SW Corridor Plan
- Announcement in community group newsletter
- Word of mouth
- Website
- Other _____

Overall, I believe this meeting was:

- Worthwhile
- Somewhat worthwhile
- Neutral/don't know
- Not worthwhile

*Mavis is a terrific facilitator
Thank you!*

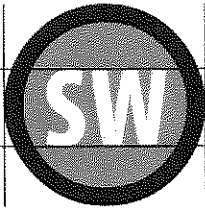
I felt the meeting encouraged my input and I felt listened to:

- Strongly agree
- Agree
- Neutral/don't know
- Disagree
- Strongly disagree

*Please make sure everyone had a chance to feel
There was a good mixture of people from
different communities at our table*

Please use the back for any additional comments or suggestions about the event.

*I hope on specific comments on the vision/goals/objectives/evaluation criteria
results in edits to the draft documents + does not get ignored.*



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Participant's ZIP Code _____

Title VI of the 1964 Civil Rights Act

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- White (not of Hispanic origin)
- Hispanic
- American Indian or Alaskan Native
- Asian or Pacific Islander
- Unknown/Do not wish to disclose

Event comment and evaluation

Please help the project partners evaluate this event and improve future events.

How did you hear about today's event (Choose all that apply)?

- Project newsletter
- Newspaper story
- E-mail
- Announcement in community group newsletter
- Word of mouth
- Website
- Other _____

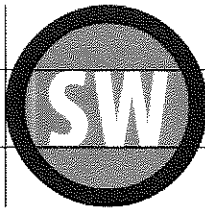
Overall, I believe this meeting was:

- Worthwhile
- Somewhat worthwhile
- Neutral/don't know
- Not worthwhile

I felt the meeting encouraged my input and I felt listened to:

- Strongly agree
- Agree
- Neutral/don't know
- Disagree
- Strongly disagree

Please use the back for any additional comments or suggestions about the event.



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Participant's ZIP Code

97239

Title VI of the 1964 Civil Rights Act

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Race/ethnicity (Check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Black (not of Hispanic origin) | <input type="checkbox"/> American Indian or Alaskan Native |
| <input checked="" type="checkbox"/> White (not of Hispanic origin) | <input type="checkbox"/> Asian or Pacific Islander |
| <input type="checkbox"/> Hispanic | <input type="checkbox"/> Unknown/Do not wish to disclose |

Event comment and evaluation

Please help the project partners evaluate this event and improve future events.

How did you hear about today's event (Choose all that apply)?

- | | |
|---|--|
| <input type="checkbox"/> Project newsletter | <input type="checkbox"/> Word of mouth |
| <input type="checkbox"/> Newspaper story | <input type="checkbox"/> Website |
| <input checked="" type="checkbox"/> E-mail | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Announcement in community group newsletter | |

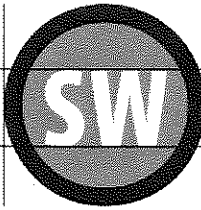
Overall, I believe this meeting was:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Worthwhile | <input type="checkbox"/> Neutral/don't know |
| <input type="checkbox"/> Somewhat worthwhile | <input type="checkbox"/> Not worthwhile |

I felt the meeting encouraged my input and I felt listened to:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Strongly agree | <input type="checkbox"/> Disagree |
| <input type="checkbox"/> Agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neutral/don't know | |

Please use the back for any additional comments or suggestions about the event.



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Participant's ZIP Code 97219

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- White (not of Hispanic origin)
- Hispanic
- American Indian or Alaskan Native
- Asian or Pacific Islander
- Unknown/Do not wish to disclose

Event comment and evaluation

Please help the project partners evaluate this event and improve future events.

How did you hear about today's event (Choose all that apply)?

- Project newsletter
- Newspaper story
- E-mail
- Announcement in community group newsletter
- Word of mouth
- Website
- Other ACP - CWG MEMBER

Overall, I believe this meeting was:

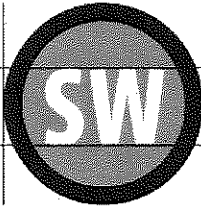
- Worthwhile
- Somewhat worthwhile
- Neutral/don't know
- Not worthwhile

I felt the meeting encouraged my input and I felt listened to:

- Strongly agree
- Agree
- Neutral/don't know
- Disagree
- Strongly disagree

Please use the back for any additional comments or suggestions about the event.

PUT THE RESULTS OF THIS MEETING ONLINE (+ DISPLAY BOARDS)



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Participant's ZIP Code 97224

Title VI of the 1964 Civil Rights Act

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Race/ethnicity (Check all that apply)

- Black (not of Hispanic origin)
- White (not of Hispanic origin)
- Hispanic
- American Indian or Alaskan Native
- Asian or Pacific Islander
- Unknown/Do not wish to disclose

Event comment and evaluation

Please help the project partners evaluate this event and improve future events.

How did you hear about today's event (Choose all that apply)?

- Project newsletter
- Newspaper story
- E-mail
- Announcement in community group newsletter
- Word of mouth
- Website
- Other B.7e Portland.org

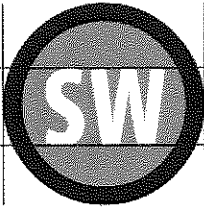
Overall, I believe this meeting was:

- Worthwhile
- Somewhat worthwhile
- Neutral/don't know
- Not worthwhile

I felt the meeting encouraged my input and I felt listened to:

- Strongly agree
- Agree
- Neutral/don't know
- Disagree
- Strongly disagree

Please use the back for any additional comments or suggestions about the event.



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Participant's ZIP Code 97062

Title VI of the 1964 Civil Rights Act

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Race/ethnicity (Check all that apply)

- Black (not of Hispanic origin)
- White (not of Hispanic origin)
- Hispanic
- American Indian or Alaskan Native
- Asian or Pacific Islander
- Unknown/Do not wish to disclose

Event comment and evaluation

Please help the project partners evaluate this event and improve future events.

How did you hear about today's event (Choose all that apply)?

- Project newsletter
- Word of mouth
- Newspaper story
- Website
- E-mail
- Other _____
- Announcement in community group newsletter

Overall, I believe this meeting was:

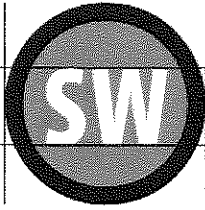
- Worthwhile
- Neutral/don't know
- Somewhat worthwhile
- Not worthwhile

I felt the meeting encouraged my input and I felt listened to:

- Strongly agree
- Disagree
- Agree
- Strongly disagree
- Neutral/don't know

Please use the back for any additional comments or suggestions about the event.

Great Job!



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Participant's ZIP Code 97035

Title VI of the 1964 Civil Rights Act

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Race/ethnicity (Check all that apply)

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- White (not of Hispanic origin)
- Hispanic
- American Indian or Alaskan Native
- Asian or Pacific Islander
- Unknown/Do not wish to disclose

Event comment and evaluation

Please help the project partners evaluate this event and improve future events.

How did you hear about today's event (Choose all that apply)?

- Project newsletter
- Newspaper story
- E-mail
- Announcement in community group newsletter
- Word of mouth
- Website
- Other _____

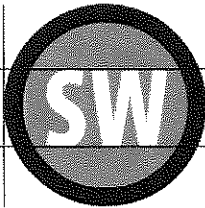
Overall, I believe this meeting was:

- Worthwhile
- Somewhat worthwhile
- Neutral/don't know
- Not worthwhile

I felt the meeting encouraged my input and I felt listened to:

- Strongly agree
- Agree
- Neutral/don't know
- Disagree
- Strongly disagree

Please use the back for any additional comments or suggestions about the event.



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Jan. 31, 2012 | Tigard Library

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- Project newsletter
- Newspaper story
- E-mail
- Announcement in community group newsletter
- Word of mouth
- Website
- Other _____

Overall, I believe this meeting was:

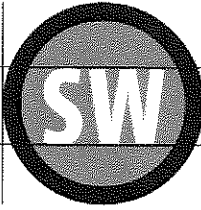
- Worthwhile
- Somewhat worthwhile
- Neutral/don't know
- Not worthwhile

I felt the meeting encouraged my input and I felt listened to:

- Strongly agree
- Agree
- Neutral/don't know
- Disagree
- Strongly disagree

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Community planning forum
Jan. 31, 2012 | Tigard Library

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- Unknown/Do not wish to disclose

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How did you hear about today's event (Choose all that apply)?

- Project newsletter
- Newspaper story
- E-mail
- Announcement in community group newsletter
- Word of mouth
- Website
- Other - Notice from Planning Group

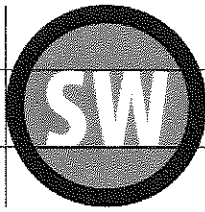
Overall, I believe this meeting was:

- Worthwhile
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- Strongly disagree

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Participant's ZIP Code 97064

Title VI of the 1964 Civil Rights Act

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- Asian or Pacific Islander
- Unknown/Do not wish to disclose

Event comment and evaluation

Please help the project partners evaluate this event and improve future events.

How did you hear about today's event (Choose all that apply)?

- Project newsletter
- Newspaper story
- E-mail (TPARK)
- Announcement in community group newsletter
- Word of mouth
- Website
- Other _____

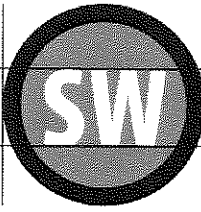
Overall, I believe this meeting was:

- Worthwhile
- Somewhat worthwhile
- Neutral/don't know
- Not worthwhile

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- Strongly agree
- Agree
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- Disagree
- Strongly disagree

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Participant's ZIP Code 97201

Title VI of the 1964 Civil Rights Act

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Race/ethnicity (Check all that apply)

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- Asian or Pacific Islander
- Unknown/Do not wish to disclose

Event comment and evaluation

Please help the project partners evaluate this event and improve future events.

How did you hear about today's event (Choose all that apply)?

- Project newsletter
- Newspaper story
- E-mail
- Announcement in community group newsletter
- Word of mouth
- Website
- Other _____

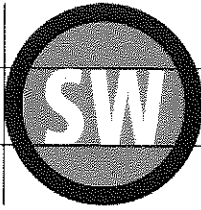
Overall, I believe this meeting was:

- Worthwhile
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- Neutral/don't know
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- Newspaper story
- E-mail
- Announcement in community group newsletter
- Word of mouth
- Website
- Other _____

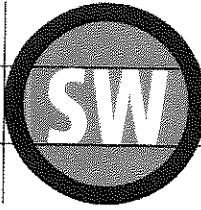
Overall, I believe this meeting was:

- Worthwhile
- Somewhat worthwhile
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- Not worthwhile

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- Strongly agree
- Agree
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Participant's ZIP Code

97148

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Race/ethnicity (Check all that apply)

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- White (not of Hispanic origin)
- Hispanic
- American Indian or Alaskan Native
- Asian or Pacific Islander
- Unknown/Do not wish to disclose

Event comment and evaluation

Please help the project partners evaluate this event and improve future events.

How did you hear about today's event (Choose all that apply)?

- Project newsletter
- Newspaper story
- E-mail
- Announcement in community group newsletter
- Word of mouth
- Website
- Other City

Overall, I believe this meeting was:

- Worthwhile
- Somewhat worthwhile
- Neutral/don't know
- Not worthwhile

I felt the meeting encouraged my input and I felt listened to:

- Strongly agree
- Agree
- Neutral/don't know
- Disagree
- Strongly disagree

Please use the back for any additional comments or suggestions about the event.

Appendix E: Transcription of posted public comments

Open houses

Community events

Southwest Corridor Plan scope

1. About you

		Response Percent	Response Count
<input type="button" value="view"/>	*First name	100.0%	91
<input type="button" value="view"/>	*Last name	100.0%	91
<input type="button" value="view"/>	Email	72.5%	66
<input type="button" value="view"/>	Address	57.1%	52
<input type="button" value="view"/>	City	58.2%	53
<input type="button" value="view"/>	*ZIP	100.0%	91
<i>answered question</i>			91
<i>skipped question</i>			0

2. What is your vision?

	Response Count	
<input type="button" value="view"/>	79	
<i>answered question</i>		79
<i>skipped question</i>		12

3. What do you value?

	Response Count	
<input type="button" value="view"/>	79	
<i>answered question</i>		79
<i>skipped question</i>		12

4. What are other opportunities?

	Response	
<i>answered question</i>		71
<i>skipped question</i>		20

4. What are other opportunities?

view	Count
	71
answered question	71
skipped question	20

5. What are other challenges?

view	Response Count
	67
answered question	67
skipped question	24

6. Roadway: carpool lanes, with or without tolls; technology that helps make the most of our existing conditions

view	Response Count
	57
answered question	57
skipped question	34

7. Bikeway: bike trails; safety improvements

view	Response Count
	64
answered question	64
skipped question	27

8. Transit: local bus improvements; rapid streetcar; bus rapid transit; light rail

view	Response Count
	69
answered question	69
skipped question	22

9. Pedestrian improvements: sidewalks; safety improvements

	Response Count
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9. Pedestrian improvements: sidewalks; safety improvements	
<input type="button" value="view"/>	65
<i>answered question</i>	65
<i>skipped question</i>	26

10. Choices are not ranked.								
choice 1								
	Jobs and economic development	Housing choices	Parks, trails and natural areas	Safety and security	Public health	Water and air quality and watershed health	Commercial development and redevelopment	Response Count
Topics:	17.5% (14)	5.0% (4)	22.5% (18)	27.5% (22)	2.5% (2)	12.5% (10)	12.5% (10)	80
choice 2								
	Jobs and economic development	Housing choices	Parks, trails and natural areas	Safety and security	Public health	Water and air quality and watershed health	Commercial development and redevelopment	Response Count
Topics:	12.8% (10)	14.1% (11)	16.7% (13)	15.4% (12)	5.1% (4)	17.9% (14)	17.9% (14)	78
choice 3								
	Jobs and economic development	Housing choices	Parks, trails and natural areas	Safety and security	Public health	Water and air quality and watershed health	Commercial development and redevelopment	Response Count
Topics:	15.6% (12)	9.1% (7)	23.4% (18)	15.6% (12)	11.7% (9)	15.6% (12)	9.1% (7)	77
							<i>answered question</i>	80
							<i>skipped question</i>	11

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What do you value?

#	Response Date	Response Text
1	Nov 7, 2011 12:14 PM	Keeping through traffic out of Tualatin. We value our parks and neighborhoods.
2	Nov 7, 2011 11:25 AM	Agree with trees and yards. Keep the bypass traffic out of main residential areas. 124th will help!!
3	Oct 30, 2011 5:45 PM	I value protecting neighboring farmland in the area, and improving the transit situation through the corridor.
4	Oct 30, 2011 4:11 PM	Not wasting time sitting in clogged traffic, going from red light to red light, but enjoying quality time relaxing in our town.
5	Oct 30, 2011 2:50 PM	I value transit that works instead of gridlock.
6	Oct 29, 2011 6:46 PM	I value the hills and trees, which make the view much more splendid. I value the SW Trails system and the opportunity to walk a lot.
7	Oct 29, 2011 4:58 PM	I value livability. I like knowing my neighbors, the quiet of the Sunday mornings. I never ride WES as it is fixed and inflexible. Would like to have more bus service, including west to east service, through Tualatin linking 99W to I-5.
8	Oct 28, 2011 8:45 PM	I value bike lanes and sidewalks
9	Oct 28, 2011 6:58 PM	Thriving communities with sustainable transportation. Clean environment with business opportunities.
10	Oct 28, 2011 5:34 PM	In Tualatin, I value the sense of community, proximity to shopping, trees / parks / greenspaces, safe community, good schools, the ability to drive into Portland and around town for work without traffic.
11	Oct 27, 2011 7:07 PM	low cost alternatives to the taxpayers who will have to pay for it. Why not impose a sales tax on all areas that benefit from light rail. I am tired of footing the bill from the income taxes and property taxes that I pay.
12	Oct 27, 2011 11:08 AM	Spend money of the majority, not the few bikers, not just downtown SW Portland City center
13	Oct 27, 2011 5:51 AM	I value Multnomah Village because it is different and unique with homes & buildings built 1900-2011. We have lots of trees, green landscaping and panoramic views. We enjoy the small town feel even though we are part of a big city.
14	Oct 26, 2011 7:44 PM	Parks, trees, natural areas with trails, paths and pet-friendly places.
15	Oct 26, 2011 2:40 PM	schools and viable neighborhoods

What do you value?

#	Response Date	Response Text
16	Oct 26, 2011 10:27 AM	I value the unique character of neighborhood centers in SW Portland (Hillsdale, Multnomah Village, etc.).
17	Oct 26, 2011 7:48 AM	I value the wooded corridors along Terwilliger Boulevard and Barbur, seeing the river as I drive along I-5, and keeping the streets safe for bicyclists, of which I'm one.
18	Oct 25, 2011 11:17 AM	Proximity to Downtown, the Terwilliger Parkway (Portland's premier linear park with the excellent views) and the short transit time it takes to get downtown.
19	Oct 25, 2011 11:06 AM	I value having the canopy of trees and the feel of being in a forest.
20	Oct 25, 2011 8:53 AM	Less regulations and more citizen involvement.
21	Oct 24, 2011 9:55 PM	I value the large amount of greenery -- both trees and shrubbery and vegetable gardens.
22	Oct 24, 2011 6:30 PM	I appreciate well kept bike lanes, trees, easy access to transportation, and convenient transit options.
23	Oct 24, 2011 3:36 PM	Green space and safe access to it, especially by public transit. Street trees too!
24	Oct 24, 2011 2:56 PM	I value the environment. I want a healthier, safer, and nicer road that accommodates more than impatient cars.
25	Oct 24, 2011 2:31 PM	I love my community and its emphasis on face to face connections, but it is often dangerous and difficult to navigate by foot or by bike. I value the access to parks and greenways, but am wary of the development that is encroaching upon and fragmenting access to these spaces. I value the small town feel of Multnomah Village and Hillsdale neighborhoods, but see a lack of identity and cohesiveness among some of the surrounding areas due to a lack of a coherent "town center." I love to walk in my neighborhood and to use mass transit, but the total lack of ped crossings on Barbur Blvd. make this option extremely difficult, especially with a small child.
26	Oct 24, 2011 1:36 PM	Numerous small businesses that can serve local residents within short trip distances, providing valuable local jobs. Unique character of nearby residential areas - mix of SFR and MFH that is relatively affordable, fairly low crime, good proximity to parks and natural areas as well as direct access to downtown Portland.
27	Oct 24, 2011 1:32 PM	Close, livable, walk-able, safe, and diverse neighborhoods and town-centers.
28	Oct 24, 2011 1:18 PM	Nature, relationships, and safety.
29	Oct 24, 2011 12:42 PM	My neighborhood with sidewalks (Wilson Park), and wish much more of the SW had appropriate sidewalks. This would help more people get to mass-transit stops safer and easier, especially on bad weather days. SW Barbur needs a "center island with trees", except at specific left turn intersections.

What do you value?

#	Response Date	Response Text
30	Oct 24, 2011 12:39 PM	Living in an urban setting but still having a natural feel.
31	Oct 24, 2011 12:34 PM	Green space, walkable neighborhoods, village centers.
32	Oct 24, 2011 12:26 PM	Neighborhoods with a commerce corridor that allows the populace to travel short distances to get all their goods and services, not long public transit distances for a select few "professionals".
33	Oct 24, 2011 11:43 AM	Safety! My neighborhood is low crime and I feel safe walking in that respect. But traffic concerns me when I walk and prevents me from biking. There are no bike lanes and hardly any shoulder on Taylors Ferry and I have to use it to travel beyond my house.
34	Oct 24, 2011 11:32 AM	Sidewalks
35	Oct 24, 2011 11:16 AM	Safe neighborhoods, with sidewalks on main streets, and a community that respects private property
36	Oct 24, 2011 10:52 AM	Almost everything I need is available along the Corridor. Shopping locally is important.
37	Oct 24, 2011 10:35 AM	I value the laid-back attitude and feeling of safety in Far Southwest Portland. Our ability to get downtown and around town quickly enhances living here. I value and would use public transit more if it was more reliable time-wise (the schedule is not followed.)
38	Oct 24, 2011 10:23 AM	I want to live in a neighborhood where I see more faces than windshields.
39	Oct 21, 2011 9:31 AM	Neighborhood livability (sidewalks for pedestrians, trees for 'home town feel', and the safety to enjoy them), and the ability to get from one end of the corridor to the other in reasonable time
40	Oct 20, 2011 12:59 PM	I like the easy access to downtown. I like the neighborhoods and families that settle in the area. It's safe and nice.
41	Oct 19, 2011 11:25 AM	I value a more upscale vision. Barbur can be kinda a seedy area, I'd like to see nicer businesses and apartments.
42	Oct 18, 2011 7:03 PM	We have occasional streets on our trees...our streets are awful, and we have no sidewalks. Our neighbors don't really know each other, and I think that is related to the lack of paths connecting houses. I love the parks, access to Barbur, and the safety of our neighborhood...These are the main reasons why we chose our house 2 years ago.
43	Oct 18, 2011 4:09 PM	I value being able to walk around my neighborhood and to parks, having beautiful trees/plants around. I value being able to walk to the grocery store and to at least one coffee shop. I value being able to walk to a bus that goes downtown fairly quickly.

What do you value?

#	Response Date	Response Text
44	Oct 18, 2011 3:44 PM	Usefulness of the corridor for transportation, opportunity for it to enhance the adjacent neighborhoods.
45	Oct 18, 2011 1:33 PM	Feeling of community, sense of belonging to something tied to the ground. I would like to have a transit system and auto system that works better than what we have now. For example, the Taylors Ferry Road/Barbur/Capitol Highway intersection is a huge mess. We need an additional freeway onramp to the east of this site, probably at SW 24th and Barbur.
46	Oct 18, 2011 12:54 PM	Being able to move around in my community without the pass-through traffic clogging up 99W, which is my only local roadway for basic shopping needs.
47	Oct 17, 2011 7:04 AM	Closeness to downtown and many amenities. Car friendly. But would like less hazardous pedestrian options.
48	Oct 16, 2011 9:12 PM	I value working roads that get me where I need to go, ASAP. Bottlenecks waste gas and waste regional manpower (while we all wait for WES or whatever!). And I value planners that get projects done, not just talked about for decades, i.e.--the west side bypass. I also value safety; we need to keep bikes and cars separated as much as possible. The risk that Portland bikers endure is almost criminal. Before we paint bike lanes that compete with cars, trucks, and buses, consider designating the street for one or the other, NOT BOTH!
49	Oct 14, 2011 5:43 PM	I value speedy and reliable transportation. I value a large yard, big trees, and security. I value permaculture, green construction, and sustainable practices.
50	Oct 14, 2011 10:56 AM	The sample survey says that the respondents value "big yards." This value is threatened by Metro's on-going fight against suburban development. Big yards means fewer houses inside the urban growth boundary. Metro hates the idea of expanding the UGB. Metro would have you to subdivide your large yard, or tear down your house on the large lot and put in row-houses instead. This leads to increased need for roads, sewers, schools, and water supply. The rest of us taxpayers pay for that. Meanwhile the re-developers who put in the row houses make all the profits.
51	Oct 13, 2011 6:33 PM	I adore the view on Barbur, the forested alternative to I-5 is much more beautiful.
52	Oct 13, 2011 10:20 AM	I value safety and liveability but that isn't really available in the Barbur area right now. There are great parks and other resources around but it is difficult to access them without a car and being stuck in traffic.
53	Oct 11, 2011 9:12 PM	Walkable neighborhoods. A feeling of community. Active transportation. Destination areas.
54	Oct 11, 2011 7:35 PM	I like my neighborhood because of lots of big trees, lots of green and nature. However, Barbur Blvd is like a sore spot in the middle of that. It's ugly and only for fast moving cars, not human or inviting for pedestrians or bicyclists. It's a convenient alternative to I-5, but it's not a place to slow down or stay.

What do you value?

#	Response Date	Response Text
55	Oct 11, 2011 6:50 PM	People. We need to feel safe when we walk or bike in the SW. Roads like Spring Garden, Barber, Taylors Ferry and Terwilliger are too dangerous. We can do better.
56	Oct 11, 2011 6:42 PM	Barber is a fast way for bikers to get to SW Portland. Let's make it safer!
57	Oct 11, 2011 6:28 PM	I value my neighborhood because it feels rural yet is close-in to the City center.
58	Oct 11, 2011 5:51 PM	Safety at a human scale.
59	Oct 11, 2011 12:53 PM	I see a tree out of every window in my house. The neighborhood is safe, the schools are good, and it is fairly close to down town.
60	Oct 11, 2011 11:54 AM	Bikeable/Walkable streets & sidewalks.
61	Oct 11, 2011 11:42 AM	I value my low traffic street, but that is changing. I value quiet in the morning, but now a bus turns around IN MY FRONT YARD. I value being able to get into town quickly. Between 4 and 6 on weekday afternoons that is best accomplished by riding my bicycle.
62	Oct 11, 2011 10:09 AM	Good multi-modal transportation along Barbur including vastly improved cycling facilities on Barbur north of Terwilliger.
63	Oct 11, 2011 10:00 AM	Our neighborhood is very walkable. We can walk to the grocery store (it's a mile) and some restaurants. It is established with trees and is relatively close to downtown. I can commute to work via bike using a path that includes bike paths the majority of the way. We also have access to the Fanno Creek Trail for both walking and biking. This is a huge benefit to living where we do.
64	Oct 11, 2011 9:31 AM	I value lower traffic speeds and the beautiful green spaces on either side of Barbur.
65	Oct 11, 2011 9:25 AM	I love the trees in my neighborhood and the diversity of housing (ie not cookie-cutter). It's safe and friendly
66	Oct 11, 2011 8:58 AM	a safe comfortable place where a family with kids can choice any means to transportation to use.
67	Oct 11, 2011 3:37 AM	I value a city that offers me an active lifestyle.
68	Oct 10, 2011 10:00 AM	I value community meeting spaces that attract people of various ages, incomes, races, etc. Farmers markets, parks, and places where people feel comfortable spending a few minutes or an entire afternoon.
69	Oct 8, 2011 7:45 AM	Safe-felling neighborhoods, walkability to lots of options, easy access to downtown, lots of green (trees, parks, etc.).
70	Oct 5, 2011 7:23 PM	easy access to downtown, or the freeway to leave Portland. Dense urban living but close to amenities of Portland.

What do you value?

#	Response Date	Response Text
71	Oct 5, 2011 10:18 AM	Our home and property of 44 years which we do NOT want to be destroyed by light rail simply blundering down the center of Barbur Boulevard in the Homestead area.
72	Oct 5, 2011 9:40 AM	I value the sense of community and shared concerns that could evolve from this exercise. It would make for a much stronger polity.
73	Oct 4, 2011 4:13 PM	I value my neighborhood for the trees, parks and neighbors.... although right now the high amount of car traffic feels unsafe.
74	Oct 3, 2011 2:37 PM	m
75	Oct 3, 2011 1:51 PM	Mixed use development, return of infrastructure to support more transportation options in community. Parks & trails connecting them
76	Oct 3, 2011 1:21 PM	I have a big yard- over 1/4 acre- and am close to Multnomah Village and downtown, as well as OHSU, where my husband works... I usually drive on Barbur- but I work downtown so if I had the MAX i would take it everyday. We have alot of cool parks over here, but some are hard to get to because of the poor sidewalks...
77	Oct 3, 2011 12:00 PM	The southwest is characterized by the big trees and natural areas. Yet, the major thoroughfares tend to defy this character attribute.
78	Oct 2, 2011 7:46 PM	Sidewalks, and trees. So let the sidewalks meander around the trees.
79	Sep 29, 2011 1:31 PM	I like being able to walk around my neighborhood and being able to access grocery stores and coffee shops on foot or by bike. I don't feel safe walking or biking on Barbur, however.

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What are other opportunities?

#	Response Date	Response Text
1	Nov 13, 2011 9:01 PM	Creating a block for semi's out of Industrial Parkway on 105th Avenue to avoid turning right onto road and not entering the S Curve. Posting other warning devices to address speeding. Develop a bypass road at 90th from Tualatin-Sherwood Rd to get to Boones Ferry Rd., will need railroad crossing, but alleviates congestion for those wishing to turn right at Boones Ferry from Tualatin-Sherwood.
2	Nov 7, 2011 12:14 PM	We need a large park and ride on 99W at 124th and something like Wilsonville's SMART buses serving the businesses in Tualatin.
3	Nov 7, 2011 11:25 AM	If apartments are to be constructed, consider having them surround the park even further, so people have a back yard for their kids and their own enjoyment. This would also police the area, from a deck or balcony.
4	Oct 30, 2011 5:45 PM	More transportation options, less congestion.
5	Oct 30, 2011 4:11 PM	Look at bottlenecks. One of the worst is southbound on I-5 between 217 and the Bridgeport Village exit at Boones Ferry. Even when it is light traffic, this area slows down and backs up needlessly. No, we can't change poor merging habits. But IF funds were available, expand the right lane so it continues through right after Carman so much of the traffic doesn't have to merge left and then right again. But continue to add yellow flashing left turn arrows and the (admittedly) more complex and costly roundabouts to keep traffic moving instead of sitting at red lights and stop signs. Use state and local media to educate drivers how to navigate these properly (and yes the aforementioned merges and lane changes). PS I work for ODOT and have conducted driver license tests including CDLs.
6	Oct 30, 2011 2:50 PM	Now is the time to do something about an I-5 99W connection, available routes are disappearing with development.
7	Oct 29, 2011 6:46 PM	A light rail along Barbur to Progress, Tigard, and Sherwood could relieve some of the congestion.
8	Oct 28, 2011 8:45 PM	Barbur should be considered a Gateway to the Coast, Wine Country, etc. It should be turned into something people want to be on. Make it spectacular with cool lights, signage, etc. Make a super bike path along Barbur but only bikes can travel on. Portland has a name for being a bike city....use Barbur as an opportunity to show off to the world how bikes co-exist with motorists and how they are valued by our region.
9	Oct 28, 2011 6:58 PM	I am a PSU student. I consider my downtown campus SW and then the South Waterfront even more south. I don't have any connection whatsoever to the SW Corridor. There's an opportunity to get me and other students like me connecting with this whole area.

What are other opportunities?

#	Response Date	Response Text
10	Oct 28, 2011 5:34 PM	Barbur is all too often used to bypass a congested I-5 - improving/widening I-5 between I-205 and I-405 would cut down on unnecessary traffic on Barbur.
11	Oct 27, 2011 11:08 AM	create safer main arteries and get rid of the "Sw TRails" nuisance
12	Oct 27, 2011 5:51 AM	Bikes, pedestrians & bus riders have been targeted as ideal when in fact, the usual SW resident uses their car to manage their lives. We need better and improved roads which will increase efficiency. MAX has brought gangs and crime to every area it has served so please don't add another MAX line as they are not cost effective and we don't need the crime in SW Portland.
13	Oct 26, 2011 7:44 PM	More and better bike lanes by increasing off-street parking.
14	Oct 26, 2011 10:27 AM	Serving places like Marquam Hill and supporting the further development of neighborhood centers along the alignment.
15	Oct 26, 2011 7:48 AM	no particular thoughts
16	Oct 25, 2011 11:17 AM	The corridor offers great opportunities for greater housing choices, higher residential density. There are great views of Mt. Hood along the corridor which are excellent opportunities to take advantage of. The present zoning has been set aside with the earlier Southwest Community Plan, now is a great opportunity to consider changes to the present zoning which will support the corridor and improve livability, We in southwest are wanting the appropriate zoning which will make improvements over what we have today, time to update the "Barbur Envelope".
17	Oct 25, 2011 11:06 AM	Again, it is dangerous to walk to the bus line on Barbur as no side streets have sidewalks. One has to literally walk in traffic to get to the bus.
18	Oct 25, 2011 8:53 AM	Planning that allows people to live closer to where they work and play.
19	Oct 24, 2011 9:55 PM	Be certain to prepare Barbur for light rail development -- we need it and I think that it will be coming sooner rather than later.
20	Oct 24, 2011 6:30 PM	Put in a southbound entrance to I-5 between South Waterfront and Capital. Near Multnomah Blvd would be optimal. Bike lanes on all high capacity transit streets, including I-5. Protected, of course. Enforce the truck lane on I-5 NB at 99W. Change bus lines such as #1 Vermont so it doesn't go downtown. Hook it into the Barbur corridor lines so those buses can take folks the rest of the way into downtown.
21	Oct 24, 2011 2:56 PM	Green it up! Bioswales, ecoroofs, trees!!! The street is a concrete jungle. Please soften it and not make it look like a road you only take to get somewhere else!
22	Oct 24, 2011 2:31 PM	Turn Barbur Blvd into an actual tree lined boulevard with a median green space or light rail down the center. Provide clearly marked crossings and pedestrian and bike "safe spaces" as we see on N. Interstate and other areas of Portland. While the landscape and terrain make difficulties to plan for the creation and management of

What are other opportunities?

#	Response Date	Response Text
		storm water facilities, we can use this as an opportunity to innovate and develop new standards (to avoid the exorbitant costs of sidewalks and drainage facilities- especially along Capitol Hwy).
23	Oct 24, 2011 1:36 PM	Consolidation of commercial business driveways will provide significant safety benefits for pedestrians, cyclists, customers and employees of the numerous small businesses in the corridor, including those who choose to drive autos - due to the current high incidence of vehicular turning and angle crashes that occur in the corridor.
24	Oct 24, 2011 1:32 PM	There are just too many major streets without sidewalks, like Vermont, Capital, Capital Hill Road, Beaverton-Hillsdale Highway, and Barber. The Taylors Ferry/Barbur /Capital interchange is in need of a major redo. Some type of traffic calming in Hillsdale -- traffic speeds through the area making it difficult for bikes and people.
25	Oct 24, 2011 1:18 PM	My family would definitely use a commuter train or the liking.
26	Oct 24, 2011 12:42 PM	Plan for the development of "dense business nodes" at major intersection areas along SW Barbur Blvd., to avoid the single car "strip-mall" with so many curb cuts to individual stand alone small buildings designed in the 1950's. More "Main Street" communities at these nodes - more like the east side of Portland.
27	Oct 24, 2011 12:39 PM	Bike lanes and sidewalks on Boone's Ferry
28	Oct 24, 2011 12:34 PM	Slow down the auto traffic on Barbur Blvd.and Beaverton-Hillsdale Hwy. Make pedestrians and bikes equal to cars in planning for these thoroughfares.
29	Oct 24, 2011 12:26 PM	Right of way for local businesses need to be preserved along Barbur, for vehicles and bikes!
30	Oct 24, 2011 11:43 AM	Connect the neighborhoods. We like to go to Multnomah Village (30 min walk) and Hillsdale (45+ min walk), but if we have purchases getting home is difficult on the weekends or after 6pm on weekdays.
31	Oct 24, 2011 11:32 AM	sidewalk on 45th Ave between Vermont and Multnomah Blvd. this is very dangerous stretch of road for bikes and pedestrians along a major park and connecting to arterials.
32	Oct 24, 2011 11:16 AM	Beaverton Hillsdale, Shattuck, Barbur, Hamilton etc should have a sidewalk on one side consistently, or at least one side with a few feet of roadway that is cleared/paved and designated for bikes and walkers.
33	Oct 24, 2011 10:52 AM	Curbs, sidewalks and consolidated driveways would improve safety.
34	Oct 24, 2011 10:35 AM	We need more opportunities to get across I-5 and direct routes to the town centers that we love. Having more northerly, easily traveled, connections between 217 and I-5 would be great. Using the Haines Street bridge to divert traffic otherwise taking

What are other opportunities?

#	Response Date	Response Text
		99W would help relieve congestion; Dartmouth street should be extended across 217 into downtown Tigard.
35	Oct 21, 2011 9:31 AM	If we were to limit access to Barbur / Pacific Hwy (which would help), then need easier way to maneuver the parallel frontage streets; maybe add roundabouts. Clearly SW 72nd and Pacific Hwy screams for a left turn lane going North.
36	Oct 20, 2011 12:59 PM	Barbur is exactly like a freeway, and it is one of the most efficient ways to get to the city. Vehicle traffic on Barbur should be pushed to the freeway, although it's difficult to do this as there are no exits for 5 between Terwilliger and 26 and 26 and downtown. It's not efficient for motorists to be on Barbur, and it's not safe for bikers. Terwilliger is also very unsafe and there is way too much traffic for the current lanes to handle. During peak traffic hours it is bumper to bumper and people get frustrated and drive aggressively. I've been close to being hit (in my car and on my bike) a number of times due to aggressive, impatient drivers near the Terwilliger Taylor's Ferry intersection.
37	Oct 18, 2011 7:03 PM	Barbur is kind of a freeway, which is great! I think the key to keeping Barbur moving as outlying areas increasingly rely on it, is actually I-5. The more congestion in I-5, especially in the curves, the worse Barbur becomes. The opportunity is to increase the capacity for I-5 while reducing demand with light rail and express buses. We are almost at the point where a rapid public transportation commute (say, an express bus from Tigard) is as fast as driving.
38	Oct 18, 2011 4:09 PM	Revitalizing the businesses around SW Barbur and 19th/Capitol Hill. Adding similar shops and eateries and services to that intersection as in Multnomah Village. Making that area (for at least half a mile in both directions of Barbur) attractive, enjoyable destination for people in the neighborhood, with bike lanes and sidewalks leading there. Increasing the frequency of the Trimet #12 or another line from there to downtown.
39	Oct 18, 2011 1:33 PM	An active transportation corridor that feels safe and is safe from end to end for even the beginning bicyclist, and where pedestrians do not feel like targets. See above about freeway access to reduce traffic volume (in 1999, half the vehicles on Barbur westbound were taking the freeway entrance.) The next freeway entrance southbound is about 5 miles to the north. There are 4 or 5 freeway exits for northbound traffic in the same distance. There are 2 northbound freeway entrances in the same 5 miles.
40	Oct 18, 2011 12:54 PM	Reducing pass-through traffic on 99W by building an I5 connection from Sherwood would increase safety and improve the community feeling of Tigard.
41	Oct 17, 2011 7:04 AM	A south-bound on ramp to I5 between downtown and Capital--there isn't one! This will reduce Barbur congestion a bit. Sidewalks, and creative pedestrian and bike bridges/corridors/linkages between streets.

What are other opportunities?

#	Response Date	Response Text
42	Oct 16, 2011 9:12 PM	Boones Ferry Road should be at least 4-lanes, Tualatin to Stafford. 217 to I-5 South should feed into a dedicated (fourth) lane all the way to Wilsonville. Extend 185th south to eventually tie into Roy Rogers Rd, which should also be at least 3 lanes, and 4 lanes in Sherwood. The Sherwood terminus of Roy Rogers could not be more stupid; it's a 2-lane bottleneck.
43	Oct 14, 2011 5:43 PM	The opportunity is for light rail in its own designated right-of-way without needing to compete with cars, just roar on by. Others will see the opportunity to bypass traffic, like drivers on the Sunset Hwy, and will take it. I see the opportunity for many park-and-rides to encourage less car use.
44	Oct 14, 2011 10:56 AM	Done correctly, the problems on Barbur can be fixed for minimal investment. Skip the light rail. Fix the bike lanes over the bridges and at other pinch points. Done, and for a lot less money than putting in a new light rail line.
45	Oct 13, 2011 6:33 PM	Creating a bike path alongside Barbur, or significantly improving the current lane!
46	Oct 13, 2011 10:20 AM	Right now, walking my dog in the neighborhood involves navigating neighborhood streets with no lights, sidewalks and narrow widths for sharing the road with cars. There are a few grocery stores, coffee shops, etc. on Barbur that I would prefer to access on foot but would not do so now. Living in this area means having to rely on having a car. Barbur has bus stops but the safe crossing areas for pedestrians are few and far-between. While at bus stops, I have seen many people make dangerous crossings in the middle of Barbur during dark mornings/evenings with traffic going 35-45 mph. Public transit and pedestrians are not prioritized right now.
47	Oct 11, 2011 9:12 PM	Safe crossing for pedestrians. Fix disjointed bike lanes and Capital and Barbur - also riding north up Barbur near the I5 overpass, by PCC, is not for the timid. I would prefer a separated bike path. Light rail.
48	Oct 11, 2011 7:35 PM	Barbu does seem like a freeway. No reason to slow down. In fact when I try to drive at the speed limit, I'm always the slowest and everybody is passing me.
49	Oct 11, 2011 6:50 PM	*ODOT agrees that the I5 exit onto Terwilliger is dangerous for perdestians, but they haven't done anything (I have the email if you want it). *Enforce speed limits and add speed bumps. There is a school and a day care on the corner of Spring Garden and 19th and the cars are out of control. *Trying to bike across the bridges on Barber when cars are going 60 mph (posted 45) is extremely dangerous. Do something about it. *Going South on Barber and trying to turn left on Terwilliger is very dangerous on a bike. You have to cross two lanes of very aggressive cars. *Make it safe for People.
50	Oct 11, 2011 6:28 PM	A buffered bike lane for Barbur. Paint the bike box on Terwilliger/Taylor's Ferry. PUT A BIKE LANE ON BOONES FERRY!!
51	Oct 11, 2011 3:46 PM	Angela Burke (killed on Barbur in December) was a friend of mine, still live in same apartment complex...glad improvements are coming to Barbur (new crosswalk), but

What are other opportunities?

#	Response Date	Response Text
		safety there is still an issue.
52	Oct 11, 2011 12:53 PM	Some form of transit that doesn't get tied up with all the other traffic. There needs to be an incentive for not driving.
53	Oct 11, 2011 11:54 AM	Slow down Barbur. It seem like it's just a way for people to get to & from the suburbs, and endanger everyone in between.
54	Oct 11, 2011 11:42 AM	Do something to discourage traffic through the sellwood bridge/43/taylor's ferry area. On sunny days this will backup to Taylor's ferry and SW26th, almost back onto I5. Charge Clackamas county residents to cross the seelwood bridge.
55	Oct 11, 2011 10:00 AM	We should have bike parking at some of the transit malls. This would encourage use of public transit. Buses only hold 2 bikes at a time, Options for riding your bike to a transit center and parking would be benficial to people further from downtown.
56	Oct 11, 2011 9:31 AM	Fix the bike crossings over the viaducts so that it's not necessary to ride up on the narrow curbs to separate from traffic.
57	Oct 11, 2011 9:27 AM	Barbur desperately needs bicycle lanes, curbs, and sidewalks from downtown to Tigard. This corridor needs to be safer for bicycles and pedestrians.
58	Oct 11, 2011 9:25 AM	More sidewalks in SW and on Multnomah Blvd. We currently walk in the bike lane to get to the Village.
59	Oct 11, 2011 8:58 AM	a separated multi use path
60	Oct 11, 2011 3:37 AM	I would like to see Barbur become less auto oriented. There are some good places to go, but cars drive so fast it feels uncomfortable.
61	Oct 10, 2011 10:00 AM	There is a real opportunity to prioritize people over cars. Make the environment more humane and more humans will use it without a car.
62	Oct 8, 2011 7:45 AM	For Barbur Blvd to be more attractive, rather than feeling like a home of b-grade strip malls. It would be nice if Multnomah blvd was also more neighborhood centric, especially between barbur and Multnomah village. I would not mind light rail on Barbur.
63	Oct 5, 2011 7:23 PM	creating non-auto transit options. Fixing congested intersections or interchanges. getting commuters off Terwilliger, or at least making the cars drive the speed limit (25)
64	Oct 5, 2011 10:18 AM	The wonderful possibilities offered by a lrt tunnel under OHSU and Hilldale is a great multiplier of directed transit access to a primary employer/destination and a significant economic boost to the Hillsdale community on several different levels.
65	Oct 5, 2011 9:40 AM	SIDEWALKS!!

What are other opportunities?

#	Response Date	Response Text
66	Oct 4, 2011 4:13 PM	There are a few high-density employment/commute areas (OHSU, PCC, downtown) that account for tens of thousands of car trips a day.... targeted transit could reduce this substantially.
67	Oct 3, 2011 2:37 PM	m
68	Oct 3, 2011 1:51 PM	Lots of space to fit trains along or under I-5. Handful of bad intersections for cyclists. Wide medians for safer X-walk options (w/ beacons!) Troy street desperately needs sidewalks, going from the proposed new Safeway, to the village, as well as along capitol hill blvd. There are MANY pedestrians along that route, and it is very dangerous when walking with children. The street also gets flooded during the rainy season. i would happily give up some of my yard for a bioswale if the city would help us build it, because there is a tremendous quantity of runoff. I also se capitol hill and troy as roads that are getting busier and busier, especially as people use them to get from hillsdale to barbur. Also, we could use another I-5 south ramp along barbur - there is nothing unless you drive quite a ways down barbur... We could certainly use a grocery store like Trader Joes, or New seasons over this way- I A bike path along barbur that is SAFE would be AMAZING. I see alot of cyclists along barbur and it looks dangerous to me! It also slows traffic. They need to be separate from the road with traffic moving so quickly. Mulnomah village needs some help- sidewalks, accessibility- it is a great area with alot of small businesses that would benefit enormously from a max line nearby.
69	Oct 3, 2011 1:21 PM	
70	Oct 3, 2011 12:00 PM	There are a lot of brave pedestrian and bicycle users in the area. I think there would be a lot more use, if folks didn't have to be so brave. More than just adding or filling gaps in the (ped and bike) system, design them so they are inviting for families.
71	Sep 29, 2011 1:31 PM	1) Tune up the unsafe and malfunctioning intersections. 2) Increase connectivity between one section of Barbur to another by installing sidewalks and encouraging "destination pockets" of retail, services and restaurants. 3) Enhance the watersheds and our experience of nature through greenways, trails, parks and open space. 4) Create a greater sense of place with urban plazas, design standards, lots more trees and safe places for people to move in and around. 5) Encourage the establishment and prosperity of stores like Barbur Whole Foods, which serves a unique ethnic and cultural community and adds character and diversity to the corridor.

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What are other challenges?

#	Response Date	Response Text
1	Nov 7, 2011 12:14 PM	Buses stop too often. We need few stops and more express buses.
2	Nov 7, 2011 11:25 AM	Some of the yellow turn lights turn green after. Some of them go to red after. This is confusing and dangerous.
3	Oct 30, 2011 5:45 PM	Financial limits to doing the project in the ideal
4	Oct 30, 2011 4:11 PM	See previous entry.
5	Oct 29, 2011 6:46 PM	The neighborhood densities are low, so it becomes harder to justify investment in transit.
6	Oct 29, 2011 4:58 PM	the bus stops need to be pulled off the roadway so traffic is not impeded. Also, fewer entrance points onto 99W would speed traffic. But trees and bicycle lanes and sidewalks need to be built along 99W. But there is virtually no room for these.
7	Oct 28, 2011 8:45 PM	The businesses probably don't want this.
8	Oct 28, 2011 6:58 PM	Connecting communities.
9	Oct 28, 2011 5:34 PM	King City/Bull Mtn/Sherwood areas are tough to reach because of congested 99W in Tigard, and an overburdened Tual/Sherwood road. Tualatin becomes a traffic jam most rush-hours with pass-through commuters, is frustrating for those of us needing to get around Tualatin during these hours.
10	Oct 27, 2011 7:07 PM	connecting traffic from the Ross Island bridge to the tunnel without going through local neighborhoods. I pay more to live close to the city, doing my part to reduce a carbon footprint. The entrance to northbound 405 from 26 is atrocious. Most pass on to 26, not north on 405. Further, that stretch of 405 is dangerous; whether NB or SB, you have to cross two lanes of traffic in a short distance, with traffic criss-crossing from the other direction.
11	Oct 27, 2011 11:08 AM	getting fair share of services for our tax spendage in the SW
12	Oct 27, 2011 5:51 AM	SW Portland grew from many little communities and many roads have not been improved so traffic is forced into several main routes. The challenge is to make driving and roads better without destroying the neighborhoods. A few very vocal and very involved residents believe they are speaking for everyone with the only focus being on bike riders and pedestrians. The reality is that the rest of us have to go to work every day and we need better & more efficient roads. We need to stop catering to the bike & hike agenda & realize that the average resident still needs to use their car every day in order to manage their lives. It is time to start putting roads & driving at the top because that is really what we need the most just to survive.

What are other challenges?

#	Response Date	Response Text
13	Oct 26, 2011 7:44 PM	Light rail takes up too much space -- look what has happened to Interstate Avenue. I suggest that was not a success. It has eliminated a surface alternative to I-5 in the event of an incident on the freeway.
14	Oct 26, 2011 2:40 PM	duh... the SW hills
15	Oct 26, 2011 10:27 AM	Not just going for the path of least (and cheapest) resistance that will provide good transit access only to gas stations and fast food chains and require massive parking lots along the alignment. I could see this line being built for a billion plus dollars and just missing important destinations like OHSU. It may be cheaper but in 50 years our kids will be scratching their heads.
16	Oct 26, 2011 7:48 AM	I-5, Barbur, Terwilliger, Beaverton Hillsdale highway carry a huge traffic load. I assume that the traffic will increase in the immediate and distant future, placing further strains on the people who use them and the environment that surrounds them..
17	Oct 25, 2011 11:17 AM	Pedestrian sidewalks from the adjacent neighborhoods do not exist and are expensive to install. Funding for the needed adjacent infrastructure needs to be included in the corridor improvements otherwise the lack of pedestrian connections will hold back the investment and not achieve the desired goals. I would walk to Barbur Blvd. destinations a lot more if I had a safe pedestrian sidewalks to use.
18	Oct 25, 2011 11:06 AM	It would be great to have turn-in lanes for bus pick-ups rather than stopping traffic on Barbur.
19	Oct 25, 2011 8:53 AM	Making the users of mass transit pay the operating expenses of running the transit system. Currently the taxpayers are paying 80% of the operating costs through taxes.
20	Oct 24, 2011 6:30 PM	Proving that light rail has an advantageous OpEx and CapEx compared to dedicated busways when all sources of funding are considered.
21	Oct 24, 2011 2:56 PM	Please fix the I-5 on ramp at Capitol Hwy. So unsafe..Where do pedestrians even fit?
22	Oct 24, 2011 2:31 PM	While the landscape and terrain make difficulties to plan for the creation and management of storm water facilities, we can use this as an opportunity to innovate and develop new standards (to avoid the exorbitant costs of sidewalks and drainage facilities- especially along Capitol Hwy). Also, the auto-centric nature of Barbur and the rest of the 99W make any kind of travel there difficult- it also lacks a defined sense of place as most of the retail and commercial space is anchored by global, big box chain stores.
23	Oct 24, 2011 1:36 PM	It's a quantum leap from the policies (state, regional, local) that support the transition from the auto dominated congested old highway to a multimodal boulevard: This major transformation could start with incremental changes - when redevelopment occurs enforce the policy. The biggest challenges are lack of funding for basic

What are other challenges?

#	Response Date	Response Text
		improvements such as completing sidewalk and bike lane gaps and safe crossings at frequent intervals. Also resistance from state and local traffic engineers whose primary goal seems to be maintaining or increasing throughput auto capacity, while not adequately considering increased capacity or safety for other modes. Elected officials and high level jurisdiction management need to shift their priorities to actually align with the policy - improved transportation safety, reduce VMT & GHG emissions, promote promote healthy active living and vibrant communities, create jobs and aid the economy by supporting better & safer access to small businesses.
24	Oct 24, 2011 1:32 PM	Hilly terrain, unimproved streets.
25	Oct 24, 2011 1:18 PM	The light that crosses the 99 on Sherwood Blvd/ Edy Ln. is way too short. Also, is there a way to change the lights so that they are timed in such a way that you hit one light and the rest you hit green. Grants Pass had this system and it was very easy to drive.
26	Oct 24, 2011 12:42 PM	Need to plan a method to better separate the cars (single lane possibly) from the mass-transit corridor zones, to avoid traffic back-up with buses, and/or future light rail system. Maybe the bus system and light rail system can function more like the transit mall downtown with a little longer space between their stops.
27	Oct 24, 2011 12:34 PM	Auto-centric thinking.
28	Oct 24, 2011 12:26 PM	Local businesses are overtaxed and over regulated.
29	Oct 24, 2011 11:43 AM	Infrequent/limited service. More people will use mass transit if it is more convenient. Evening and weekend trips require a 15 minute walk just to get to a bus. Often, a trip that would take 5-10 minutes in a car, takes me over an hour by bus and walking.
30	Oct 24, 2011 11:32 AM	most of the money goes to downtown and the east side.
31	Oct 24, 2011 11:16 AM	SW pays the most, yet gets the least for our tax dollars.
32	Oct 24, 2011 10:52 AM	The mix of local and thru traffic is reflected in differences in attitudes about uses. Thru traffic is frustrated by those turning into businesses and peds crossing traffic lanes. They may speed and not pay attention to our neighborhoods.
33	Oct 24, 2011 10:35 AM	The amount of traffic flowing through our streets makes us travel at non-peak times. Getting to Washington Square on the city streets is difficult. Getting to Sellwood from SW is a nightmare during rush hour, fixing the SellWood bridge would really help
34	Oct 24, 2011 10:23 AM	Barbur and other major streets are so wide that it seems almost impossible to cross them on foot. The distances, turning vehicles and other hazards threaten anyone who is not fleet of foot with sharp eyes and quick reflexes. Crossing the street must be made safe, convenient and comfortable.

What are other challenges?

#	Response Date	Response Text
35	Oct 21, 2011 9:31 AM	Starting the project by widening Pacific Hwy to accommodate bus stops would be very helpful. Express bus lines from Tigard to Sherwood would be helpful.
36	Oct 20, 2011 12:59 PM	The terrain and construction makes changes difficult, but that doesn't justify the current state of traffic!
37	Oct 18, 2011 4:09 PM	It doesn't feel safe to push a stroller around most neighborhoods when there are no sidewalks. Hard for young kids to learn to ride bikes on hilly streets; and it would feel safer for them to be able to ride bikes and big wheels and scooters on side walks instead of in the middle of a road; even if it's not a busy road, cars are still driving through; they need sidewalks (without poles and stop signs in the middle of the sidewalks) to ride on.
38	Oct 18, 2011 3:44 PM	Money.
39	Oct 18, 2011 1:33 PM	Pedestrian SAfety is a joke on Barbur, and especially on Naito Parkway. The entrance to Naito should be changed to make it safer for pedestrians and bicyclists to cross. The speed limit on Naito and the 85% speed both need to come down a lot. Install more signals along Naito to accomplish this.
40	Oct 18, 2011 12:54 PM	Because of UGB expansions and building new homes near Sherwood and Tualation it will be more difficult now to site a bypass I5 connection from Sherwood.
41	Oct 16, 2011 9:12 PM	Recognize that mass transit is needed, but it will always be too slow and too expensive. Making it more expensive (trains) is an extremely marginal proposition, and train tickets ought to reflect the true cost. Being a senior, I pay only \$1 for a ride that costs \$10, at minimum. Only the seriously disturbed would think it's a good idea for greater Portland to subsidize my transportation this way.
42	Oct 14, 2011 5:43 PM	Limited free space for a right-of-way for light rail. Having exclusive lanes in the middle will only be slowed down by the many stoplights of Hwy 99. A challenge to construction, especially if it is center of the road right-of-way, would include dealing with touchy intersections like Capital and Barbur, and Pacific Hwy and McDonald. With the mass of traffic traveling and crossing Hwy 99W, it is better to skirt the road rather than run right through it.
43	Oct 14, 2011 10:56 AM	The challenge here is stopping Metro from applying its catechism of "smart" urban development to this part of town, which has developed over decades as an auto oriented corridor. The challenge here is actually listening to the people and businesses that use Barbur and addressing their needs, and not addressing the needs of the planners inside Metro who want to pad their resumes by saying they rammed another transit-oriented corridor down someone's throat. Another challenge is that more money sucked up by unnecessary Barbur Blvd. improvements means less money available elsewhere, where it is needed. Like fixing "crash corner", aka Beaverton-Hillsdale/Oleson/Scholls intersection. Or providing sidewalks and bike lanes north of that intersection on Scholls, up to Hamilton. While you blithely go ahead and plan a Barbur transit corridor, how many more decades will a crash corner

What are other challenges?

#	Response Date	Response Text
		fix have to wait?
44	Oct 13, 2011 10:20 AM	Barbur is too narrow to be able to meet the needs of all of its users. I've driven up/down Barbur to Tigard from Portland, and also taken the bus. On foot, there are no sidewalks and I've walked in the right hand side of the street (in bike lanes when available) with traffic buzzing by at 35-45 mph. Barbur will remain a car congestion zone until it can be designed/expanded to accommodate more modes of transportation.
45	Oct 11, 2011 9:44 PM	The bridges on Barbur are challenging to negotiate on a bicycle, especially during heavy traffic. As it stands, the only real option is to take the lane, which in fast, heavy traffic is dangerous and inconveniences other road users.
46	Oct 11, 2011 9:12 PM	The intersection of Capital Hwy and Barbur is difficult for anything but automobiles. Barbur is high speed high volume and unpleasant for anything but driving through. I don't feel like I want to stop anywhere - just passing through.
47	Oct 11, 2011 7:35 PM	It is a thoroughfare, that is the problem. Barbur does not invite to stop and stay. It's just a means of getting somewhere else.
48	Oct 11, 2011 6:50 PM	Cycling in the SW feels dangerous. I've cycled consistently for 7 years. It is too dangerous. We need to make it safer so more people will cycle.
49	Oct 11, 2011 5:51 PM	There are so few bikeable routes over the West Hills.
50	Oct 11, 2011 3:46 PM	Driving is just so convenient here—I have a bachelor's in Urban Planning and interned at L.A.'s transit agency, but here on Barbur...when going downtown, it's irritating to consider I have to pay \$2, and yet be in the Free Rail Zone in 5 min anyways. Takes ~15 min by transit total, or I could drive, be there in 4 min, and park for a little less for most trips (\$1.60 an hour). The parking always just works out better. Plus, there's such easy car access to 5, Naito, Ross Island Bridge, 405/26, MacAdam->Marquam...the car option may be more of an obstacle in this area. A free area park and ride with relatively easy downtown rail access would do a ton to get my car out of downtown. South Waterfront, perhaps? Again, it's an irritant that I'm only a few minutes outside the free rail zone, yet walking it's far (due to speed of driving on Barbur), and so I have to pay to get to it. I've found myself driving up to Lloyd Center to take the free rail into PSU for an all-day Friday class.
51	Oct 11, 2011 12:53 PM	There is no good way to bike from SW Portland to Beaverton. For instance, Multnomah/Garden Home have great bike lanes, until it goes into Beaverton where the lanes disappear. Fanno Creek trail is nice for recreation, but isn't a good option for commuting.
52	Oct 11, 2011 11:42 AM	There are only 3 routes into downtown from the south. I5, Macadam, and Barbur, if one has issues the others get overloaded. Lack of walking/biking facilities along Taylors ferry. The Barbur Freeway. Bicycle and walking facilities on Barbur that start and stop. Nothing is continuous.

What are other challenges?

#	Response Date	Response Text
53	Oct 11, 2011 9:31 AM	Motorists feel they are entitled to treat Barbur as if it were a freeway.
54	Oct 11, 2011 9:25 AM	Lack of sidewalks.
55	Oct 11, 2011 8:58 AM	this street is too fast, if you want to go fast you can travel on I-5, we don't need two I-5's in SW
56	Oct 11, 2011 3:37 AM	The hilly terrain in the area makes any project more costly.
57	Oct 10, 2011 10:00 AM	Topography and existing land use. This is an area that was built for cars.
58	Oct 8, 2011 7:45 AM	The infrastructure of the business along barbur is well implaced, and will be challenging to revitalize.
59	Oct 5, 2011 7:23 PM	geography is a big challenge. creating right of way without too much tree cutting or earth moving
60	Oct 5, 2011 10:18 AM	Reducing vehicular traffic growth on SW Hamilton Street/Hamilton Terrace connection between Barbur Boulevard and Terwilliger Boulevard. Another benefit of Irt tunnel under OHSU/Hillsdale locale.
61	Oct 5, 2011 9:40 AM	The biggest real challenge is going to be money more than anything. None of the options is cheap.
62	Oct 4, 2011 4:13 PM	Landscape topography and limited existing corridors make high capacity transit options both costly and potentially disruptive to the fragile balance already in place in some areas (and already completely off balance in others!)
63	Oct 3, 2011 2:37 PM	m
64	Oct 3, 2011 1:51 PM	Shifting the paradigm for some existing business who might be lead to believe this will hurt, rather than enhance business
65	Oct 3, 2011 1:21 PM	Hills. But that is also what makes the west side so lovely! Barbur is at risk of looking like 82nd avenue if we dont support small businesses and do some serious work to create and strengthen the planning.
66	Oct 3, 2011 12:00 PM	Topography and existing street layout will require a different way of thinking of transportation options and solutions.
67	Sep 29, 2011 1:31 PM	The intersection of Barbur, Capitol and I-5 South onramp is horrid -- for cars, buses, peds and bikes. 2) Lack of trees, landscaping and basic urban design elements makes the area unattractive, unsafe and hot and dusty in the summertime.

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Roadway: carpool lanes, with or without tolls; technology that helps make the most of our existing conditions

#	Response Date	Response Text
1	Nov 7, 2011 12:19 PM	Tualatin is too small to be paved over for through traffic. We need a direct access road from I-5 to the industrial park such as the newly proposed 124th. Do not build or consider a truck route extension of SW Lower Boones Ferry Road. It will kill the businesses on that road and damage Tualatin Community Park.
2	Nov 7, 2011 11:33 AM	Tolls for fast lanes only. Those who want it will pay, with automatic charge technology and automatic ticket technology and CLEAR SIGNS! I got caught in one in California before I knew what was going on, but the fine was reasonable, \$29
3	Oct 30, 2011 5:47 PM	Tolling and technology.
4	Oct 30, 2011 4:19 PM	As stated previously, do relatively low budget changes like yellow flashing arrows. Look for relatively quick construction like is being done between Wilsonville and Tualatin in the Carman Drive area, knowing that big dollar amounts won't happen soon. Unless you remove some of the single occupant use of high volume roads, nothing will change. Add a local gas tax or user fee to encourage drivers to join car pools or drive less. Use to pay for above improvements.
5	Oct 30, 2011 2:53 PM	Don't do any toll roads.
6	Oct 29, 2011 5:02 PM	Access-service roads to eliminate multiple entry points onto major roads. Coordination of traffic lights so there is less idling of cars.
7	Oct 28, 2011 7:03 PM	I think cars are going to become more electric and smaller. Let's invest in greener transportation, like light rail, and not put an emphasis on roads. I believe that roads must be maintained but I find public transit to be more deserving of attention.
8	Oct 28, 2011 5:45 PM	I am supportive of any roadway improvement that reduces traffic!
9	Oct 27, 2011 7:21 PM	tolls? you want to further slow down traffic? Barbur Blvd into 99W is a major secondary road. Alternatives that reduce lanes is untenable.
10	Oct 27, 2011 11:14 AM	highways aren't large enough for carpool lanes, we are already taxed so tolls aren't acceptable, bikers should be paying fees towards roads, and accept all charges for their bike lanes
11	Oct 27, 2011 6:11 AM	We do not have enough roads or freeways in Portland. When an accident occurs on one freeway, it backs up the others as they are all connected. They stopped building roads but in reality, we need better ways to travel around and in the city. Our freeways are very inadequate and if we have a real disaster, it will really become obvious. Our highway system is inadequate. Stop putting in speed bumps and start a program to slow down traffic in everyone's neighborhood. Resident who beg for

Roadway: carpool lanes, with or without tolls; technology that helps make the most of our existing conditions

#	Response Date	Response Text
		speed bumps have no trouble at all speeding on other streets and through other neighborhoods. Better roads and better management of speed limits in residential neighborhoods would be a better way to go than spending wasted money on speed bumps.
12	Oct 26, 2011 7:48 PM	An improved intersection at Terwilliger & Capital (left turn lane needed from NB Terwilliger to WB Capital)
13	Oct 26, 2011 7:52 AM	It is unclear to me how effective carpool lanes are, but I haven't looked at studies.
14	Oct 25, 2011 11:39 AM	Barbur Blvd. functions as the I-5 relief valve and its capacity to function in this way needs to be preserved and not reduced by the introduction of HCT. If Barbur Blvd.'s capacity is not preserved our neighborhood streets will be greatly impacted by the cut through traffic.
15	Oct 25, 2011 11:08 AM	I would be totally against tolls.
16	Oct 25, 2011 9:01 AM	Slow development down until an adequate transportation system is built. The exception is where local communities provide more than 50% of the jobs needed by their people in the area.
17	Oct 24, 2011 9:59 PM	I don't think carpool lanes will ever be worth the cost and the amount of roadway they take up.
18	Oct 24, 2011 6:35 PM	Tolls are bad. Gas tax better. Carpool lanes are okay, but not a high priority. Better ODOT signs.
19	Oct 24, 2011 3:40 PM	the above,
20	Oct 24, 2011 3:02 PM	A serious analysis of existing I-5 freeway on and off ramp locations needs to be conducted - the presence and absence of freeway access greatly contributes to congestion and vehicle crash occurrence near the existing ramps. (Lack of ramp access for long distance, on I-5 southbound makes it worse on Barbur / 99W near the Ross Island & Cap Hwy on ramps. Barbur Blvd / 99 W needs to have a consistent posted speed limit for it's entire length - 35 mph. The Mult Blvd "exit" from Barbur Blvd should NOT be 45 mph - the Multnomah off ramp from I-5 is 0.4 miles long - plenty of capacity to slow vehicles down to 35 mph to merge with Mult Blvd slip lane.
21	Oct 24, 2011 2:59 PM	hmm...i already think it's made too much for cars to move at crazy speeds...make it friendlier for the other users!
22	Oct 24, 2011 2:38 PM	anything that allows autos to share the road safely with other uses- light rail, bike lanes, foot bridges, crosswalks, sidewalks- you know, basic infrastructure that the rest of the city gets, but that are terribly lacking in the SW. A complete overhaul of the southernmost Capitol Highway/ Barbur Blvd intersection (SW Crossroads area).

Roadway: carpool lanes, with or without tolls; technology that helps make the most of our existing conditions

#	Response Date	Response Text
23	Oct 24, 2011 1:40 PM	Adamantly opposed to toll roads or other metered options.
24	Oct 24, 2011 1:21 PM	technology. Do very many people carpool? I don't know of any....
25	Oct 24, 2011 1:09 PM	Multimodal conditions need to be well integrated to avoid dangerous cross-overs between various vehicles (cars, trucks, buses, etc.). Remember the goal of transit is to "move people from place to place", not just support the various mechanical vehicles. The signal systems must be better tuned to all traffic flow.
26	Oct 24, 2011 12:30 PM	No..no..no...this can not be supervised and it cannot be regulated, it will only lead to confusion and traffic congestion!
27	Oct 24, 2011 10:57 AM	Consolidating driveways
28	Oct 24, 2011 10:43 AM	Elevated or underground roadways could be deployed to get more traffic through our tight hill-constrained transit avenues should be considered
29	Oct 21, 2011 9:40 AM	No carpool lanes without first expanding bus stop and pick up areas to be completely out of traffic. Any carpool lanes would need to be in addition to existing lanes
30	Oct 20, 2011 1:02 PM	lower speed limit on Barbur. Tolls on Barbur would be a great way to generate revenue.
31	Oct 18, 2011 9:10 PM	Visit Curitiba Brazil to see a transit system that works a lot better than ours does and cost much less. Make sure to include bicycle and ped facilities in all your alternatives, and do it fairly, not the cockeyed manner Metro and TriMet did the analysis of ped bicycle analysis separate from the Lake Oswego Streetcar.
32	Oct 18, 2011 7:09 PM	Tolls for everything except carpools.
33	Oct 18, 2011 4:20 PM	Need to relieve congestion on Taylor's Ferry near Terwilliger intersection. PAVE the roads in the neighborhoods that are dirt and gravel and full of potholes.
34	Oct 18, 2011 3:49 PM	Just have a divided major boulevard that has well-timed lights and turn lanes to avoid slowing the thru-traffic. Divide the boulevard to make it possible for pedestrians to cross.
35	Oct 18, 2011 12:59 PM	We need a new bypass with an I5 connection from Sherwood. A toll road or carpool limitation would not help reroute the pass-through traffic off of 99W.
36	Oct 17, 2011 7:07 AM	on ramp to southbound I5 somewhere off of barbur between Terwilliger and Capital perhaps more connectors across I5 for bikes and pedestrians
37	Oct 16, 2011 9:40 PM	NO. The road belongs to the tax-paying public, and special lanes and tolls are an insult to the people who paid for and use them. People do not use roads for frivolous reasons; they are going to work, or to school, or for personal objectives. Freight

Roadway : carpool lanes, with or without tolls; technology that helps make the most of our existing conditions

#	Response Date	Response Text
		needs to move efficiently and rapidly.
38	Oct 14, 2011 5:49 PM	signage ahead of major intersections to tell a driver the name of the cross street they're approaching
39	Oct 14, 2011 10:59 AM	Yes, this might be something to consider.
40	Oct 13, 2011 10:28 AM	A dedicated carpool and bus lane would be great. From my experience in the neighborhood. It seems like most cars have a driver and no passengers. If public transit was more safe, convenient and efficient, then maybe there would be more incentives to get a driver out of their suburban car culture and into car/van pools and public transit.
41	Oct 11, 2011 9:16 PM	Better timing of traffic lights all the way to Sherwood.
42	Oct 11, 2011 7:42 PM	Slow down traffic with optical changes, like medians, trees etc.
43	Oct 11, 2011 6:53 PM	*Tolls are fine. *Add more technology to enforce speed limits and intersections. *Add more cops.
44	Oct 11, 2011 4:01 PM	With the extra convenience of the car connections here (and the impracticality of reproducing a lot of them with transit; e.g, how would you do a transit from Barbur to Macadam/S. Waterfront? Driving its just a minute or two, but it'd be convoluted otherwise), car improvements should be an important consideration of the plan. One thing that seriously needs help: the 405/26 access from Barbur->6th ave ramp. Gets completely clogged, and the flow causes a lot of people in middle lane trying and (dangerously) bust their way into the left lane to get on 405. Clogs up 6th completely, and backs things up to Barbur and 4th a lot of the time. Getting from any of the southbound downtown streets to southbound Barbur usually involves some brave lane changes, and if traffic's backed up you can miss the Barbur turn entirely.
45	Oct 11, 2011 11:59 AM	Middle turning lane on Barbur could be eliminated and protected bike lanes on both sides put in.
46	Oct 11, 2011 11:53 AM	Better pullouts for buses so they don't disrupt traffic. Better solutions for buses mixing with bicycles.
47	Oct 11, 2011 9:02 AM	reduce speed, more crossings, better lighting. reducing speed is going to make the biggest difference to making barbur a safer place
48	Oct 11, 2011 3:59 AM	I think the concept is great, the less people driving a car the better. Unfortunately, a three lane freeway doesn't leave much room for improvement.
49	Oct 10, 2011 10:02 AM	Variable rate tolling on the freeways!
50	Oct 9, 2011 1:35 PM	Road diet. Reversible lanes.

Roadway: carpool lanes, with or without tolls; technology that helps make the most of our existing conditions

#	Response Date	Response Text
51	Oct 7, 2011 9:25 AM	Install carpool lanes on I-5 both north and southbound.
52	Oct 5, 2011 7:27 PM	it is time to add tolls on bridges (sellwood, columbia river) with EasyPass payment scheme. this electronic billing can be added to extra lanes, but charged to the single-occupancy vehicle.
53	Oct 5, 2011 9:47 AM	Carpool lanes on I-5 would be very wise. I don't understand why it's not been done before. Perhaps more metering, as is used at rush hour, or even metering at rush hour on some feeder roads.
54	Oct 4, 2011 4:16 PM	Carpool lanes are a great idea, as are road redesigns to keep traffic on the major arteries and not cutting through the smaller residential streets
55	Oct 3, 2011 1:28 PM	I think barbur is a great artery. I love it. However, tolls would slow it down. A carpool lane on barbur is a GREAT idea though....
56	Oct 3, 2011 12:08 PM	Active Traffic Management (especially to address I-5 incidents). Reversible lanes.
57	Sep 29, 2011 1:36 PM	Tolls? Where? Synchronized lighting signals at more intersections = good idea

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Bikeway: bike trails; safety improvements

#	Response Date	Response Text
1	Nov 7, 2011 12:19 PM	The bike trails and bike lanes in Tualatin are incomplete. They need to be completed.
2	Nov 7, 2011 11:33 AM	Clearer markings for bikes and occasional bikers: "No bikes on sidewalks" "When bike lane, stay out of car lanes" etc.
3	Oct 30, 2011 5:47 PM	Certain bike corridors off major thoroughfares.
4	Oct 30, 2011 4:19 PM	No suggestions. Compared to many other states, bicyclists in this area are very fortunate with their lanes and trails, albeit they take risks being on the road with distracted, impatient drivers. Continue thought to educate riders to follow the same rules as motor vehicle operators.
5	Oct 29, 2011 5:02 PM	Need them everywhere.
6	Oct 28, 2011 8:49 PM	Make a bike superhighway. Make it separate from the cars but make in awesome. Integrate it into the transportation plan.
7	Oct 28, 2011 7:03 PM	Bikes are awesome! Safety improvements please! More obvious lanes!
8	Oct 28, 2011 5:45 PM	A path along either I-5 or Barbur similar to the one along I-205, would be great! I beleive several people would utilize that for commuting.
9	Oct 27, 2011 7:21 PM	It is nice that so many bicyclists use the roads. However, roads were built and paid for by motorists. Accommodations for cars should get first priority. With that said, anything to promote bike safety is important.
10	Oct 27, 2011 11:14 AM	eliminate the expensive painted lanes
11	Oct 27, 2011 6:11 AM	Portland as gone overboard catering to bike riders. They have been given every advantage even though they are small in number. They need to follow the same laws as other vehicles. Side walks should be well painted and better lighted. Pedestrians need to stick to safe routes, wear light clothes and walk against the traffic which few do.
12	Oct 26, 2011 7:48 PM	Bike left-turn lanes or signal accommodations. Cycle tracks. Bike shared lanes.
13	Oct 26, 2011 2:40 PM	yes
14	Oct 26, 2011 7:52 AM	I like bike lanes, although they may not reduce congestion unless bikes replace cars as a means of commuting in and out of the city.
15	Oct 25, 2011 11:39 AM	Make sure to include bike lanes on Barbur Blvd. and to include the four bridge improvements that are needed for bikes (Barbur Blvd. bridge over I-5 near Tigard city limits, Multnomah Blvd. bridge, two Barbur Blvd. bridges - Vermont and Newberry

Bikeway: bike trails; safety improvements

#	Response Date	Response Text
		structures). Barbur is the best bikeway in all of southwest Portland due to its easy grade.
16	Oct 25, 2011 9:01 AM	Separate bike trails from cars and streets by at least 20 feet. Require clothing that can be seen at night. Keep the bikeways clean so they do not crowd the roadways.
17	Oct 24, 2011 9:59 PM	We need bike trails (off street) and we need many more sidewalks, signalized intersections and marked crosswalks.
18	Oct 24, 2011 6:35 PM	Barbur bridges need bike safety improvements: lighting, dedicated lane, fill potholes.
19	Oct 24, 2011 3:02 PM	Barbur Blvd within the City of Portland is designated a Major City Bikeway in the 2030 Bike Plan - yet still has significant gaps in bike lanes, and substandard width of existing bike lanes. This may never change while ODOT maintains jurisdiction? Safer crossings of 99W for cyclists are needed at most major signalized intersections, ie Terwilliger, Capitol Hwy, Hall Blvd, etc.
20	Oct 24, 2011 2:59 PM	Gadzooks! Please improve the roads for bikers! The speeds at which cars and buses travel frighten some of us!!!
21	Oct 24, 2011 2:38 PM	contiguous bike trails along Barbur/ 99W, bike boxes and other safety devices
22	Oct 24, 2011 1:09 PM	Need "marked crossings", most likely with appropriate signage.
23	Oct 24, 2011 12:34 PM	Bike lanes on Skyline/Scholls Ferry.
24	Oct 24, 2011 12:30 PM	Yes...Yes...Yes...promotes local community transit!
25	Oct 24, 2011 11:59 AM	I would bike if I felt safer with traffic. I don't have specific ideas, but education needs to be a part of it. I hear drivers complain bitterly about bicyclist (as a group) and I see some bicyclist breaking the traffic laws (which are the ones generating the complaints that are transferred to 'all' bicyclist). This bitterness leads to feelings that bicyclists shouldn't be on the road and less respect for the ones that are... leads to accidents or near accidents..
26	Oct 24, 2011 11:36 AM	yes. help people feel less dependent on their cares
27	Oct 24, 2011 10:57 AM	Fill in missing areas of bike lanes
28	Oct 24, 2011 10:43 AM	Biking a dangerous in SW Portland. More bike lanes would be good, but need to be separate from roads.
29	Oct 21, 2011 9:40 AM	Bikeways are fine; as long as they are not at the expense of traffic lanes.
30	Oct 20, 2011 1:02 PM	bike trails and lanes that are well maintained.
31	Oct 19, 2011 11:27 AM	Yes

Bikeway: bike trails; safety improvements

#	Response Date	Response Text
32	Oct 18, 2011 9:10 PM	New bridges beside the existing bridges at Newbury, Vermont, Multnomah Blvd and 2 additional substandard bridges further west and south. Install separated bicycle and pedestrian facilities along Barbur. Connect to the Red Electric in Hillsdale using the neighborhood/SWTrails alternative utilizing Slavin Road to connect to the Gibbs Street Pedestrian Bridge. Follow the approach outlined by SWTrails for the connection at the east end of Himes Park on the south end of the Newbury Structure.
33	Oct 18, 2011 7:09 PM	The bridge on Barbur near Highway 10 needs help...it is a death trap for cyclists. I don't see an obvious solution since the road is constricted by the width of the bridge.
34	Oct 18, 2011 4:20 PM	Yes...essential all along Barbur Blvd (not just as it is now, in bits and pieces, disappearing on the bridges/overpasses) and on Taylor's Ferry (esp between 26th and Terwilliger), which leads from the neighborhoods to the bigger commuter streets
35	Oct 18, 2011 3:49 PM	Yes; prefer curbed bike lanes separated from traffic
36	Oct 17, 2011 7:07 AM	more bike lanes, bike trails, road improvements
37	Oct 16, 2011 9:40 PM	I like this idea, but bikers ought to start paying their way. I have a bike; I use it on bike ways. Some sort of bike tax or license is a reasonable way to fund bike paths and keep separation between bikes and auto traffic. Fuel taxes pay for the roads we drive on; but we add burden when we need a safe bike path, and I and my fellow bikers should pay for it. The person who (almost?) always rides on a bike pays little or no fuel tax.
38	Oct 14, 2011 5:49 PM	bike lanes with a curb between the bike and the roadway to reduce crowding and confusion from both ends
39	Oct 14, 2011 12:20 PM	bikeway needss should be provided for
40	Oct 14, 2011 10:59 AM	No grade separated bike lanes, please. These will become collection points for leaves, glass, and other debris. Right now I can go 25 mph inbound on Barbur on my bicycle. If you inflict a grade separated bike lane on me, then I'll have to deal with the dog walkers, joggers, baby strollers, skate boarders, etc. I'll be lucky to be able to go 12 mph. No thanks. On the other hand, DO WHAT I AND OTHERS HAVE BEEN ASKING FOR: FIX THE BRIDGES AND THE OTHER PINCH POINTS ON THE BIKE LANES. That's where the limited supply of money should go.
41	Oct 13, 2011 10:28 AM	The reality in SW is that bike access points through the neighborhoods can be unsafe since the roads are narrow, there are no dedicated bike lanes and there are curves that can mean an obstructed view. Where there are bike lanes, it is on main streets like Barbur, Multnomah and Vermont where cars are going at higher speeds and there is more congestion. There aren't efficient alternative routes from these main streets in SW like there are on the Eastside.
42	Oct 11, 2011 9:47 PM	This would be wonderful all across southwest Portland.

Bikeway: bike trails; safety improvements

#	Response Date	Response Text
43	Oct 11, 2011 9:16 PM	Yes, bike trails, please!
44	Oct 11, 2011 7:42 PM	Bike lanes separated from car traffic. Safe crossings of viaducts. Separate bike lights that turn green before traffic lights.
45	Oct 11, 2011 6:53 PM	*Slow the cars down. *Add more bike lanes. *Fixes the very dangerous spots like the bridges on Barbur. *More Green Paint!
46	Oct 11, 2011 12:59 PM	Bike trails are great, but are often best for recreation, not transportation. Bike lanes may be a better way to move people.
47	Oct 11, 2011 11:59 AM	Consider really beefing up bike lanes on Barbur, it gets used by bikes a lot, and there's plenty of room for improvement.
48	Oct 11, 2011 11:53 AM	sidewalks and bikelanes along taylor's ferry. Minimally put sharrows on Barbur where bike lane ends. NOW!! Police actions to enforce laws on the books regarding cars passing bicycles. NOW!!! Make bike facilities on barbur continuous and world class. Make bicycle safety improvements where barbur southbound exits right to capitol highway (near town) and multnomah.
49	Oct 11, 2011 10:10 AM	separated facilities!
50	Oct 11, 2011 10:06 AM	It would be great to get the Fanno Creek trail extended toward downtown. I've heard of plans for this but never seen anything about it. Off road trails are preferable to road side. But road side is better than no special lanes. There are some stretches where you have a bike path or lane and then it disappears and throws you onto a busy road. For example Garden Home Road as it connects over to Allen. Also, let's get the Allen Road link of the Fanno Creek trail connected.
51	Oct 11, 2011 9:35 AM	a separate bike trail would be an excellent amenity, but at a minimum we need more separation from the high speed motorized traffic, better viaduct crossings for bikes and a safer way to continue on Barbur into downtown at the current fork with Naito Parkway
52	Oct 11, 2011 9:30 AM	Bicycle lanes, with the potential for separated trails between Hamilton and Terwilliger where speeds increase.
53	Oct 11, 2011 9:26 AM	Safer bike routes to downtown from SW!
54	Oct 11, 2011 9:02 AM	separated! or place "magic wands" down current bike path and sweep bike lane for leaves, glass...
55	Oct 11, 2011 3:59 AM	I would pay to cut off one lane of the freeway in each direction and designate it for cyclists (only half kidding)
56	Oct 10, 2011 10:02 AM	A grade separated cycle track and/or off-street trail from Portland to Sherwood.

Bikeway: bike trails; safety improvements

#	Response Date	Response Text
57	Oct 9, 2011 1:35 PM	Buffered bike lanes, cycle-tracks. Bike lifts/escalators (i.e. Trondheim Bike Lift) to overcome hilly terrain.
58	Oct 8, 2011 7:55 AM	More the better!
59	Oct 5, 2011 7:27 PM	isolate riders as much as possible
60	Oct 5, 2011 9:47 AM	It would be nice, if space were available to have dedicated bikeways as they have in Europe in some cities. It would be good if we could mandate high visibility clothing and flashing lights on cyclists to make it easier to see them.
61	Oct 4, 2011 4:16 PM	bike safety improvements - and perhaps even off-road separated routes- would be amazing.
62	Oct 3, 2011 1:28 PM	Bike trails and bioswales. If you want to ride a bike around here, you have to get in a car and go to a bike path unless you want to brave crazy traffic.
63	Oct 3, 2011 12:08 PM	"Bikeway" is misspelled. I'd like to see near-parallel routes explored on lower volume roads. I realize this is not possible in large areas of SW, but stepping up the effort to identify, improve, and designate these routes would be beneficial.
64	Sep 29, 2011 1:36 PM	Love the idea of off-Barbur bike trails. Safety improvements for pedgs, bikes and cars a must!

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Transit: local bus improvements; rapid streetcar; bus rapid transit; light rail

#	Response Date	Response Text
1	Nov 7, 2011 12:19 PM	I like the idea of light rail on 99W but we need more express buses or people won't plan on using transit. It takes years to build light rail.
2	Nov 7, 2011 11:33 AM	Long term plan needed. MUST be near apartments. Safe and large parking near stops.
3	Oct 30, 2011 5:47 PM	Rapid bus.
4	Oct 30, 2011 4:19 PM	Get more intra-suburb routes, not just to get in and out of Portland. It takes way too long to get from one community to another to make getting out of our cars time and cost effective.
5	Oct 30, 2011 2:53 PM	There should be a bus between Sherwood and Tualatin. The WES should operate at least a limited time on the weekends.
6	Oct 29, 2011 5:02 PM	Very, very important. Local buses in Tualatin-we have very few and the routes do not serve Tualatin well. There is no west-east connections for example. NO LIGHT RAIL!!
7	Oct 28, 2011 8:49 PM	Light rail only if you build a tunnel under OHSU and have it come out at Capitol Highway. By the way, we need to fix Capitol Highway and Barbur intersection.
8	Oct 28, 2011 7:03 PM	Light rail! The SW Corridor is a long area with people and businesses. I believe a light rail MAX on Barbur would be amazing. Purple line anyone? Rose line even?
9	Oct 28, 2011 5:45 PM	As much as light-rail is a defining part of Portland's infrastructure, given the cost of that type of project and current economic situation it does not make sense at this time for expansion south. Projects with high ROI such as optimizing bus transit etc. seem to make the most sense for now.
10	Oct 27, 2011 7:21 PM	eliminate bus routes where the bus has to cross three lanes of traffic in less than a 1/4 mile distance to make a left turn
11	Oct 27, 2011 11:14 AM	we have too much in this area already
12	Oct 27, 2011 6:11 AM	Buses take forever and are not efficient. We don't need light rail in SW Portland. It will just bring crime to our area. Light rail costs a fortune and those who ride pay on the honor system. We just keep building light rail and ridership is low because it doesn't go where people want to go and it is not efficient. Planners, bikers, hikers & pedestrians continue to shove the vision of mass transit down our throats when the reality is that most residents just want to drive to their destination, which is far quicker and more efficient. The reason that people don't ride mass transit is because it is not efficient and it will never replace the independence of the automobile.

Transit: local bus improvements; rapid streetcar; bus rapid transit; light rail

#	Response Date	Response Text
13	Oct 26, 2011 7:48 PM	Light rail should utilize the freeway right-of-way on structures. It should not consume precious space on Barbur.
14	Oct 26, 2011 2:40 PM	all the above
15	Oct 26, 2011 10:31 AM	BRT or LRT. I think streetcar technology operated at higher speeds with fewer stops (e.g. Geneva) might also be viable.
16	Oct 26, 2011 7:52 AM	light rail seems like the most promising solution, provided that the number of riders could be increased enough to make the cost feasible for commuters
17	Oct 25, 2011 11:39 AM	Light rail is needed along with jitney type bus service to get you from the neighborhood to Barbur to use the light rail. We have poor to non-existing intra-neighborhood bus service; this is needed if we are expected to use light rail for the longer trips.
18	Oct 25, 2011 11:08 AM	I would love to see light rail be a part of Barbur Blvd.
19	Oct 25, 2011 9:01 AM	Car pooling
20	Oct 24, 2011 9:59 PM	Light rail to Sherwood should be developed as rapidly as possible. Rapid streetcar feeder lines for light rail should be developed wherever terrain permits.
21	Oct 24, 2011 6:35 PM	See above comment on local collector bus lines. Nice buses on dedicated busways would be much better and cheaper than light rail. BART is so much better designed than MAX.
22	Oct 24, 2011 3:40 PM	all of the above
23	Oct 24, 2011 3:02 PM	Start to build transit ridership in the corridor now by improving transit stops, access to them via sidewalks and safer crossings, better illumination, many bus stops don't yet have an ID # on the signs to call for the expected arrival - Barbur Transit Center needs a real time arrival display and restoration of service for nearby lines that don't stop within the transit center.
24	Oct 24, 2011 2:59 PM	We need more frequent buses to PCC Sylvania. Light rail out this way would be amazing!
25	Oct 24, 2011 2:38 PM	Turn Barbur Transit center into an actual transit center that you can walk/ bike to, increase bus service along 99W, including express service from Portland to McMinnville. Light rail from Downtown to Sherwood.
26	Oct 24, 2011 1:40 PM	Expand light rail or other rapid transit options to the SW.
27	Oct 24, 2011 1:21 PM	I am game for any of these options.

Transit: local bus improvements; rapid streetcar; bus rapid transit; light rail

#	Response Date	Response Text
28	Oct 24, 2011 1:09 PM	Southwest really could use a light rail line along the I5 Freeway and Barbur Blvd. corridor route. Keep most of the "fast car traffic" on the Freeway, so that our other Southwest major streets can better support bus and pedestrian movement.
29	Oct 24, 2011 12:34 PM	Restore full service for Bus #1 on Vermont.
30	Oct 24, 2011 12:30 PM	local bus improvements, increase their frequency where necessary, no more infrastructure changes to meet the requirements for light rail!
31	Oct 24, 2011 11:59 AM	I like the BRT idea. It looks like it would be less expensive to implement than light rail with similar results. Please have feeder buses run on weekends and evenings/late night hours.
32	Oct 24, 2011 11:36 AM	why not have streetcars. it would serve a lot more people than the street cars south of river place.
33	Oct 24, 2011 10:57 AM	local bus improvement and light rail, make sure we can get to light rail from our neighborhoods
34	Oct 24, 2011 10:43 AM	Bus Schedules are unpredictable (especially later in the day) and are an impediment to getting around on time. Light rail would be more regular and predictable and much preferred to buses. Light rail needs to go to OSHU, PCC-Sylvania and Washington Square in order to divert car traffic.
35	Oct 21, 2011 9:40 AM	Light rail ideally, bus rapid transit as a second alternative if light rail out of reach financially.
36	Oct 20, 2011 1:02 PM	Any kind of rail that runs on top of the hill would be nice, currently the closest light rail/street car comes to SW is OHSU.. which is really almost a part of downtown now. Every other quadrant of the city has access to light rail!
37	Oct 18, 2011 9:10 PM	Barbur is the relief valve for I5, and it needs relief often. Therefore, do not take a lane for any transit alternative. Rather build the transit alternative over, under or beside Barbur. Seriously consider the tunnel under OHSU and Hillsdale with elevator connections to both. Connect with Barbur at SW 13th. Do not take a travel lane off Barbur as that will flood our arterials and local streets with traffic that is not acceptable.
38	Oct 18, 2011 7:09 PM	Light Rail Light Rail Light Rail Light Rail. Also, why are we using different tracks and reducing compatibility (WES, MAX and the Streetcar are all different).
39	Oct 18, 2011 4:20 PM	I'm not sure what the best option would be: I don't have enough info on pros and cons of each option. I want to get easily from my home (SW 17th and Spring Garden) to Old Town (downtown Portland) Mon-Fri, with less than a 10 minute walk each way, and less than 20 minute bus/train/streetcar ride each way); otherwise, I'll keep driving: my time is too important (it currently takes me close to an hour to get from my house to the building where i work, via Trimet).

Transit: local bus improvements; rapid streetcar; bus rapid transit; light rail

#	Response Date	Response Text
40	Oct 18, 2011 3:49 PM	Sure. Best to share the transit lanes with cars a la streetcar, rather than removing car lanes.
41	Oct 18, 2011 12:59 PM	Better commuter transit is just part of any transportation solution.
42	Oct 17, 2011 7:07 AM	MAX along I5, 99W; and streetcar through Hillsdale/Multnomah
43	Oct 16, 2011 9:40 PM	Limit light rail to very high density areas. West and East side Max (and the other lines in Portland) seem to be delivering, although the ticket prices should be more reflective of the cost of that system. Forget the fluff of streetcars; we are in the 21st century. Mothball WES; it's underutilized, at least for now. Do not build further light rail for at least 10 years, and do not burden the CRC with light rail. A bus connection direct from Tualatin to Sherwood would be nice; right now it takes almost 2 hours thru Tigard Transit Center.
44	Oct 14, 2011 5:49 PM	Light rail or rapid street car. Improving the buses won't help because they're caught in traffic along with everyone else. Give whatever goes in its own space, physically separated from the rest of the road by concrete and metal. Drivers out here really don't respect 'bus only' painted on a lane, especially in bad traffic.
45	Oct 14, 2011 12:20 PM	rapid streetcar or light rail either would be desireable
46	Oct 14, 2011 10:59 AM	No rail. No rail. No rail. Maybe some bus iimprovements, maybe some express bus lines. But no rail. Rail is a waste of money and a hazard for bicyclists.
47	Oct 13, 2011 10:28 AM	I take the #94 express from Barbur Transit to downtown. It is a great resource but often it is packed with people standing in the aisle. Right now, I live across the street from a #12 stop but I opt to drive five minutes to the transit center since the #94 can potentially save me 15-20 minutes on my commute. Regardless, the buses share the roads with cars so congestion on Barbur impacts them just like any other car.
48	Oct 11, 2011 9:16 PM	Light rail!!
49	Oct 11, 2011 7:42 PM	Light rail or rapid street car. Needs to be faster than a bus.
50	Oct 11, 2011 6:53 PM	*More bus routes and more frequent services are nice, I'll trust that you do what makes sense. *No light rail until they make it safe for bikes.
51	Oct 11, 2011 4:01 PM	I'm a big fan of Bus Rapid Transit---I rode the Orange Line a lot in Los Angeles, and thought it was an improvement over light rail (given the lower costs). Rapid streetcar sounds like a good option for Barbur and/or Macadam.
52	Oct 11, 2011 12:59 PM	A lot of the Tri-Met system is downtown oriented. I need to travel from SW Portland to Hillsboro for work, and this is very hard to do in a reasonable time with Tri-met. Find a way to have transit that isn't blocked with traffic so it can run on time and be faster than cars.

Transit: local bus improvements; rapid streetcar; bus rapid transit; light rail

#	Response Date	Response Text
53	Oct 11, 2011 11:53 AM	I'd love to see light rail run from downtown to Wilsonville along the I5 corridor. That is my commute, I would actually use this. The WES alignment is catering to people contributing to urban sprawl, how about rewarding people who chose to live within the city of portland?
54	Oct 11, 2011 10:06 AM	Light rail would be wonderful. It would also be good to have some bus routes that don't always hub through downtown. For example, getting to Beaverton from Garden Home via bus really isn't feasible (without weird routes and transfers).
55	Oct 11, 2011 9:35 AM	this seems like a good corridor for bus rapid transit, since I think the space is too constrained for light rail.
56	Oct 11, 2011 9:30 AM	Bus rapid transit seems to be a more feasible option along this corridor than rail as it does not require major investments in new infrastructure
57	Oct 11, 2011 9:26 AM	Light rail from Multnomah Village area or Barbur.
58	Oct 11, 2011 9:02 AM	lewis and clark and OHSU each run their own transit service, team up with them and instead of having this institutions paying for their own transit combine with existing service.
59	Oct 11, 2011 3:59 AM	Light rail is a must for this area. It is the only area of the city left without a light rail connection. Barbur is a clear choice until it reaches hwy 10 and Hillsdale, then it needs to deviate and go in a direction where people actually live and play.
60	Oct 10, 2011 10:02 AM	Bus rapid transit with prioritized signalization.
61	Oct 9, 2011 1:35 PM	Automated people mover to link Portland Community College with MAX on Barber (at Barber TC?) PCC -MUST- have LRT/APM service, No Shuttle Busses!
62	Oct 8, 2011 7:55 AM	I like streetcar or light rail...not a big fan of buses.
63	Oct 7, 2011 9:25 AM	Light Rail on Barbur Blvd, make Line 94 run both ways during morning and afternoon rush hours, Streetcar up Capitol Hwy from Barbur TC to PCC Sylvania, and add trips for the morning and afternoon rush hours on Line 44 to reduce crowding.
64	Oct 5, 2011 7:27 PM	the transit option has to be faster than a car. that provides another incentive for commuters and others to use it. And it needs to be frequent (eg smaller buses, more frequent, in dedicated lane of traffic
65	Oct 5, 2011 10:23 AM	Design a light rail corridor with maximum rider usefulness, least disruption to existing heavy usage of Barbur Boulevard during rush hour and during incidents which periodically block I-5, and with absolute least taking of private residential properties. See benefits of lrt tunnel under OHSU mentioned above.
66	Oct 5, 2011 9:47 AM	Again, safety is my mantra, but bus-rapid transit and rapid streetcar--both requiring dedicated ROW's would disrupt neighborhoods as much as lightrail on, e.g., Barbur

Transit: local bus improvements; rapid streetcar; bus rapid transit; light rail

#	Response Date	Response Text
		Bld.
67	Oct 4, 2011 4:16 PM	light rail would be outstanding if a route could be found that actually served the most destinations (which is why tunnels are a great idea for OHSU/PCC
68	Oct 3, 2011 1:28 PM	I WANT MAX or a streetcar. That would be amazing, and we would all be on it - honestly, I just dont like the bus. Too crowded and slow.
69	Sep 29, 2011 1:36 PM	I'm partial to light rail but understand it's the most expensive option and the market may not be able to support the density and mixed-use required to justify it.

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Pedestrian improvements: sidewalks; safety improvements

#	Response Date	Response Text
1	Nov 7, 2011 12:19 PM	The sidewalks in Tualatin (where they exists) are great. We need to finish them in the entire area - especially on 99W into King City. Right now the path is used from the apartments on Tualatin Road to the shopping in King City. People have been killed by car traffic on that path. It needs to be improved.
2	Nov 7, 2011 11:33 AM	Flashing lights or at least more reflectors at crosswalks
3	Oct 30, 2011 5:47 PM	Off street neighborhood walkways.
4	Oct 30, 2011 4:19 PM	No suggestions. Similar to bike comment.
5	Oct 29, 2011 5:02 PM	Need all this plus trees, tress, trees and some grass. Place some benches to just soften the hardscapes, making it more people friendly.
6	Oct 28, 2011 8:49 PM	Overcrossings and better lighting systems activated by pedestrians
7	Oct 28, 2011 7:03 PM	Pedestrian improvements are coupled with biking and public transit. They need to happen together. These changes can really affect and change communities.
8	Oct 27, 2011 7:21 PM	eliminate cross walks on roads that have a 35 mph limit. In human v cars, the car always win. Make pedestrians cross at traffic lights. Motorists already have too many distractions. Traffic lights seem to get a motorists attention.
9	Oct 27, 2011 11:14 AM	sidewalks on one side (at least) for all streets that currently have double yellow center divide, starting with consisten along BHH. Get rid of SW TRails nuisance and let people walk along the paved current roads with sidewalks
10	Oct 27, 2011 6:11 AM	Do not destroy the integrity of a neighborhood for the misguided idea that offering sidewalks and bike lanes for people who do not live there. Those who live elsewhere should not be making decisions for those who will have to live with having their neighborhood destroyed. SW Portland have unique landscaping and it should not be destroyed so that a bike rider from somewhere else can whiz through my neighborhood.
11	Oct 26, 2011 2:40 PM	access to schools !!!
12	Oct 26, 2011 10:31 AM	More crosswalk enforcement and better lighting.
13	Oct 26, 2011 7:52 AM	It's been unclear to me whether pedestrian cross-walks promise safety that they do not always deliver.
14	Oct 25, 2011 11:39 AM	Sidewalks, sidewalks, sidewalks, we need sidewalks from the adjacent neighborhoods to Barbur Blvd. We have a third world street system in southwest

Pedestrian improvements: sidewalks; safety improvements

#	Response Date	Response Text
		Portland and any plan within this corridor MUST address the deficiency of sidewalks connecting the adjacent streets to corridor.
15	Oct 25, 2011 11:08 AM	Sidewalks are a must. Crosswalks clearly marked on the pavement is also greatly needed on Barbur.
16	Oct 25, 2011 9:01 AM	Education on how to be a safe pedestrian. Start by reinforcing this in our schools.
17	Oct 24, 2011 9:59 PM	We need many more sidewalks, safety islands, marked crosswalks, and signalized intersections.
18	Oct 24, 2011 6:35 PM	Use a single wide walkway for both sidewalks and bike lanes, as there are rarely both in the same location at the same time.
19	Oct 24, 2011 3:40 PM	take into account ways to slow traffic at major upcoming pedestrian crossings: yield signs almost useless sometimes
20	Oct 24, 2011 3:02 PM	Frequent safe crossings, more median safety islands with rapid flashing beacons, complete the sidewalk gaps, use LPI's (leading pedestrian intervals at major signalized intersections). Don't let commercial redevelopment occur without providing pedestrian, bicycle and transit improvements!
21	Oct 24, 2011 2:59 PM	Please make the paths continuous! Even though there is sidewalk at Capitol and Barbur, it still doesn't "feel" safe! Please make safe!
22	Oct 24, 2011 2:38 PM	SIDEWALKS!!!! and sidewalks that actually connect to each other rather than the sidewalks and crosswalks that lead to nowhere or shuttle you into the street. also CROSSWALKS so people can actually walk across Barbur safely to get from Northbound to Southbound bus routes- we definitely need one at SW Alice St and Barbur.
23	Oct 24, 2011 1:40 PM	Greatly increase the miles of sidewalks, safe pedestrian crossings, and trails/travel corridors.
24	Oct 24, 2011 1:09 PM	Yes!! Sidewalks along all major transit streets and into the surrounding neighborhoods. This will most likely be developed over time via phased construction. It has always appeared very strange that SW Portland pays much higher taxes and has a much lower level of street improvements than our lower paying neighbors in N, NE, and SE Portland. My only conclusion is that their side of the city, except for downtown, got started earlier building the street improvements when costs were much lower.
25	Oct 24, 2011 12:34 PM	SW is not pedestrian friendly. It is mostly dangerous to walk the busy streets. Just getting to a bustop is a challenge. Sidewalks, please...on Barbur, Vermont, Capitol Highway, 45th Ave, 3th Ave, Multnomah Blvd,Beaverton-Hillsdale Highway etc, etc. More traffic signals, crosswalks on B-H Hwy and Barbur Blvd..

Pedestrian improvements: sidewalks; safety improvements

#	Response Date	Response Text
26	Oct 24, 2011 12:30 PM	Sidewalks every where, same argument as the bike lanes, it promotes local community transit!
27	Oct 24, 2011 11:59 AM	If nothing else, improved shoulders for pedestrians. Give out safety vests (not blinky lights) for visibility. Cars can't stop for pedestrians if they can't see them.
28	Oct 24, 2011 11:36 AM	no brainer. people want to walk but the infrastructure discourages it
29	Oct 24, 2011 10:57 AM	Fill in missing links, improve crossings
30	Oct 24, 2011 10:43 AM	Where does one begin! Sidewalks are needed all over the Corridor. \$50 Million would be needed to even make a dent in the need!
31	Oct 21, 2011 9:40 AM	Sidewalks should be implemented within a 3 to 5 block area parallel to Pacific Hwy. thus allowing easy pedestrian access to focal points of stops.
32	Oct 20, 2011 1:02 PM	SIDEWALKS!!
33	Oct 19, 2011 11:27 AM	More sidewalks needed for sure.
34	Oct 18, 2011 9:10 PM	Do the crossings called for in the Barbur Streetscape plan of 1999. Do the other sidewalk improvements as well as putting sidewalks along Barbur. Make the key connectors, Red Electric, Capitol Hwy, Terwilliger, Multnomah, Spring Garden, 19th, et al good places to walk. That means give them sidewalks and slow down the traffic on all of them.
35	Oct 18, 2011 7:09 PM	Sidewalks...why are there no sidewalks in my neighborhood? I live one block from St. Claire Church's school, and Capitol Hill. I heard sidewalks are coming to Spring Garden...it is unbelievable that it took this long. Still, my street needs sidewalks. I see literally hundreds of kids walk past my house every day, with no sidewalks!
36	Oct 18, 2011 4:20 PM	Complete sidewalks without poles in the middle of them, allowing strollers, wheelchairs, and pedestrians to walk around their neighborhoods, to the buses, to the grocery stores, parks, businesses, etc. This is ESSENTIAL. Also, needs to be a pedestrian crossing across Barbur near SW 19th and Spring Garden
37	Oct 18, 2011 3:49 PM	Of course sidewalks. Or course crosswalks. Of course put ground-level retail adjacent to the stops so that the stops are safer. Ideally, every transit stop has a shop or restaurant with a phone and bathroom close by.
38	Oct 18, 2011 12:59 PM	99W needs more sidewalks, but until you build a new bypass with an I5 connection from Sherwood to reduce traffic there will still be a safety problem and less pedestrian usage which hurts the Tigard community.
39	Oct 17, 2011 7:07 AM	more sidewalks and pedestrian corridors--creatively connect through and across challenging terrain and streetscapes

Pedestrian improvements: sidewalks; safety improvements

#	Response Date	Response Text
40	Oct 16, 2011 9:40 PM	no comments
41	Oct 14, 2011 5:49 PM	Sidewalks all along, without starting and stopping like it does now.
42	Oct 14, 2011 12:20 PM	pedestrian needs should be provided for
43	Oct 14, 2011 10:59 AM	Sidewalks, please.
44	Oct 13, 2011 10:28 AM	Sidewalks, sidewalks, sidewalks. As I mentioned before, there are too few pedestrian-safe crossings areas so that people can get to the bus stop or stores/offices on foot.
45	Oct 11, 2011 9:16 PM	Safer crossing. Better separation from traffic - it is not a pleasant place to walk.
46	Oct 11, 2011 7:42 PM	Slow down car traffic, continuous sidewalks, safe crosswalks.
47	Oct 11, 2011 6:53 PM	*Sidewalks are good. *Aggressively target speeders and those that do not yield to Pedestrians. *Get Spring Garden under control. There are kids at the school and day care. *Reduce the speed limits on all roads.
48	Oct 11, 2011 6:30 PM	Sidewalks are a necessity.
49	Oct 11, 2011 4:01 PM	As mentioned, my friend was killed on Barbur...while improvements are coming at that "crosswalk" (an essentially unmarked crosswalk through 5-6 lanes of 45 MPH+ or so traffic is bizarre; not that far removed from 84's lanes and speed. Would you walk across that?). A lot of people in this area would probably be more encouraged to take the bus if it wasn't so suicidal to try and get to and from the bus stop.
50	Oct 11, 2011 11:59 AM	A protected bike lane on both sides of Barbur would buffer pedestrians.
51	Oct 11, 2011 11:53 AM	Sidewalks or graded dirt trails on Taylor's ferry between Terwilliger and SW 26th. Only one side is needed, but it must be continuous so it is safe for me and my family to walk in my neighborhood.
52	Oct 11, 2011 9:35 AM	the most urgent need is safer crossings to the Rasmussen apartments
53	Oct 11, 2011 9:30 AM	Curbs and sidewalks
54	Oct 11, 2011 9:26 AM	More sidewalks in SW (Multnomah Blvd, 45th, etc)
55	Oct 11, 2011 9:02 AM	pedestrian islands
56	Oct 11, 2011 3:59 AM	More sidewalks and bike lanes are always welcomed.
57	Oct 10, 2011 10:02 AM	HAWK signals, trails, crosswalk improvements, trees, buffers between people and cars.

Pedestrian improvements: sidewalks; safety improvements

#	Response Date	Response Text
58	Oct 9, 2011 1:35 PM	pedestrian overcrossings (over I-5, also high volume parts of Barber) where facilitated by terrain.
59	Oct 8, 2011 7:55 AM	Definitely need more sidewalks. Especially on the stretch of SW 30th between Beaverton Hillsdale and Vermont.
60	Oct 7, 2011 9:25 AM	Improve the intersection of Barbur Blvd and Capitol Hwy.
61	Oct 5, 2011 9:47 AM	Walking on so many of our main streets is like playing Russian roulette for children and the able bodied. It's impossible for those who use walkers, wheel-chairs or crutches/canes. Please build more pedestrian friendly paths--they don't have to be million dollars per mile Cadillac paths--just safe for people.
62	Oct 4, 2011 4:16 PM	Many stretches of Barbur are dangerously without pedestrian improvements
63	Oct 3, 2011 1:28 PM	Sidewalks around hillsdale and multnomah village. Especially along Troy and Capitol Hill- there are alot of peds walking to the village, especially at night for dinner, and on weekends, as well as runners. A sidewalk along capitol hill and troy would link the barbur corridor to M village and the sidewalks on bertha heading to hillsdale (lots of folks that live across on the east side of barbur walk to the village and custer park)
64	Oct 3, 2011 12:08 PM	Yes, and...ensure that the design is friendly, attractive, and caters to all.
65	Sep 29, 2011 1:36 PM	Both. And more trees, landscaping, vegetated islands, etc. to increase the tree canopy and green-ness of the corridor.

Appendix F: Comments, questionnaire and emails

Letters

E-mails

Questionnaire

Sunday 30 Oct 2011

John W. Broome, F.A.I.A.

Metro!

Thank you for the opportunity to complete this questionnaire. We have had house guests from Berkeley, CA, but I hope my response will reach you in time.

I am very much interested in area-wide, intercity transportation ~~issues~~ but my timing was bad in this case. Living in Norway for 2 1/2 years taught me a lot about public transportation that I wish we had here in the Portland area and elsewhere in the USA.

Thank you for trying!

Jack Broome

From: Fred Pfaffle [fred@productscorp.com]
Sent: Monday, October 24, 2011 4:37 PM
To: Clifford Higgins
Subject: RE: Metro invites your comments on the SW Corridor Plan Update

Hello Clifford,

We are grateful for you and your colleague's efforts.
Some observations from the trenches:

As Portland natives, Marcy and I have been in the area for over fifty years. Portland is a wonderful place.

We live within a block from Wilson High School. From there Mary Rieke Elementary School, the Hillsdale/WHS Community Swimming Pool, the Hillsdale Farmer's Market, The Hillsdale Shopping Center and the Hillsdale Library.

SW Chestnut Street, SW Burlingame Av., SW 7th and SW 5th are all streets used by many, many school children including those on wheel chairs and in strollers..

IT IS SHAMEFUL AND INEXCUSABLE THIS IS NOT SAFE ROUTE TO SCHOOL SHOWPIECE.

In the past 15 years there have been at least six very serious accidents on Chestnut Street. No deaths yet but it is only a matter of time. The last incident July 3rd.

I have collected nearly 200 signatures from neighbors begging for sidewalks, crosswalks, less through traffic, slower speeds and other traffic calming devices.

We are in a particular location that lends itself to giving some needed favor to pedestrians over cars.

School children and pedestrians in the neighborhood have had their safety compromised while the Terwilliger Bridge, the Barbur Shops, Fred Meyer, Farmer's Market all accommodate more drivers trying to get from A to B as quickly as they can.

I want to invite you and your colleagues to walk from Barbur Blvd up Terwilliger up 5th the up Chestnut St and then tell me if you think this is a Safe Route to School.

This is a very serious problem in terms of safety and needs a plan addressed before a preventable fatality happens.

Like the lyrics, "All we are saying is give pedestrians a chance."

Hoping to hear from you soon.

Best personal regards,

Fred and Marcy Pfaffle
6726 SW Burlingame Av
Portland, Oregon 97219
Phone: 503-244-0701
Cell: 503-805-3798
Fax: 503-244-0589

From: swtrail1@googlegroups.com [mailto:swtrail1@googlegroups.com] **On Behalf Of** Don Baack
Sent: Monday, October 24, 2011 12:01 PM
To: Baack Don
Subject: Metro invites your comments on the SW Corridor Plan Update

This is your chance to comment on the scope of the SW Corridor Plan. DB

From: Clifford Higgins [mailto:Clifford.Higgins@oregonmetro.gov]
Sent: Tuesday, October 18, 2011 12:47 PM
To: Clifford Higgins
Subject: Southwest Corridor Plan update: Online survey, events, connect

Southwest Corridor Plan update

Survey available through Oct. 28

If you haven't had a chance to visit us at an event or take the survey to help determine the scope of the Southwest Corridor Plan, there's still time.

Through Oct. 28, project partners are asking you to tell us what you value about your community, challenges and opportunities you see in the corridor and your vision for the future. Along with a potential high capacity transit investment (light rail, rapid streetcar, commuter rail or bus rapid transit), the plan will look at what other transportation investments might help connect and support the communities of the Southwest corridor, so we need your ideas for pedestrian, bicycle and roadway mobility. Finally, help decision-makers know what is important to you and where we should focus our resources, choose from things like parks, natural areas and trails, stormwater management, jobs and economic development, and public health. Take the survey at <http://www.swcorridorplan.org>.

Events a success

Many residents, business owners and service providers have come to the open house and booths at farmers' markets and community events to offer their thoughts on what should be included for consideration in the Southwest Corridor Plan.

More than 75 people from throughout the corridor came to the open house to learn about the plan as well as the Tigard HCT Land Use and Barbur Concept plans, which are components of the Southwest Corridor Plan. Project partners at the booths have averaged about 25 conversations with residents, taking comments and getting the word out about the plan.

Connect

Visit our **website** for more information about the plan: <http://www.swcorridorplan.org>.

Follow our **blog** for wider-topic considerations, conversations and facts about the corridor:
<http://www.swcorridorplan.blog.com>.

Follow us on **Twitter** for quick updates and reminders of events: <http://twitter.com/#!/SWCorridor>.

Like us on **Facebook** for quick updates, announcements and photos from events:

<http://www.facebook.com/#!/pages/SWCorridor/119984011437267>.

You are receiving this email as a member of the Southwest Corridor Plan interested persons list. If you would like to be removed from this list, please email clifford.higgins@oregonmetro.gov.

The Southwest Corridor Plan is a partnership between the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City and Lake Oswego, Multnomah and Washington counties, ODOT, TriMet and Metro.

Clifford Higgins

Public involvement specialist

Metro

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1745

www.oregonmetro.gov

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Don Baack

6495 SW Burlingame Place

Portland OR 97239

503 246 2088

baack@q.com

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You received this message because you are subscribed to the Google Groups "SWTrail1" group.

To post to this group, send email to swtrail1@googlegroups.com.

To unsubscribe from this group, send email to swtrail1+unsubscribe@googlegroups.com.

For more options, visit this group at <http://groups.google.com/group/swtrail1?hl=en>.

From: Trans System Accounts
Sent: Wednesday, October 26, 2011 2:57 PM
To: Clifford Higgins
Subject: FW: Input on the Southwest Corridor Plan

Cliff,

Below is a comment on the SW Corridor Plan.

Susan

-----Original Message-----

From: Milt Jones [<mailto:mjones@miltjones.com>]
Sent: Wednesday, October 26, 2011 10:41 AM
To: Trans System Accounts
Subject: Input on the Southwest Corridor Plan

Briefly:

Make this plan work to take traffic loads off Terwilliger Parkway and reduce/prevent "cut-through" traffic going through Marquam Hill residential neighborhoods to the OHSU and Veterans Hospital complexes at the top of the hill.

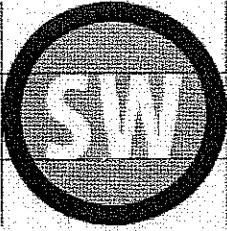
Terwilliger has become an arterial alternative to using Barbur Boulevard. This has required installation of roadside barriers, safety reflectors and marked pedestrian crossings on Terwilliger. Return Terwilliger to a "parkway" with low enough traffic volume so such things are unnecessary.

"Cut-through" traffic in the residential neighborhoods on Marquam Hill has also become increasing worse over time. It needs to be reduced/prevented.

The Southwest Corridor Plan should be designed to reduce automobile traffic on Marquam Hill. It should definitely avoid creating a situation where further increased traffic loads on the hill are inadvertently encouraged or facilitated.

Thank you,

MTJ



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Plan scope questionnaire

Sept. 28 to Oct. 28, 2011

(~~Oct to~~ extend to 11/1)

Help determine the focus and scope of the Southwest Corridor Plan. Tell the project partners what you value about your community, challenges and opportunities you see in the corridor and your vision for the future.

Thank you for your participation.

Name John W. Broome

Address PO Box 236

Phone 503-692-4006

City, State, ZIP Tualatin, OR, 97062

Email none

Yes, please add me to the plan's email/ mailing list.
I have no E-Mail but would be willing to pay the postage to be on your list.

Share your thoughts on the corridor

The plan partners are trying to understand people's vision and values for the corridor and where they see opportunities and challenges that might be addressed by this process. Below are samples of what others have said, followed by a chance to add your thoughts.

Vision

"It sounds like a theme is going smarter instead of bigger. Instead of expanding out, going and doing smarter with transit."

"I'd like to see more local businesses. Like food carts, locally owned shops, small groceries."

What is your vision? *I would like to see more parks & open space & street trees. Quieter vehicles, Less need Police Sirens & compression brakes, i.e. quieter. Tualatin and encouragement of walking over driving instead of vice-versa! More trees in parking lots, incites and park and ride lots. More small stores that encourage people to talk to each other. More smaller schools. Small schools are more friendly and cheaper to build. There are staffing costs involved here, but a better education will result. There are too many organized sports and other activities for kids. They need to use their brains to think up ways to spend their time. They should not be organized by ADULTS for every hour of their lives.*

What you value

"I value my neighborhood because there are huge trees right on the street. The yards are big."

"I've always liked it and felt safe. I like taking advantage of the parks. I can avoid the freeways by taking Barbur."

What do you value? *I need to start by saying that I am 80 years old and lived almost 3 years in Oslo, Norway; so my opinions are influenced by those circumstances and therefore very likely don't agree with most Americans. I value street trees, wide sidewalks that encourage walking! High vehicle use produce more and more pollution until some time in the future we have electric cars & smaller cars. Street trees clean the air, provide shade, slow water runoff, provide wildlife habitat and beautify our urban areas. Performance (mixed use) zoning will reduce driving time and the need for more and more cars, more streets, more police et etc. (street lights, street signs, accidents etc)*

Opportunities

"Taylors Ferry and Barbur should have a turn lane. The bike lane is great but... it needs to be truly marked. It's a poor intersection." *Our wide travel lanes speed traffic, cost more & take more maintenance*

"Less access roads. [Barbur] just seems like it's kind of a freeway..." *This is a pro/con situation. More access will slow traffic (on Beeson Ferry) and increase vehicular use of Barbur*

What are other opportunities?

Bluh. Plan and construct more light rail and trolley lines. Carrying capacity of a rail line can be increased much easier than on a highway, with little or no increase of noise or any other pollution. We should try to use more electricity as a power source.

Challenges

"It's hard to have really straight thoroughfares like the eastside does" *These streets foster speeding!*

"On 99 in Tigard lots of times where the bus stops. It's like they're stopping traffic." *Smaller mini buses take less space, peddle less, are quieter etc.*

What are other challenges?

Promote use of trolleys, & light rail. We have huge buses due to the strong influence of the automobile and oil lobbies! Many money saving trolley lines have been torn up due to short-sighted planning & NO planning!

Transportation alternatives

The plan partners are trying to define all transportation alternatives that will be considered for the Southwest corridor. Below are some ideas that will be considered, followed by a chance to add your ideas.

Roadway: carpool lanes, with or without tolls; technology that helps make the most of our existing conditions *The more roads we expand or build, the more cars will use them and nothing will be gained i.e. Tualatin-Sherwood road.*

Bikeway: bike trails; safety improvements *Provide more driver education about bike travel. (No noise, no pollution much fewer fatal accidents etc etc.*

Transit: local bus improvements; rapid streetcar; bus rapid transit; light rail *electric
More education, information etc needed!!*

Pedestrian improvements: sidewalks; safety improvements *Start to build a constituency for walking. Most (if not all) urban planning deals with more street rights of way with very little time or money spent on pedestrian transportation, i.e. to start so kids can walk to school.*

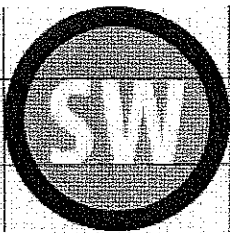
What is important to you? *This question is no where large enough frame to really answer this question!!*

Although transportation is important, it takes more than transportation to make a great place. The plan partners are including multiple strategies in the Southwest Corridor Plan – things that go beyond transportation improvements. **With three checkmarks**, tell us which topics are most important to you.

- Jobs and economic development
- Housing choices
- Parks, trails and natural areas
- Safety and security
- Public health
- Water and air quality and watershed health
- Commercial development and redevelopment

NOTE
★ Performance Zoning is almost never considered or tried. It would solve a lot of urban planning problems but our present form of isolation zoning took years to sell to Americans. When you think about it, our present zoning requires people to use their car to shop, work, or do almost everything. No wonder we have a traffic problem! JWB

Good local business closes business bank before dawn
Another 40 people went to Mexico or extension
to America



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Plan scope questionnaire Sept. 28 to Oct. 28, 2011

Help determine the focus and scope of the Southwest Corridor Plan. Tell the project partners what you value about your community, challenges and opportunities you see in the corridor and your vision for the future.

Thank you for your participation.

Name ^{Kathy} ~~Kathy~~ Newcomb Address ⁹⁷⁰⁶² 17515 SW Cheymore Way ~~Trid~~

Phone 503 692 5227 after 10 am City, State, ZIP Tualatin OR 97062

Email ^{Kathy.newc@aol.com} ~~Please US mail - overloaded~~ Yes, please add me to the plan's email/ mailing list.

Share your thoughts on the corridor

The plan partners are trying to understand people's vision and values for the corridor and where they see opportunities and challenges that might be addressed by this process. Below are samples of what others have said, followed by a chance to add your thoughts.

Vision : traffic studies with real origin & destination work!

"It sounds like a theme is going smarter instead of bigger. Instead of expanding out, going and doing smarter with transit." agree

"I'd like to see more local businesses. Like food carts, locally owned shops, small groceries."

What is your vision? No more emphasis on widening roads in Tualatin. No more Bridges or roads over our parks for trucks & development! No more traffic added to / pushed to Tualatin / Sherwood Rd. Much more transit, Park N Ride on 124th near 99th - - URGENTLY NEEDED

What you value Land about \$ 300 000 for one plot.
"I value my neighborhood because there are huge trees right on the street. The yards are big."

"I've always liked it and felt safe. I like taking advantage of the parks. I can avoid the freeways by taking Barbur."

What do you value? Peaceful local streets, PROTECTING our parks by a recent Charter Amendment! (March 2011) Citizen Involvement - which we have not had for the last several years! Newly-started up a year ago; now being formalized

Mail to: Southwest Corridor Plan | Metro | 600 NE Grand Ave. | Portland, OR 97232

Not just traffic counts!! (Origin & Destination please)

Opportunities

"Taylors Ferry and Barbur should have a turn lane. The bike lane is great but... it needs to be truly marked. It's a poor intersection."

"Less access roads. [Barbur] just seems like it's kind of a freeway..."

What are other opportunities?

Final Note: I believe adding, widening roads results in MORE CARS. Right?
Tual. / Park & Ride urgently needed on 99W. There is no all day parking near the 99W bases for Tualatin (Our Park & Ride at 1-5 near Bridgeport is one of the top ones -- even doubled in size.)

Challenges

"It's hard to have really straight thoroughfares like the eastside does"

"On 99 in Tigard lots of times where the bus stops. It's like they're stopping traffic."

What are other challenges?

(available)
We have no grid available. Just a few "farm to market" main streets in Tualatin. Wilsonville bowed out of Tri Met; their trans. (for jobs etc.) is way better than ours. Maybe we should also? No E-W transit here yet.

Transportation alternatives

The plan partners are trying to define all transportation alternatives that will be considered for the Southwest corridor. Below are some ideas that will be considered, followed by a chance to add your ideas.

Roadway: carpool lanes, with or without tolls; technology that helps make the most of our existing conditions

Park & Ride for Tualatin on 99W needed. (on 124th)

Bikeway: bike trails; safety improvements

Support. But not good for students on main streets same thing?

Transit: local bus improvements; rapid streetcar; bus rapid transit; light rail; "express bus"?

There is no bus transit circling inside Tualatin. Needed.

Pedestrian improvements: sidewalks; safety improvements

More needed. Non-existent in part of North Tualatin.

What is important to you?

except on Tualatin Rd. & some East areas.

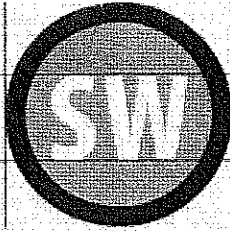
Although transportation is important, it takes more than transportation to make a great place. The plan partners are including multiple strategies in the Southwest Corridor Plan – things that go beyond transportation improvements. **With three checkmarks**, tell us which topics are most important to you.

- Jobs and economic development
- Housing choices
- Parks, trails and natural areas
- Safety and security
- Public health
- Water and air quality and watershed health
- Commercial development and redevelopment

not more; better. More bank loans available. Less jobs lost to foreign countries.

P.S. 15/99W was a \$4-million disaster ending in Feb. 2009!

(Details available.) Mostly paid by ODOT; about \$80,000 I think from Metro.



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Plan scope questionnaire Sept. 28 to Oct. 28, 2011

Help determine the focus and scope of the Southwest Corridor Plan. Tell the project partners what you value about your community, challenges and opportunities you see in the corridor and your vision for the future.

Thank you for your participation.

Name Marilyn Godfrey Address _____

Phone _____ City, State, ZIP Newberg OR

Email _____ Yes, please add me to the plan's email/ mailing list.

Share your thoughts on the corridor

The plan partners are trying to understand people's vision and values for the corridor and where they see opportunities and challenges that might be addressed by this process. Below are samples of what others have said, followed by a chance to add your thoughts.

Vision

"It sounds like a theme is going smarter instead of bigger. Instead of expanding out, going and doing smarter with transit."

"I'd like to see more local businesses. Like food carts, locally owned shops, small groceries."

What is your vision? *Better mass transit from Yamhill co to Portland.*

What you value

"I value my neighborhood because there are huge trees right on the street. The yards are big."

"I've always liked it and felt safe. I like taking advantage of the parks. I can avoid the freeways by taking Barbur."

What do you value?
Farmland + natural areas + parks

Opportunities

"Taylors Ferry and Barbur should have a turn lane. The bike lane is great but... it needs to be truly marked. It's a poor intersection."

"Less access roads. [Barbur] just seems like it's kind of a freeway..."

What are other opportunities?

More bike lanes on roads that have only 6" shoulder.
More rails to trails bikeways

Challenges

"It's hard to have really straight thoroughfares like the eastside does"

"On 99 in Tigard lots of times where the bus stops. It's like they're stopping traffic."

What are other challenges?

Transportation alternatives

The plan partners are trying to define all transportation alternatives that will be considered for the Southwest corridor. Below are some ideas that will be considered, followed by a chance to add your ideas.

Roadway: carpool lanes, with or without tolls; technology that helps make the most of our existing conditions

Bikeway: bike trails; safety improvements

Transit: local bus improvements; rapid streetcar; bus rapid transit; light rail

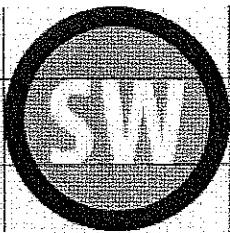
Pedestrian improvements: sidewalks; safety improvements

What is important to you?

Although transportation is important, it takes more than transportation to make a great place. The plan partners are including multiple strategies in the Southwest Corridor Plan – things that go beyond transportation improvements. **With three checkmarks**, tell us which topics are most important to you.

- Jobs and economic development
- Housing choices
- Parks, trails and natural areas
- Safety and security
- Public health
- Water and air quality and watershed health
- Commercial development and redevelopment

Good local business closes business bank before dawn
Another 40 people went to Mexico or extension
to America



GREAT PLACES

Corridor

Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City • Lake Oswego
Multnomah County • Washington County
ODOT • TriMet • Metro

Plan scope questionnaire Sept. 28 to Oct. 28, 2011

Help determine the focus and scope of the Southwest Corridor Plan. Tell the project partners what you value about your community, challenges and opportunities you see in the corridor and your vision for the future.

Thank you for your participation.

Name ^{Kathy} ~~Kathy~~ Newcomb Address ⁹⁷⁰⁶² 17515 SW Cheymore Way ~~Trid~~

Phone 503 692 5227 after 10 am City, State, ZIP Tualatin OR 97062

Email ^{Kathy.newc@aol.com} ~~Please US mail - overloaded~~ Yes, please add me to the plan's email/ mailing list.

Share your thoughts on the corridor

The plan partners are trying to understand people's vision and values for the corridor and where they see opportunities and challenges that might be addressed by this process. Below are samples of what others have said, followed by a chance to add your thoughts.

Vision : Traffic studies with real origin & destination work!

"It sounds like a theme is going smarter instead of bigger. Instead of expanding out, going and doing smarter with transit." Agree.

"I'd like to see more local businesses. Like food carts, locally owned shops, small groceries."

What is your vision? No more emphasis on widening roads in Tualatin. No more Bridges or roads over our parks for trucks & development! No more traffic added to / pushed to Tualatin / Sherwood Rd. Much more transit, Park N Ride on 124th near 99th - - URGENTLY NEEDED

What you value Land about \$ 300 000 for one plot.
"I value my neighborhood because there are huge trees right on the street. The yards are big."

"I've always liked it and felt safe. I like taking advantage of the parks. I can avoid the freeways by taking Barbur."

What do you value? Peaceful local streets, ~~Protecting~~ ^{PROTECTING} our parks by a recent Charter Amendment! (March 2011) Citizen Involvement - which we have not had for the last several years! Newly-started up a year ago; now being formalized

Mail to: Southwest Corridor Plan | Metro | 600 NE Grand Ave. | Portland, OR 97232

Not just traffic counts!! (Origin & Destination please)

Opportunities

"Taylors Ferry and Barbur should have a turn lane. The bike lane is great but... it needs to be truly marked. It's a poor intersection."

"Less access roads. [Barbur] just seems like it's kind of a freeway..."

What are other opportunities?

Final Note: I believe adding, widening roads results in more cars. Right?
Qual. / Parks & Ride urgently needed on 99W. There is no all day parking near the 99W bases for Tualatin (Our Park & Ride at 1-5 near Bridgeport is one of the top ones -- even doubled in size.)

Challenges

"It's hard to have really straight thoroughfares like the eastside does"

"On 99 in Tigard lots of times where the bus stops. It's like they're stopping traffic."

What are other challenges?

We have no grid available. Just a few "farm to market" main streets in Tualatin. Wilsonville bowed out of Tri Met; their trans. (for jobs etc.) is way better than ours. Maybe we should also? No E-W transit here yet.

Transportation alternatives

The plan partners are trying to define all transportation alternatives that will be considered for the Southwest corridor. Below are some ideas that will be considered, followed by a chance to add your ideas.

Roadway: carpool lanes, with or without tolls; technology that helps make the most of our existing conditions

Park & Ride for Tualatin on 99W needed. (on 124th)

Bikeway: bike trails; safety improvements

Support. But not good for students on main streets.

Transit: local bus improvements; rapid streetcar; bus rapid transit; light rail; "express bus"?

There is no bus transit circling inside Tualatin. Needed.

Pedestrian improvements: sidewalks; safety improvements

More needed. Non-existent in part of North Tualatin.

What is important to you?

except on Tualatin Rd. & some East areas.

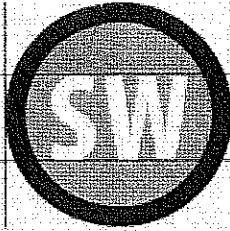
Although transportation is important, it takes more than transportation to make a great place. The plan partners are including multiple strategies in the Southwest Corridor Plan – things that go beyond transportation improvements. **With three checkmarks**, tell us which topics are most important to you.

- Jobs and economic development
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- Safety and security
- Public health
- Water and air quality and watershed health
- Commercial development and redevelopment

not more; better. More bank loans available. Less jobs lost to foreign countries.

P.S. 15/99W was a \$4-million disaster ending in Feb, 2009!

(Details available.) Mostly paid by ODOT; about \$80,000 I think from Metro.



G R E A T P L A C E S

Corridor

Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City • Lake Oswego
Multnomah County • Washington County
ODOT • TriMet • Metro

Plan scope questionnaire

Sept. 28 to Oct. 28, 2011

Help determine the focus and scope of the Southwest Corridor Plan. Tell the project partners what you value about your community, challenges and opportunities you see in the corridor and your vision for the future.

Thank you for your participation.

Name Marilyn Godfrey Address _____

Phone _____ City, State, ZIP Newberg OR

Email _____ Yes, please add me to the plan's email/ mailing list.

Share your thoughts on the corridor

The plan partners are trying to understand people's vision and values for the corridor and where they see opportunities and challenges that might be addressed by this process. Below are samples of what others have said, followed by a chance to add your thoughts.

Vision

"It sounds like a theme is going smarter instead of bigger. Instead of expanding out, going and doing smarter with transit."

"I'd like to see more local businesses. Like food carts, locally owned shops, small groceries."

What is your vision? *Better mass transit from Yamhill co to Portland.*

What you value

"I value my neighborhood because there are huge trees right on the street. The yards are big."

"I've always liked it and felt safe. I like taking advantage of the parks. I can avoid the freeways by taking Barbur."

What do you value?
Farmland + natural areas + parks

Opportunities

"Taylors Ferry and Barbur should have a turn lane. The bike lane is great but... it needs to be truly marked. It's a poor intersection."

"Less access roads. [Barbur] just seems like it's kind of a freeway..."

What are other opportunities?

More bike lanes on roads that have only 6" shoulder.
More rails to trails bikeways

Challenges

"It's hard to have really straight thoroughfares like the eastside does"

"On 99 in Tigard lots of times where the bus stops. It's like they're stopping traffic."

What are other challenges?

Transportation alternatives

The plan partners are trying to define all transportation alternatives that will be considered for the Southwest corridor. Below are some ideas that will be considered, followed by a chance to add your ideas.

Roadway: carpool lanes, with or without tolls; technology that helps make the most of our existing conditions

Bikeway: bike trails; safety improvements

Transit: local bus improvements; rapid streetcar; bus rapid transit; light rail

Pedestrian improvements: sidewalks; safety improvements

What is important to you?

Although transportation is important, it takes more than transportation to make a great place. The plan partners are including multiple strategies in the Southwest Corridor Plan – things that go beyond transportation improvements. **With three checkmarks**, tell us which topics are most important to you.

Jobs and economic development

Housing choices

Parks, trails and natural areas

Safety and security

Public health

Water and air quality and watershed health

Commercial development and redevelopment



Metro | *Making a great place*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives

Metro Council President – Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

Auditor – Suzanne Flynn

[www.oregon**metro.gov**](http://www.oregonmetro.gov)

Metro

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700

Attachment 4

Integrated Corridor Planning Lessons Learned

www.oregonmetro.gov

Integrated Corridor Planning Lessons Learned

Case studies of the successes and
challenges to integrative corridor
planning in the United States

January 2012 Draft



Metro | *Making a great place*

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and sustainable transportation and living choices for people and businesses in our region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows, supports a resilient economy, keeps nature close by and responds to a changing climate. Metro works with communities to make this treasured place a great place to live, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

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INTRODUCTION

This report offers an analysis of relevant comprehensive transit projects that are being planned, built or have been recently completed around the United States. Presented as case studies, these projects represent innovative efforts related to land use, transit-oriented development, environmental considerations and accessibility. The focus of the analyses is on various approaches to the integration of land use, transit, and the varying forms of environmental, community and political involvement and organization.

These case studies highlight key lessons to be learned; provide an introduction to the project; identify key political and stakeholders, actors and issues; planning background; and key internet links and contact information.

Analyses draw upon Robert Cervero's useful definitions of successful transit systems in *The Transit Metropolis*. These lessons include the importance of well-articulated clear visions of the future, the need for metropolitan institutions to efficiently engage in proactive planning, and the importance of strong political and planning leadership in order to develop transit solutions. Cervero writes that the details can work out in many different ways but what is important is a visionary, flexible approach that takes regional realities and priorities into account. The examples found in this review represent a spectrum of political and regional environments that demand adaptive land use, environmental and transit planning.

The case studies analyze the integrated projects through the lens of regional and federal values for quality of life. Metro's six desired outcomes for communities throughout the Portland metropolitan region were adopted by the Metro Council in 2010 as part of the region's growth management policies. The desired outcomes are:

1. **Vibrant communities:** People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. **Economic prosperity:** Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. **Safe and reliable transportation:** People have safe and reliable transportation choices that enhance their quality of life.
4. **Leadership on climate change:** The region is a leader in minimizing contributions to global warming.
5. **Clean air and water:** Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. **Equity:** The benefits and burdens of growth and change are distributed equitably.

The federal Department of Transportation, Environmental Protection Agency and the Department of Housing and Urban Development's joint memorandum on livability principles articulate federal goals for coordinated, integrative, policy and planning. The

federal principles are similar and supportive of the Metro desired outcomes. These six principles state that housing, transportation and environmental goals should:

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investment.
6. Value communities and neighborhoods.

Each case study examines what desired outcomes were communicated by the jurisdictions, planning agencies and politicians. The analysis is fit to the regional and federal goals that incorporate housing, environmental and transportation. For systems that have been built the case studies explain the unique planning and political context and determine the success of the integrated approach.

Current examples of integrative high capacity transit and land use planning incorporate various goals and planning processes; a few instruments that have been successfully integrated and utilized to support transit system development are:

- **Integrative and innovative planning procedures.** Cross-departmental, cross-jurisdictional.
- **New funding mechanisms** including tax increment financing, infrastructure banks, tax allocation districts and property tax freezes.
- Prioritized transit-oriented **zoning overlays**.
- Utilization of transit station **typologies** to direct development and to help articulate local visions for station communities.
- **Community involvement.**
- **Health Impact Assessments.**
- Incorporation of **pathways for pedestrians and bicyclists.**
- **Environmental improvements**, stormwater management, and green streets principles integrated into the projects. Incorporation of green space adjacent and accessed through the service.
- **Ballot referendums:** the voters' willingness to tax themselves specifically for the development of transit infrastructure, often at a regional scale.

CASE STUDIES

Atlanta, GA: Atlanta BeltLine

Key Features

- Atlanta's BeltLine is leveraging public investment (**Tax Increment Financing**, along with Federal Small Starts and other grants) with private philanthropy to create a radial greenway corridor, complete with a streetcar, around the city.
- The BeltLine has a comprehensive plan that **helps each neighborhood on the corridor consider parks, trails, affordable housing, schools, brownfield remediation, historic preservation, public art and transit services** in their respective redevelopment strategies.
- The project relies heavily on Tax Increment Financing (TIF) sourced from Atlanta City Council, Atlanta Public Schools and Fulton County; \$1.7b of \$2.8b project. Transit components will also rely on some federal funds for acquisition of rail ROW for eventual transit service.
- The Atlanta BeltLine was **one of the first projects to conduct a comprehensive Health Impact Assessment (HIA)** in the United States.

Project Introduction

Inspired by a Master's Thesis by Georgia Tech Graduate Student Ryan Gravel, the Atlanta Beltline is a loop of historic railroad right-of-way (ROW) that encircles downtown and midtown Atlanta, two to four miles from the central core. The project features 22 miles of "pedestrian-friendly rail" and 33 miles of trail networks, and when completed will increase Atlanta's green space by nearly 40%. The master plan includes provisions and considerations for economic development, infrastructure construction and transportation enhancement along the route, and assigns political power to local communities to plan for local neighborhood improvements near the BeltLine.

Political Context: actors and issues

Atlanta Beltline, Inc. (ABI) formed by the **Atlanta Development Authority**, is tasked with planning and executing implementation of the Atlanta BeltLine. The entity reports progress to the Atlanta City Council, Atlanta Public Schools and to Fulton County, the three taxing authorities that authorized BeltLine Tax Allocation District (TAD) in 2005.

The TAD will freeze the property tax base within the district, with funds diverted from the City of Atlanta, Fulton County and Atlanta Public Schools to redevelopment projects (namely acquisition of greenspace, land, and trails).

TAD is expected to generate \$1.7b of the \$2.8b budget, "Using future tax funds to pay for investment in the BeltLine now." Federal funds are expected to help with the ROW acquisition, transit aspects of the project, but are less than 10% of the expected 25 year cost of the project.

The **Atlanta BeltLine Partnership (ABLP)** is the nonprofit organization which solicits philanthropic donations for the project from businesses, neighborhoods, faith organizations, and other entities whose interests are innately tied to the success of the revival of these inner-city neighborhoods. ABLP has raised \$35.7m toward their goal of

\$60m private charitable donation, started in 2007. Business leaders from Cox Enterprises, Turner Broadcasting, H. J. Russell and Company and Weeks Robinson properties co-chair the campaign.

\$240m of the TAD funds will create 5600 units of affordable housing; the ABI founded the BeltLine Affordable Housing Advisory Board (BAHAB) to help coordinate implementation of the units.

Project Planning Background

The BeltLine is a thoroughly comprehensive plan that brings multiple groups together, helping each neighborhood on the route to plan for parks, trails, affordable housing, schools, brownfield remediation, historical preservation, public art and transit services in their respective communities' redevelopment. The adjacent neighborhoods to the 22-mile trail are delineated into ten subareas; each of these neighborhood zones have development nodes, concepts, and many have community land trusts and comprehensive plans for extensive rezoning and redevelopment.

The Atlanta BeltLine's plan for development of park amenities and facilities is far-reaching. In addition to the extensive network of trails that connect to nearby roads and neighborhoods, the BeltLine features several keystone parks, such as The Historic Fourth Ward Park, a thirty-acre greenspace complete with everything from a stormwater-retaining pond to a skate park. In total, the project will connect forty of Atlanta's parks with 1200 acres of new greenspace.

The Atlanta Beltline was one of the first transit projects in the US to conduct a Health Impact Assessment, which helped public officials consider issues related to public health as part of the decision making process. The report focused largely on the beneficial impacts of the provisions of safe recreation amenities and reduction of pollutants through increased usage of biking, walking and public transportation.

The Atlanta BeltLine has been particularly successful in developing active, engaged communications and relations with the public at large. The ABI has been aggressive in publicizing the completion of many of the parks, trails, and neighborhood centers that ultimately make up the project at large

The BeltLine includes workforce development initiatives. 2010 saw the graduation of the first class of the BeltLine's Greenspace Job Training, which helps local citizens find jobs in the maintenance of the BeltLine facilities. Another section of the BeltLine will subsidize housing near the facility for public safety officers under the condition that they spend time in the park facilities, thereby simultaneously providing safety and building community. These sorts of integrated, cross-sector collaborative solutions to complicated problems epitomize the project.

Contact and Additional Information

Internet links:

Official website of Atlanta BeltLine: <http://www.beltline.org/>

Health Impact Assessment of Atlanta
BeltLine: <http://smartech.gatech.edu/handle/1853/19226>

“The Country's Most Ambitious Smart Growth Project” – Kaid Benfield <http://www.theatlantic.com/life/archive/2011/07/the-countrys-most-ambitious-smart-growth-project/242549/>

Atlanta Land Trusts:
<http://www.beltline.org/Portals/26/PDF/Affordable%20Housing/Atlanta%20Land%20Trust%20Collaborative%20Summary.pdf>

Ryan Gravel's original 1999 thesis that inspired the Atlanta BeltLine
<http://smartech.gatech.edu/handle/1853/7400>

Contacts:

Andy Cotugno, Metro

Joel Schoening, Metro

Patrick Sweeney, Atlanta Streetcar Manager (former PBOT employee)

Baltimore, Maryland: Maryland Transit Administration Baltimore Red Line Project

Key Features

- In 2008 the innovative **Community Compact** was defined. A series of guiding principles and objectives for the community involvement, education, design and construction of the project. Seventy community groups and organizations signed the document.
- Strong State support through Governor O'Malley's leadership and State of Maryland programs that support transit-oriented development has moved the project ahead.
- In December 2008 Baltimore City Department of Transportation and Baltimore City Health Department issued the **Baltimore Red Line Transit Project Health Impact Assessment**. This full HIA considers the long-range health impacts and benefits the transit project will provide to residents.
- Seventeen different **Station Area Advisory Committees** have been formed; they represent the 19 proposed station areas along the line and ensure that the process is inclusive of all interested parties. The creation of the SAACs is one of the core goals of the Community Compact.

Project Introduction

The proposed MTA Baltimore Red Line is a 14-mile east-west light rail transit line. About 10 miles will be surface light rail, about four miles will be in a tunnel and almost one mile will be aerial moving over highways, ramps and a freight rail yard. Projected daily ridership in

2030 is 60,000 rides per day. The line will connect a number of housing, business, recreational and medical service centers. The Red Line will also make connections to the MARC Commuter Rail system, linking it to the greater Baltimore and Washington D.C. regions. In 2009 Governor O'Malley announced that the locally preferred alternative is a light rail alignment; heavy rail and BRT were under consideration. The LPA is projected to cost \$1.8b, the light rail will run in a tunnel through downtown, along a below grade highway right of way and along the waterfront. Still in the planning stages, the project has been granted federal approval to enter the preliminary engineering phase. Construction is estimated to begin in 2015. Operation is expected to begin in 2020-2021.

Many residents in the Red Line Corridor rely on public transit as their only means of transportation. According to the 2000 Census one-third of the people living in the corridor do not use a car to get to work. The Red Line will provide important work, service, and recreational connections to these individuals and will focus investment towards pedestrian accessible locations along the line. Future development along the line, directed through the Station Area Advisory Committees and through the Community Compact, is to be mixed-income, inclusionary, decent, safe and affordable. This goal is supported by the Baltimore City Inclusionary Housing Ordinance.

Political Context: actors and issues

The project began in 2001 when then-Secretary of Transportation John Porcari appointed the Baltimore Region Rail System Plan Advisory Committee to identify new rail lines and expansions. The Washington area Purple Line and the Baltimore Red Line were identified through this process.

Maryland Governors: The initial plans for the Red Line were championed by then-Governor Robert L. Ehrlich. Current-Governor (and former Baltimore Mayor) **Martin O'Malley** has been a strong political supporter of Red Line developments. The Red Line is supportive of the Governor's "**Smart, Green & Growing**" initiative. This initiative is the state's first comprehensive growth plan. The SGG initiative directs cities to adopt smart growth policies, grow green jobs, improve transit and revitalize communities. Through the Maryland's Next Generation of Transit approach O'Malley's administration is aggressively moving forward with the Purple Line and corridor Cities Transitway in the Washington area and the Red Line in the Baltimore region.

State of Maryland: In 2008 the State General assembly passed a law identifying Transit-Oriented Development (TOD) as a "transportation purpose." Through this law the Maryland department of Transportation can dedicate land, funding, and staff to designated TOD projects. State designated TOD projects receive tax credits, expanded tax increment financing, MDOT funds for planning and capital projects, prioritization for siting of state offices, pedestrian and bicycle technical assistance, and priority for federal funding that supports sustainable development.

Baltimore Mayors Sheila Dixon and Stephanie Rawlings-Blake: In partnership with the state-run Maryland Transit Administration, Baltimore City's Department of Transportation and other offices, the Baltimore mayors have been strong advocates for change. Mayors Dixon and Rawlings-Blake have led the way and work collaboratively to engage citizens, provide TOD opportunities, and reconnect the city.

Community Stakeholders: More than 250 community stakeholders have been meeting with Red Line planners. Open houses have been held by the Station Area Advisory Committees. The entire project is focused on gathering as much community input as possible.

Project Planning Background

After being moved ahead by the Advisory Committee in 2001, planning and environmental study began in 2003. This resulted in a number of alternatives, including a full underground light rail transit (LRT), heavy rail subway and bus rapid transit (BRT).

The **Community Compact** was an important document to ensure continued collaboration between the planning agencies and the citizens in the corridor. Initiated by Mayor Sheila Dixon, the "Mayor's Red Line Summit" gave the opportunity for community leaders, businesses, institutions and organizations to engage in a conversation about how to make the most of the Red Line Transit Project. Signed by the city, the state and leaders of 70 community organizations the Compact emphasizes the promotion of local and minority groups participation; the inclusions of green space and environmental improvements; community centered station area planning; and the mitigation of construction impact on the affected communities.

This is to be accomplished through linking work and housing destinations with connections to other transit services, access to medical and other services and through station area planning that emphasizes housing and employment options. A case study in the Compact is the Portland, OR Economic Empowerment Strategy used before the construction of the Yellow Line.

The plan seeks to make the Red Line green by taking advantage of water quality improvement opportunities, utilizing clean energy on the Red Line, increasing green space along the corridor, and through the creation of safe and accessible connections.

The community-centered station design and emphasis on community involvement are central elements to the project. Through outreach and involvement the station design and development will be community-centered. The creation of Station Area Advisory Committees fosters long-term community engagement and stewardship, builds neighborhood support, and addresses long-standing community issues through the lens of light rail development.

Transportation Outlook 2035 is the 2007 Baltimore Regional Transportation Plan. Currently, the region is developing a new long-range transportation plan known as Plan It

2035. These plans consider the Red Line light rail a regionally significant project to the Baltimore metro region.

Contact and Additional Information

Internet links:

<http://www.baltimoreredline.com/>

<http://www.gobaltimoreredline.com/>

<http://www.baltometro.org/content/view/566/401>

<http://www.green.maryland.gov/transit.html>

http://www.gobaltimoreredline.com/pdf/Community_Compact_11_4_09.pdf

<http://www.hiaguide.org/hia/baltimore-red-line-transit-project>

Contacts:

Danyell Diggs – Red Line and the Community Compact, Baltimore, MD

Terry Freeland, Baltimore Metropolitan Council Long-Range Transportation Planning, tfreeland@baltometro.org, 410-732-0500 x1028

Charlotte, NC: Charlotte Area Transit System (CATS) Lynx South Corridor

Key Features

- The planning process integrated land use and transportation planning, **focusing on transit-oriented development, station area design and compact growth** in 15 station areas.
- **Initially sold to taxpayers as a development, growth, and transportation project (in that order)**, not simply a transportation project, the South Corridor project carefully linked land use and development patterns to a new transit system. The 2025 Integrated Transit/ Land-Use Plan for Charlotte-Mecklenburg provides the policy framework for the development of the region. The Plan recommends land use changes, actions and a series of regulatory tools for implementing station area plan and promoting transit-oriented development.
- Near Uptown Charlotte a significant amount of new development has happened near transit stations. Having **TOD zoning allowed developers to explore redevelopment opportunities**.

- The region had completed or near-completion corridor plans and station area plans available before light rail construction began, allowing developers, stakeholders and the community at large to engage and envision the changes possible.
- The City of Charlotte established an **acquisition fund to purchase land near South Corridor stations**. This is to ensure the development of mixed-income, mixed-use TOD. The fund is jointly managed by Coldwell Banker Commercial, CATS, and a number of city departments.
- Charlotte established an **Affordable Housing Trust Fund** to provide public funding to private developers in exchange for affordable housing units. The City Council set aside \$10m for the fund in 2001; later the voters approved an additional \$35m. The city controls the fund, allowing flexibility to provide loans or grants. By 2007 the fund had contributed to the construction and rehabilitation of more than 2,800 units.
- The cost of building the line was \$462.7m, **partially supported by a half-cent sales tax increase**. \$107m of funding came from state money, \$213m from federal funding and the rest in local money.

Project Introduction

In 1994, after two decades of rapid auto-oriented growth, the City of Charlotte and Mecklenburg County approved the Centers and Corridors vision, a comprehensive guide for future land use and development in the region. This vision identified five major transportation corridors as strong candidates for transit service and transit-oriented development. Under the leadership of Mayor McCrory of Charlotte in 1998 the region supported a half-cent sales tax to support a multi-year transit plan. In order to implement the vision of the corridor development the region approved the 2025 Integrated Transit/Land-Use Plan for Charlotte-Mecklenburg in 1998. A key element of the plan was the development of a regional rapid transit system that would improve mobility and encourage more compact development without building more roads. The South Corridor was identified as the best corridor for transit development because of available land, an unused railroad right-of-way, available ridership and development opportunity.

Political Context: actors and issues

Mayor Pat McCrory: Republican mayor of Charlotte from 1995 to 2010, serving a record seven terms. McCrory understood that building more roads would not solve the city's congestion issues and that high-density growth was necessary for sustainable growth in the city.

Developers: Following the lead of keen-eyed developer Tony Pressley many developers invested in mixed-use projects along the corridor. Pressley first redeveloped an old textile mill in the South End into condos, shops, and restaurants along the railroad right-of-way before trolley or light rail service was implemented. Other development has occurred

through the Housing Trust Fund. The Charlotte Mecklenburg Housing Partnership created a mixed-income housing project along the South Corridor that is within walking distance to the Arrowood Station and includes 100 affordable and 92 market-rate two- and three-bedroom rental units.

Voters: By first approving the half-cent sales tax specifically for transit development the taxpayers of the Charlotte region recognized and supported change in their region. In 2007 the tax was challenged by referendum; the sales tax was supported overwhelmingly.

Project Planning Background

Initial groundwork for planning the Blue Line began in 1994 with the Centers and Corridors plan which formed the basis of the 2025 Integrated Transit/ Land-Use Plan for Charlotte-Mecklenburg, approved in 1998. General support of this plan allowed the passage of the half-cent sales tax increase to pay for new transit.

As planning progressed the City Council adopted the Transit Station Area Planning Principles in 2001 to ensure proper design and connections for the new corridor. The principles included a strong emphasis on pedestrian amenities and connectivity. Principles were aimed at increasing development density within ½ mile of the 15 transit stations. In 2003 Charlotte established a TOD zoning ordinance that allows developers to take advantage of reduced parking requirements, allows high unit density, and rezones station areas on a parcel-by-parcel basis. This allows the City to negotiate contributions from developers for public improvements. The design of the TOD areas has been guided by the nationally acclaimed Charlotte Urban Street Design Guidelines. These policies call for the creation of livable streets through the implementation of 'right-sizing' streets, creating complete streets that improve mobility and accessibility by prioritizing pedestrians, cyclists, and transit riders. The guidelines are a collaborative effort undertaken by various city planners and designers, stakeholders, and public involvement.

Voters approved the South Corridor Infrastructure Program (SCIP), a \$50m bond to build station area infrastructure including sidewalks, bike paths, water management, and park and ride lots. The State of North Carolina approved legislation for the use of tax-increment financing In 2005 previous trolley-focused area plans for the South Corridor were updated by the South End Transit Station Area Plan which allowed for community engagement. In 2007 the CATS Lynx Blue Line began regular service.

Impacts from the recession that began in 2008 are thought to have influenced the ridership as gas prices increased and people's travel behaviors changed. Though ridership has outstripped projects, the recession, unemployment and lack of public funds have also stalled continued development of the transit system.

Contact and Additional Information

Internet links:

Charlotte's Affordable Housing Trust Fund: <http://www.dukakiscenter.org/trust-funds/>

CTOD case study, p 51:

<http://www.reconnectingamerica.org/assets/Uploads/CTODR2RFinal2.pdf>

Charlotte's Housing Trust Fund:

<http://www.dukakiscenter.org/trust-funds/>

FHWA Case Study on Charlotte's Livability Framework:

http://www.fhwa.dot.gov/livability/case_studies/guidebook/ch3fwtod.cfm

Contacts:

Norm Steinman, City of Charlotte: 704-336-3939 nsteinman@charlottenc.gov

Denver, CO: West Rail Line

Key Features

- The West Rail Line is a 12.1-mile light rail transit corridor planned to open in May 2013, which will connect downtown Denver to Jefferson County via Golden and Lakewood. **The corridor is the first transit project funded with FasTracks, the 2004 bond measure that led to a \$.004 regional sales tax** supporting capital projects for the region's transportation system.
- Comprehensive plans by the Cities of Denver and Lakewood utilize a "typology" method of delineating different urban forms around stations in these neighborhoods. Significant **land use planning has been undertaken**, with plans for increased density, transportation connectivity, and transit-oriented neighborhoods along the entirety of the corridor.
- The City of Denver is cooperating heavily with the **Denver Livability Partnership**, supported by nearly \$3m from HUD and TIGER II grants, and leveraged by over \$7m in public and private sector funds.

Project Introduction

The West Rail Line, a \$707m, 12.1-mile light rail transit corridor between Denver Union Station in downtown Denver and the Jefferson County Government Center in Golden, will serve Denver, Lakewood, the Denver Federal Center, Golden and Jefferson County. The line is projected to be completed and operational by May 2013.

This is the first transit corridor in the Denver area to use funds from FasTracks, the 2004 regional ballot referendum to fund transportation improvements with a sales tax. The .4 cent sales tax increase (\$.04 on every ten dollars) is part of a \$6.5b improvement plan to the region's transportation system, which anticipates 119 miles of light rail, commuter rail and bus rapid transit by 2016.

Political Context: actors and issues

As mentioned, this project is the first major tangible product of the Denver region's **FasTracks** bond levy. The Denver region's willingness to tax themselves for transportation

improvements is note-worthy for their ability to effectively sell a broad vision for transportation reform in the region. Concerns abound as to whether the recession will necessitate the implementation of another levy to raise more funds for construction, as costs for the regional system have ballooned to \$6.5b from \$4.7b as promised to voters in 2004. FasTracks expects approximately \$1.4b in federal funds to help complete the transit network envisioned in the project.

The corridor has five stations in the **City of Denver**, all of which are west of the central downtown business district, where the corridor connects to Denver's existing rail transit network and regional destinations such as train stations, stadia and office centers. The city received \$2.9m in federal funds for the **Denver Livability Partnership**, which brings together federal, regional and local public and private sector partners to advance strategic implementation of transit-oriented development in Denver. This Partnership, a result of Denver's recently awarded HUD Community Challenge Planning Grant and the designation of Denver as a Preferred Sustainability Status community, aims to address affordable housing and transit oriented development in the city and county of Denver, with particular focus on locating these projects on the West Corridor.

Neighboring **Lakewood** has also undergone extensive station planning at the community planning level, coordinating efforts across jurisdictions and using similar "typologies" to plan station communities.

Project Planning Background

\$2.9m in funds from the Denver Livability Partnership have gone towards planning transit-oriented development along the corridor, with extensive planning efforts focused at developing housing for a variety of incomes at Denver's Decatur Station. All five stations within the City of Denver have been designated as "urban neighborhood," which supports local-serving retail and residential with minimal car parking. The eastern segment of the trail also closely parallels the Lakewood Gulch and nearby green spaces. Similarly, the City of Lakewood has plans to increase the number of mixed use, transit oriented developments near station areas.

Though minimal, the RTC has relied on eminent domain for certain parcels in the process of completing the light rail corridor, which has been received with substantial citizen criticism. In an effort to cut costs, the western segment of the line (from Federal Center to the Jefferson County Government Center) was reduced to single track, which increased expected headway but significantly reduced capital expenditure in the low-density exurban area.

Contact and Additional Information

Links:

2006 Article in Next American City about FasTracks and TOD:

<http://americancity.org/magazine/article/along-the-tracks-goodknight/>

City of Lakewood Light Rail Planning

<http://www.lakewood.org/index.cfm?&include=/PPW/CPR/WestCorridor/WCplanning.cfm>

City of Denver TOD Typology

<http://denvergov.org/tod/AboutTOD/StationTypology/tabid/395260/Default.aspx>

Denver Livability Partnership:

<http://denvergov.org/TOD/TODStrategicImplementation/tabid/438465/Default.aspx>

Plans for Denver's Decatur Station:

<http://www.denvergov.org/tod/StationAreas/DecaturStation/tabid/395243/Default.aspx>

City of Lakewood Comprehensive Plan

<http://www.lakewood.org/index.cfm?&include=/PPW/CPR/WestCorridor/WClanding.cfm>

Krisin Fritz, Senior City Planner
Community Planning and Development
City and County of Denver
720.865.2942
krisin.fritz@denvergov.org

Brenda Tierney
Public Information Manager, West Rail Line
RTD FasTracks Team
10455 W. 6th Avenue
Lakewood, CO 80215
Office: (303) 299-2401

Minneapolis/St. Paul, MN: Central Corridor

Key Features

- Slated to open 2014, the Central Corridor is an 11-mile light rail project connecting Minneapolis to the University of Minnesota, the Midway shopping district, the State Capitol and downtown Saint Paul via University Avenue. The project will connect to Minneapolis' existing Hiawatha Light Rail Line, Northstar Commuter Line, to Minneapolis' planned LRT and BRT routes connecting to points south and west, and to St Paul's to-be-revamped Union Depot regional train station.
- After years of political football, the project is moving forward, and the city of Saint Paul in particular has been aggressively planning for the completion of the facility. The city has completed significant **rezoning and long-term community planning along corridor**, including prioritizing replacement of the currently-existing automobile-oriented strip mall development with Transit Oriented Development.
- Saint Paul has had mixed success including the diverse communities along the corridor into the comprehensive planning process; plans for redevelopment along the corridor are closely tied to concerns of gentrification in the city's remaining African-American and H'mong communities. The Saint Paul chapter of the NAACP **filed a lawsuit against the Met Council**, claiming the regional and federal governments had not fully conducted federal environmental policy review to address undue impact on local communities.
- The project leaders used "**typologies**" of possible urban forms along the corridor around station areas, such as "marketplace" and "urban village" to help guide changes in zoning and craft appropriate reuses of currently vacant space. These typologies have

been instrumental in gaining public support for redevelopment proposals by allowing citizens to visualize the long-term anticipated changes to the landscape.

- Efforts to cut costs and meet FTA requirements led project managers to cut three stations in disadvantaged communities; stations eventually reinstated after community opposition and the receipt of federal funds for implementation.

Project Introduction

Connecting downtown Minneapolis to the University of Minnesota and neighboring Saint Paul, the Central Corridor is an 11-mile light rail project slated for completion in 2014. Replacing the region's most heavily-used bus line, the Central Corridor is expected to have a significant impact on "repositioning Saint Paul in the region."

Political Context: actors and issues

The project represents the second high capacity transit project in the Twin Cities metropolitan region, governed by the **Met Council**. As the region's MPO, the Met Council is the chief agency responsible for the construction of the light rail facility, while the **City of Saint Paul** has been actively involved with the comprehensive community planning along the eastern half of the corridor.

Many local organizations, such as the **University Avenue Business Association (UABA)**, have played an important role in making sure that local constituents' interests have been considered in the final plans.

The **University of Minnesota** has also been an important political actor in the life of the Central Corridor for the project; various incarnations of plans included running the train in a tunnel under the campus, farther away from the recently constructed Gopher Stadium, and over a new bridge crossing the Mississippi River. The university had been hesitant to partner with the project. They filed a lawsuit to "protect the institution's research" facilities, due to concerns about the proximity of the line to laboratories and impacts to delicate scientific research. A similar situation arose during the planning of Metro Washington's Purple Line with the University of Maryland- College Park; the University of Maryland has since changed their stance and supports the Purple Line.

Project Planning Background

The City of Saint Paul's Development Strategy is primarily focused with "Identifying the potential for positive change and ways to manage this change," and highlights a significant overhaul to the land-use planning of the corridor. The plan anticipates that the Central Corridor "will be home to 20,000-30,000 more people by 2030 with an additional 11,000-14,000 new housing units by 2030."

Extensive visioning efforts have led to a plan that appropriately supports construction of transit-oriented development on infill and underutilized lots on the corridor, specifically targeting communities directly adjacent to future LRT stations. The Central Corridor is being constructed on University Avenue, home to many of Saint Paul's H'mong, Vietnamese and African-American communities. These neighborhoods, steeped with the collective memory of the construction of nearby Interstate 94 that decimated African American businesses and neighborhoods fifty years ago. They organized with the NAACP in 2010 to sue the Met Council under concerns that impacts to African Americans in the project's

impact area had not been fully addressed and when three light rail stations in these neighborhoods were dropped from the Central Corridor's plans in cost-cutting efforts. All three stations were reinstated in the plan when funding from the FTA became available in 2010.

In a mitigation effort, the Met Council has made \$4m in loans available for small businesses negatively impacted by construction and has spent considerable resources considering how to mitigate the loss of on-street parking to nearby residents and businesses. Communities along the route have also expressed concern that their neighborhood streets to the light rail will be full of parked cars from suburban commuters anxious to avoid parking fees in downtown Minneapolis or Saint Paul.

Contact and Additional Information

City of Saint Paul's website on CCLRT: <http://stpaul.gov/index.aspx?NID=155>

Metro Council:

<http://www.metrocouncil.org/transportation/ccorridor/centralcorridor.asp>

City of Saint Paul's presentation on Development Strategy (video):

http://stpaul.granicus.com/MediaPlayer.php?publish_id=65

University of Minnesota's concerns about the CCLRT project:

http://lightrail.umn.edu/assets/pdf_new/Q-A_jan-29-10.pdf

Minneapolis Star Tribune article on NAACP lawsuit:

<http://www.startribune.com/local/stpaul/82071777.html>

Minnesota Public Radio article on NAACP lawsuit:

<http://www.universityavenuebiz.com/documents/MPR.pdf>

Contacts:

Sarah Zorn at: sarah.zorn@ci.stpaul.mn.us

Greater Phoenix Region, Arizona: Valley Metro Regional Public Transportation Authority (RPTA), METRO Light Rail

Key Features

- Regional inter-jurisdictional **coordination and collaboration** between Phoenix, Tempe and Mesa was instrumental in the development of the METRO Light Rail.
- Project was supported through a series of **sales tax increases at the local and regional level**.
- Ridership has exceeded projected ridership figures by 51%.
- Makes important non-commute connections: shops, restaurants, downtown convention center, NBA and NFL stadiums and it connects the ASU Tempe campus to the downtown campus.
- Since the 2001 Phoenix sales tax increase was approved there has been \$5b in public and private investment- \$3.5b of it private- around the site of the light rail.

Project Introduction

METRO Light Rail was a coordinated planning effort between Phoenix, Tempe and Mesa, AZ. In 1985 the voters of Maricopa County passed Proposition 300, a half-cent sales tax increase to fund roadway improvements. Without provision for public transportation improvements an amendment, Proposition 400, was proposed by lawmakers in 1994. This proposition extended proposition 300 until 2016 and added an additional half cent sales tax for public transportation improvements. The proposition was defeated by the voters of Maricopa County. Local lawmakers in Tempe and Phoenix noted that the Proposition had been supported in their jurisdictions so they moved ahead with local sales-tax increases.

In 1996 Tempe voters approved a permanent half-cent sales-tax dedicated to transit, approving Proposition 400. In 1997 Phoenix voted again in a joint vote with Scottsdale. This ballot measure, Proposition 1, failed again, but only by 122 votes. In 2000 the Phoenix voters, under the citizen leadership of the Committee of 2000 approved a 20-year .04 per cent sales tax increase to fund transit development. Through the Transit 2000 Regional Transportation Plan planning for light rail began as a collaboration between Valley Metro RPTA, Phoenix and Tempe. In 2004 the voters of Maricopa County passed the new Proposition 2000 which provides funding for light rail extensions.

Construction began in 2005 and operation started in late 2008. The current system is comprised of a 20-mile line length with 28 stations. It is the longest street-running light rail system in the U.S. Before construction Phoenix was the largest city in the country without a rail transit system. Local leaders conceived the starter line project as a catalyst for economic development. The 20-mile starter line cost \$1.4b including financing costs. Funding sources included a \$587m federal New Starts grant, \$59m from federal Congestion Mitigation and Air Quality funding and local tax dollars. Local funding comes from sales tax revenue from Phoenix and Tempe, Mesa's General Fund, and Maricopa County's Proposition 400 half-cent sales tax.

The Maricopa Association of Governments' Regional Transportation Plan identifies six future high-capacity transit corridors totaling 37 miles. These transit lines are to be completed by 2031 and will require continued political will and popular support. This needs to be engendered through the continued success of the transit system.

Through the Citywide and Regional TOD Strategic Plan the City of Phoenix promotes TOD through its two zoning overlay districts, TOD 1 and TOD 2. The new zoning overlays encourage transit-oriented development within ¼ mile of key light rail stations. TOD 1 zoning primarily applies to commercial and residential areas, it prohibits auto-oriented businesses with onsite installation, drive-through facilities, industrial uses, and warehouses. TOD 2 applies to industrial and support areas and allows uses prohibited in TOD 1. These overlays provide a zoning structure to encourage uses appropriate for higher densities and a structure for encouraging pedestrian friendly uses and design standards that can make the foundation of successful TOD.

Political Context: actors and issues

Regional cooperation: Through a coalition of the region’s mayors, business leaders, and political leaders the cities of Phoenix and Mesa passed sales tax increases and championed the passage of the Maricopa Countywide referendum, Proposition 400. This regional vision has spurred economic development and a new region vision for compact development.

Phoenix Mayor **Skip Rimsza** served from 1994-2004, he was a strong proponent of light rail development as a growth mechanism in downtown Phoenix. Rimsza was instrumental in the passage of the Transit 2000 Regional Transportation Plan. Rimsza was followed by current mayor Phil Gordon who continued to be a strong advocate for light rail and TOD. Mesa mayor, Scott Smith and Tempe mayor Hugh Hallman coordinated efforts across jurisdictions.

Committee of 2000: A group of civic-minded voters helped to craft Proposition 2000. After a number of failed ballot initiatives to leverage transit funding the Committee of 2000 leads the passage of Proposition 2000, approving the funding sources for the Transit Plan.

Voters: In a conservative, property-rights driven political climate the voters of Maricopa County have chosen a new way forward. By funding the transportation network through sales tax increases, utilizing new forms of transportation, and supporting new land uses they are fundamentally shifting the growth patterns of the city.

Project Planning Background

Internally known as “The People’s Project” because of the high level of citizen engagement the METRO line has benefited from input and support from many citizens. The planning effort began in earnest through the Transit 2000 Regional Transportation Plan. The implementation of this Plan was contingent on the passage of the half-cent sales tax. Transit 2000 served as the RTP for the Maricopa Association of Governments; it called for improved bus service, BRT and LRT.

The current RTP was approved by council in late 2003 and was updated in 2006. The RTP plans to 2026, calling for extensions of the light rail system, improved roadways, and ITS. The Plan calls for 32% of total regional funds to go to Transit, 57% of regional funds is allocated to freeways and highways and 9% goes toward street improvements. Light rail has become an important component of the RTP.

Bicycle and pedestrian infrastructure is not a focus of the planning. The 9% street improvement funding can be used for bicycle and pedestrian improvements, but there is not money allocated to this purpose. The City of Phoenix’s Bicycle Element of the General Plan makes it City policy to connect bicycle infrastructure to light rail transit. Each METRO train has room for eight bikes and all park and ride stations have bicycle lockers. Pedestrians, bicycles and mass transit are addressed through Phoenix’s General Plan Circulation Element that promotes alternatives to driving.

The cities have used this commitment and the success of the METRO to leverage special TOD overlay zoning to encourage dense, accessible, pedestrian friendly development along the light rail corridors. The TOD 1 and TOD 2 overlays encourage density, pedestrian connections and mixed use. This planning includes the City of Phoenix's Light Rail Transit Station Area Planning Program that supports TOD around light rail stations. This program encourages citizen participation in the process of new development and improves the connectivity of neighborhoods to light rail stations. There is little online that explains how this program works; Curt Upton is the City of Phoenix contact for the Program.

Contact and Additional Information

Internet links:

RTP website: <http://www.letskeepmoving.com/>

Bicycle Element of the General Plan: <http://phoenix.gov/planning/gpbic.pdf>

METRO Strategic Plan:

http://www.valleymetro.org/images/uploads/lightrail_publications/METRO_Strategic_Plan.pdf

TOD Zoning Overlays:

http://www.valleymetro.org/images/uploads/lightrail_publications/TOD_Brochure.pdf

Light Rail Transit Station Area Planning Program:

<http://phoenix.gov/planning/lrtindex.html>

StreetFilms METRO LRT video: <http://vimeo.com/12745105>

Contacts:

Curt Upton, Planner II, LRT Station Area Planning Program: 602-495-8208,
curt.upton@phoenix.gov

Metro Washington, D.C.: Metro Purple Line

Key Features

- The Purple Line plans include a **bicycle-pedestrian trail** that will connect Silver Spring and Bethesda. The Capital Crescent Trail and the Georgetown Branch Trail will share the right of way between Bethesda and Silver Spring.
- Plans call for a vegetated buffer and green rail beds.
- Project intention is to redevelop and rejuvenate older suburbs through the development of 21 station areas.

- **Line makes important suburb-to-suburb connections rather than traditional hub-and-spoke operation.**
- TOD defined as a transportation use by Maryland state law allows the state to invest in many locational improvements. Please see the Baltimore Red Line section for more information on the law.
- Lessons to be learned about the **local opposition that has turned to political support.**

Project Introduction

The Purple Line, like Baltimore's Red Line, is one of Maryland's three New Starts projects. It is a proposed 16-mile transit line that links the Washington Metro transportation system to the Maryland suburbs of Washington, D.C. The project will link New Carrollton, the University of Maryland-College Park, Silver Spring, and Bethesda to the MARC system. The Purple Line connects to the Metro system and is being planned by the Maryland Transit Administration. The line will pass through multiple jurisdictions, incorporates a walk/bike trail, vegetated buffers, and connects job centers, the University of Maryland, and suburban jurisdictions.

The building of the system is anticipated to cost \$1.9b with a projected ridership of 63,000 daily rides. The state's current plan anticipates that the FTA will cover half of the build costs. Twenty-one station locations have been initially identified. The project is currently administered by the Maryland Transit Administration as a part of the statewide "Smart, Green & Growing" initiative.

Political Context: actors and issues

The Purple Line was identified by the Baltimore Region Rail System Plan Advisory Committee at the same time the Baltimore Red Line was identified in 2001. Under the state leadership of then-**Governor Ehrlich** and Maryland State **Secretary of Transportation Flanagan** initial planning and consideration of heavy rail, light rail and bus rapid transit was considered. Heavy rail was discarded because the projected ridership would not support the cost of heavy rail development.

In 2008 **the O'Malley administration** allocated \$100m for the completion of design documents. The Governor has been strongly advocating the development of new transit and transit oriented developments in the state.

There have been a number of political shifts over the course of the projects early-stages. Local opposition has largely turned to public and political support. The Town of Chevy Chase had tarnished its regional reputation by staunchly opposing the Purple Line; they have softened their stance and have been working with the MTA to develop station plans. The **University of Maryland- College Park**, initially against the proposed alignments that would bring the Purple Line onto the campus has since dropped its opposition stating that the MTA had addressed all of the University's issues. The University was against the

proposed alignment through the center of campus because of noise, vibration and proximity to sensitive equipment. There is continued opposition from groups concerned about preserving the trail between Silver Spring and Bethesda.

Contact and Additional Information

Internet Links:

Project website: <http://www.purplelinemd.com>

Washington Post story on suburban revival: <http://www.washingtonpost.com/wp-dyn/content/story/2009/01/27/ST2009012702047.html>

Brookings Institute Purple Line case study: http://www.brookings.edu/~media/Files/events/2008/1203_purple/20081203_purple.pdf

Preliminary WP coverage: <http://www.washingtonpost.com/wp-dyn/content/article/2006/07/06/AR2006070601473.html>

University of Maryland supports Purple Line: http://www.washingtonpost.com/local/commuting/university-of-maryland-drops-opposition-to-central-campus-route-for-purple-line/2011/06/01/AGpoAgGH_story.html

Contacts:

Michael Madden, Purple Line Project Manager, purpleline@mta.maryland.com

Vancouver and Richmond, BC, Canada: Canada Line and the Cambie Corridor Plan

Key Features Canada Line

- First Public-Private Partnership (P3) rail rapid transit in North America
- Largest PPP of any kind implemented in Canada,
- 19km light rail line featuring elevated and below grade operations.
- While the rail line was being built the city ran a bus rapid transit (BRT) line along corridor to provide advanced high capacity transit.

Key Features Cambie Corridor Plan

- Integrated flexible plan combining land use, transportation, and energy planning designed to maximize sustainability performance while enhancing access and mobility
- Coordinated corridor-wide land use, infrastructure, and design guidelines to maximize

Project Introduction

The Canada Line is a light rail connection between downtown Vancouver, Vancouver International Airport and the city of Richmond. The line connects downtown to the airport in 25 minutes. This line runs along Cambie Blvd on the Westside of Vancouver, this alignment was chosen for its growth potential- maximizing the impact of the service. Tenuously brought to life after a number of public oppositions, the line has proven to be a great success- already exceeding 2013 ridership forecasts.

A light rail connection between downtown Vancouver and the Vancouver International Airport has long been a goal in the Vancouver region. The region's transportation authority, Translink, pushed forward with planning and building efforts in the run-up to the 2010 Olympic Games in Vancouver. Even with the games being awarded to Vancouver TransLink declined the project twice. The urgency of the games pushed the region towards perusing funding commitments provided through the Canadian government, the airport authority, the cities of Vancouver and Richmond, and a private partner. The line was completed and opened in August 2009, three months ahead of schedule. The line is run independently but is connected to and under the authority of the SkyTrain system. The SkyTrain system, overall, runs efficiently with 95% on-time reliability using driverless automated trains and elevated rails. This offers efficient service unhindered by light timing and other system delays common to at-grade service.

TransLink ran a bus rapid transit (BRT) line along the corridor while the elevated and below-grade portions of the line were being built. This service began in 2001 and stopped when the rail line was complete. This innovative inclusion allowed for transportation needs to be met in the rapidly growing section of the city. The BRT line moved 20,000 passengers a day. The Canada Line is currently running at around 110,000 passengers per day. The latest full year numbers, for 2010, show that total ridership on the line was 38.4 million rides.

The Cambie Corridor Plan is an ongoing planning effort designed to leverage the full growth possibility of the light rail investment. The plan is an effort by the City of Vancouver to allow the four stations on the Westside of Vancouver to increase densities and make optimized use of investments. At first it was conceived in a station by station manner, but during development a corridor-wide approach was adopted in order to provide a mix of amenities that are neighborhood sensitive. The City of Vancouver says, "The Cambie Corridor Plan leverages both vital transportation infrastructure and opportunities for district heating, thus addressing the two principal contributors to global warming. The plan acknowledges the need for social inclusion and amenities appropriate to the scale of development proposed."

By increasing density, providing sustainable transportation connections, and planning for the provision of district energy the City of Vancouver will weave together a number of City plans, moving this rapidly growing part of the city in a more sustainable direction. The Plan is currently (January 2012) beginning the third phase of planning. The completed phases

included interim rezoning, new rezoning policies being adopted, and the adoption of the plan in May 2011.

The new zoning includes housing goals of 20% social housing and a variety of housing choices, prioritization of land use intensification, complete community planning, walkable and cycleable streets that connect seamlessly to the light rail service,

Political Context: actors and issues

Political action around 'Vancouverism' has pushed the city to advocate for new transportation infrastructure since the 1990s. A variety of city Councilors have moved the city toward integrated land use and transportation development. More than any political pressure, the Canada Line was truly moved forward because of the 2010 Winter Olympics. The need to connect the downtown, Olympic Village, and the airport pushed the project to the fore. It is the story of the post-planning as it relates to the Cambie Corridor that provides that more instructive lessons to be learned.

Project Planning Background

The Canada Line was built as a Public Private Partnership (P3) between the airport authority, the cities of Vancouver and Richmond, and the federal government partnering through TransLink with InTransitBC, a joint venture between SNC-Lavalin, Caisse de Depot et Placement du Quebec and british Columbia Investment Management Corporation. This partnership created the Canada Line Rapid Transit Incorporated. **It represents the first rail rapid transit PPP in the continent.**

Federal funding came from the Canadian Strategic Infrastructure Fund that awards funds on a merit-based system. The projects are evaluated across sixteen categories that include public health, water and transportation infrastructure. InTransitBC was required to build the line for a fixed price and is responsible for any budget overruns. Payment was only received if InTransitBC his predetermined milestones on time. The company's outlay of funds was much greater than the payments but repayment over the 35-year operation and maintenance period will result in net profits for the company. **InTransitBC also receives performance payments;** these are awarded during the operations period and are based on arrival times, ridership, and the quality of operations. This performance is based principally on availability and also on the quality and ridership forecasts.

The Cambie Corridor Plan is the second important component to the post-Olympic success of the Line. This plan is a corridor wide zoning and rezoning plan that also includes important consideration of sustainability, housing diversity, enhancing movement, removing barriers to walking and biking, increasing access to nature, preserving habitats, building public plazas, and preserving neighborhoods. A daunting task to accomplish, the plan focuses on the four Canada Line stops located along the Cambie Road corridor between 16th Avenue and the Fraser River. Zoning overlays allow for housing up to 12 stories adjacent to the corridor and focus greater densities at the stops. The plan includes the

Marine Gateway Project at its southern end that includes 825,000 sq ft of new development and 400+ housing units. The plan has already seen results as land value has tripled in some places along the corridor. This is a worry for housing advocates and neighborhood associations dedicated to preserving the livability of their communities.

The plan links transportation, land use, and a third element: energy. Not always considered in land use planning, **the Cambie Corridor plan requires the inclusion of district energy in the development process.** District Energy allows for power generation to be shared among many buildings and significantly reduces the environmental footprint of new development. Cost savings are seen by the developer, lower energy rates are experienced by the consumers, and the City is healthier.

Contact and Additional Information

Internet links:

Cambie Corridor Plan, City of Vancouver, BC:

<http://vancouver.ca/commsvcs/planning/cambiecorridor/resources/pdf/CambieCorridorPlan.pdf>

CBC report on housing price increases: <http://www.cbc.ca/news/canada/british-columbia/story/2011/10/27/bc-cambie-corridor-speculation.html>

Cambie Corridor Phase II report:

<http://vancouver.ca/ctyclerk/cclerk/20110505/documents/csbu2.pdf>

InTransitBC website: <http://www.intransitbc.ca/>

Canada Line Final Project Report:

http://www.translink.ca/~media/Documents/rider_info/Canada%20Line/Comp%20Selection%20Process%20Agreements/Final%20Project%20Report/Canada%20Line%20Final%20Project%20Report%20%20Competitive%20Selection%20Phase.ashx

DOMESTIC EXAMPLES OF BUS RAPID TRANSIT

Chicago, Cleveland, Eugene and Los Angeles

Introduction to Bus Rapid Transit

Bus Rapid Transit (BRT) is a mass transit system that combines the quality and efficiency of rail transit with relatively lower cost similar to buses. Full-featured BRT with exclusive busways, show-as-you-go ticketing, level loading platforms and distinct station areas has been shown to attract development especially when cities provide TOD zoning overlays. In the United States the perception that BRT is basic bus service or a second best to LRT is a major hurdle that the FTA is actively trying to overcome. The FTA and the DOT are prioritizing BRT New Starts in order to encourage new BRT systems.

Bus Rapid Transit systems are being rapidly built throughout the world. The exemplary international example is that of Curitiba, Brazil. Bringing together corridor land use and transportation planning around a BRT system has resulted in a more compact and environmentally sustainable city with less pollution and congestion. Transit-oriented development has blossomed along the line and green space has been preserved where sprawl was beginning to encroach.

In the United States, Cleveland's HealthLine, Eugene's EmX, and Los Angeles' Orange Line provide good examples of built BRT. In the preliminary planning stages, the city of Chicago is currently developing a comprehensive BRT system to make connections throughout the city.

Worldwide, a political patron has been seen to be very important to the development of BRT. In the US a similar pattern has emerged: Cleveland's Governor/Mayor George Voinovich; Eugene's US Representative Peter De Fazio; and Los Angeles's County Supervisor Zev Yaroslavsky. Political champions appear to be of paramount importance in the implementation of BRT facilities.

Transit-oriented development can be enhanced along BRT lines in the same way as LRT lines through real estate value capture, special assessment districts, tax-increment financing, bonding against forecast tax revenues with government-backed loan guarantees, and packaging the developments with equity investment.

Cleveland RTA HealthLine (formerly the Euclid Corridor)

Built through partnerships with the City of Cleveland, the Cleveland Clinic and University Hospital the HealthLine represents a revitalization and redevelopment project that links diverse neighborhood together and offers access to greenspace.

The Cleveland RTA states that the line has leveraged \$4.3b in economic development: \$62m generated in local taxes, \$180m in Cleveland State University master plan, and \$500m

through the University Hospitals expansion. Additionally it has spurred 7.9 million square feet in commercial development, 13,000 new jobs, \$350m Cleveland Museum of Art project, \$506m Cleveland Clinic Heart Center, and 4,000 new residential units along the route. The HealthLine buses utilize hybrid technology and represent an expansion in American bus manufacture, significantly lowering the vehicle prices. Environmentally the line provides access to a system of parks and 1500 trees planted along the corridor.

The HealthLine is 9.2 miles of roadway improvements on and along Euclid Avenue. The alignment utilizes a center median configuration, exclusive busways either physically separated or with exclusive markings. There are forty stops along the route, connecting Downtown, University Circle and East Cleveland. Naming rights were sold to the Cleveland Clinic and University Hospital. Through the 1993 Dual Hub Corridor Alternatives Analysis/DEIS and the 1995 Euclid Corridor Transportation Project BRT was chosen as the LPA. Four rail options were also considered; the decision ultimately came down to a costs/benefits analysis.

Funding of the \$168.4m project was: \$82.2m from the FTA New Starts, \$50m from the State of Ohio, \$17.6m from GCRTA, \$8m from the City of Cleveland, \$10m from NOACA, \$.6m from FTA Rail Mode.

The goals of the project include the desire to improve service to greater Cleveland, reduce congestion, to make rail transit stations along the eastern portion of the Red Line more convenient and accessible to centers of employment and population. **A key goal is to promote concurrent long-term economic and community development and growth in and adjacent to the Euclid Avenue Corridor.** This is to be accomplished by focusing private economic development activities through policies that encourage investment.

<http://www.streetsblog.org/2008/07/14/clevelands-health-line-setting-a-national-example-for-bus-rapid-transit/>

http://www.itdp.org/documents/Part1_Advancing_World_Class_BRT_in_US.pdf

<http://youtu.be/kF6EF3kOGQE>

Eugene, Oregon Emerald Express

Built by the Lane Transit District, the Eugene region is one of the first regions in the country to build full-service BRT. As the Eugene region searched for a means to reduce congestion and better utilize land, the Emerald Express (EmX) BRT line emerged as the LPA in 2007. The EmX began as a four-mile BRT corridor linking downtown Eugene and downtown Springfield. This corridor also serves the University of Oregon campus, Northwest Christian College and Sacred Heart Medical Center. The second corridor is known as the Gateway extension, this service connects downtown Eugene and Springfield with the Gateway mall area. Service began in January 2011.

Construction of the first EmX line cost \$24m, \$19.2m came from FTA Section 5307 and 5309 funds. **Accessibility was a primary goal** during design of the system. 60% of the route is on dedicated, vegetated, guideways. Numerous design challenges presented themselves; in configuring the route planners had to overcome local resistance and right of way issues. The agency was required to minimize disruption to auto traffic, limiting the ability to remove auto travel lanes and parking- this resulted in a less than full-featured BRT. Additional requirements included a local ordinance that requires a city-wide vote to remove trees more than 50 years old; to avoid this, planners routed the busway around trees- this slows driving speeds but enforces some of the 'green' branding and basis of the project.

The effort to build a full-featured BRT line in Eugene was directed by the strong political leadership of Rep. DeFazio.

Los Angeles Orange Line

The Orange Line is one of the first full-featured BRT systems in the U.S. Operated by the Los Angeles County Metropolitan Transportation Authority (Metro) it first opened in 2005. The line connects the Red Line subway with the San Fernando Valley. It is a two-lane, 14-mile, dedicated busway. Rubberized asphalt and sound deadening reduce noise impacts. Notably, **Metro built eight miles of bicycle and pedestrian pathways in the right-of-way** directly adjacent to the busway. There are designated on-street bike lanes for the remaining six miles. Built along an abandoned railroad right of way, BRT was chosen along the mostly single-family residential corridor for cost effectiveness, political viability and level of service. Ridership has greatly outpaced projections: Metro projected 5,000 -7,000 average weekday boardings for the first year and 22,000 average weekday boardings by 2020. Seven months into service the Orange Line had achieved its 2020 goals. Metro ridership surveys in January 2006 found that 17 percent of all riders were new to Metro and 14 percent had been using Metro for less than a year. This indicates that riders are not using the line as a bus replacement but rather the Orange Line is attracting new riders.

The Metro Transit Oriented Development Grant program provides funds to encourage local governments to adopt land use regulations that promote sustainable transit oriented design principles. This does not mean that the voters do not support continued and aggressive transit development. **In 2008 LA County voters surmounted the two-thirds vote requirement to pass Measure R**, which will raise \$30b for 11 new rail lines and extensions, including light rail, BRT, and the Subway to the Sea.

The Orange Line and continued transit system development have been guided by Zev Yaroslavsky, LA County Supervisor. Mr. Yaroslavsky calls for a break with "dated, auto-centric models" in favor of bicycling, walking and public transportation. He assumed office in 1994 and has become an outspoken, and popular, advocate for change. He wrote and sponsored the MTA Reform and Accountability Act of 1998 which banned the use of county

sales tax revenue for the planning or building of subways but he has shown a change of thought and has championed BRT and transit system development.

Continued transit system development including an extension to the Orange Line and 11 other transit projects may be funded through Los Angeles County's proposed 30/10 Initiative. This program seeks to accomplish 30 years of transit projects in 10 years. The concept uses long-term revenue from the Measure R sales tax as a guarantee for long-term bonds and a federal loan that will allow the build out of 12 key mass transit projects in 10 years. Through Transit Improvement Bonds, the Transportation Infrastructure Finance and Innovation Act and a federally-supported Early Systems Work Agreement LA County will be able to rapidly move forward their transit projects, effectively leveraging mode-shift through provision of service and network density.

http://www.gobrt.org/Orange_Line_Preliminary_Evaluation_by_BTI.pdf

CTOD review:

http://latod.reconnectingamerica.org/sites/default/files/LA_executive_summary.pdf

LA County TOD Guidelines: <http://www.metro.net/projects/2012-tod/tod-guidelines/>

30/10 Initiative: <http://www.metro.net/projects/30-10/>

Contact: Olga M. Lopez, Acting Manager molextension@metro.net

Chicago's Bus Rapid Transit System

Chicago's Metropolitan Planning Council has proposed a ten-bus line BRT network that is designed to provide service to areas currently underserved by the El. These lines will be developed and operated by the Chicago Transit Authority. **This proposal represents the first true BRT system in the U.S.** The proposed total network would be 95 miles. At a projected \$13m a mile, the \$1.2b cost would provide substantially greater cost effectiveness than light rail. Most of the system will be bus-only lanes with buses making stops every half mile at special stations.

Routes recommended in the study also serve major destinations and the Metropolitan Planning Council intends to focus development along this system. Currently the Chicago Transit Authority (CTA) and Chicago Department of Transportation (CDOT) are experimenting through the BRT Pilot Program. Full-featured BRT has yet to be tested in Chicago. The City's Pilot Program uses BRT-light, meaning that the buses do not have dedicated guideways and do not provide the level of service necessary to influence mode-shift. Future projects and pilots are slated to demonstrate full-featured BRT service. Newly-elected Mayor Rahm Emanuel has emerged as a strong advocate for this full-featured BRT system, ensuring near-term political support.

http://www.metroplanning.org/multimedia/publication/524?utm_source=%2fbrtpaper&utm_medium=web&utm_campaign=redirect

Contact: Josh Ellis, project manager at the planning council

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