



Shape Southwest public involvement report

January 2013

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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Executive summary

This is the third public involvement stage for the Southwest Corridor Plan, taking place from August to December 2012. Public engagement at this stage of the plan focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything.

During the public comment period of Nov. 14, 2012 through Jan. 1, 2013, 2,098 people visited the project website to learn about the Southwest Corridor Plan, 695 submissions to Shape Southwest were made, 471 electronic questionnaires were submitted, and 20 paper-version questionnaires were received, including two Spanish-language questionnaire.

Participants generally encourage less investment focus on driving and more investment in walking, biking, transit, and parks and nature. They recommend the investment level and focus for each type as:

- driving: safety, maintenance, and intersection and connectivity improvements
- walking: adding sidewalks on major roads
- biking: on-street striped lanes and/or some clearly separated route (off-street separated paved path ranked highest through Shape Southwest, while cycle track ranked highest through the questionnaire)
- transit: improved local service, though most comments regarding future transit demonstrate a desire for high capacity transit in the corridor to help meet transportation needs; in contrast, some commenters stated an opposition to light rail and/or other major transit project investment.

Responses to questions about parks and nature investments gave conflicting information regarding priorities. Some information prioritizes street trees, other information prioritizes trails through natural areas. Stream health and water quality also ranks high, and a few comments expressed that the questions should have given more focus to these issues, emphasizing the connection to infrastructure and storm runoff.

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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 High Capacity 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 Highway 99W of approximately 24,000 near Terwilliger and approximately 50,000 near OR 217²

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

- has a daily vehicle count on Interstate 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

³ Ibid

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

agency participate in the project steering committee, while staff participate in technical committees, support local community advisory committees and ensure meaningful public engagement.

Previous public engagement, September 2011 to February 2012

The first public engagement stage of the Southwest Corridor Plan was held September 2011 to February 2012 and aimed to determine the scope, evaluation framework and goals of the overall plan.

In that process, plan partners 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 informed decision-makers as they determined the scope and goals of the plan.

During the public comment period of Sept. 28 through Oct. 28, 2011, respondents 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 the Southwest Corridor Plan scoping public involvement report, February 2012, for details on outreach activities and public comments.

Previous public engagement, February 2012 to August 2012

The second public engagement stage of the Southwest Corridor Plan was held February 2012 to August 2012 and aimed to demonstrate and validate the screening process of narrowing the wide range of ideas to a narrowed list of potential projects.

From June 22 through July 31, 2012, project partners hosted an online, virtual open house. Participants in the online open house viewed video feeds that explained the purpose and process of the overall plan. Participants were then directed to a related questionnaire that asked whether the sources of projects for the corridor were considered comprehensive and if the process for narrowing that list to move forward reflected the values of the communities in the corridor. The questionnaire received 543 responses.

An existing conditions summary, an executive summary and technical reports were produced in this time. Outlining the unique physical, economic and demographic elements of the corridor, the reports identified existing challenges and potential opportunities in economic development, housing choices, natural areas, trails and health for the corridor.

See the Southwest Corridor Plan wide range and screening processes public involvement report, August 2012, for details on outreach activities and public comments.

Current public engagement, August to December 2012

The purpose of this stage of the Southwest Corridor Plan is to begin to develop shared investment strategies based on potential projects that were identified in the previous stage.

Public engagement at this stage of the plan focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything. Benefits and tradeoffs were framed by the Southwest Corridor Plan goals of health, access and mobility, and prosperity in the communities of the corridor. Information from the public will help decision-makers make choices about where to focus investments as well as what type and what levels of investments would best benefit these communities balanced against the fiscal constraints.

To engage the public and help determine priorities for communities in the corridor as well as the corridor as a whole, project partners:

- hosted the online interactive Shape Southwest game and associated questionnaire (Nov. 14, 2012 through Jan. 1, 2013; *see* Appendix A, Shape Southwest and questionnaire responses)
- distributed a paper version of the questionnaire to engage residents without computer access, specifically to agencies serving environmental justice communities (*see* Appendix B; Creating an investment package questionnaire responses)
- translated the above questionnaire into Spanish and Vietnamese to engage residents who speak these languages and do not speak English well (*see* Appendix C, Translated questionnaires; *see also* Southwest Corridor Plan Title VI and environmental justice analysis, July 2012 *and* Southwest Corridor Plan Title VI and environmental justice outreach plan for phase I, July 2012)
- convened two community planning forums (Oct. 9 and Dec. 3; *see* Appendix D, Oct. 9 community planning forum event summary and Appendix E, Dec. 3 community planning forum event summary)
- convened an economic summit to engage local business owners and employees (Nov. 14, 2012; *see* Appendix F, Economic summit event summary)
- staffed booths at community events and briefed community groups, specifically to engage environmental justice communities (*see* Appendix G, Outreach events calendar)
- updated and maintained the project website as a repository for information on the plan (www.swcorridorplan.org)
- publicized articles on the project blog for wider-topic considerations, conversations and facts about the corridor (www.swcorridorplan.blog.com)
- maintained the project Twitter feed for quick updates and reminders of events (twitter.com/#!/SWCorridor)
- maintained a Facebook page for quick updates, announcements and photos from events (www.facebook.com/SWCorridor)
- participated in city meetings, presentations and events related to the corridor (*see* Appendix G)
- provided updates to the Southwest Corridor Plan interested persons email

distribution list (*see* Appendix H, Interested persons email updates).

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

Additional networking efforts within the above social media platforms were made throughout this phase to broaden and diversify the project's spectrum of engagement. Due to the expansive nature of the Southwest Corridor Plan and its potential to impact entire communities, a

wide variety of individuals, businesses and organizations have been either "friended" (Facebook) or "followed" (Twitter) as a part of the project partner's effort to foster both an inclusive and equitable engagement process.

During the public comment period of Nov. 14, 2012 through Jan. 1, 2013, 2,098 people visited the project website to learn about the Southwest Corridor Plan, 695 submissions to Shape Southwest were made, 471 electronic questionnaires were submitted, and 20 paper-version questionnaires were received. Two Spanish-language questionnaires and no Vietnamese-language questionnaires were received.

Summary of outreach activities

Two project factsheets were produced in fall of 2012 (*see* Appendix I, Outreach material). The first provided information from existing conditions reports to express assets, opportunities and challenges in the corridor. The second provided a more general overview of the plan, process, partners, opportunities, challenges and upcoming decisions.

This second factsheet is meant to engage new participants, with distribution focused on minority and lower-income communities identified through corridor population analysis (*see* Southwest Corridor Plan Title VI and environmental justice analysis, July 2012 *and* Southwest Corridor Plan Title VI and environmental justice outreach plan for phase I, July 2012). The second factsheet was translated into Spanish and Vietnamese to engage residents who speak these languages and do not speak English well.

Metro and project partners shared project information at community events, and city partners convened community committees and events as part of the local land use planning processes.

During this time, project partners convened two community planning forums to share preliminary results from the Southwest Corridor Plan screening process, update the community on the corridor land use vision, and solicit input on building shared investment strategies through discussion of transit connections and tradeoffs. The community planning forums convene at project milestones to provide project staff and decision-makers with community-based information and insight, adding to the work being done by technical experts.

An economic summit was held on Nov. 14 to engage business leaders and employers in development of a cooperative economic development agenda for the Southwest corridor.

The City of Portland held four Barbur Concept Plan Community Working Group meetings during this time, sharing information and exploring the community's vision for the boulevard's look and feel. A Barbur Concept Plan-Kelly Focus Area open house was hosted on Nov. 11 and a Barbur Concept Plan community forum was held on Nov. 29.

The City of Sherwood shared information about the city's local land use plan and how it relates to the Southwest Corridor Plan at a Sherwood Town Center Plan open house on Oct. 3.

Information about the plan was provided by the City of Tigard at the 4B-Bull Mountain, Tigard Citizen Participation Organization meeting on Oct. 11 and at a Tigard City Council Work Session on Nov. 20.

Equitable engagement

During this stage, Southwest Corridor Plan partners worked together to conduct specific outreach to minority and lower-income communities and people with limited English proficiency.

Metro and project partners distributed posters as well as factsheets and a short survey related to the Shape Southwest engagement in English, Spanish and Vietnamese. These were displayed by community resource organizations, senior centers, food banks, churches, libraries, schools and local governments.

Project partners also hosted a booth at Portland Community College, Slyvania, presented at the Sherwood Senior Center, Loaves and Fishes, and co-hosted an AARP walkability event to help foster meaningful engagement in the public involvement process (see Appendix K, Environmental Justice outreach).

Shape Southwest

From Nov. 13, 2012, through Jan. 1, 2013, project partners hosted an online interactive planning game on the project website (www.swcorridorplan.org). Shape Southwest is an interactive online tool created to educate the public on the type of choices to be made when creating a shared investment strategy to address land use and transportation issues in the corridor. The Shape Southwest tool asked users to submit their ideas for investment strategies and referred users to a questionnaire to express why chose those investments.

Besides the follow-up questionnaire, the tool has two major components: a "connections map" and an "investment solution" exercise. The connections map allowed users to make up to five connections in the corridor that they would like to see served by transit in the future. The investment solutions exercise asked users to decide on their optimum levels of investment for driving, walking, biking, transit, and nature and parks based on a limited budget, considering the effects on health, access and mobility, and prosperity.

To notify the public of Shape Southwest and the importance of their feedback, project

partners introduced the game in an email to large employers in the corridor, asking them to share with their employees an invitation to play. In addition, the game was highlighted through multiple posts on Twitter, Facebook and the plan's blog, announcement cards distributed to a wide range of organizations and outreach to local blogs and local newsletters (see Appendix J, Shape Southwest promotion). An invitation to participate was also sent to area members of Metro's OptIn program.

Figure 1. Shape Southwest promotional poster



Summary of Shape Southwest results and comments

“We need high capacity transit to facilitate transit travel through the corridor; we also need good local feeder service to [the high capacity transit]”

“No light rail. Period. End of story.”

“More frequent bus connections between outlying areas for getting from home to employment.”

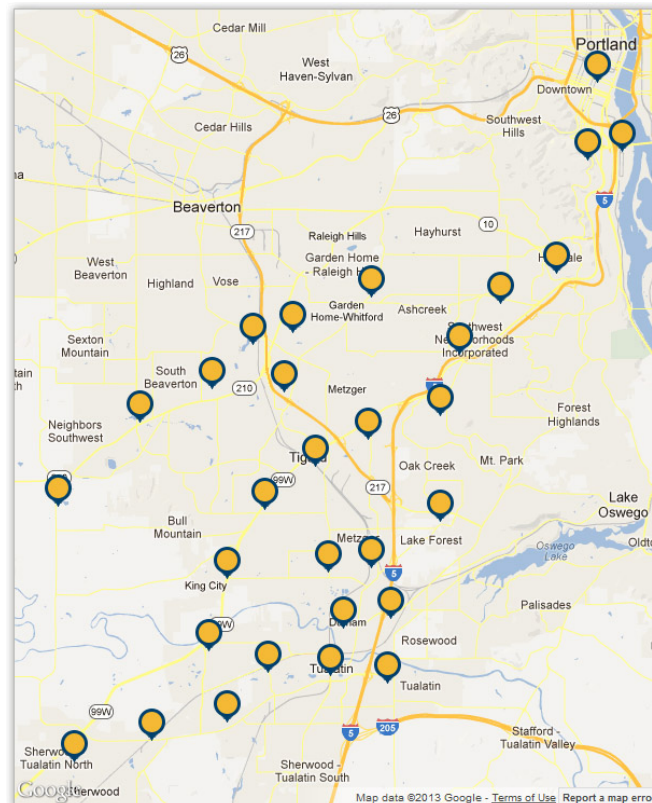
“[We] need high capacity transit from downtown to key places like Hillsdale, PCC Sylvania and Tigard.”

Shape Southwest questionnaires were collected from Nov. 14, 2012, through Jan. 1, 2013. The summary below synthesizes what was heard through the online interactive tool and the associated questionnaire.

Future transit connections

The Shape Southwest tool first asked users to identify up to five future transit connections that they would like to see within the corridor.

Figure 2. Shape Southwest connections map



Users could create up to five lines to connect the 30 focus areas to each other without regard for mode (e.g., local bus services, bus rapid transit or light rail).

Table 1, Shape Southwest future transit connections, shows the tally of the connections offered by the public areas arranged by order of most to least connected focus area. In Table 1, focus areas are ordered by the number of times each were selected as a connection point, and counts for connections between focus areas are bolded for any selected 25 times or

more. Figure 3, Shape Southwest transit connection points, shows the most often chosen connection points. Tables 2 and 3 provide information given in the 20 received paper questionnaires.

Table 1. Shape Southwest future transit connections from Shape Southwest

<div>Total times connected</div>	Downtown Portland	Hillsdale/ Burlingame	Downtown Tigard	Multnomah Village	OHSU/ South Portland	PCC	South Waterfront	Crossroads	Downtown Tualatin	Washington Square	Tigard Triangle	Garden Home	Sherwood Town Center	Bridgeport Village	Summerfield/ King City	Kruse Way/ Lake Grove	Meridian Park/ Nyberg Woods	Scholls Ferry	Murray Scholls	Red Tail	Nimbus	River Terrace	Upper Boones Ferry	Durham	Gaarde/ McDonald	Pacific Financial/ 124 th	Teton/ Leveton	Sherwood Employment	Durham/Hall	SW Tualatin Industrial
Downtown Portland	588																													
Hillsdale/ Burlingame	88	496																												
Downtown Tigard	47	14	358																											
Multnomah Village	30	120	8	320																										
OHSU/ South Portland	120	104	4	16	319																									
PCC	32	28	37	33	11	276																								
South Waterfront	76	46	9	11	41	6	221																							
Crossroads	19	31	14	43	5	42	7	215																						
Downtown Tualatin	28	1	38	5	1	3	3	2	183																					
Washington Square	25	11	29	10	1	10	3	11	7	182																				
Tigard Triangle	8	6	40	3	1	36		16	7	5	146																			
Garden Home	20	22	12	27	6	2	4	7		14	5	141																		
Sherwood Town Center	28	5	17	1	1	1	3	2	22	5	4		115																	
Bridgeport Village	9	6	8	3		8	2	4	9	6		1	1	83																
Summerfield/ King City	9	1	17		1				4	7	2	1	2	4	79															
Kruse Way/ Lake Grove	6	2	10	2		14	3	5	5	6	3			11		73														
Meridian Park/ Nyberg Woods	7	3	7	1				1	12		1		7	4	3	1	65													
Scholls Ferry	6	2	3	1	1	4	3		3	6		4	2		2			56												
Murray Scholls	8		7	1	1	1	1		1	8			1					10	52											
Red Tail	4	1	2	3	1	3		2		4		13	1	1					2	43										
Nimbus	2	2	4		2			2	1	5	1	2		1		2	4	4		5	41									
River Terrace	7		3		1		1		1	6	2		2		3		1	1			4	40								
Upper Boones Ferry			6	1		4	1		6	1	4		2	1					8				33							
Durham	1				1			1	4					2	3								2	32						
Gaarde/ McDonald	2	2	8			1	1	1	2	1		1			10		1	1	1	1					32					
Pacific Financial/ 124 th	2		2										1	2	5				1					8		31				
Teton/ Leveton			2						11				2										1			8	25			
Sherwood Employment	2		4						2				3		4	1								1		1		17		
Durham/Hall		1	5	1					2		2					1						2	1						16	
SW Tualatin Industrial	2		1						3	1			2		1	1	1	1											1	14

Figure 3. Shape Southwest transit connection points

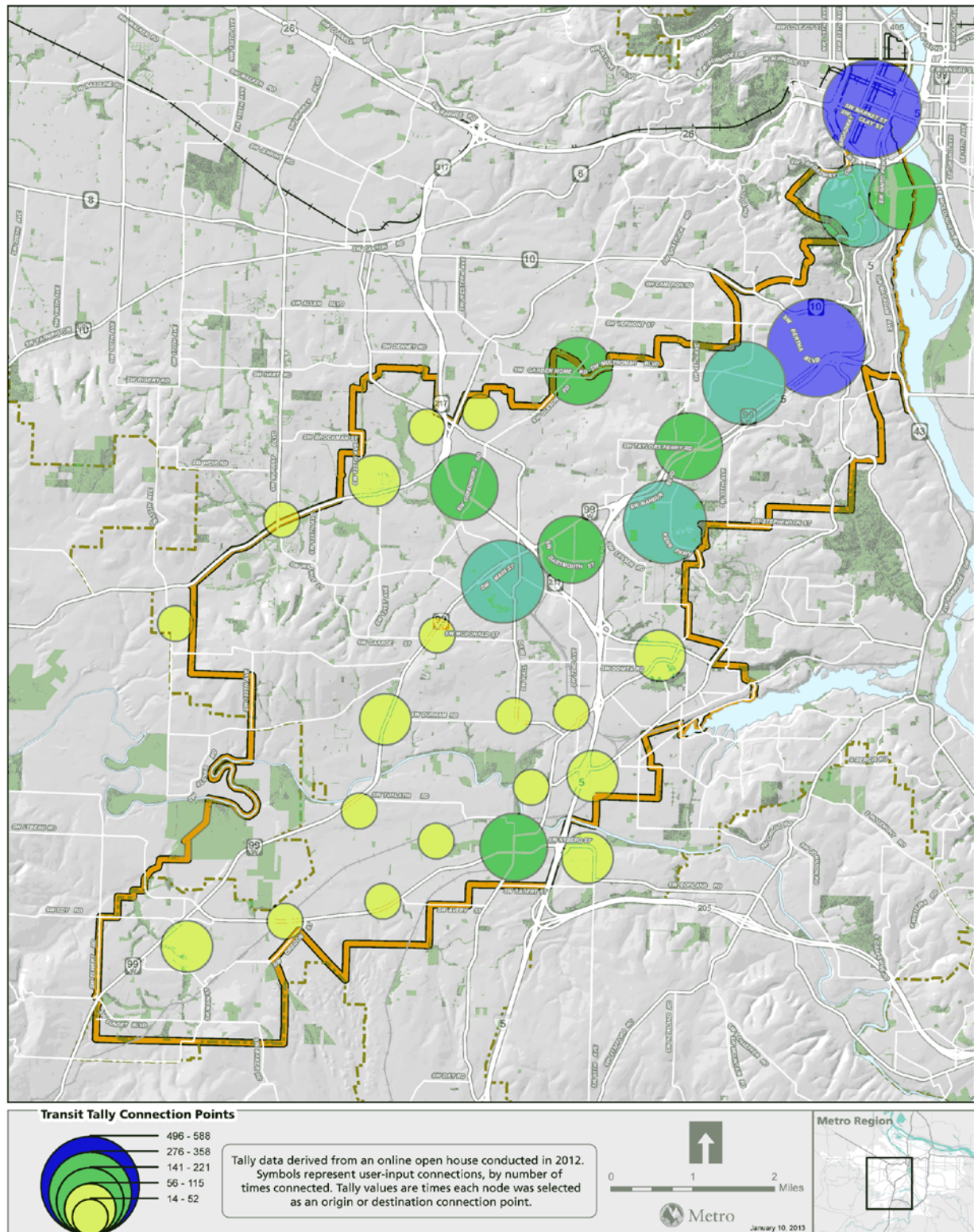


Table 2. Shape Southwest future transit connections from paper questionnaires

Connection route	Local bus	Bus rapid transit	Light rail
Hillsdale/Burlingame to PCC			
OHSU to downtown Tualatin (via Multnomah Village, Crossroads, Upper Boones Ferry)	X		
South Waterfront to downtown Tualatin (via Hillsdale/Burlingame, Crossroads, Upper Boones Ferry)	X		
Sherwood Town Center to Summerfield/King City (via Pacific Financial 124th)			
Downtown Tualatin to Meridian Park/Nyberg Woods			
Summerfield/King City to Upper Boones Ferry (via Durham/Hall)			
Downtown Tigard to Durham/Hall	X		
Tigard Triangle to downtown Tigard	X		
Summerfield/King City to Durham/Hall	X		
Washington Square to Tigard Triangle	X		
Tigard Triangle to downtown Tualatin (via Upper Boones Ferry, Durham)	X	X	
Washington Square to downtown Tigard	X		
Washington Square to downtown Tualatin	X	X	
Tigard Triangle to Sherwood Town Center (via downtown Tigard, Gaarde McDonald, Summerfield/King City, Pacific Financial 124th)	X		
Upper Boones Ferry to Meridian Park/Nyberg Woods	X		
Multnomah Village to Crossroads		X	
Downtown to Crossroads		X	X
PCC to downtown Portland			X
OHSU to downtown Tigard (via Hillsdale/Burlingame, Crossroads)			X
Hillsdale/Burlingame to Durham/Hall (via Multnomah Village, Garden Home, Washington Square, downtown Tigard)	X		
Crossroads to PCC		X	
Kruse Way/Lake Grove to Sherwood Town Center (via Bridgeport Village, Durham, downtown Tualatin, SW Tualatin Industrial area, Sherwood employment)		X	
River Terrace to downtown Portland (via Murray Scholls, Scholls Ferry Road, Washington Square, Garden Home)		X	
downtown Portland to Sherwood Town Center (via Hillsdale/Burlingame, Crossroads, Tigard Triangle, downtown Tigard, Gaarde McDonald, Summerfield/King City, Pacific Financial 124th)			X
Garden Home to Bridgeport Village (via Tigard Triangle, Kruse Way/Lake Grove, Upper Boones Ferry)		X	X
Garden Home to downtown Portland (via Multnomah Village, Hillsdale/Burlingame, OHSU)		X	
Garden Home to Washington Square	X		

OHSU to Crossroads (via Hillsdale/Burlingame)	X
Summerfield/King City to Upper Boones Ferry (via Durham/Hall)	X
Tigard Triangle to Durham/Hall (via downtown Tigard)	X

Table 3. Beyond corridor or focus area connections from paper questionnaires

Other connections/notes	Type of service
PCC Rock Creek to PCC Sylvania (via Garden Home)	Light rail
Washington Square to Barbur Boulevard (via Garden Home)	Local bus service
Southwest Vermont Street to Barbur Boulevard	Local bus service
Southwest Hall Boulevard to Kruse Way/Lake Grove	Local bus service
Highway 217 (near Southwest Canyon Rd.) to Washington Square	Local bus service
Downtown Tigard to Lake Oswego via Kruse Way/Lake Grove	Local bus service
Southwest Taylors Ferry Road to Tryon Creek State Park	Local bus service
Pacific Financial 124th to Tualatin River National Wildlife Refuge	Local bus service
Highway 217 to Sherwood Town Center (via Garden Home, Washington Square, downtown Tigard, Gaarde McDonald, Summerfield/King City, Pacific Financial 124th)	Local bus service (Oleson Road bus)
Bonita to Kruse Way/Lake Grove	<i>blank</i>

Of the 491 online and paper questionnaire respondents, 406 offered at least one response to express what type of connection(s) they would like to see. The vast majority of these envisioned at least some form of high capacity transit for one or more connections, often suggesting either light rail or bus rapid transit (or a combination of the two) depending on their connections. A majority also suggested continuation or improvements to current local bus service for one or more connections.

In this and other sections, some commenters specifically stated that they did not want light rail. Others pointed to issues caused by recent TriMet service cuts, requesting restoral to be the primary focus.

A considerable number of comments used this section to emphasize the desire to see expanded or added pedestrian and bicycle

facilities or roadway connections. A few comments stated concern and objection to the idea that roadway capacity might be taken for high capacity transit or bicycle facilities. A few commenters used this and other sections to emphasize their reliance on TriMet LIFT service.

Information offered about the types of connections will be compiled, analyzed and forwarded to the Southwest Corridor Alternatives Analysis technical team and TriMet to use in future discussions of transit needs and service for the corridor.

Community investments

The second part of the Shape Southwest tool asked participants to determine their optimal levels of investment in driving, walking, biking, transit and nature and parks. Users were given a "budget" of 100 points and could select from level 0 to 5 for each investment type. For each investment level, users were offered an example of what that level of investment could bring to a community (for example, level 1 for driving meant: "Things like curb ramps, gravel paths or shoulders and wayfinding aids." The tool was meant to illustrate that not everything can be afforded and that different types and levels of investment may require different levels of funding. Not all investment types or levels required the same number of budget points.

Users were shown the results of their investments in health, access and mobility, and prosperity – three of the goals of the Southwest Corridor Plan. They could also earn "bonuses" for encouraging safety, housing choice, economic development and commercial development with certain combinations of investments. (See Appendix J, Shape Southwest methodology, for more information about the process and assumptions made for the tool.)

"We need to make serious investments in the infrastructure in the corridor in order to encourage more jobs, housing and commercial development in the corridor."

"Please focus on areas where there are low-wage jobs and where affordable housing is likely to develop. Do not put too much investment into serving extremely wealthy areas and enclave communities."

"My hope is that the solution will provide both for enhanced throughput and also make transit a viable option for local trips."

"The traffic is too bad... I drive several miles out of my way on I-5 and back roads through Tualatin to avoid 99W through Tigard."

"Please do not spend money that our government really doesn't have to spend."

"Generally, with the increasing number of seniors, we need ways for them to get around without driving. Also, [we need] added and better maintained sidewalks to enable walking to the bus stop or light rail. I am usually walking in the roadway on my way to the bus stop."

Investments in driving

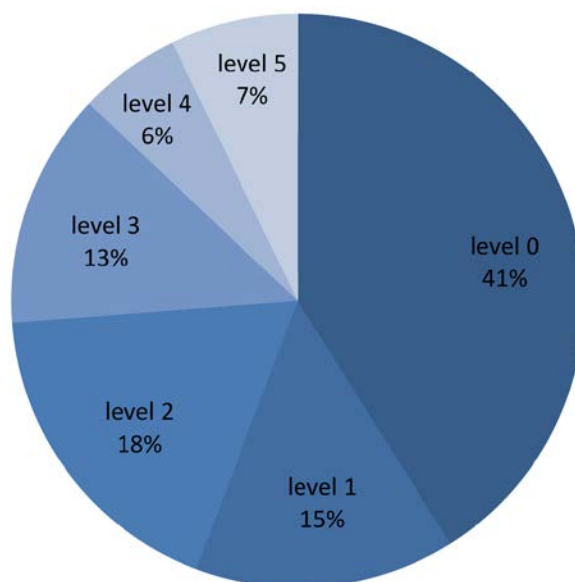


Investments in driving represent roadway improvements in the community. For the Shape Southwest tool, levels of investment represented:

- Level 1: Maintenance needs that currently lack funding
- Level 2: Things like key safety fixes and signal optimization
- Level 3: Things like intersection and connectivity improvements
- Level 4: Things like expanded large neighborhood streets
- Level 5: Things like rebuilt interchanges.

Of the 691 submissions to the Shape Southwest tool, 285 chose not to invest in driving at all⁵; 125 chose level 2; 102 chose level 1; 92 chose level 3; 50 chose level 5; and 40 chose level 4.

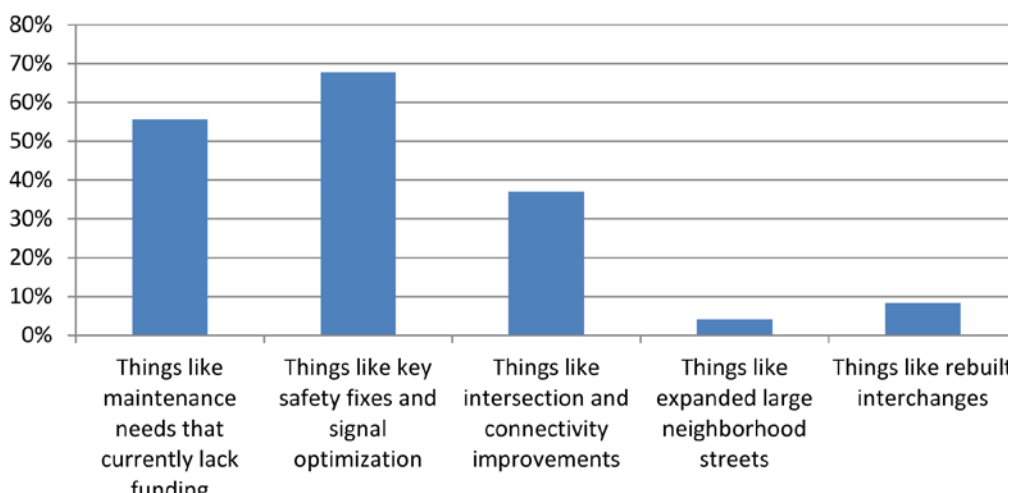
Figure 4. Shape Southwest submissions: driving investments



The Shape Southwest tool saw these levels as additive, meaning that a higher level included all investments of the lower levels. The online questionnaire recognized that users may have wanted to be more targeted in their investments; it asked users to choose one or two types of driving investments that were most important to them.

Figure 4, Driving investment priorities, shows what was offered by the 459 respondents who chose one or more priorities.

Figure 5. Driving investment priorities



⁵ Nineteen entries in Shape Southwest, less than 3 percent of participants, had zero for all investments.

Investments in walking

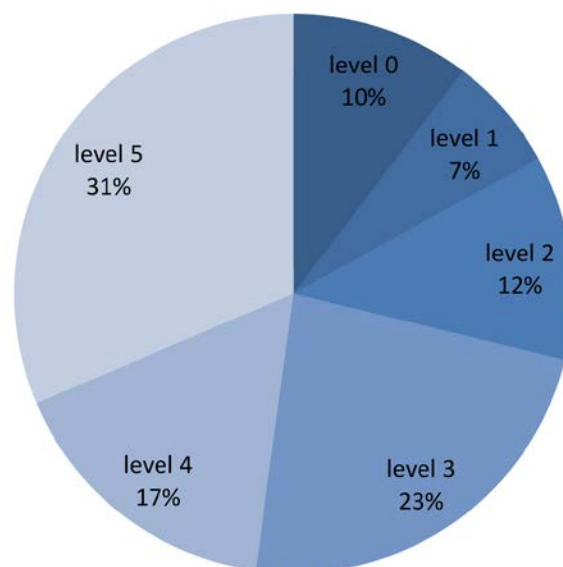


Investments in walking represent pedestrian facility improvements in the community. For the Shape Southwest tool, levels of investment represented:

- Level 1: Things like curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- Level 2: Crosswalks improvements like better striping, medians, signals and flashing beacons
- Level 3: Things like adding paved sidewalks on major roads
- Level 4: Things like adding paved sidewalks on large neighborhood streets
- Level 5: Things like plazas, street trees and streetscape improvements.

Of the 691 submissions to the Shape Southwest tool, 218 chose the highest investment, level 5, for walking; 162 chose level 3; 114 chose level 4; 82 chose level 2; 72 chose no investment; and 46 chose level 1

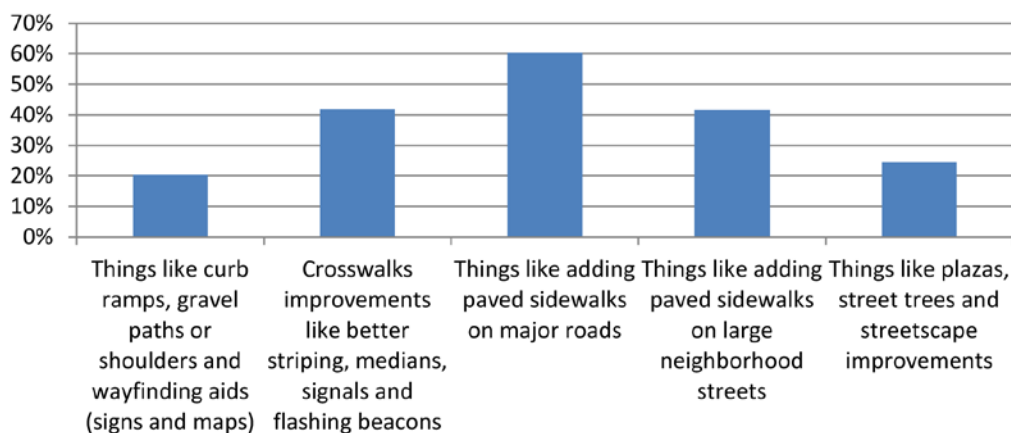
Figure 6. Shape Southwest submissions: walking investments



The Shape Southwest tool saw these levels as additive, meaning that a higher level included all investments of the lower levels. The questionnaire recognized that users may have wanted to be more targeted in their investments; it asked users to choose one or two types of walking investments that were most important to them.

Figure 6, Walking investment priorities, shows what was offered by the 459 respondents who chose one or more priorities.

Figure 7. Walking investment priorities



Investments in biking

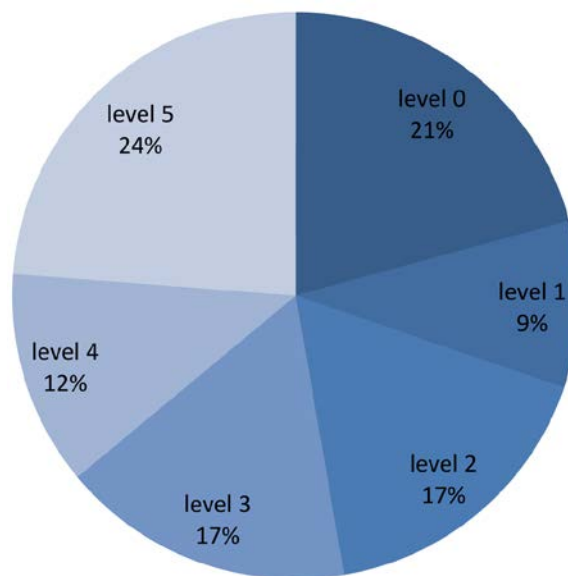


Investments in biking represent bicycle facility improvements in the community. For the Shape Southwest tool, levels of investment represented:

- Level 1: Wayfinding (signs and maps); share the road markings, shoulders
- Level 2: On street striped bike lanes on major roads
- Level 3: Bike boulevards
- Level 4: Cycle track (separated bike lane) on major roads
- Level 5: Off-street separated paved path.

Of the 691 submissions to the Shape Southwest tool, 165 chose the highest investment, level 5, for biking; 144 chose no investment; 118 chose level 2; 116 chose level 3; 85 chose level 4; and 66 chose level 1.

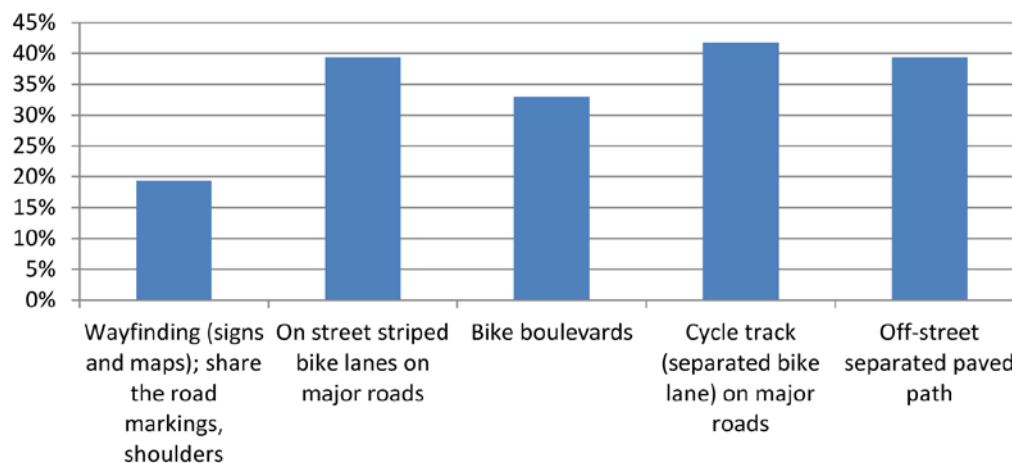
Figure 8. Shape Southwest submissions: biking investments



The Shape Southwest tool saw these levels as additive, meaning that a higher level included all investments of the lower levels. The questionnaire recognized that users may have wanted to be more targeted in their investments; it asked users to choose one or two types of biking investments that were most important to them.

Figure 8, Biking investment priorities, shows what was offered by the 439 respondents who chose one or more priorities.

Figure 9. Biking investment priorities



Investments in transit

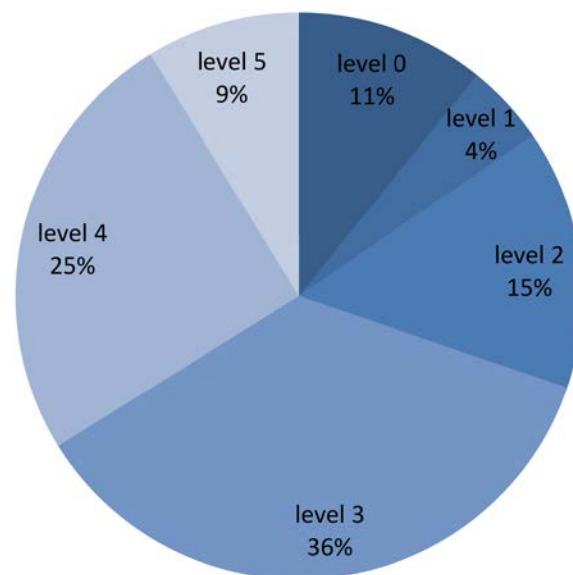


Investments in transit represent transit access and operational improvements and capital project investments in the community. For the Shape Southwest tool, levels of investment represented:

- Level 1: Improved stop amenities like shelters, lights and posted schedules and maps
- Level 2: Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- Level 3: Improved local service
- Level 4: High capacity transit to two cities
- Level 5: High capacity transit to three or more cities.

Of the 691 submissions to the Shape Southwest tool, 249 chose the level 3 for transit; 174 chose level 4; 103 chose level 2; 75 chose no investment; 61 chose level 5; and 32 chose level 1.

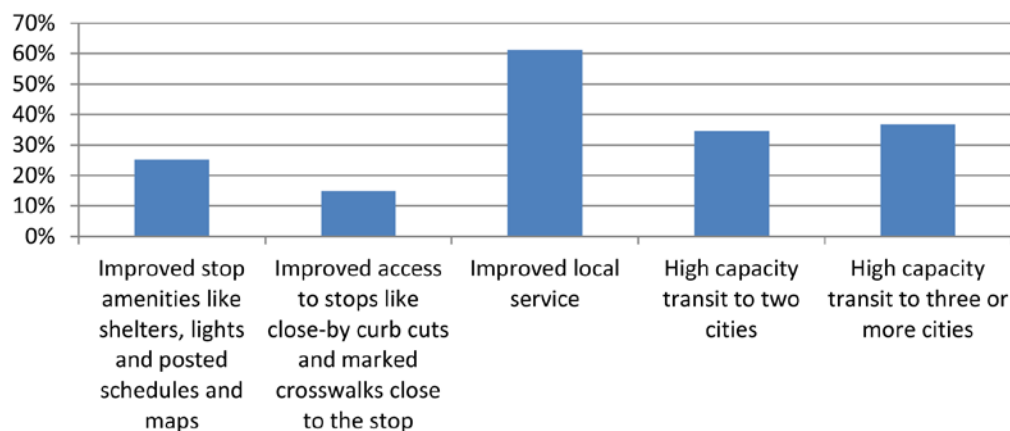
Figure 10. Shape Southwest submissions: transit investments



The Shape Southwest tool saw these levels as additive, meaning that a higher level included all investments of the lower levels. The questionnaire recognized that users may have wanted to be more targeted in their investments; it asked users to choose one or two types of transit investments that were most important to them.

Figure 10, Transit investment priorities, shows what was offered by the 444 respondents who chose one or more priorities.

Figure 11. Transit investment priorities



Investments in parks and nature

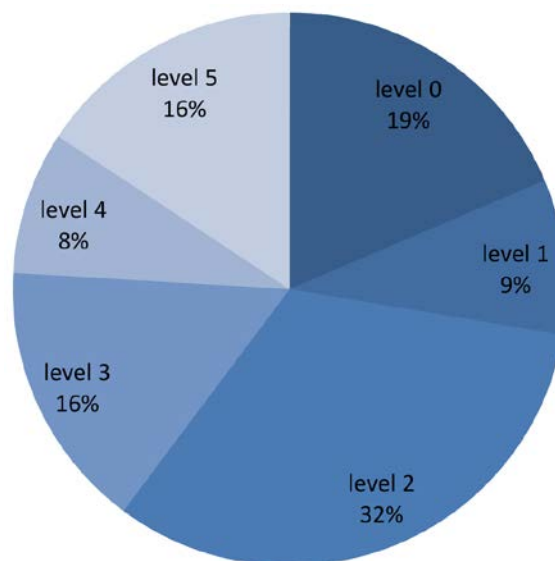


Investments in parks and nature represent improvements in the community that add or protect those resources, including stream health and water quality investments. For the Shape Southwest tool, levels of investment represented:

- Level 1: Trails through natural areas
- Level 2: Trees along major roads
- Level 3: Stream health and water quality projects
- Level 4: New parks
- Level 5: Purchase open spaces

Of the 691 submissions to the Shape Southwest tool, 226 chose the level 3 for parks and nature; 129 chose no investment; 109 chose level 2; 109 chose level 5; 63 chose level 1; and 58 chose level 4.

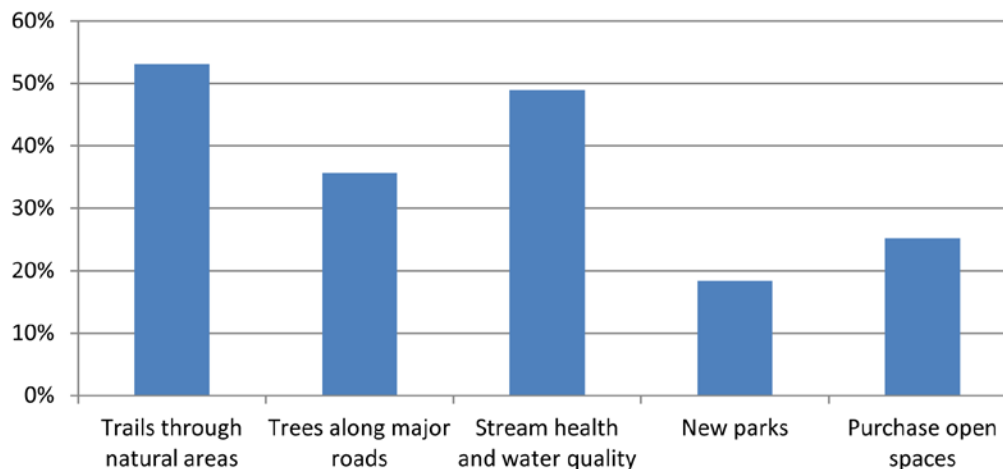
Figure 12. Shape Southwest submissions: parks and nature investments



The Shape Southwest tool saw these levels as additive, meaning that a higher level included all investments of the lower levels. The questionnaire recognized that users may have wanted to be more targeted in their investments; it asked users to choose one or two types of parks and nature investments that were most important to them.

Figure 12, Parks and nature investment priorities, shows what was offered by the 452 respondents who chose one or more priorities.

Figure 13. Parks and nature investment priorities



Investment priorities, paper questionnaires

The 20 respondents using the paper questionnaire did not have access to the benefit and tradeoff exercise of the Shape Southwest online game. Instead, they marked two or more investments that would be most important to them without this context, shown in figures 14 to 18.

Figure 14. Most important driving investments

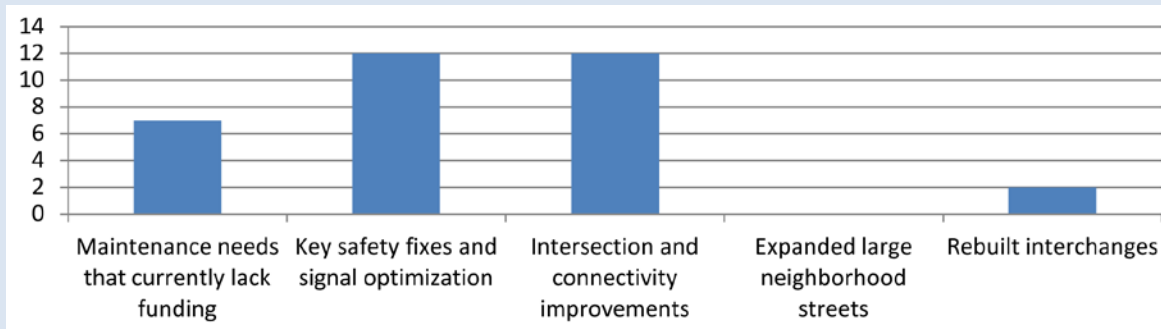


Figure 15. Most important walking investments

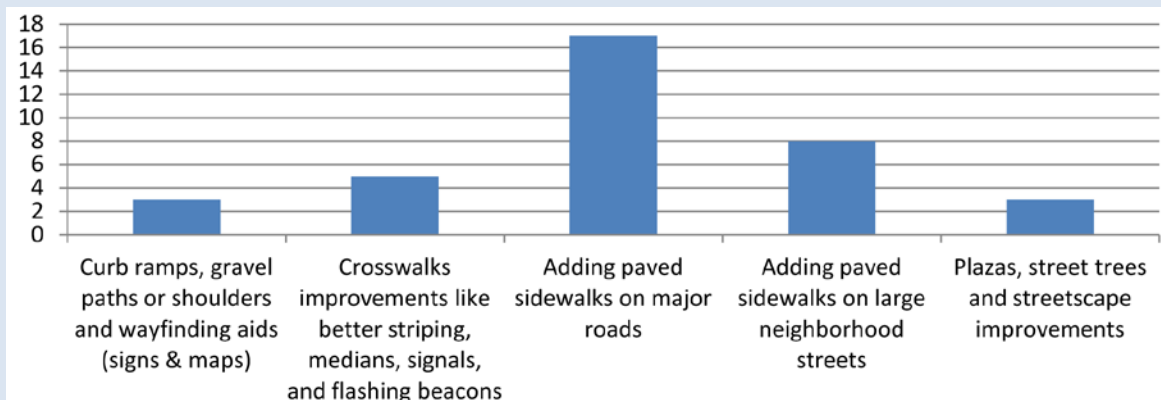


Figure 16. Most important biking investments

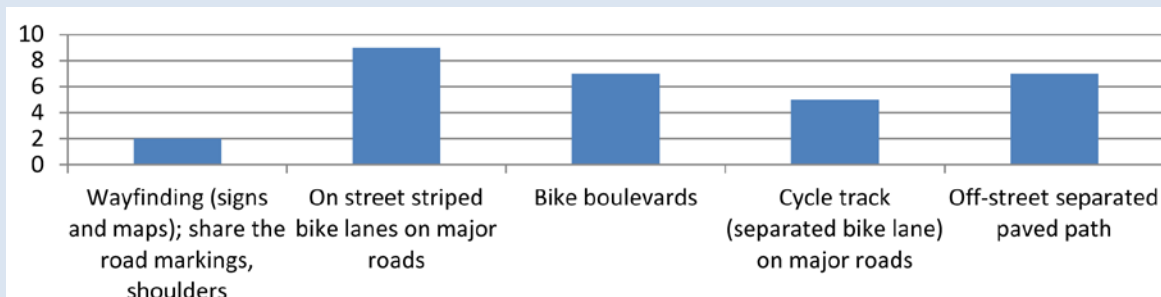


Figure 17. Most important transit investments

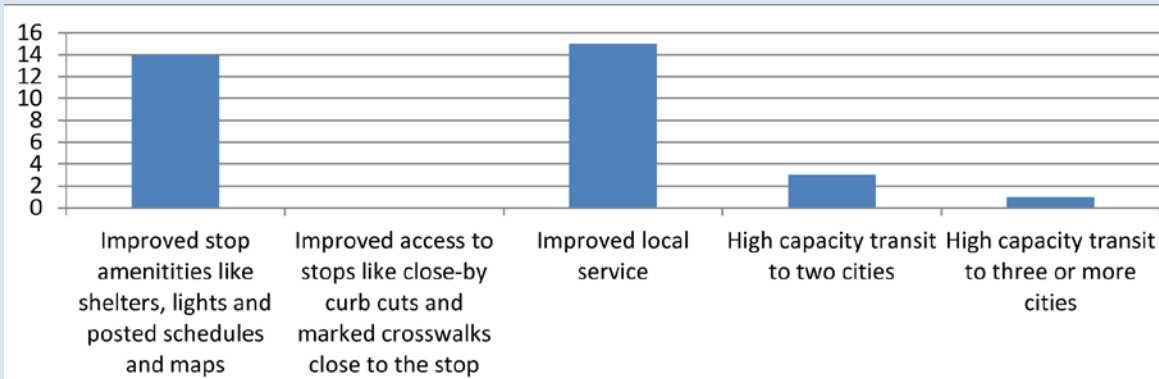
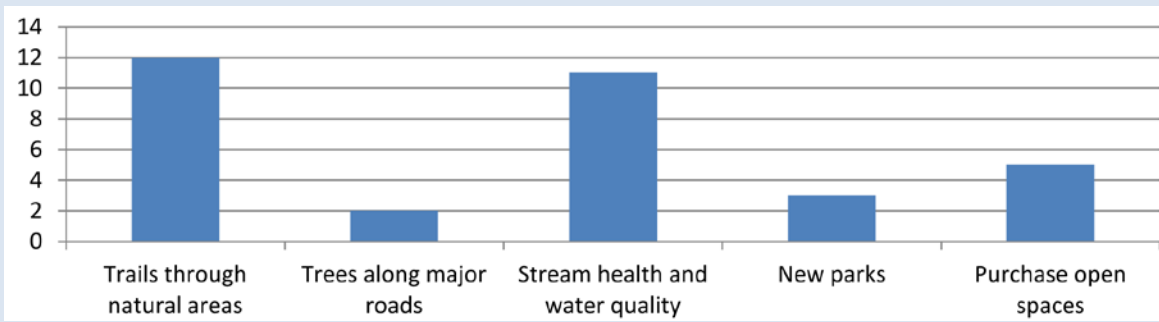


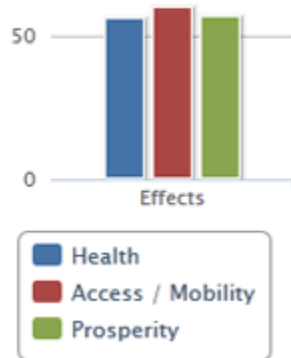
Figure 18. Most important parks and nature investments



Even without the context of the Shape Southwest tool, the ratios for these investment priorities are similar to the results of the online questionnaire. The one clear exception is more emphasis for improved stop amenities with transit investments, though it is impossible to draw too much from this distinction with this sample size.

Outcomes

Shape Southwest users were able to track the effects of their investment choices on health, access and mobility, and prosperity. This was done by giving a "score" for the effects of each



investment type and level (*see* Appendix J, Shape Southwest methodology, for information about the process and assumptions made for this scoring):

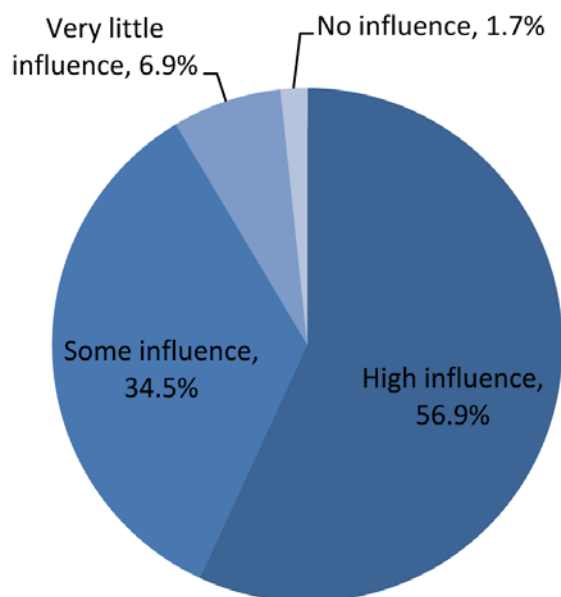
- health, demonstrating the effects of the investments on personal health and safety as well as environmental health
- access and mobility, demonstrating the effects of the investments on both local access and regional mobility

- prosperity, demonstrating the effects of the investments on both personal and community prosperity

The online questionnaire asked respondents how much influence this scoring had on their investment choices.

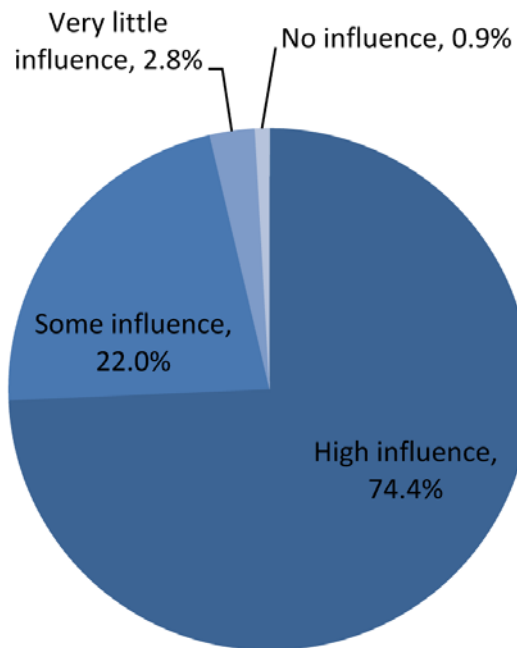
Of 464 respondents, 424 (91 percent) were highly or somewhat influenced by the health results.

Figure 19. Influence of health outcomes on investment choices



Of 464 respondents, 447 (96 percent) were highly or somewhat influenced by the access and mobility results.

Figure 20. Influence of access and mobility outcomes on investment choices



“Quality of life depends on having clean air, healthy bodies [and] green spaces. Money is money, but these other things are what make life good.”

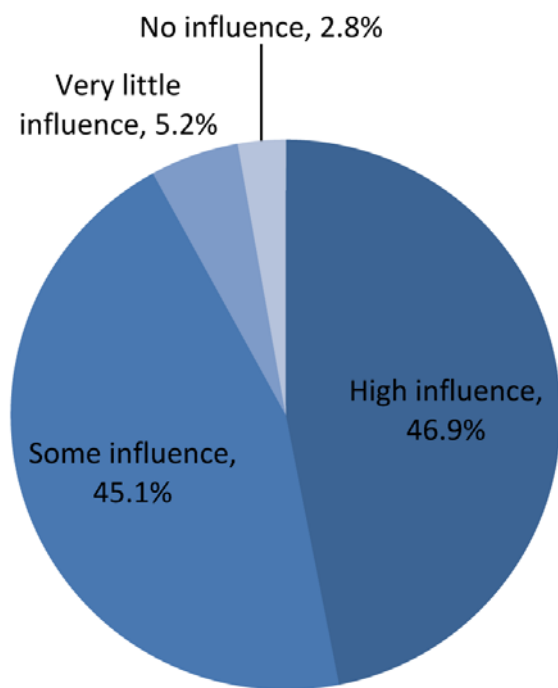
“As much as I’d love to walk everywhere, driving is the most time-efficient and load-appropriate method for our family.”

“There is very little room to add wider and more lanes, and evidence tells us that won’t reduce traffic anyway. We need multimodal options and the means to attract more homes and businesses within the corridor to reduce the need to drive in, out or through it for everyday needs.”

“Transit gives options for elderly, families with young kids and people with disabilities.”

Of 461 respondents, 424 (92 percent) were highly or somewhat influenced by the prosperity results.

Figure 21. Influence of prosperity outcomes on investment choices



Additional factors that influenced investment choices

The questionnaire asked respondents what factors influenced them in their investment choices. Respondents could choose from a list of factors or add their own. The presented list of factors that might influence a person's investment choices was developed from the community values expressed in earlier public involvement stages for the Southwest Corridor Plan.

Respondents were first asked to choose any or all that influenced them (or add their own) and then asked to choose only the top three factors that most influenced them.

When asked to choose any or all factors that influenced them, the 462 respondents most often selected quality of life (79 percent),

safety (68 percent), access (65 percent) and environment (62 percent).

When asked to choose the top three factors that most influenced them, the 461 respondents most often chose the same factors of quality of life (59 percent), safety (45 percent), access (42 percent) and the environment (39 percent).

Factors that were not listed and were offered by respondents included equity, sustainability, livability, economic growth, maximizing synergies (and bang for the buck), reduced public spending, aging considerations, regional connections, and opposition to light rail.

"I just wish I felt safer driving/walking in my own community. There is a park literally a block away from my house. To get there, I have to run across a busy road with three small children. There's no crosswalk or safety help – so we never go to that park.

In addition to the car accidents, we've almost been hit by cars while walking to school even using the one crosswalk on the way – now we drive to school. Safety and accessibility are our primary concerns."

Figure 22. Factors that influenced investment choices, selection of any and all factors

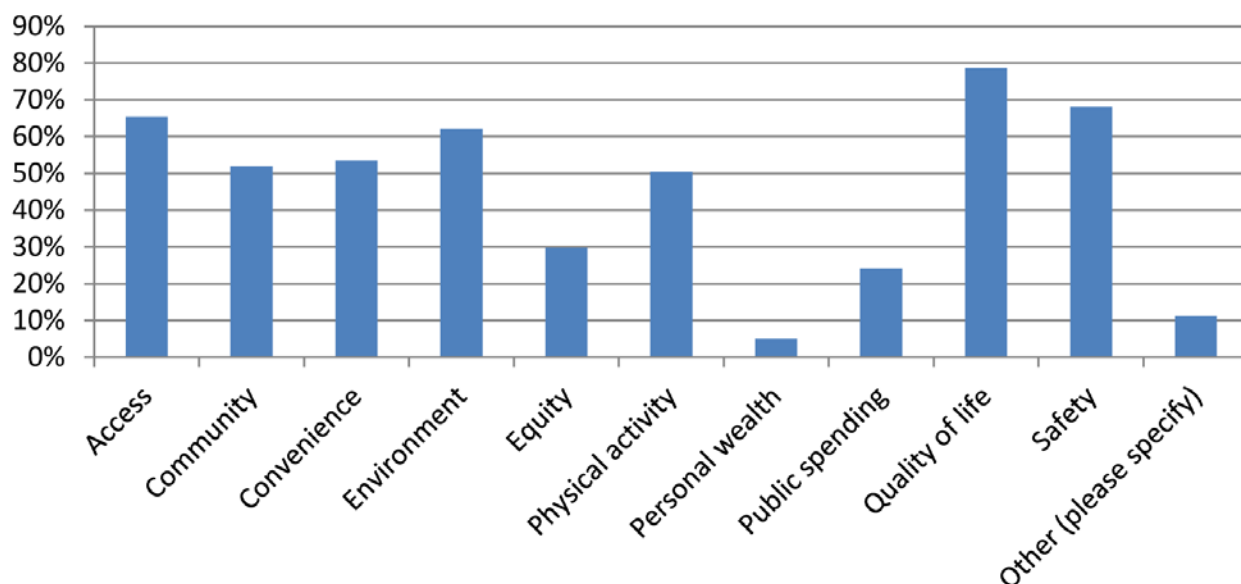
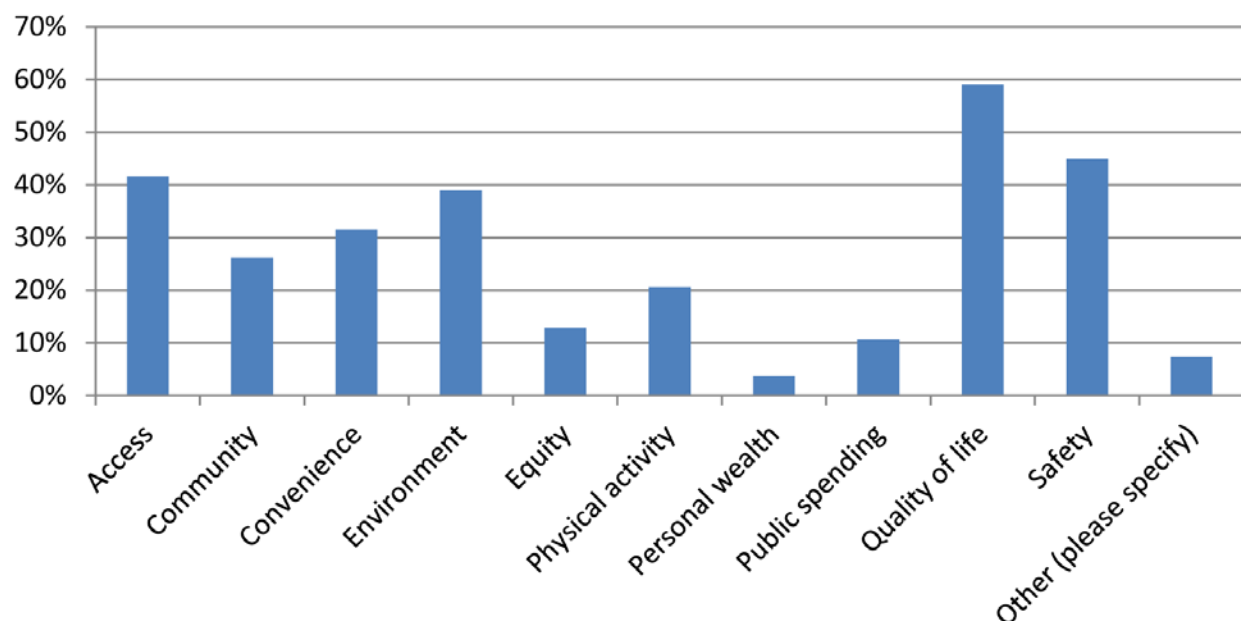


Figure 23. Factors that influenced investment choices, selection of top three factors



Leveraged investments

Depending on the combination of investments made, the Shape Southwest tool revealed "bonuses" of encouraging safety, housing choice, economic development and commercial development. The questionnaire asked respondents to rate the importance of

using public investments to activate private investments in

- housing choices (encouraging new housing development)
- new commercial development (encouraging new shops and restaurants)

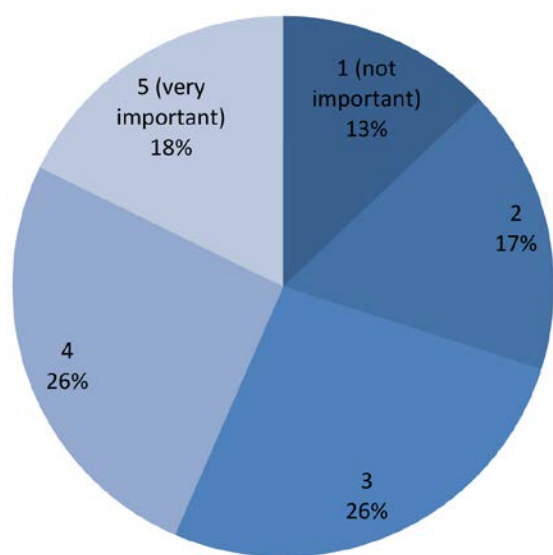
- new economic development and jobs (encouraging job growth).

The 456 respondents rated the importance of each of these from a scale of 1 (not important) to five (very important).



For housing choices, 196 respondents (43 percent) ranked it as either important or very important.

Figure 24. Ranking of importance for encouraging housing choices

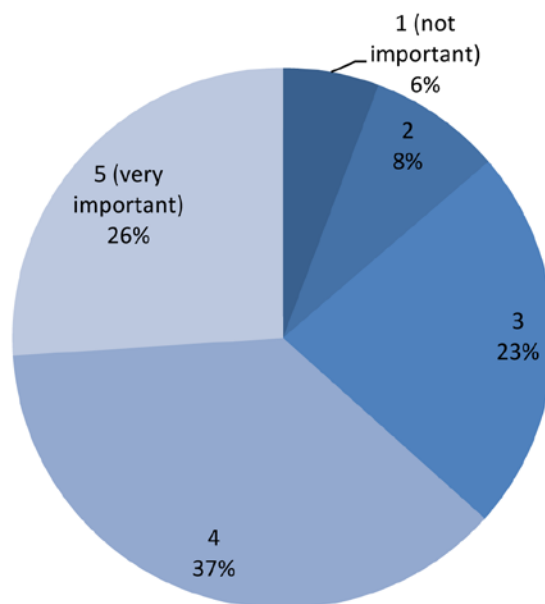


For commercial development, 287 respondents (63 percent) ranked it as either important or very important.

“Encouraging affordable housing options within the city is necessary to stimulate any kind of sustainable, environmentally responsible growth.”

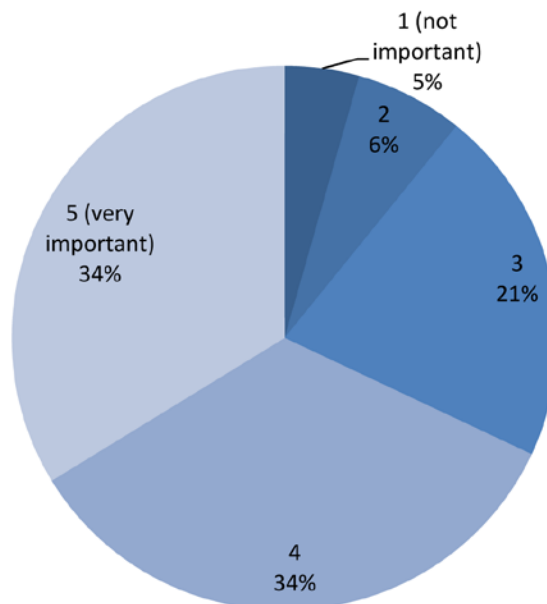
“We need to actually make the investments, not just talk about goals in the abstract.”

Figure 25. Ranking of importance for encouraging commercial development



For economic development, 308 respondents (68 percent) ranked it as either important or very important.

Figure 26. Ranking of importance for encouraging economic development



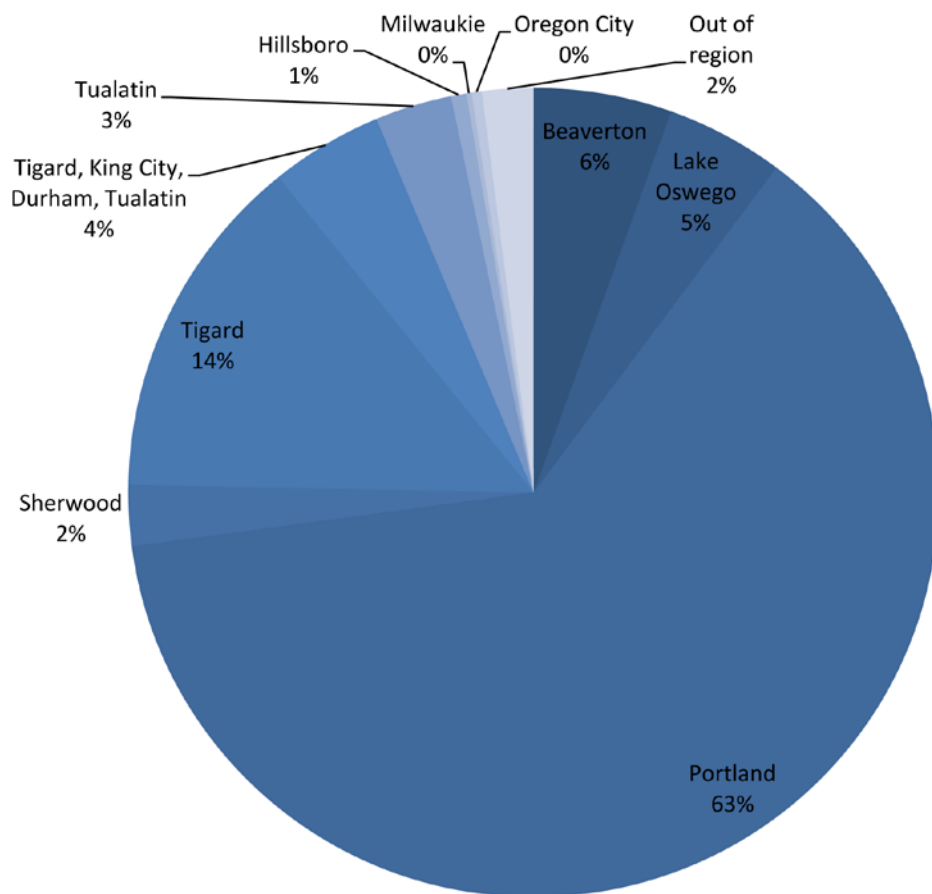
Who participated?

Information below includes the 471 online questionnaire participants and the 20 paper form questionnaire participants. Not every participant answered all questions.

Where they live

Of 490 respondents, 307 (63 percent) live in Portland; 156 (34 percent) live in Sherwood, Tigard, Tualatin, Beaverton, King City, Lake Oswego or Durham; 10 live outside of the region; six live in Hillsboro, Milwaukie or Oregon City.⁶

Figure 27. Cities of residence of respondents

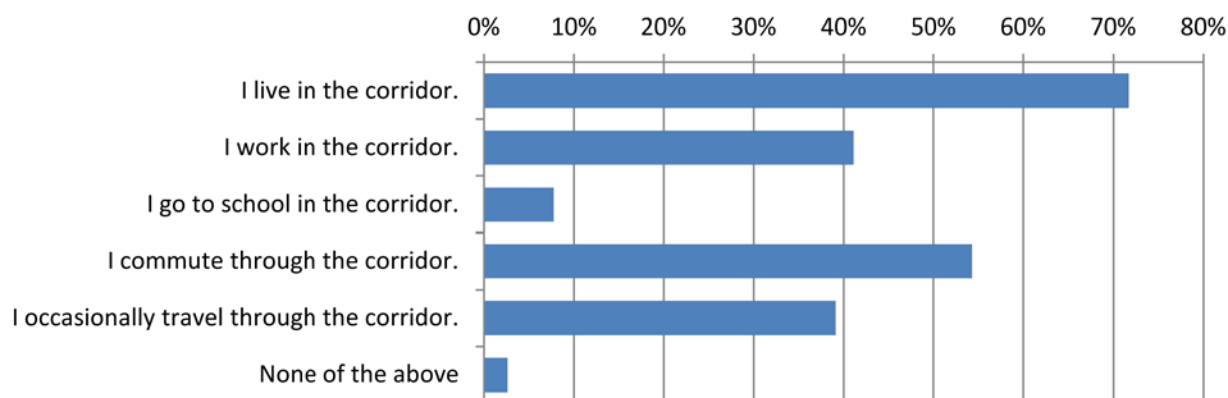


⁶ All online questionnaire respondents were required, and paper questionnaire respondents were asked, to provide their ZIP codes, on which this analysis is based; though respondents may live in unincorporated areas, residency in city boundaries was presumed for illustrative purposes. ZIP code 97224 spans Tigard, Tualatin, King City and Durham.

Relationship to the corridor

Respondents were asked about their relationship to the corridor. They were encouraged to choose all that applied; of 490 respondents, more than 300 selected more than one response. Most respondents live and/or commute through the corridor.

Figure 28. Relationship to the corridor of respondents



Demographic information

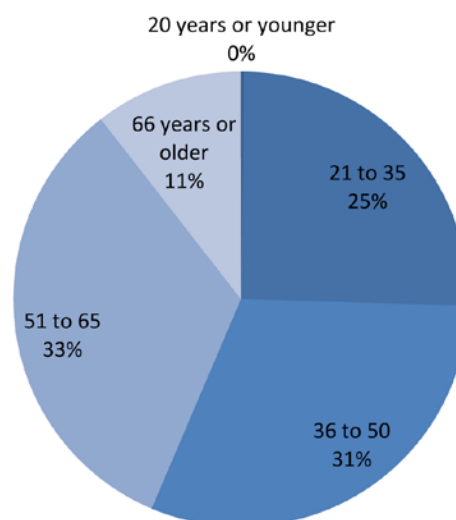
Questionnaire respondents also were asked to provide additional demographic information to help staff respond to Metro's independently elected auditor's recommendations to engage a diverse audience and seek demographic information in order to measure whether a cross-section of the public is being reached. All demographic questions were clearly labeled as optional.

Age Of 477 respondents, 157 (33 percent) were 51 to 65; 147 (31 percent) were 36 to 50; 120 (25 percent) were 21 to 35; 50 (11 percent) were 66 years or older; and only one respondent was 20 years or younger.

In comparison to the previous public involvement stage, this indicates a higher participation rate for those 35 years or

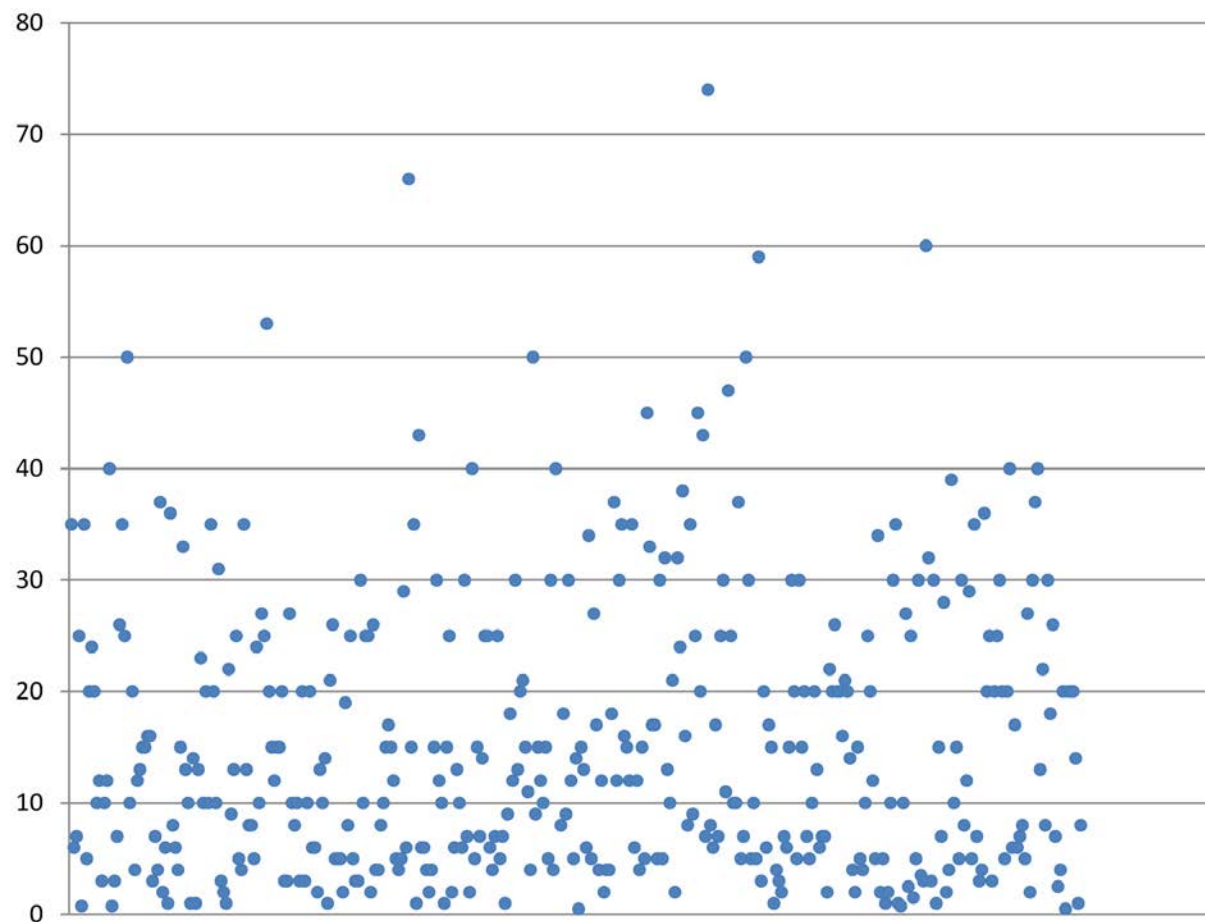
younger (11 percent of respondents 34 years and younger; *see Southwest Corridor Plan Wide range and screening process public comment report, August 2012*).

Figure 29. Age of respondents



Years lived in the community Respondents were asked how long they have lived in their community. The 399 responses demonstrated balanced participation between shorter-term and long- (and very long-) term residents.

Figure 30. Respondents' years lived in their community

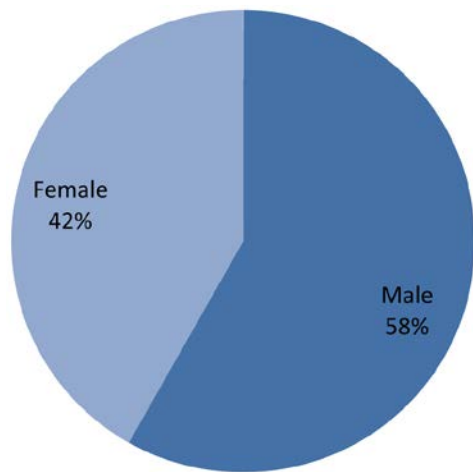


“The corridor doesn’t need to be like the rest of Portland. It should retain its current qualities so that it appeals to the people who have already been attracted to live and work there.”

“We’ve been spending huge amounts of money on auto infrastructure for decades... I realize that the increased density being discussed for the corridor will prompt some need for auto-related improvements, but these should be kept to an absolute minimum. It’s time to support this transit investment with first class pedestrian and bicycle facilities, convenience and safety.”

Gender Of 452 respondents, 263 (58 percent) are male and 189 (42 percent) are female.

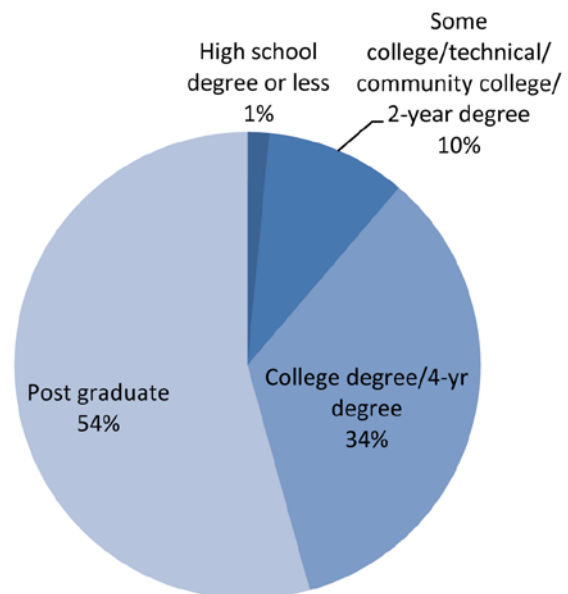
Figure 31. Gender of respondents



Level of education Of 462 respondents, 251 (54 percent) have a post graduate education; 159 (34 percent) have a (four-year) college degree; 45 (10 percent) have some college, technical school or a two-year degree; 7 (1 percent) have a high school degree or less.

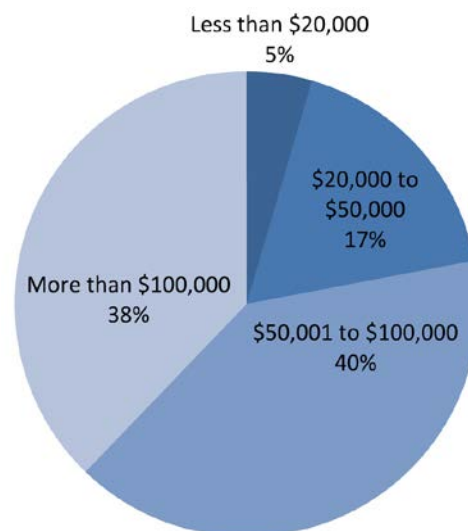
In comparison to the previous public involvement stage, this indicates a higher participation rate for those with a post graduate education (50 percent of respondents to the prior engagement stage) and lower for those that have some college, technical school or a two-year degree (16 percent of respondents; *see Southwest Corridor Plan Wide range and screening process public comment report, August 2012*).

Figure 32. Level of education of respondents



Income Of 418 respondents, 168 (40 percent) have an annual household income between \$50,001 and \$100,000 (40 percent); 158 (38 percent) have more than \$100,000; 73 have \$20,000 to \$50,000; 19 have less than \$20,000.

Figure 33. Annual household income of respondents



Race/ethnicity The Southwest Corridor Plan Title VI and environmental justice analysis, July 2012, uses the U.S. Census Bureau categories for racial (Black, Asian, American Indian and Alaska Native, Native Hawaiian and Pacific Islander) and ethnic (Hispanic) minorities.⁷

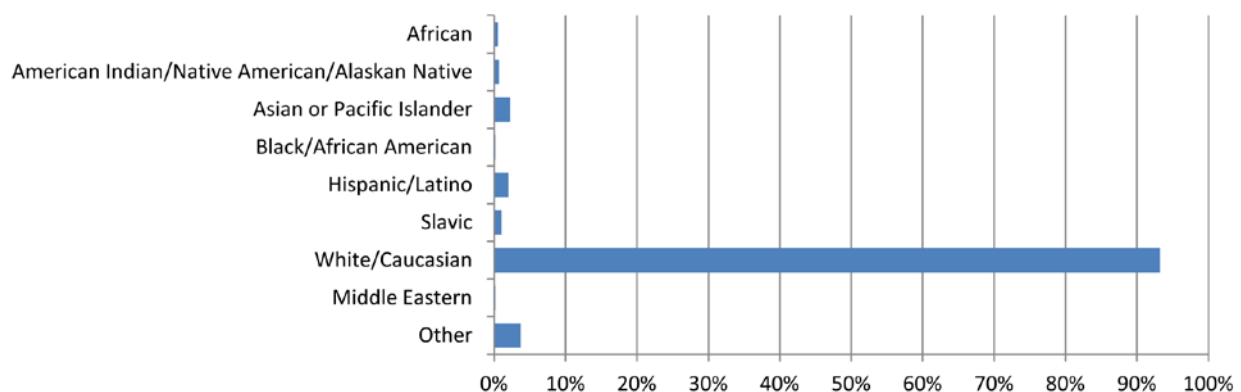
Of 427 respondents, 15 (4 percent) identified themselves as one of the above racial minorities, and 10 (2 percent) identified themselves as Hispanic; 396 (93 percent) identified themselves as White/Caucasian; four (1 percent) as Slavic; one as Middle Eastern; and 16 (4 percent) as being something other than the options given.

Respondents could choose multiple ethnicities, and 14 respondents did so.

In comparison, analysis of the 2010 U.S. Census shows that 14 percent of the corridor population is part of a racial minority (Black, Asian, American Indian and Alaska Native, Native Hawaiian and Pacific Islander or two or more races) and 10 percent of the corridor population is Hispanic.

These participation rates are consistent with the previous public involvement stage (*see Southwest Corridor Plan Wide range and screening process public comment report, August 2012*).

Figure 34. Ethnicity of respondents



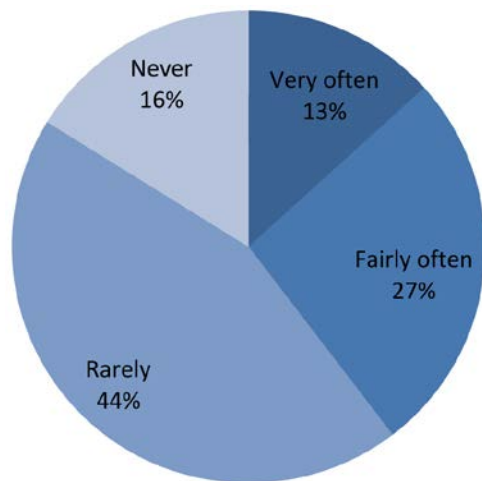
⁷ Per U.S. Census Bureau data collection practice, “race” categories are distinct from the Hispanic/non-Hispanic “ethnicity” category.

Participation

Respondents were also asked how often they participate in community meetings. The intent of this question was to determine if the online outreach is expanding participation from traditional open house-style events.

Of 452 respondents, 200 (44 percent) rarely participate in community meetings; 73 (16 percent) never participate; 119 (27 percent) participate fairly often; and 60 (13 percent) participate very often.

Figure 35. Community meeting participation frequency of participants



Conclusions

Process

Public engagement at this stage of the plan focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything.

During the public comment period of Nov. 14, 2012 through Jan. 1, 2013, 2,098 people visited the project website to learn about the Southwest Corridor Plan, 695 submissions to Shape Southwest were made, 471 electronic questionnaires were submitted, and 20 paper-version questionnaires were received, including two Spanish-language questionnaires; no Vietnamese-language questionnaires were received.

The Shape Southwest tool and associated questionnaire helped residents better conceptualize the benefits and tradeoffs of potential investments. This was specifically praised by many respondents, though some mentioned that it was oversimplified, and a few others had technical difficulties with the tool.

The decision was made to not pursue complete integration between the exercise and questionnaire portions due to time, budget and technological constraints. Use of future tools of this type should reassess to determine if a more complete integration is more feasible at that time.

The public process and the project as a whole could benefit from follow up on some of the comments offered. A contact information section and option that expresses that the respondent is willing to be contacted for

follow up should be considered in future questionnaires.⁸

Information from the public will help decision-makers make choices about where to focus investments as well as what type and what levels of investments would best benefit corridor communities balanced against the fiscal constraints faced by partner jurisdictions.

Planning

Participants generally encourage less investment focus on driving and more investment in walking, biking, transit, and parks and nature. They recommend the investment level and focus for each type as:

- driving: safety, maintenance, and intersection and connectivity improvements
- walking: adding sidewalks on major roads
- biking: on-street striped lanes and/or some clearly separated route (off-street separated paved path ranked highest through Shape Southwest, while cycle track ranked highest through the questionnaire)
- transit: improved local service, though most comments regarding future transit demonstrate a desire for high capacity

⁸ Respondent-specific information is often not collected due to participation or candor resistance created by the combination of public information disclosure laws, demographic information collection, and personal privacy concerns. Any such option would clearly notify respondents that though the contact information would not be published in the public involvement report, it would still be available through public information requests. Other options would have to be explored if there is indication that this creates participation or candor resistance.

transit in the corridor to help meet transportation needs; in contrast, some commenters stated an opposition to light rail and/or other major transit project investment.

Responses to questions about parks and nature investments gave conflicting information regarding priorities. Some information prioritizes street trees, other information prioritizes trails through natural areas. Stream health and water quality also ranks high, and a few comments expressed that the questions should have given more focus to these issues, emphasizing the connection to infrastructure and storm runoff.

Comments ranged from suggestions and requests for specific areas either for protection and/or revitalization to emphasizing a desire for or against a specific investment type; for example:

- "Please keep high-density housing developments such as apartment complexes out of Sherwood and surrounding areas"
- "We really need a small local shopping district at the intersection of Oleson and Garden Home"⁹
- "Put in sidewalks and pave the damn streets"
- "We need light rail soon."

There were also a few comments indicating a distrust of the motivations of government or its rule in meeting some of the goals of the plan; for example:

- "People cannot be effective, entrepreneurial, happy and successful, if the hand of government is heavy. There is too much government in Portland as evidenced by this push survey"
- "Limit investments to infrastructure. Government at any level has proven inept at creating jobs or wealth."

Generally, however, most comments indicated recognition for the need, and sometimes eagerness, for investments that would protect and improve the quality of life in the corridor.

⁹ Comments will be distributed to partner jurisdictions based on ZIP code analysis for additional, local consideration of comments and specific suggestions.

Appendix A: Shape Southwest and questionnaire responses

connection_1	connection_2	connection_3	connection_4	connection_5	driving_value	walking_value	biking_value	transit_value	parks_value
Garden Home to Red Tail	Red Tail to Washington Square	Washington Square to Downtown Tigard	Downtown Tigard to Upper Boones Ferry		3	5	2	3	0
					0	0	5	5	1
					0	0	3	3	0
Downtown Tigard to Downtown	South Waterfront to Hillsdale / Burlingame	Crossroads to Multnomah Village			0	5	5	4	2
Hillsdale / Burlingame to Multnomah Village	Crossroads to Multnomah Village	Crossroads to PCC	PCC to Kruse Way / Lake Grove	Kruse Way / Lake Grove to Bridgeport Village	0	4	2	4	3
Downtown to River Terrace	Sherwood Town Center to Meridian Park / Nyberg Woods	Downtown to Meridian Park / Nyberg Woods			3	2	3	3	2
Downtown Tualatin to Sherwood Town Center	Downtown Tualatin to Downtown Tigard	Summerfield / King City to Downtown Tualatin	Downtown Tigard to Downtown	Kruse Way / Lake Grove to Washington Square	2	5	3	3	2
Garden Home to Crossroads					1	3	3	3	3
Downtown to South Waterfront	OHSU / South Portland to Hillsdale / Burlingame	South Waterfront to OHSU / South Portland	Hillsdale / Burlingame to PCC	Downtown Tigard to PCC	1	3	3	4	0
Downtown Tigard to Tigard Triangle	Tigard Triangle to PCC	PCC to Crossroads	Crossroads to Hillsdale / Burlingame	Hillsdale / Burlingame to South Waterfront	2	2	3	2	5
Downtown Tualatin to Downtown Tigard	Tigard Triangle to Downtown Tigard	PCC to Tigard Triangle	Crossroads to PCC	Multnomah Village to Crossroads	0	5	2	5	0
Downtown to Hillsdale / Burlingame	Downtown to Downtown Tigard	Downtown Tigard to Washington Square			2	3	2	3	3
Downtown to Hillsdale / Burlingame	Downtown to Downtown Tigard	Downtown Tigard to Washington Square			2	3	2	3	3
Downtown Tigard to OHSU / South Portland	Downtown Tigard to Downtown	Downtown Tigard to Tigard Triangle	Downtown Tigard to Murray Scholls	Downtown Tigard to Downtown Tualatin	1	3	0	4	2
Tigard Triangle to Downtown Tigard	Gaarde / McDonald to Downtown Tigard	Upper Boones Ferry to Washington Square	Durham / Hall to Upper Boones Ferry		3	4	1	2	5
OHSU / South Portland to Hillsdale / Burlingame					0	2	5	3	5
Hillsdale / Burlingame to Downtown	Hillsdale / Burlingame to Washington Square	Meridian Park / Nyberg Woods to Hillsdale / Burlingame	Nimbus to Downtown	Crossroads to Downtown	1	5	0	4	1
Hillsdale / Burlingame to Downtown					1	3	2	3	5
OHSU / South Portland to PCC	Tigard Triangle to PCC	Downtown Tigard to Tigard Triangle	Summerfield / King City to Downtown Tigard	Sherwood Town Center to Summerfield / King City	0	5	4	4	2
PCC to Crossroads	Downtown to South Waterfront	Downtown to OHSU / South Portland	Downtown to Hillsdale / Burlingame		0	2	4	3	2
					0	0	0	0	0
Downtown to OHSU / South Portland	Downtown to Downtown Tigard	PCC to Downtown	Hillsdale / Burlingame to OHSU / South Portland	Washington Square to Bridgeport Village	0	3	3	4	3

Downtown to OHSU / South Portland	PCC to OHSU / South Portland	Tigard Triangle to PCC	Downtown Tigard to Tigard Triangle	Pacific Financial / 124th to Downtown Tigard	2	3	2	3	3
Downtown to Hillsdale / Burlingame	Tigard Triangle to Hillsdale / Burlingame	Tigard Triangle to Summerfield / King City	Summerfield / King City to SW Tualatin Industrial	PCC to Crossroads	0	5	5	4	2
Downtown to Hillsdale / Burlingame	Multnomah Village to Crossroads	Multnomah Village to Downtown	Hillsdale / Burlingame to Multnomah Village	Crossroads to Sherwood Town Center	0	3	3	4	3
Sherwood Town Center to Downtown Tigard	Downtown Tigard to Hillsdale / Burlingame	Hillsdale / Burlingame to OHSU / South Portland	OHSU / South Portland to Downtown	Meridian Park / Nyberg Woods to Tigard Triangle	2	3	0	4	0
Murray Scholls to Scholls Ferry	Scholls Ferry to Washington Square	Washington Square to Crossroads	Crossroads to Hillsdale / Burlingame	Hillsdale / Burlingame to South Waterfront	4	2	1	2	4
Downtown Tualatin to Downtown Tigard	Sherwood Town Center to Downtown Tualatin	Downtown to PCC	Washington Square to Downtown Tigard	PCC to Downtown Tigard	2	5	3	3	2
Downtown to Hillsdale / Burlingame	PCC to Hillsdale / Burlingame	Tigard Triangle to PCC	Downtown Tigard to Tigard Triangle	Downtown Tualatin to Downtown Tigard	0	5	5	4	2
					5	0	0	0	0
Downtown to Crossroads	Crossroads to Multnomah Village	Multnomah Village to Hillsdale / Burlingame	Crossroads to Downtown Tualatin	Downtown Tualatin to Sherwood Town Center	2	5	5	2	4
Washington Square to Downtown	Bridgeport Village to Downtown	Tigard Triangle to Downtown			3	3	2	3	2
Meridian Park / Nyberg Woods to Bridgeport Village	Upper Boones Ferry to Downtown Tigard				1	5	5	2	5
Downtown Tualatin to South Waterfront					0	5	5	4	2
					1	1	2	3	5
Crossroads to Multnomah Village	Crossroads to Downtown				1	5	0	4	0
Multnomah Village to PCC	Multnomah Village to Washington Square	Multnomah Village to Downtown	Multnomah Village to Bridgeport Village	Multnomah Village to South Waterfront	0	2	4	5	1
Multnomah Village to Upper Boones Ferry	PCC to Kruse Way / Lake Grove	Crossroads to Washington Square	Upper Boones Ferry to Downtown Tigard	Downtown Tualatin to Upper Boones Ferry	2	2	1	3	2
Sherwood Town Center to Downtown Tualatin	PCC to Hillsdale / Burlingame				3	5	3	2	3
Bridgeport Village to PCC	Downtown to Bridgeport Village	Sherwood Town Center to Bridgeport Village			5	1	5	0	0
Downtown to OHSU / South Portland	PCC to OHSU / South Portland	Tigard Triangle to PCC	Durham / Hall to Tigard Triangle		4	3	3	2	2
					0	5	3	2	5
Meridian Park / Nyberg Woods to Bridgeport Village	Kruse Way / Lake Grove to Bridgeport Village	PCC to Kruse Way / Lake Grove	PCC to Crossroads	Multnomah Village to Crossroads	3	5	0	2	5
					0	5	4	3	5
Washington Square to Downtown	Tigard Triangle to Downtown	Bridgeport Village to Downtown			3	2	2	3	0
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Tigard Triangle	Tigard Triangle to Summerfield / King City	Summerfield / King City to Sherwood Town Center	0	5	5	3	5

Meridian Park / Nyberg Woods to Sherwood Town Center	Downtown Tualatin to Sherwood Town Center	Murray Scholls to Sherwood Town Center	Washington Square to Sherwood Town Center	Multnomah Village to Sherwood Town Center	4	3	0	1	2
South Waterfront to PCC	Summerfield / King City to Downtown Tigard	Sherwood Town Center to Hillsdale / Burlingame	Downtown Tigard to Sherwood Town Center		0	4	0	4	2
Sherwood Town Center to Sherwood Employment	Summerfield / King City to Downtown Tigard	Red Tail to Multnomah Village	OHSU / South Portland to Downtown		2	4	4	3	2
Downtown Tualatin to Downtown	Downtown Tualatin to Sherwood Town Center	Downtown Tualatin to Washington Square	Pacific Financial / 124th to Meridian Park / Nyberg Woods	Tigard Triangle to Downtown Tualatin	2	2	1	4	0
Downtown to Washington Square	Washington Square to Bridgeport Village	Bridgeport Village to Downtown Tualatin	Downtown Tualatin to Teton / Leveton	Teton / Leveton to Sherwood Town Center	1	3	2	4	1
PCC to Downtown	OHSU / South Portland to South Waterfront				3	5	4	0	5
Hillsdale / Burlingame to OHSU / South Portland	Crossroads to Multnomah Village	Multnomah Village to Hillsdale / Burlingame	OHSU / South Portland to Downtown	Garden Home to Crossroads	0	2	4	4	3
Downtown to Crossroads	Downtown to Hillsdale / Burlingame	Hillsdale / Burlingame to Crossroads	Downtown Tigard to Downtown Tualatin		2	3	2	3	3
Downtown Tigard to Downtown Tualatin	Downtown to PCC	Downtown Tigard to Tigard Triangle	PCC to Tigard Triangle		2	3	3	3	2
Downtown Tigard to Downtown Tualatin	Downtown to PCC	Downtown Tigard to Tigard Triangle	PCC to Tigard Triangle		2	2	3	3	2
Meridian Park / Nyberg Woods to SW Tualatin Industrial	Downtown Tualatin to Teton / Leveton				3	3	2	3	2
Downtown Tualatin to Summerfield / King City	Gaarde / McDonald to Downtown Tualatin	Downtown Tualatin to Sherwood Employment			0	0	0	0	0
Bridgeport Village to Summerfield / King City	Downtown Tigard to Tigard Triangle	Tigard Triangle to PCC	0	0	3	3	2	3	2
Downtown to Garden Home					0	0	0	0	0
Downtown to OHSU / South Portland	OHSU / South Portland to Multnomah Village	Downtown Tigard to Downtown Tualatin	Multnomah Village to Downtown Tigard	Pacific Financial / 124th to Downtown Tigard	0	3	5	3	5
Downtown to South Waterfront	OHSU / South Portland to Downtown				0	5	5	4	2
					0	0	0	4	0
Downtown to OHSU / South Portland	Downtown to Hillsdale / Burlingame	Downtown to Multnomah Village	Downtown to PCC		2	4	3	3	2
					3	3	2	3	2
					0	0	0	1	0
Downtown to South Waterfront	South Waterfront to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Garden Home	2	4	4	3	2
					0	0	5	5	0
Multnomah Village to Downtown Tualatin	Durham to Upper Boones Ferry				3	5	0	2	5
					3	5	3	2	3

					0	5	5	3	5
Downtown to Downtown Tigard	Downtown Tigard to Sherwood Town Center	Washington Square to Downtown Tualatin	Washington Square to Downtown	Downtown Tualatin to Tigard Triangle	1	3	5	3	3
Downtown to Multnomah Village	PCC to Sherwood Town Center	Red Tail to Sherwood Town Center	Washington Square to Downtown		1	2	2	4	1
Downtown to Downtown Tigard	Downtown to Sherwood Town Center				0	5	5	4	2
Downtown Tualatin to Downtown Tigard	Downtown Tualatin to Downtown	South Waterfront to Downtown	Downtown Tigard to Downtown	0	1	0	3	4	2
Downtown to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	Kruse Way / Lake Grove to Downtown Tualatin	Downtown Tigard to Kruse Way / Lake Grove		1	5	3	3	3
Downtown to South Waterfront	PCC to Tigard Triangle	PCC to South Waterfront	Tigard Triangle to Downtown Tigard	0	0	5	5	4	2
Sherwood Town Center to Downtown Tualatin	Downtown Tigard to Downtown Tualatin	Downtown Tigard to Crossroads	Crossroads to Hillsdale / Burlingame	Hillsdale / Burlingame to OHSU / South Portland	0	5	5	4	2
Downtown Tigard to Hillsdale / Burlingame	Downtown to Hillsdale / Burlingame	Garden Home to Downtown	Washington Square to Downtown	PCC to Downtown	1	3	2	3	4
					0	0	0	4	0
Scholls Ferry to Hillsdale / Burlingame	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Crossroads	Tigard Triangle to Crossroads	Tigard Triangle to Downtown Tigard	3	3	2	3	2
Downtown to PCC	PCC to Kruse Way / Lake Grove	Kruse Way / Lake Grove to Bridgeport Village	Downtown Tigard to Bridgeport Village	Downtown Tigard to Summerfield / King City	3	3	2	3	2
OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Crossroads	Crossroads to PCC	PCC to Downtown Tigard	Downtown Tigard to Gaarde / McDonald	0	2	3	5	2
					0	5	5	4	2
Downtown to Garden Home	Tigard Triangle to Garden Home	Upper Boones Ferry to Tigard Triangle	Meridian Park / Nyberg Woods to Upper Boones Ferry	Downtown Tualatin to Meridian Park / Nyberg Woods	3	5	2	2	3
Downtown Tualatin to Downtown					0	4	1	5	2
Downtown to Hillsdale / Burlingame	Multnomah Village to Hillsdale / Burlingame	PCC to Multnomah Village	0	0	1	4	2	3	4
Downtown to Garden Home	Scholls Ferry to Garden Home	Hillsdale / Burlingame to Multnomah Village	Hillsdale / Burlingame to Downtown	Crossroads to Multnomah Village	1	5	0	3	5
Hillsdale / Burlingame to Garden Home	River Terrace to Sherwood Town Center				4	1	1	2	4
Downtown to Hillsdale / Burlingame	Crossroads to Tigard Triangle	Hillsdale / Burlingame to Crossroads	Tigard Triangle to Durham / Hall	Durham / Hall to SW Tualatin Industrial	2	5	2	3	2
Downtown to South Waterfront	Hillsdale / Burlingame to PCC	South Waterfront to Hillsdale / Burlingame	PCC to Bridgeport Village	PCC to Tigard Triangle	2	2	3	3	1
Scholls Ferry to Washington Square	Nimbus to Red Tail	Garden Home to Crossroads			0	4	2	5	1
Downtown to Hillsdale / Burlingame	Multnomah Village to Hillsdale / Burlingame	Multnomah Village to Garden Home	Garden Home to Washington Square	Washington Square to Summerfield / King City	0	5	5	4	2
Downtown to Multnomah Village	Downtown Tigard to Bridgeport Village				0	4	4	3	4

Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to PCC	PCC to Downtown Tigard	Downtown Tigard to Sherwood Employment	0	5	5	3	5
Downtown Tualatin to SW Tualatin Industrial	Durham to Summerfield / King City	Meridian Park / Nyberg Woods to Downtown Tualatin			4	0	0	2	5
South Waterfront to Bridgeport Village	Bridgeport Village to Downtown Tigard	Hillsdale / Burlingame to Downtown Tigard	Hillsdale / Burlingame to South Waterfront	OHSU / South Portland to Hillsdale / Burlingame	0	5	5	4	2
Downtown to South Waterfront	OHSU / South Portland to South Waterfront	Hillsdale / Burlingame to Downtown	Multnomah Village to Hillsdale / Burlingame	PCC to OHSU / South Portland	1	5	5	3	2
OHSU / South Portland to Downtown	Hillsdale / Burlingame to OHSU / South Portland	Multnomah Village to Hillsdale / Burlingame	Garden Home to Multnomah Village	Red Tail to Garden Home	4	3	2	3	0
Downtown to SW Tualatin Industrial					5	4	1	2	0
Downtown to OHSU / South Portland	Washington Square to Downtown	South Waterfront to Downtown Tigard	Downtown Tualatin to Downtown Tigard	Downtown Tigard to Washington Square	0	5	0	5	2
Downtown to South Waterfront	PCC to South Waterfront	Downtown Tigard to Summerfield / King City	Downtown Tigard to PCC		2	2	1	4	0
Sherwood Town Center to Downtown	0	0	0	0	2	3	2	3	3
Washington Square to SW Tualatin Industrial	Downtown to SW Tualatin Industrial	Scholls Ferry to SW Tualatin Industrial	Washington Square to River Terrace	Kruse Way / Lake Grove to SW Tualatin Industrial	1	3	1	4	1
South Waterfront to OHSU / South Portland	Downtown to OHSU / South Portland	Downtown to South Waterfront			0	4	4	4	2
OHSU / South Portland to South Waterfront					2	5	3	3	0
Downtown Tigard to Downtown					3	4	2	2	4
Nimbus to Scholls Ferry	Murray Scholls to Scholls Ferry				4	1	2	1	5
					5	0	0	0	0
					0	5	4	4	2
Downtown to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	OHSU / South Portland to Hillsdale / Burlingame	Multnomah Village to Crossroads	Crossroads to Downtown Tigard	2	3	4	3	2
Downtown Tigard to Gaarde / McDonald	Summerfield / King City to Bridgeport Village	Gaarde / McDonald to Summerfield / King City	Tigard Triangle to PCC	Downtown Tigard to Tigard Triangle	0	1	1	2	1
Downtown to Meridian Park / Nyberg Woods					5	0	0	0	0
Downtown Tualatin to Sherwood Town Center	Scholls Ferry to Downtown Tualatin	Downtown to Downtown Tigard	Downtown Tigard to Downtown Tualatin	Downtown to Scholls Ferry	1	2	1	4	2
Sherwood Town Center to Downtown Tualatin	Sherwood Town Center to Washington Square	Sherwood Town Center to Downtown Tigard			5	3	2	1	1
Meridian Park / Nyberg Woods to Scholls Ferry	Garden Home to Scholls Ferry				3	5	5	2	2
					5	1	1	0	0
					0	1	0	0	0

Downtown Tigard to Downtown	Downtown Tigard to Washington Square	Downtown Tigard to Bridgeport Village	Downtown Tigard to Downtown Tualatin	Downtown Tigard to Sherwood Employment	3	3	2	3	2
Washington Square to Downtown	South Waterfront to Washington Square	Washington Square to PCC			3	4	4	2	3
					2	4	5	2	2
Washington Square to Summerfield / King City	Bridgeport Village to Summerfield / King City	Downtown Tigard to Summerfield / King City	Downtown to Summerfield / King City	Hillsdale / Burlingame to Summerfield / King City	3	2	3	3	2
Downtown to Crossroads	Crossroads to Downtown Tigard	Bridgeport Village to Crossroads	Red Tail to Crossroads	Teton / Leveton to Downtown Tigard	2	0	3	4	0
Downtown Tigard to Crossroads	Durham to Crossroads	Nimbus to Crossroads	Crossroads to Downtown	Summerfield / King City to Downtown Tigard	2	0	3	4	0
					0	5	3	2	5
PCC to OHSU / South Portland	Downtown to OHSU / South Portland				2	1	0	0	2
Downtown to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	OHSU / South Portland to Hillsdale / Burlingame	Multnomah Village to Garden Home	Garden Home to Washington Square	1	3	0	4	2
					4	1	0	0	5
Hillsdale / Burlingame to Downtown					0	4	3	4	2
Nimbus to Kruse Way / Lake Grove	Sherwood Town Center to Scholls Ferry	Meridian Park / Nyberg Woods to Nimbus	Bridgeport Village to Nimbus	Downtown Tualatin to Nimbus	0	5	3	5	0
Downtown Tigard to Downtown	Downtown Tigard to Sherwood Town Center	South Waterfront to Downtown Tigard	Hillsdale / Burlingame to Downtown Tigard	Multnomah Village to Downtown Tigard	0	4	4	3	2
Downtown to PCC	Downtown Tigard to Downtown	Tigard Triangle to Downtown	Downtown Tigard to PCC	South Waterfront to Downtown Tigard	0	5	5	4	2
Downtown to Multnomah Village	PCC to Downtown Tigard	PCC to Multnomah Village	Washington Square to Multnomah Village	Downtown Tigard to Downtown Tualatin	1	3	3	3	3
Hillsdale / Burlingame to OHSU / South Portland	South Waterfront to OHSU / South Portland	Multnomah Village to Hillsdale / Burlingame			1	3	4	3	3
Washington Square to Downtown Tigard	Gaarde / McDonald to Summerfield / King City	Gaarde / McDonald to Downtown Tigard			3	2	2	3	2
PCC to Tigard Triangle	Washington Square to PCC	PCC to Downtown	PCC to Crossroads	PCC to Red Tail	2	3	2	3	3
Downtown to Crossroads	Hillsdale / Burlingame to Crossroads	Washington Square to Tigard Triangle	Tigard Triangle to Crossroads	Washington Square to Murray Scholls	1	4	4	3	3
Downtown to Gaarde / McDonald					3	0	0	4	0
Hillsdale / Burlingame to Downtown	Hillsdale / Burlingame to Garden Home	Bridgeport Village to Hillsdale / Burlingame			2	5	5	3	1
Downtown to Downtown Tigard					0	3	2	5	2
Downtown to Hillsdale / Burlingame	Multnomah Village to Tigard Triangle				2	4	4	3	2
OHSU / South Portland to South Waterfront	OHSU / South Portland to Downtown	South Waterfront to Downtown	Multnomah Village to Hillsdale / Burlingame	South Waterfront to Downtown	0	5	5	4	2
					0	0	0	0	0

					0	0	0	0	0
					0	3	3	5	1
Washington Square to South Waterfront	PCC to South Waterfront	Downtown to South Waterfront			2	2	2	3	0
					1	3	5	3	2
Downtown Tualatin to Downtown Tigard	Downtown Tigard to PCC	PCC to South Waterfront	South Waterfront to Downtown	0	0	5	3	5	0
					0	3	3	4	3
Hillsdale / Burlingame to Multnomah Village	Crossroads to PCC	Multnomah Village to Garden Home	South Waterfront to Hillsdale / Burlingame	Multnomah Village to Crossroads	3	5	3	2	1
Downtown Tualatin to Downtown	0	0	0	0	5	5	5	0	0
					4	5	0	0	5
Kruse Way / Lake Grove to South Waterfront	Downtown to South Waterfront				3	1	5	2	4
0	0	0	0	0	5	3	0	0	0
Downtown to Sherwood Town Center	0	0	0	0	0	4	0	5	2
					4	4	0	0	4
Downtown to Sherwood Town Center					0	4	0	5	2
Garden Home to Summerfield / King City	Sherwood Employment to Downtown Tualatin	Multnomah Village to Garden Home	Sherwood Town Center to Downtown Tigard	Tigard Triangle to Crossroads	5	0	0	2	0
Downtown to Downtown Tualatin	Downtown to Washington Square	Downtown Tigard to Downtown	Washington Square to Downtown Tigard	Downtown Tigard to Downtown Tualatin	1	5	5	2	5
Downtown to Hillsdale / Burlingame	Hillsdale / Burlingame to Tigard Triangle	Tigard Triangle to Downtown Tigard	Downtown Tigard to Downtown Tualatin	Downtown Tualatin to Sherwood Town Center	1	4	2	3	4
Garden Home to Red Tail	Hillsdale / Burlingame to Garden Home				1	5	5	2	5
Downtown Tualatin to Downtown	0	0	0	0	0	0	0	5	0
PCC to Crossroads	Multnomah Village to Crossroads	Hillsdale / Burlingame to Multnomah Village	South Waterfront to Hillsdale / Burlingame	Kruse Way / Lake Grove to PCC	3	0	0	1	1
					5	0	0	1	0
Sherwood Town Center to Downtown					0	5	0	4	4
Downtown to Tigard Triangle	Downtown to Scholls Ferry	Downtown to Multnomah Village			1	2	2	4	1
					2	2	2	3	3
					2	2	1	3	3
Downtown to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	OHSU / South Portland to Hillsdale / Burlingame	PCC to Downtown Tigard	Multnomah Village to PCC	1	4	5	3	2
Downtown to Downtown Tigard	Downtown to Washington Square	Downtown to Bridgeport Village	Downtown Tigard to Bridgeport Village	Downtown Tigard to Washington Square	0	4	1	4	4
Summerfield / King City to Downtown	Sherwood Town Center to Summerfield / King City	Tigard Triangle to Downtown Tigard	Downtown Tigard to Tigard Triangle	Tigard Triangle to Downtown Tigard	2	3	0	3	4

					5	0	0	2	0
					2	4	4	3	2
					1	3	3	1	2
Downtown to Hillsdale / Burlingame	Crossroads to Downtown				1	3	3	1	2
Downtown Tigard to Gaarde / McDonald	Summerfield / King City to Gaarde / McDonald				3	4	1	3	2
Hillsdale / Burlingame to Downtown					1	1	0	0	2
Downtown Tigard to Downtown	Meridian Park / Nyberg Woods to Downtown Tigard	Sherwood Town Center to Downtown Tigard			2	5	3	2	3
					5	5	1	0	2
Downtown to South Waterfront	OHSU / South Portland to Sherwood Town Center	Meridian Park / Nyberg Woods to Nimbus			0	5	5	4	2
					5	1	0	0	4
					0	3	5	5	0
					0	0	0	0	0
Multnomah Village to Hillsdale / Burlingame	OHSU / South Portland to Hillsdale / Burlingame	Downtown to OHSU / South Portland			3	3	2	3	2
					0	4	0	3	0
Downtown to Downtown Tigard	Meridian Park / Nyberg Woods to Downtown Tigard				5	0	0	2	2
					0	0	0	0	0
Downtown to Washington Square	South Waterfront to Downtown				5	2	1	1	2
Meridian Park / Nyberg Woods to Downtown Tigard	Washington Square to Downtown Tualatin	Meridian Park / Nyberg Woods to Downtown Tigard	Meridian Park / Nyberg Woods to Sherwood Town Center		0	4	0	4	3
Downtown Tigard to Red Tail					5	3	2	1	1
Downtown to South Waterfront	Downtown to Hillsdale / Burlingame	Downtown to Garden Home	Red Tail to Garden Home	Hillsdale / Burlingame to PCC	3	3	2	3	2
Summerfield / King City to Scholls Ferry	Meridian Park / Nyberg Woods to Summerfield / King City	Summerfield / King City to River Terrace			5	0	0	0	5
Downtown to Hillsdale / Burlingame	Multnomah Village to Hillsdale / Burlingame	Crossroads to Multnomah Village	Tigard Triangle to Crossroads	Downtown Tigard to Tigard Triangle	0	5	5	4	2
					2	2	2	3	3
					2	5	0	3	3
Crossroads to Tigard Triangle	Downtown Tigard to Tigard Triangle	Garden Home to Downtown Tigard	Downtown Tigard to Crossroads	Multnomah Village to Garden Home	0	4	2	4	3
Downtown to Garden Home					0	5	3	3	4

Hillsdale / Burlingame to OHSU / South Portland					0	5	5	3	5
Downtown Tigard to Sherwood Town Center	Downtown Tigard to Downtown	0	0	0	4	3	0	2	2
Hillsdale / Burlingame to Gaarde / McDonald	Hillsdale / Burlingame to Crossroads	Crossroads to Tigard Triangle	Crossroads to Kruse Way / Lake Grove	Garden Home to Hillsdale / Burlingame	3	4	2	2	4
Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Crossroads	Crossroads to Downtown Tualatin	Garden Home to Multnomah Village	Garden Home to Nimbus	0	4	4	3	5
South Waterfront to Multnomah Village	South Waterfront to Scholls Ferry	Washington Square to South Waterfront			1	5	3	2	5
Garden Home to Tigard Triangle	Upper Boones Ferry to Durham	Downtown Tigard to Tigard Triangle	Upper Boones Ferry to Downtown Tigard		0	0	3	4	2
Downtown to Downtown Tualatin	Sherwood Town Center to Downtown Tualatin	Sherwood Town Center to Downtown Tigard	Nimbus to Downtown Tigard	Downtown Tualatin to Downtown Tigard	0	5	5	3	5
Hillsdale / Burlingame to OHSU / South Portland	PCC to Downtown Tigard	0	0	0	0	3	3	4	3
OHSU / South Portland to Downtown Tigard	PCC to Downtown	Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Crossroads	0	4	1	4	4
					0	3	3	5	1
Hillsdale / Burlingame to Sherwood Town Center	Downtown to Hillsdale / Burlingame				5	5	0	0	2
Garden Home to Hillsdale / Burlingame	Downtown to OHSU / South Portland	Hillsdale / Burlingame to OHSU / South Portland	Garden Home to Downtown		1	5	5	2	5
Downtown to OHSU / South Portland	Downtown to Meridian Park / Nyberg Woods	Downtown to Washington Square	Downtown to PCC	Downtown to Summerfield / King City	1	4	4	3	3
0	0	0	0	0	3	2	2	3	2
Hillsdale / Burlingame to Multnomah Village	Downtown to OHSU / South Portland	Hillsdale / Burlingame to OHSU / South Portland	Garden Home to Multnomah Village		0	5	5	4	2
Downtown to Washington Square					0	3	3	4	3
					0	4	5	3	4
Downtown to Downtown Tigard	Gaarde / McDonald to Downtown Tigard	Gaarde / McDonald to Summerfield / King City	Downtown to Garden Home	Washington Square to Garden Home	1	4	3	3	2
Downtown to Garden Home	Washington Square to Garden Home	Downtown to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Crossroads	1	4	3	3	2
Downtown to OHSU / South Portland	Downtown Tualatin to Durham / Hall	Durham / Hall to Downtown Tigard	Downtown Tigard to Tigard Triangle	PCC to Downtown	2	5	5	3	1
Downtown to OHSU / South Portland	PCC to OHSU / South Portland	Washington Square to PCC	Downtown Tigard to Washington Square	Downtown Tualatin to Downtown Tigard	0	5	5	4	2
					4	3	0	0	0
Meridian Park / Nyberg Woods to Bridgeport Village					5	0	0	0	0
Downtown Tigard to Downtown					1	2	0	3	0

Garden Home to Downtown	0	0	0	0	0	3	0	4	5
Downtown Tualatin to Downtown					0	2	5	1	0
Hillsdale / Burlingame to Multnomah Village	Hillsdale / Burlingame to OHSU / South Portland	South Waterfront to Downtown	OHSU / South Portland to South Waterfront	PCC to Multnomah Village	0	5	5	3	5
Murray Scholls to River Terrace	Scholls Ferry to Sherwood Town Center				2	2	0	3	4
					5	0	0	0	2
Multnomah Village to Downtown	Multnomah Village to Hillsdale / Burlingame	Multnomah Village to PCC	Multnomah Village to Washington Square	0	1	3	5	0	5
					4	4	0	2	3
PCC to Downtown	0	0	0	0	0	3	2	4	3
Downtown to South Waterfront	OHSU / South Portland to Hillsdale / Burlingame	South Waterfront to Multnomah Village	South Waterfront to OHSU / South Portland	OHSU / South Portland to Multnomah Village	2	4	5	3	1
Sherwood Town Center to Meridian Park / Nyberg Woods	Downtown Tigard to Meridian Park / Nyberg Woods	Scholls Ferry to Hillsdale / Burlingame			4	4	2	2	2
Scholls Ferry to Downtown Tigard	Scholls Ferry to PCC	Scholls Ferry to Garden Home	Scholls Ferry to Murray Scholls	Scholls Ferry to Downtown Tualatin	1	3	0	4	2
OHSU / South Portland to Downtown	Hillsdale / Burlingame to Downtown				3	5	5	2	2
Downtown to South Waterfront	Hillsdale / Burlingame to Multnomah Village	Hillsdale / Burlingame to Downtown			0	0	0	0	0
Downtown to South Waterfront	Hillsdale / Burlingame to Multnomah Village	Hillsdale / Burlingame to Downtown			2	3	2	3	3
					4	0	4	0	0
Hillsdale / Burlingame to OHSU / South Portland	Downtown to South Waterfront	OHSU / South Portland to Downtown	Multnomah Village to Hillsdale / Burlingame		2	4	1	3	3
0	0	0	0	0	2	3	2	3	3
Downtown to Sherwood Town Center					0	4	0	4	3
Summerfield / King City to Washington Square	Downtown Tigard to Nimbus	Downtown Tualatin to Downtown	Sherwood Town Center to Washington Square	Durham / Hall to Kruse Way / Lake Grove	2	3	2	3	3
Nimbus to River Terrace	Hillsdale / Burlingame to Sherwood Town Center	Downtown to Sherwood Town Center	Downtown to Red Tail	Nimbus to River Terrace	2	2	3	3	3
0	0	0	0	0	3	3	0	1	5
					4	3	0	0	3
Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Crossroads				0	0	0	0	0
Multnomah Village to South Waterfront	Multnomah Village to Red Tail	Crossroads to Sherwood Town Center	Crossroads to Downtown	Crossroads to Washington Square	3	4	4	2	3
Downtown Tualatin to Sherwood Town Center	South Waterfront to Downtown Tualatin	Downtown Tigard to South Waterfront	Washington Square to Downtown Tualatin	PCC to Washington Square	1	2	3	4	1
					2	3	1	1	5

OHSU / South Portland to Hillsdale / Burlingame	Garden Home to Washington Square	Hillsdale / Burlingame to Garden Home	Summerfield / King City to Washington Square		5	0	0	2	0
					3	4	2	3	1
South Waterfront to Downtown	Hillsdale / Burlingame to South Waterfront	PCC to Hillsdale / Burlingame	Kruse Way / Lake Grove to PCC	Bridgeport Village to Kruse Way / Lake Grove	0	5	0	3	5
Murray Scholls to PCC	Murray Scholls to Downtown	Scholls Ferry to PCC	Kruse Way / Lake Grove to Downtown Tigard	Downtown Tigard to Murray Scholls	3	2	1	3	2
Sherwood Town Center to Downtown	Downtown Tualatin to Downtown	River Terrace to Downtown	0	0	2	1	1	3	1
Downtown to South Waterfront	OHSU / South Portland to Downtown				0	5	5	3	5
River Terrace to Murray Scholls	Washington Square to Murray Scholls	Downtown to Crossroads	Washington Square to Crossroads	0	2	2	0	4	0
Downtown to Hillsdale / Burlingame	Multnomah Village to Hillsdale / Burlingame	Garden Home to Multnomah Village	Garden Home to Washington Square		0	0	5	5	2
Downtown to Washington Square					5	1	1	0	1
Downtown to Garden Home	Tigard Triangle to Downtown Tigard				2	4	3	3	2
South Waterfront to Upper Boones Ferry	South Waterfront to River Terrace	Upper Boones Ferry to Sherwood Town Center	Downtown to South Waterfront	Downtown Tigard to Hillsdale / Burlingame	2	5	5	2	4
Downtown to Washington Square	Washington Square to Downtown Tigard	Downtown Tigard to Kruse Way / Lake Grove	Washington Square to Murray Scholls	Downtown Tigard to PCC	2	3	0	4	0
Garden Home to Bridgeport Village	South Waterfront to Garden Home	South Waterfront to Multnomah Village	Murray Scholls to Downtown	Sherwood Town Center to Downtown	2	3	2	3	3
Nimbus to Washington Square	Downtown Tigard to Tigard Triangle	Washington Square to Downtown Tigard	Kruse Way / Lake Grove to Tigard Triangle	Downtown Tigard to Gaarde / McDonald	2	1	1	1	0
					2	1	2	3	1
Downtown Tigard to Washington Square	Tigard Triangle to Downtown Tigard				5	5	0	0	2
Downtown to South Waterfront	OHSU / South Portland to Downtown	OHSU / South Portland to Hillsdale / Burlingame	Multnomah Village to Hillsdale / Burlingame	OHSU / South Portland to Multnomah Village	0	5	5	3	5
River Terrace to Downtown	Downtown Tigard to Downtown				5	0	1	0	4
Downtown to South Waterfront	PCC to Crossroads	Crossroads to South Waterfront	Tigard Triangle to Downtown Tigard	Tigard Triangle to PCC	1	4	2	4	0
Downtown to Kruse Way / Lake Grove	South Waterfront to Downtown	Washington Square to Downtown	Washington Square to Kruse Way / Lake Grove	Washington Square to Nimbus	4	1	2	2	3
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Crossroads	Crossroads to PCC	PCC to Kruse Way / Lake Grove	0	5	5	4	2
Downtown to South Waterfront	OHSU / South Portland to Hillsdale / Burlingame	Multnomah Village to Garden Home	Red Tail to Nimbus	Scholls Ferry to Murray Scholls	5	3	0	0	3
Multnomah Village to Downtown	Multnomah Village to Hillsdale / Burlingame	Multnomah Village to OHSU / South Portland			1	3	1	4	1
Downtown to Washington Square	Durham to Summerfield / King City	Summerfield / King City to Scholls Ferry	River Terrace to Murray Scholls	Scholls Ferry to Murray Scholls	0	5	5	3	5

Downtown to Hillsdale / Burlingame					0	5	3	3	5
Downtown Tigard to River Terrace	Multnomah Village to Downtown Tigard	Downtown Tigard to Downtown	Summerfield / King City to Downtown	Durham / Hall to Downtown Tigard	3	3	3	2	4
Tigard Triangle to PCC	Crossroads to South Waterfront				4	1	0	2	5
Downtown to South Waterfront	Hillsdale / Burlingame to Multnomah Village	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Garden Home	Hillsdale / Burlingame to Crossroads	2	5	4	2	4
Downtown to Hillsdale / Burlingame	Scholls Ferry to Multnomah Village				1	5	4	2	5
Garden Home to Washington Square	Tigard Triangle to Garden Home	Garden Home to OHSU / South Portland	Garden Home to Downtown	Garden Home to Multnomah Village	0	4	2	4	3
Kruse Way / Lake Grove to Bridgeport Village	Durham to Downtown Tualatin	Bridgeport Village to Pacific Financial / 124th			0	5	5	3	5
Hillsdale / Burlingame to Downtown	Downtown to Summerfield / King City	0	0	0	0	3	3	4	2
Washington Square to Downtown	Hillsdale / Burlingame to Red Tail	Red Tail to Murray Scholls	Bridgeport Village to Red Tail		3	5	5	2	2
					5	5	0	0	2
					5	5	0	0	2
					5	5	0	0	2
					5	5	0	0	2
					5	5	0	0	2
Downtown to Hillsdale / Burlingame					2	5	3	2	5
Downtown to South Waterfront	OHSU / South Portland to South Waterfront	OHSU / South Portland to Crossroads	Crossroads to PCC	PCC to Tigard Triangle	0	3	4	4	2
Sherwood Town Center to Pacific Financial / 124th	Summerfield / King City to Pacific Financial / 124th	Summerfield / King City to Gaarde / McDonald	Gaarde / McDonald to Downtown Tigard	Downtown Tigard to Tigard Triangle	0	2	2	5	2
Downtown to Hillsdale / Burlingame	PCC to Hillsdale / Burlingame	Upper Boones Ferry to PCC	Bridgeport Village to Upper Boones Ferry	Meridian Park / Nyberg Woods to Bridgeport Village	4	4	2	2	2
					2	4	0	3	2
Downtown to OHSU / South Portland	Hillsdale / Burlingame to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to PCC	PCC to Downtown Tigard	0	3	4	3	4
Murray Scholls to Downtown	Downtown to Murray Scholls	0	0	0	3	1	0	3	3
Sherwood Town Center to Downtown					0	5	5	4	2
Sherwood Town Center to Downtown					0	5	5	4	2
					2	4	4	3	2
Downtown to Multnomah Village	Downtown to Downtown Tualatin	Downtown to Garden Home	Downtown to Downtown Tigard	Downtown to Washington Square	0	5	3	4	2
Tigard Triangle to Downtown	Tigard Triangle to Sherwood Town Center	0	0	0	4	0	3	2	4

OHSU / South Portland to Hillsdale / Burlingame	South Waterfront to Hillsdale / Burlingame	Downtown to Hillsdale / Burlingame	Garden Home to Hillsdale / Burlingame		0	5	5	3	5
Multnomah Village to Hillsdale / Burlingame	OHSU / South Portland to South Waterfront				0	3	2	5	2
Downtown to Pacific Financial / 124th	Crossroads to Downtown	Downtown Tigard to Tigard Triangle	Gaarde / McDonald to Downtown Tigard	Summerfield / King City to Gaarde / McDonald	2	2	3	3	3
South Waterfront to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Garden Home	Garden Home to Nimbus	Nimbus to Scholls Ferry	0	5	5	3	5
Downtown Tualatin to Sherwood Town Center					2	5	3	2	5
Downtown to Downtown Tigard	Downtown to South Waterfront	Downtown to OHSU / South Portland	Downtown to Hillsdale / Burlingame	Downtown Tigard to Red Tail	0	3	3	4	3
Downtown to Hillsdale / Burlingame	Crossroads to Garden Home	0	0	0	4	1	1	1	3
Hillsdale / Burlingame to Downtown Tualatin	South Waterfront to Downtown	Hillsdale / Burlingame to South Waterfront	Hillsdale / Burlingame to Downtown Tigard	Hillsdale / Burlingame to Sherwood Town Center	3	4	4	2	3
Hillsdale / Burlingame to Multnomah Village	Crossroads to PCC	Crossroads to PCC	Multnomah Village to Crossroads	South Waterfront to Hillsdale / Burlingame	3	3	1	2	3
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to PCC	PCC to Downtown Tualatin	0	0	5	5	4	2
Sherwood Town Center to Upper Boones Ferry	River Terrace to Tigard Triangle	Scholls Ferry to PCC	Tigard Triangle to PCC		2	2	4	3	2
Downtown to Hillsdale / Burlingame	Multnomah Village to Hillsdale / Burlingame	Bridgeport Village to Hillsdale / Burlingame	Scholls Ferry to Downtown	Downtown Tigard to Hillsdale / Burlingame	2	3	3	3	2
					0	0	0	0	0
Kruse Way / Lake Grove to PCC	PCC to Crossroads	Multnomah Village to Crossroads	Multnomah Village to Hillsdale / Burlingame	OHSU / South Portland to Hillsdale / Burlingame	3	5	2	2	3
Hillsdale / Burlingame to Multnomah Village	Hillsdale / Burlingame to Downtown	Hillsdale / Burlingame to Washington Square	Multnomah Village to Downtown		0	4	2	4	3
Downtown to PCC	Meridian Park / Nyberg Woods to Downtown Tigard	PCC to Downtown Tigard	Downtown to Scholls Ferry	Meridian Park / Nyberg Woods to Scholls Ferry	1	5	3	3	3
Downtown to Washington Square	Multnomah Village to Downtown	PCC to Downtown	Summerfield / King City to Downtown		1	3	1	3	5
Sherwood Town Center to Downtown	Sherwood Town Center to Downtown Tualatin	Downtown Tualatin to Summerfield / King City	Sherwood Town Center to Washington Square		1	2	3	4	1
Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Garden Home	Garden Home to Washington Square	Washington Square to Downtown Tigard	Downtown Tigard to SW Tualatin Industrial	3	5	0	3	2
Downtown Tigard to Tigard Triangle	PCC to Tigard Triangle	PCC to Crossroads	Washington Square to Downtown Tigard	Nimbus to Washington Square	0	5	5	4	1
Downtown to Murray Scholls	Downtown to Garden Home	Downtown to Sherwood Town Center	Downtown to Washington Square		2	5	2	2	5
Hillsdale / Burlingame to South Waterfront	Downtown to Multnomah Village	OHSU / South Portland to Hillsdale / Burlingame			1	2	3	3	5
River Terrace to Downtown	Murray Scholls to Downtown	Downtown Tualatin to Downtown	Meridian Park / Nyberg Woods to Downtown	Downtown Tigard to Murray Scholls	5	1	0	2	2

Downtown to Meridian Park / Nyberg Woods	Meridian Park / Nyberg Woods to Red Tail	Sherwood Town Center to Meridian Park / Nyberg Woods	0	0	0	4	5	4	2
Gaarde / McDonald to Scholls Ferry	Scholls Ferry to Murray Scholls	Gaarde / McDonald to Murray Scholls	Downtown Tigard to Gaarde / McDonald	Pacific Financial / 124th to Murray Scholls	3	3	3	3	0
Downtown to Hillsdale / Burlingame	Murray Scholls to Downtown	Downtown to South Waterfront	South Waterfront to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	3	4	2	3	1
Tigard Triangle to Sherwood Town Center					3	2	2	3	2
Summerfield / King City to River Terrace	Summerfield / King City to Sherwood Town Center	Durham to Sherwood Employment	Summerfield / King City to Downtown	Durham to Downtown	0	5	5	4	2
Meridian Park / Nyberg Woods to Multnomah Village	Hillsdale / Burlingame to Multnomah Village	OHSU / South Portland to Hillsdale / Burlingame	South Waterfront to Hillsdale / Burlingame		0	5	0	5	0
PCC to Downtown					1	3	0	4	1
Downtown to OHSU / South Portland	Garden Home to OHSU / South Portland	Garden Home to Downtown	Red Tail to Downtown		3	4	2	2	4
					4	0	0	1	0
					4	0	0	1	0
					0	0	0	0	0
Kruse Way / Lake Grove to Downtown Tigard	Washington Square to Nimbus				3	1	1	2	5
Hillsdale / Burlingame to Nimbus	River Terrace to Nimbus	Kruse Way / Lake Grove to Nimbus	Downtown to Nimbus	OHSU / South Portland to Nimbus	2	5	5	2	4
Downtown to Hillsdale / Burlingame	Hillsdale / Burlingame to Garden Home	Garden Home to Scholls Ferry	Hillsdale / Burlingame to Kruse Way / Lake Grove	Kruse Way / Lake Grove to Downtown Tualatin	0	4	1	4	4
Washington Square to Multnomah Village	Garden Home to Hillsdale / Burlingame	Tigard Triangle to Washington Square	OHSU / South Portland to Garden Home	Garden Home to Red Tail	2	2	3	3	3
Downtown to Crossroads	Crossroads to Downtown Tigard	Crossroads to PCC	PCC to OHSU / South Portland	Downtown to OHSU / South Portland	0	5	5	4	2
Downtown Tualatin to Downtown	0	0	0	0	4	3	0	3	1
Downtown to Hillsdale / Burlingame	Hillsdale / Burlingame to Crossroads	Crossroads to Tigard Triangle	Tigard Triangle to Upper Boones Ferry	Upper Boones Ferry to Downtown Tualatin	1	5	5	3	2
Downtown to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	OHSU / South Portland to Hillsdale / Burlingame	Multnomah Village to Crossroads	Crossroads to PCC	0	5	5	4	2
Multnomah Village to Hillsdale / Burlingame	South Waterfront to Downtown	Downtown Tualatin to Tigard Triangle	Sherwood Town Center to Downtown		0	5	5	4	2
Downtown to Kruse Way / Lake Grove					0	5	5	0	5
River Terrace to Washington Square	Tigard Triangle to Downtown	Sherwood Town Center to Downtown	Downtown Tualatin to Downtown	Nimbus to Meridian Park / Nyberg Woods	4	2	1	3	1
Downtown Tigard to Tigard Triangle	South Waterfront to OHSU / South Portland	South Waterfront to OHSU / South Portland			5	2	0	1	2
					5	2	0	1	1

PCC to Kruse Way / Lake Grove	Downtown to PCC	Downtown to Downtown Tualatin	Downtown to Downtown Tigard	Downtown to Sherwood Employment	0	2	2	5	2
Downtown to Hillsdale / Burlingame					1	3	2	3	3
Crossroads to Multnomah Village					2	4	2	3	2
					5	0	0	1	3
Hillsdale / Burlingame to Downtown Tigard					3	4	0	3	2
OHSU / South Portland to Hillsdale / Burlingame	Downtown Tigard to Teton / Leveton				2	3	4	3	2
Sherwood Town Center to Meridian Park / Nyberg Woods	0	0	0	0	4	2	1	0	2
Downtown to Crossroads	Crossroads to PCC	PCC to Downtown Tigard	Downtown Tigard to Summerfield / King City	Downtown Tualatin to PCC	0	5	5	4	2
Sherwood Town Center to Downtown	River Terrace to Washington Square	River Terrace to Downtown Tigard	Downtown Tualatin to Sherwood Town Center	Kruse Way / Lake Grove to Downtown Tigard	1	4	2	4	0
River Terrace to Gaarde / McDonald	Downtown Tigard to Washington Square	Downtown Tigard to Gaarde / McDonald	Downtown Tualatin to Gaarde / McDonald	Summerfield / King City to Downtown Tualatin	2	4	3	1	5
PCC to Red Tail	Downtown to Tigard Triangle	Bridgeport Village to Downtown	Downtown to Summerfield / King City	Garden Home to PCC	2	5	5	3	1
Crossroads to Multnomah Village	Hillsdale / Burlingame to Multnomah Village	PCC to Crossroads	OHSU / South Portland to Hillsdale / Burlingame	Downtown to OHSU / South Portland	3	3	2	2	0
Hillsdale / Burlingame to OHSU / South Portland	Multnomah Village to Hillsdale / Burlingame	0	0	0	4	0	4	0	4
Downtown to OHSU / South Portland	Hillsdale / Burlingame to OHSU / South Portland	Multnomah Village to Hillsdale / Burlingame	Crossroads to Multnomah Village	PCC to Crossroads	0	4	2	4	3
Pacific Financial / 124th to Bridgeport Village	Summerfield / King City to Pacific Financial / 124th				0	5	0	4	4
Downtown to Downtown Tigard	Summerfield / King City to Downtown	Washington Square to Downtown	Washington Square to Downtown Tigard	Durham / Hall to Multnomah Village	5	3	0	0	3
Garden Home to South Waterfront	Hillsdale / Burlingame to Garden Home	0	0	0	0	5	5	3	5
					3	4	5	2	1
South Waterfront to Hillsdale / Burlingame	OHSU / South Portland to Downtown	South Waterfront to Downtown			0	5	5	3	5
Downtown to Downtown Tualatin	Downtown Tigard to Scholls Ferry	Downtown Tigard to Downtown	Scholls Ferry to Downtown	Sherwood Town Center to Downtown	3	2	0	2	3
River Terrace to Murray Scholls	Nimbus to Scholls Ferry	Murray Scholls to Scholls Ferry			4	3	2	2	2
Garden Home to Red Tail	Nimbus to Scholls Ferry	Murray Scholls to River Terrace			4	4	0	3	0
Hillsdale / Burlingame to Downtown					3	3	2	3	2
					0	4	4	4	2

Multnomah Village to Garden Home					2	5	3	3	2
Sherwood Town Center to Downtown Tualatin	PCC to Hillsdale / Burlingame	Downtown to South Waterfront	Hillsdale / Burlingame to South Waterfront	Upper Boones Ferry to PCC	2	5	5	3	1
Crossroads to Tigard Triangle	Downtown Tigard to Kruse Way / Lake Grove	Durham / Hall to Upper Boones Ferry	Gaarde / McDonald to Summerfield / King City	Hillsdale / Burlingame to Multnomah Village	0	4	4	3	5
South Waterfront to Kruse Way / Lake Grove	Summerfield / King City to OHSU / South Portland				1	3	3	2	5
Downtown to PCC					0	1	1	4	3
Downtown to Sherwood Town Center	River Terrace to Nimbus	Hillsdale / Burlingame to Downtown	PCC to Downtown	Crossroads to Nimbus	0	4	4	4	2
Downtown Tigard to Tigard Triangle	Tigard Triangle to PCC	PCC to Crossroads	Crossroads to Multnomah Village	Multnomah Village to Hillsdale / Burlingame	4	2	1	2	3
Gaarde / McDonald to Washington Square	Bridgeport Village to Summerfield / King City	Downtown to Downtown Tigard	Gaarde / McDonald to Hillsdale / Burlingame	Summerfield / King City to Sherwood Town Center	4	3	1	2	2
Murray Scholls to River Terrace	Summerfield / King City to River Terrace	Durham to Summerfield / King City	Bridgeport Village to Durham		5	2	1	1	2
South Waterfront to Multnomah Village					0	5	5	3	5
Downtown to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Garden Home	Downtown to South Waterfront	South Waterfront to Crossroads	0	4	4	5	0
Downtown to Sherwood Town Center	Sherwood Town Center to Downtown Tualatin	Downtown Tigard to Downtown Tualatin	Kruse Way / Lake Grove to Downtown Tigard		1	1	1	4	1
Kruse Way / Lake Grove to PCC	Crossroads to Hillsdale / Burlingame	PCC to Crossroads	Hillsdale / Burlingame to Garden Home	Hillsdale / Burlingame to Downtown	0	4	4	3	3
Downtown to Bridgeport Village					3	0	0	4	0
OHSU / South Portland to Crossroads	Tigard Triangle to Downtown Tualatin	0	0	0	2	4	1	2	4
Hillsdale / Burlingame to Downtown	0	0	0	0	1	5	4	2	5
Tigard Triangle to Downtown	Downtown Tualatin to Downtown	Downtown Tigard to Downtown Tualatin	Downtown to Downtown Tigard	Downtown Tigard to Summerfield / King City	1	2	2	4	1
Sherwood Town Center to Downtown Tualatin					5	0	0	0	0
Crossroads to PCC	PCC to Tigard Triangle	Tigard Triangle to Kruse Way / Lake Grove	Kruse Way / Lake Grove to Bridgeport Village	Bridgeport Village to Durham	1	3	5	3	3
Red Tail to Downtown	Downtown Tigard to Nimbus	Durham / Hall to Hillsdale / Burlingame	Hillsdale / Burlingame to Nimbus	River Terrace to Tigard Triangle	0	5	5	3	5
South Waterfront to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to PCC	PCC to Downtown Tigard		0	5	5	4	2
Downtown to Sherwood Town Center	0	0	0	0	3	2	3	3	2
					0	0	0	0	0
Hillsdale / Burlingame to Garden Home	OHSU / South Portland to Downtown				0	1	1	1	0

Downtown to South Waterfront					0	5	5	3	5
Murray Scholls to Multnomah Village	South Waterfront to OHSU / South Portland	Downtown to South Waterfront	Multnomah Village to South Waterfront		5	0	0	0	5
Downtown to OHSU / South Portland	Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to PCC	PCC to Downtown Tigard	0	3	3	5	1
Downtown to OHSU / South Portland	Hillsdale / Burlingame to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Crossroads	Crossroads to Tigard Triangle	1	4	4	3	3
Downtown to South Waterfront	Hillsdale / Burlingame to Garden Home	Hillsdale / Burlingame to South Waterfront	Garden Home to Red Tail	Red Tail to Nimbus	4	0	0	2	5
Teton / Leveton to Kruse Way / Lake Grove	Nimbus to Downtown Tigard	Sherwood Town Center to Teton / Leveton	Nimbus to Meridian Park / Nyberg Woods	OHSU / South Portland to PCC	1	2	2	4	1
					2	3	2	3	3
Downtown Tigard to Gaarde / McDonald					5	0	0	2	0
					1	4	2	3	4
Multnomah Village to Downtown					0	5	5	3	5
South Waterfront to OHSU / South Portland					0	5	5	3	5
Downtown to South Waterfront	Hillsdale / Burlingame to South Waterfront				0	5	5	3	5
Sherwood Town Center to Sherwood Employment	Sherwood Employment to Downtown				1	5	3	3	3
South Waterfront to Washington Square	OHSU / South Portland to Red Tail				0	1	2	2	0
Summerfield / King City to Pacific Financial / 124th	Gaarde / McDonald to Downtown Tigard	Summerfield / King City to Gaarde / McDonald	Tigard Triangle to Downtown Tigard	Garden Home to Tigard Triangle	5	2	0	2	1
South Waterfront to Downtown Tigard	OHSU / South Portland to Downtown Tigard	Downtown to Downtown Tigard	Hillsdale / Burlingame to Downtown Tigard	Sherwood Town Center to Downtown Tigard	0	0	5	5	2
					2	4	4	3	2
OHSU / South Portland to Downtown Tualatin	Murray Scholls to Red Tail				5	2	3	2	0
Nimbus to Washington Square	Washington Square to Tigard Triangle	Tigard Triangle to Upper Boones Ferry	0	0	3	3	2	2	4
Sherwood Town Center to Tigard Triangle					1	1	1	4	1
Downtown to Hillsdale / Burlingame					0	5	5	3	4
Hillsdale / Burlingame to OHSU / South Portland					1	1	2	4	2
					1	5	5	2	5
Downtown to OHSU / South Portland	Downtown to Hillsdale / Burlingame	Downtown to Multnomah Village	Downtown to Crossroads	Downtown to PCC	2	2	3	3	3
Scholls Ferry to South Waterfront					1	1	0	3	2

Downtown to OHSU / South Portland	Hillsdale / Burlingame to OHSU / South Portland	Multnomah Village to Hillsdale / Burlingame	Garden Home to Multnomah Village	Red Tail to Garden Home	0	3	3	4	3
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Multnomah Village to Crossroads	Multnomah Village to Hillsdale / Burlingame	Crossroads to PCC	0	5	3	5	0
OHSU / South Portland to Hillsdale / Burlingame	Multnomah Village to OHSU / South Portland	Downtown to Multnomah Village	South Waterfront to Multnomah Village		0	0	5	5	0
PCC to Downtown	PCC to Tigard Triangle	0	0	0	1	1	5	1	1
Downtown to Sherwood Town Center	Hillsdale / Burlingame to Multnomah Village	OHSU / South Portland to Hillsdale / Burlingame	Multnomah Village to Crossroads	Crossroads to PCC	0	5	3	5	0
Downtown to Hillsdale / Burlingame	Hillsdale / Burlingame to PCC	Downtown Tigard to PCC	Downtown to PCC	Downtown Tigard to Sherwood Town Center	0	5	3	5	0
OHSU / South Portland to South Waterfront					2	0	0	0	5
Garden Home to Hillsdale / Burlingame	OHSU / South Portland to Downtown				5	4	0	2	0
Downtown to OHSU / South Portland	OHSU / South Portland to Downtown	Hillsdale / Burlingame to Downtown	Multnomah Village to Downtown	Garden Home to Downtown	2	3	5	3	2
					2	4	4	3	2
Murray Scholls to Scholls Ferry	Washington Square to Scholls Ferry	Murray Scholls to Washington Square	Washington Square to Murray Scholls		0	5	5	4	2
					1	3	4	3	3
					0	5	5	2	2
Downtown to Downtown Tigard	Downtown to Multnomah Village	0	0	0	0	3	3	4	3
					1	5	5	2	5
South Waterfront to OHSU / South Portland	Downtown to South Waterfront				0	5	5	3	5
					5	0	0	0	5
					5	0	0	0	5
					3	0	0	0	0
					0	0	0	0	0
Downtown to OHSU / South Portland	Sherwood Town Center to Downtown	Bridgeport Village to Downtown			2	2	5	2	4
Garden Home to Tigard Triangle	Multnomah Village to Crossroads				0	3	5	4	1
Garden Home to Hillsdale / Burlingame					2	3	3	2	5
OHSU / South Portland to Hillsdale / Burlingame	Multnomah Village to Kruse Way / Lake Grove	Multnomah Village to Downtown Tigard	Kruse Way / Lake Grove to Meridian Park / Nyberg Woods		1	2	4	3	4
Murray Scholls to Downtown Tigard					3	2	1	1	5
Hillsdale / Burlingame to Garden Home	Multnomah Village to Hillsdale / Burlingame	Garden Home to Multnomah Village	Multnomah Village to Washington Square	Multnomah Village to Red Tail	0	5	5	4	2
Garden Home to Red Tail	Nimbus to Red Tail				0	5	5	3	5
					5	3	3	0	2

Downtown Tigard to Downtown	Downtown Tigard to Washington Square	Downtown Tigard to Sherwood Town Center	Downtown Tigard to Bridgeport Village	Downtown Tigard to Downtown Tualatin	3	3	1	3	2
Downtown to OHSU / South Portland	South Waterfront to OHSU / South Portland	South Waterfront to Downtown			0	4	5	0	0
OHSU / South Portland to South Waterfront	Hillsdale / Burlingame to OHSU / South Portland				1	2	3	0	0
South Waterfront to Hillsdale / Burlingame	South Waterfront to Multnomah Village	0	0	0	0	3	2	4	4
					0	4	4	5	0
Hillsdale / Burlingame to Multnomah Village	OHSU / South Portland to South Waterfront	OHSU / South Portland to Downtown	Multnomah Village to Crossroads	Crossroads to PCC	0	2	4	4	3
Downtown to South Waterfront	OHSU / South Portland to Hillsdale / Burlingame	OHSU / South Portland to South Waterfront	OHSU / South Portland to Downtown		0	5	5	2	5
OHSU / South Portland to South Waterfront	Downtown to OHSU / South Portland	Multnomah Village to OHSU / South Portland	Washington Square to OHSU / South Portland		0	1	2	2	1
Downtown Tualatin to Downtown	Downtown Tualatin to Durham	Downtown Tualatin to Washington Square	Downtown Tualatin to Kruse Way / Lake Grove	Downtown Tualatin to Murray Scholls	4	3	2	3	0
Downtown Tigard to Crossroads	Sherwood Employment to Downtown Tigard	Crossroads to Downtown	Kruse Way / Lake Grove to Crossroads	Downtown Tualatin to Downtown Tigard	2	2	1	3	1
Downtown to OHSU / South Portland	OHSU / South Portland to PCC	PCC to Downtown Tualatin			0	3	5	5	0
OHSU / South Portland to South Waterfront					2	5	5	2	3
					1	3	4	3	3
Downtown to OHSU / South Portland	Hillsdale / Burlingame to PCC	Hillsdale / Burlingame to OHSU / South Portland	Washington Square to PCC	Washington Square to Hillsdale / Burlingame	0	5	3	5	0
South Waterfront to Downtown Tualatin	0	0	0	0	0	5	5	4	2
Downtown to Sherwood Town Center	Downtown to Downtown Tualatin	Downtown to River Terrace	0	0	0	5	5	3	5
Hillsdale / Burlingame to OHSU / South Portland	South Waterfront to Hillsdale / Burlingame	Garden Home to Hillsdale / Burlingame			0	5	4	3	5
South Waterfront to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	Hillsdale / Burlingame to OHSU / South Portland			0	3	4	5	0
Downtown Tigard to Durham / Hall	River Terrace to Downtown Tualatin				4	1	1	0	3
OHSU / South Portland to South Waterfront					0	5	5	3	5
Hillsdale / Burlingame to OHSU / South Portland	South Waterfront to Downtown	OHSU / South Portland to South Waterfront	Downtown to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	0	5	5	4	2
Downtown to South Waterfront					2	5	5	1	5
OHSU / South Portland to South Waterfront	Downtown to South Waterfront				0	5	5	3	3
South Waterfront to OHSU / South Portland					4	3	5	2	2

South Waterfront to Gaarde / McDonald					3	3	5	2	3
Kruse Way / Lake Grove to Washington Square	Downtown Tigard to Downtown	Bridgeport Village to Downtown	Kruse Way / Lake Grove to Downtown	Bridgeport Village to Downtown Tualatin	1	3	2	4	1
Downtown to Kruse Way / Lake Grove	Crossroads to Multnomah Village	PCC to Crossroads	Multnomah Village to Hillsdale / Burlingame		0	5	5	3	5
Downtown to Kruse Way / Lake Grove	Crossroads to Multnomah Village	PCC to Crossroads	Multnomah Village to Hillsdale / Burlingame		0	5	5	3	5
					0	0	0	0	0
River Terrace to Murray Scholls	Murray Scholls to Downtown Tigard	Murray Scholls to Washington Square	River Terrace to Washington Square	River Terrace to Downtown Tigard	2	3	0	4	0
					1	5	0	3	5
Meridian Park / Nyberg Woods to Downtown Tualatin	River Terrace to Sherwood Town Center				0	5	5	3	5
Kruse Way / Lake Grove to Tigard Triangle	Kruse Way / Lake Grove to Washington Square	Washington Square to Scholls Ferry	Kruse Way / Lake Grove to Bridgeport Village		2	2	3	3	3
Downtown to OHSU / South Portland	Crossroads to Washington Square	South Waterfront to Sherwood Town Center	Downtown Tigard to Hillsdale / Burlingame	Meridian Park / Nyberg Woods to Downtown	0	2	2	5	2
Downtown to Scholls Ferry	Scholls Ferry to Downtown Tualatin				5	3	5	0	1
OHSU / South Portland to Crossroads	Downtown Tigard to Crossroads	Downtown Tigard to Downtown Tualatin	Downtown Tualatin to SW Tualatin Industrial	Sherwood Town Center to SW Tualatin Industrial	0	2	4	3	5
Downtown to OHSU / South Portland	Hillsdale / Burlingame to Meridian Park / Nyberg Woods				5	0	1	0	0
Downtown to OHSU / South Portland	Hillsdale / Burlingame to Meridian Park / Nyberg Woods				3	5	5	0	5
					4	3	2	3	0
					0	4	3	5	0
Durham to Durham / Hall	Durham to Downtown Tualatin	Downtown Tigard to Tigard Triangle	Durham / Hall to Downtown Tigard	Gaarde / McDonald to Downtown Tigard	2	1	0	3	2
Garden Home to Crossroads	Garden Home to Multnomah Village	Garden Home to Washington Square	Garden Home to OHSU / South Portland	Garden Home to Hillsdale / Burlingame	3	3	3	1	5
Scholls Ferry to OHSU / South Portland	Nimbus to OHSU / South Portland	Murray Scholls to OHSU / South Portland	River Terrace to OHSU / South Portland		1	0	1	5	0
Downtown Tigard to South Waterfront					0	5	5	3	5
Multnomah Village to Hillsdale / Burlingame	Downtown Tigard to Crossroads	Multnomah Village to Downtown			0	4	0	5	2
South Waterfront to Downtown					3	2	4	2	4
Downtown Tigard to Downtown	Downtown Tigard to Murray Scholls	Downtown Tigard to Downtown Tualatin	Washington Square to Downtown Tigard	Downtown Tigard to Kruse Way / Lake Grove	1	2	0	4	2

Downtown Tualatin to Downtown Tigard	Downtown Tigard to PCC	PCC to Multnomah Village	Multnomah Village to OHSU / South Portland	OHSU / South Portland to Downtown	0	5	0	5	2
OHSU / South Portland to Downtown	Downtown to Downtown Tigard	River Terrace to Downtown	Downtown Tualatin to Downtown	Sherwood Town Center to Downtown Tigard	0	5	5	3	5
Meridian Park / Nyberg Woods to Summerfield / King City	Summerfield / King City to Washington Square	Washington Square to Garden Home	Garden Home to South Waterfront	South Waterfront to Downtown	1	3	2	4	1
Downtown to OHSU / South Portland					0	0	0	0	0
Downtown to OHSU / South Portland	Hillsdale / Burlingame to OHSU / South Portland	Multnomah Village to Hillsdale / Burlingame	Multnomah Village to Crossroads	Crossroads to PCC	0	5	5	4	2
Summerfield / King City to Downtown Tigard	Summerfield / King City to Downtown Tigard	Downtown Tigard to Washington Square	Murray Scholls to Washington Square	Downtown Tualatin to Downtown Tigard	0	1	5	4	3
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Downtown Tigard	Downtown Tigard to Upper Boones Ferry	Upper Boones Ferry to Downtown Tualatin	0	4	4	3	5
Downtown to South Waterfront	OHSU / South Portland to South Waterfront	Crossroads to OHSU / South Portland	Washington Square to Crossroads	Bridgeport Village to Washington Square	1	2	4	3	4
Downtown to PCC	Sherwood Town Center to Downtown Tigard	Downtown Tualatin to Downtown Tigard	Upper Boones Ferry to Downtown Tigard	Multnomah Village to Downtown	0	5	5	4	2
Downtown to South Waterfront	PCC to Kruse Way / Lake Grove	Meridian Park / Nyberg Woods to Downtown Tualatin	Downtown to Sherwood Town Center	Downtown to River Terrace	0	1	2	5	0
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to PCC	Downtown Tigard to PCC	0	5	2	5	0
Downtown to South Waterfront	OHSU / South Portland to Hillsdale / Burlingame	Multnomah Village to Hillsdale / Burlingame	Downtown Tualatin to Multnomah Village		0	5	5	4	2
Downtown to OHSU / South Portland	Downtown to South Waterfront	Downtown to Multnomah Village	Downtown to Washington Square	Scholls Ferry to Washington Square	0	5	5	4	2
OHSU / South Portland to Hillsdale / Burlingame	PCC to Downtown Tigard	Washington Square to Downtown Tigard	Hillsdale / Burlingame to PCC	OHSU / South Portland to Downtown	0	3	3	4	3
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to PCC	PCC to Downtown Tigard	Downtown Tigard to Bridgeport Village	0	5	5	4	2
Downtown to Hillsdale / Burlingame	Hillsdale / Burlingame to Downtown Tigard	Downtown Tigard to Downtown Tualatin			0	5	5	4	2
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Crossroads	Crossroads to Tigard Triangle	Tigard Triangle to Downtown Tigard	0	3	3	4	3
Downtown to OHSU / South Portland	Tigard Triangle to OHSU / South Portland	Downtown Tualatin to Tigard Triangle	SW Tualatin Industrial to Downtown Tualatin	Sherwood Town Center to SW Tualatin Industrial	0	5	5	4	2
Downtown to OHSU / South Portland	OHSU / South Portland to Multnomah Village	Multnomah Village to Downtown Tigard	Downtown Tigard to Summerfield / King City	Summerfield / King City to Pacific Financial / 124th	0	5	4	4	2
					0	0	0	0	0
Downtown to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	Garden Home to Red Tail	Washington Square to Downtown Tigard	Upper Boones Ferry to Downtown Tualatin	1	3	0	4	2
Downtown to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	OHSU / South Portland to Downtown Tigard	Crossroads to Tigard Triangle	Sherwood Employment to Downtown Tigard	0	3	5	5	0

OHSU / South Portland to Hillsdale / Burlingame	PCC to Multnomah Village	Hillsdale / Burlingame to Multnomah Village	PCC to Tigard Triangle	Tigard Triangle to Downtown Tigard	1	4	4	3	3
Downtown to Downtown Tigard	Murray Scholls to Downtown Tigard	0	0	0	0	5	2	4	2
Downtown to Hillsdale / Burlingame	South Waterfront to Downtown	Multnomah Village to Hillsdale / Burlingame	Downtown Tigard to Multnomah Village	Downtown Tigard to Sherwood Town Center	0	3	3	5	1
River Terrace to Murray Scholls	Downtown Tigard to Washington Square	Scholls Ferry to Murray Scholls	Washington Square to Scholls Ferry	Hillsdale / Burlingame to Multnomah Village	2	0	2	4	0
Downtown Tigard to Washington Square	Bridgeport Village to PCC	Hillsdale / Burlingame to PCC	Downtown Tigard to PCC	Washington Square to River Terrace	2	3	4	3	2
Downtown to OHSU / South Portland	OHSU / South Portland to Garden Home	Garden Home to Washington Square	Washington Square to Downtown Tigard	Downtown Tigard to Downtown Tualatin	2	1	0	4	1
Downtown to South Waterfront	South Waterfront to Hillsdale / Burlingame	Hillsdale / Burlingame to Tigard Triangle			0	5	2	5	0
OHSU / South Portland to Downtown	Hillsdale / Burlingame to OHSU / South Portland	PCC to Hillsdale / Burlingame	Tigard Triangle to PCC	Downtown Tigard to Tigard Triangle	3	2	2	3	2
Downtown to OHSU / South Portland	Hillsdale / Burlingame to OHSU / South Portland	PCC to Hillsdale / Burlingame	Kruse Way / Lake Grove to PCC	Washington Square to Kruse Way / Lake Grove	0	5	2	3	3
Downtown to PCC					0	5	5	4	2
					0	5	0	5	0
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to PCC	Washington Square to Bridgeport Village	Downtown Tigard to Downtown	0	3	4	4	2
OHSU / South Portland to Hillsdale / Burlingame	Downtown to South Waterfront	OHSU / South Portland to South Waterfront			0	5	5	4	2
Downtown to OHSU / South Portland	OHSU / South Portland to Multnomah Village	Multnomah Village to PCC	PCC to Washington Square	Washington Square to Summerfield / King City	0	5	5	4	2
Multnomah Village to Hillsdale / Burlingame	Washington Square to Multnomah Village	Downtown to Hillsdale / Burlingame			2	2	2	3	3
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to PCC	PCC to Kruse Way / Lake Grove	Kruse Way / Lake Grove to Bridgeport Village	1	3	2	4	1
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to PCC	PCC to Downtown Tigard	1	5	3	3	3
Downtown to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	PCC to Tigard Triangle	Washington Square to Bridgeport Village		0	5	3	5	0
Kruse Way / Lake Grove to Bridgeport Village	Washington Square to Kruse Way / Lake Grove	South Waterfront to Kruse Way / Lake Grove			4	1	1	3	1
OHSU / South Portland to Downtown	Downtown to Hillsdale / Burlingame				0	3	0	1	5
South Waterfront to Hillsdale / Burlingame	Garden Home to Gaarde / McDonald	Murray Scholls to Upper Boones Ferry	Downtown Tualatin to Teton / Leveton		0	5	5	3	5
					0	3	4	4	2
Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Downtown Tualatin	Multnomah Village to Crossroads	PCC to Tigard Triangle		5	5	0	2	0
Summerfield / King City to Downtown Tigard	PCC to Hillsdale / Burlingame	Downtown to OHSU / South Portland	Washington Square to Tigard Triangle	Kruse Way / Lake Grove to Downtown Tualatin	2	3	3	3	2

Downtown Tigard to Downtown	Gaarde / McDonald to Downtown	Downtown Tigard to Meridian Park / Nyberg Woods	Sherwood Town Center to Meridian Park / Nyberg Woods	Sherwood Town Center to Downtown	3	5	5	0	5
Sherwood Town Center to Hillsdale / Burlingame	0	0	0	0	1	4	2	0	2
Hillsdale / Burlingame to OHSU / South Portland	OHSU / South Portland to Downtown				3	4	2	2	4
Hillsdale / Burlingame to OHSU / South Portland	OHSU / South Portland to Downtown				3	4	2	2	4
Downtown to South Waterfront	South Waterfront to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Garden Home	Garden Home to Downtown Tigard	1	4	4	3	3
Hillsdale / Burlingame to Downtown					0	5	2	0	0
Hillsdale / Burlingame to OHSU / South Portland	Downtown to Hillsdale / Burlingame	Washington Square to Hillsdale / Burlingame	Bridgeport Village to Hillsdale / Burlingame	South Waterfront to Hillsdale / Burlingame	2	2	3	3	3
					0	0	0	0	0
OHSU / South Portland to Hillsdale / Burlingame	Downtown to OHSU / South Portland	South Waterfront to OHSU / South Portland	Multnomah Village to Hillsdale / Burlingame	Washington Square to Multnomah Village	0	5	3	3	0
OHSU / South Portland to PCC	Downtown Tigard to PCC	Summerfield / King City to Downtown Tigard	Sherwood Employment to Summerfield / King City	0	2	4	4	3	2
Meridian Park / Nyberg Woods to Summerfield / King City	Summerfield / King City to Washington Square	Washington Square to Garden Home	Garden Home to South Waterfront	South Waterfront to Downtown	1	3	2	4	1
Downtown to Multnomah Village	Multnomah Village to Washington Square	Multnomah Village to Bridgeport Village			1	3	0	4	2
Sherwood Town Center to Downtown					3	3	5	1	3
Crossroads to Kruse Way / Lake Grove					2	3	5	3	0
Downtown to South Waterfront	Multnomah Village to PCC	South Waterfront to Multnomah Village	Tigard Triangle to PCC	Tigard Triangle to Upper Boones Ferry	1	3	3	4	0
Crossroads to Hillsdale / Burlingame	Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	PCC to Crossroads		3	3	2	3	2
Crossroads to Downtown	Crossroads to Hillsdale / Burlingame	Crossroads to PCC	Hillsdale / Burlingame to Downtown	Crossroads to Washington Square	3	3	2	3	2
Downtown to Downtown Tualatin	Downtown to Downtown Tigard	Downtown to Hillsdale / Burlingame	Downtown to Multnomah Village	Downtown to Crossroads	0	5	5	4	2
					3	5	0	2	5
					1	3	3	3	3
					0	0	0	5	0
Hillsdale / Burlingame to Downtown	Downtown Tigard to Downtown	Downtown to Downtown Tualatin	0	0	4	0	0	3	0
Downtown to OHSU / South Portland	Hillsdale / Burlingame to OHSU / South Portland	Downtown to Garden Home	Downtown to Downtown Tualatin		0	5	5	4	2
Downtown to Multnomah Village	PCC to Downtown Tigard				0	3	5	3	5

Hillsdale / Burlingame to Downtown	South Waterfront to Hillsdale / Burlingame	Multnomah Village to Hillsdale / Burlingame	Garden Home to Hillsdale / Burlingame		2	4	4	2	3
Downtown to South Waterfront	Hillsdale / Burlingame to Multnomah Village	South Waterfront to Hillsdale / Burlingame	Downtown Tigard to Multnomah Village	Downtown Tualatin to Downtown Tigard	0	4	4	5	0
Downtown to OHSU / South Portland	Hillsdale / Burlingame to OHSU / South Portland	Multnomah Village to Hillsdale / Burlingame	Kruse Way / Lake Grove to Multnomah Village	Downtown Tualatin to Kruse Way / Lake Grove	0	3	5	5	0
Downtown to Hillsdale / Burlingame	Hillsdale / Burlingame to Crossroads	Crossroads to Downtown Tigard	Downtown Tigard to Sherwood Town Center		0	5	0	4	3
Downtown to OHSU / South Portland	Hillsdale / Burlingame to Downtown	Multnomah Village to Hillsdale / Burlingame	Multnomah Village to Downtown	Multnomah Village to Washington Square	1	5	5	3	2
OHSU / South Portland to South Waterfront	Downtown to Hillsdale / Burlingame	Multnomah Village to Crossroads			2	3	2	3	3
Downtown to Hillsdale / Burlingame	Hillsdale / Burlingame to Crossroads	Crossroads to Downtown Tigard	Downtown Tigard to Durham / Hall	Durham / Hall to Downtown Tualatin	0	5	2	4	2
Hillsdale / Burlingame to South Waterfront	South Waterfront to Downtown	Multnomah Village to Downtown	Garden Home to Multnomah Village		1	4	2	3	4
Downtown to Garden Home					2	4	4	3	2
Downtown to Multnomah Village	Downtown Tigard to Downtown	South Waterfront to Hillsdale / Burlingame	South Waterfront to Sherwood Town Center	South Waterfront to Bridgeport Village	1	2	3	4	1
Downtown to Garden Home					2	4	4	3	2
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to PCC	PCC to Washington Square	0	5	2	3	5
Downtown to OHSU / South Portland	Multnomah Village to PCC	OHSU / South Portland to Multnomah Village	Bridgeport Village to PCC	Downtown Tualatin to Bridgeport Village	3	3	2	3	2
Red Tail to Washington Square	Red Tail to Downtown	Downtown to Sherwood Town Center	Downtown to Washington Square	Red Tail to PCC	1	2	3	4	1
Hillsdale / Burlingame to Multnomah Village	OHSU / South Portland to South Waterfront	PCC to Upper Boones Ferry	Multnomah Village to Crossroads	Crossroads to PCC	0	5	0	5	2
Hillsdale / Burlingame to Downtown	Garden Home to OHSU / South Portland	Multnomah Village to Hillsdale / Burlingame			0	4	4	3	4
South Waterfront to Downtown	South Waterfront to OHSU / South Portland	South Waterfront to Hillsdale / Burlingame	South Waterfront to Scholls Ferry		2	3	4	2	5
Hillsdale / Burlingame to OHSU / South Portland	Multnomah Village to Hillsdale / Burlingame	Garden Home to Multnomah Village	Red Tail to Garden Home	Washington Square to Red Tail	3	4	2	2	3
OHSU / South Portland to Downtown	Downtown to Hillsdale / Burlingame	Bridgeport Village to Downtown	Downtown to PCC	Downtown to Downtown Tigard	0	4	4	5	0
Downtown to South Waterfront					2	5	5	2	4
Hillsdale / Burlingame to PCC	Downtown to Hillsdale / Burlingame	Downtown Tigard to PCC	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Washington Square	0	3	2	5	2
					0	0	0	0	0
Hillsdale / Burlingame to Crossroads	PCC to Tigard Triangle	Crossroads to Downtown Tigard	Tigard Triangle to Crossroads	Hillsdale / Burlingame to Tigard Triangle	0	1	2	4	4

Downtown to OHSU / South Portland	Multnomah Village to OHSU / South Portland	Multnomah Village to PCC	Downtown Tigard to PCC	Washington Square to Downtown Tigard	0	5	5	4	2
OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Crossroads	Crossroads to PCC	PCC to Tigard Triangle	Tigard Triangle to Downtown Tigard	0	5	3	5	0
Downtown to South Waterfront	OHSU / South Portland to Hillsdale / Burlingame	OHSU / South Portland to South Waterfront			0	5	5	3	5
Hillsdale / Burlingame to Downtown	Bridgeport Village to Crossroads	Hillsdale / Burlingame to Crossroads			1	4	1	3	1
OHSU / South Portland to PCC	Downtown Tigard to Downtown Tualatin	PCC to Downtown Tigard			2	2	1	4	0
Hillsdale / Burlingame to OHSU / South Portland	South Waterfront to Downtown	Multnomah Village to Hillsdale / Burlingame	OHSU / South Portland to South Waterfront	Hillsdale / Burlingame to Washington Square	0	3	3	4	3
Downtown to South Waterfront	South Waterfront to Hillsdale / Burlingame	Hillsdale / Burlingame to Crossroads	Bridgeport Village to Crossroads		0	4	0	3	3
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to PCC	PCC to Downtown Tigard	0	5	5	3	5
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to PCC	PCC to Downtown Tigard	0	5	5	3	5
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to PCC	PCC to Downtown Tigard	0	5	5	3	5
Downtown to South Waterfront	Hillsdale / Burlingame to South Waterfront	Hillsdale / Burlingame to Crossroads	Crossroads to Washington Square	Washington Square to River Terrace	0	3	3	4	3
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to PCC	PCC to Tigard Triangle	Tigard Triangle to Downtown Tigard	0	5	3	5	0
Downtown to South Waterfront	OHSU / South Portland to Hillsdale / Burlingame	South Waterfront to OHSU / South Portland	Multnomah Village to Hillsdale / Burlingame	Garden Home to Multnomah Village	1	5	3	2	5
South Waterfront to Hillsdale / Burlingame					2	4	3	3	2
Downtown to South Waterfront	Hillsdale / Burlingame to Multnomah Village	Hillsdale / Burlingame to South Waterfront			2	1	0	4	1
Crossroads to Downtown	Crossroads to South Waterfront	Bridgeport Village to Crossroads	Crossroads to Garden Home	Crossroads to Multnomah Village	2	4	4	3	2
Downtown to OHSU / South Portland	OHSU / South Portland to Multnomah Village	Multnomah Village to PCC	PCC to Upper Boones Ferry	Upper Boones Ferry to Downtown Tualatin	1	1	3	4	0
Hillsdale / Burlingame to South Waterfront	Hillsdale / Burlingame to Multnomah Village	Downtown to Hillsdale / Burlingame	Washington Square to Hillsdale / Burlingame		0	5	5	3	5
Hillsdale / Burlingame to Multnomah Village	Downtown to Hillsdale / Burlingame				0	2	2	3	2
Sherwood Town Center to Sherwood Employment	Sherwood Employment to Pacific Financial / 124th	Pacific Financial / 124th to Summerfield / King City	Summerfield / King City to Gaarde / McDonald	Gaarde / McDonald to Downtown Tigard	0	0	0	5	4
Hillsdale / Burlingame to Multnomah Village	Garden Home to Multnomah Village	Garden Home to Red Tail	Red Tail to Washington Square	Downtown to Hillsdale / Burlingame	2	2	3	3	3
Hillsdale / Burlingame to Washington Square	Washington Square to Downtown Tigard	Washington Square to Murray Scholls	Downtown Tigard to Kruse Way / Lake Grove	Downtown to Hillsdale / Burlingame	0	5	5	4	2
Hillsdale / Burlingame to Downtown	Garden Home to Hillsdale / Burlingame	Washington Square to Hillsdale / Burlingame	Hillsdale / Burlingame to South Waterfront	Hillsdale / Burlingame to PCC	0	4	5	4	2

South Waterfront to OHSU / South Portland	Durham to Downtown Tualatin	OHSU / South Portland to Durham			0	3	4	4	2
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Tigard Triangle to Multnomah Village	Sherwood Town Center to Tigard Triangle	0	3	5	5	0
Downtown to South Waterfront	Hillsdale / Burlingame to South Waterfront	Multnomah Village to Hillsdale / Burlingame	PCC to Multnomah Village	Tigard Triangle to PCC	1	4	2	3	4
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Downtown Tigard	Downtown Tigard to Downtown Tualatin	Downtown Tualatin to Sherwood Town Center	0	5	5	4	2
Washington Square to Garden Home	Garden Home to Multnomah Village	Multnomah Village to Hillsdale / Burlingame	Hillsdale / Burlingame to OHSU / South Portland	Multnomah Village to PCC	2	5	2	3	2
Downtown to Hillsdale / Burlingame	Multnomah Village to Tigard Triangle	Hillsdale / Burlingame to Tigard Triangle	Hillsdale / Burlingame to Kruse Way / Lake Grove	Hillsdale / Burlingame to Washington Square	2	5	5	2	4
Downtown to OHSU / South Portland	South Waterfront to Hillsdale / Burlingame	South Waterfront to OHSU / South Portland	Crossroads to Multnomah Village	PCC to Tigard Triangle	2	3	4	3	1
Downtown to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	OHSU / South Portland to Hillsdale / Burlingame	Multnomah Village to Crossroads	Crossroads to Washington Square	1	2	1	4	2
Hillsdale / Burlingame to PCC	Downtown to Hillsdale / Burlingame				3	5	3	2	3
Downtown Tigard to PCC	PCC to Multnomah Village	Multnomah Village to OHSU / South Portland	OHSU / South Portland to Downtown	Downtown Tigard to Summerfield / King City	0	5	0	4	4
Washington Square to PCC	PCC to Multnomah Village	Multnomah Village to Hillsdale / Burlingame	Hillsdale / Burlingame to OHSU / South Portland		0	0	2	3	5
Downtown to South Waterfront	South Waterfront to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Crossroads		0	3	4	1	3
					0	1	1	4	3
					1	4	4	3	3
Hillsdale / Burlingame to OHSU / South Portland	Hillsdale / Burlingame to South Waterfront	Hillsdale / Burlingame to Multnomah Village	Hillsdale / Burlingame to Washington Square	Hillsdale / Burlingame to Bridgeport Village	2	5	4	2	3
Hillsdale / Burlingame to Garden Home	OHSU / South Portland to South Waterfront	Multnomah Village to Garden Home	Multnomah Village to Hillsdale / Burlingame	Hillsdale / Burlingame to OHSU / South Portland	0	5	5	4	2
					2	3	1	3	2
Downtown to South Waterfront	Hillsdale / Burlingame to Multnomah Village	South Waterfront to Hillsdale / Burlingame	Multnomah Village to PCC	PCC to Upper Boones Ferry	0	3	3	4	2
					0	0	0	0	0
Murray Scholls to Scholls Ferry	Nimbus to Red Tail	0	0	0	3	3	4	1	4
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Bridgeport Village		0	4	4	5	0
Sherwood Town Center to Downtown	Downtown Tualatin to Sherwood Town Center	Meridian Park / Nyberg Woods to Downtown Tualatin	Sherwood Town Center to South Waterfront		2	3	4	3	2
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to PCC	PCC to Downtown Tigard		0	0	5	5	4
Crossroads to Multnomah Village	Hillsdale / Burlingame to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	Crossroads to PCC	Tigard Triangle to PCC	0	3	4	3	3

Downtown Tigard to Tigard Triangle	PCC to Crossroads	Tigard Triangle to PCC	South Waterfront to Downtown Tigard	Tigard Triangle to Nimbus	2	5	5	2	3
Hillsdale / Burlingame to Multnomah Village	Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Garden Home to Washington Square	4	4	1	3	0
Hillsdale / Burlingame to Multnomah Village	OHSU / South Portland to Downtown				2	2	2	0	5
					0	4	4	4	2
Garden Home to Red Tail	Washington Square to Downtown Tigard	Tigard Triangle to PCC	Crossroads to Multnomah Village		1	1	3	2	2
OHSU / South Portland to Downtown	Hillsdale / Burlingame to OHSU / South Portland	Multnomah Village to Hillsdale / Burlingame	PCC to Multnomah Village	Downtown Tigard to PCC	0	2	3	3	2
Hillsdale / Burlingame to Downtown	South Waterfront to Hillsdale / Burlingame				0	4	4	4	2
Sherwood Town Center to Downtown Tualatin	Downtown Tualatin to Bridgeport Village	Bridgeport Village to Downtown Tigard	Downtown Tigard to Multnomah Village	Multnomah Village to Downtown	2	4	4	3	2
Downtown to PCC	Washington Square to Sherwood Town Center	PCC to Washington Square			2	4	4	3	2
Downtown to Downtown Tualatin	0	0	0	0	0	0	5	0	0
					1	2	4	3	4
Crossroads to Hillsdale / Burlingame	Upper Boones Ferry to Downtown Tualatin	Downtown Tigard to Crossroads	Summerfield / King City to Downtown Tigard	Summerfield / King City to Downtown Tigard	2	3	2	3	3
					0	3	3	4	3
Hillsdale / Burlingame to Crossroads					3	2	0	1	2
Downtown to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	OHSU / South Portland to Hillsdale / Burlingame	Crossroads to Tigard Triangle	Downtown Tigard to Gaarde / McDonald	0	3	3	4	3
Tigard Triangle to Downtown Tigard	Gaarde / McDonald to Summerfield / King City	Downtown Tigard to Gaarde / McDonald	PCC to Tigard Triangle	Washington Square to Tigard Triangle	1	1	5	1	1
Downtown Tualatin to Downtown	Downtown Tualatin to Multnomah Village	Downtown Tualatin to Washington Square	Downtown Tualatin to Tigard Triangle	Downtown Tualatin to Bridgeport Village	1	5	1	4	0
Hillsdale / Burlingame to Downtown					2	5	4	3	1
Downtown Tualatin to Downtown	Downtown Tualatin to Multnomah Village	Downtown Tualatin to Tigard Triangle	Downtown Tualatin to Washington Square	Downtown Tualatin to Bridgeport Village	1	5	1	4	0
Downtown to Hillsdale / Burlingame	Multnomah Village to Crossroads	Hillsdale / Burlingame to Multnomah Village			0	4	3	4	0
Hillsdale / Burlingame to Downtown					0	5	5	4	2
Downtown to PCC	Downtown to Multnomah Village	Downtown to Hillsdale / Burlingame	Downtown to OHSU / South Portland	Downtown to Downtown Tigard	0	5	3	5	0
Meridian Park / Nyberg Woods to Downtown Tualatin	Downtown Tualatin to Teton / Leveton	Teton / Leveton to Pacific Financial / 124th	Pacific Financial / 124th to Durham	Meridian Park / Nyberg Woods to Durham	3	3	1	3	2

Meridian Park / Nyberg Woods to Downtown Tualatin	Downtown Tualatin to Teton / Leveton	Teton / Leveton to Pacific Financial / 124th	Pacific Financial / 124th to Durham	Meridian Park / Nyberg Woods to Durham	3	3	1	3	2
Meridian Park / Nyberg Woods to Downtown Tualatin	Downtown Tualatin to Teton / Leveton	Teton / Leveton to Pacific Financial / 124th	Pacific Financial / 124th to Durham	Meridian Park / Nyberg Woods to Durham	3	3	1	3	2
Meridian Park / Nyberg Woods to Downtown Tualatin	Downtown Tualatin to Teton / Leveton	Teton / Leveton to Pacific Financial / 124th	Pacific Financial / 124th to Durham	Meridian Park / Nyberg Woods to Durham	3	3	1	3	2
Meridian Park / Nyberg Woods to Downtown Tualatin	Downtown Tualatin to Teton / Leveton	Teton / Leveton to Pacific Financial / 124th	Pacific Financial / 124th to Durham	Meridian Park / Nyberg Woods to Durham	3	3	1	3	2
Meridian Park / Nyberg Woods to Downtown Tualatin	Downtown Tualatin to Teton / Leveton	Teton / Leveton to Pacific Financial / 124th	Pacific Financial / 124th to Durham	Meridian Park / Nyberg Woods to Durham	3	3	1	3	2
Meridian Park / Nyberg Woods to Downtown Tualatin	Downtown Tualatin to Teton / Leveton	Teton / Leveton to Pacific Financial / 124th	Pacific Financial / 124th to Durham	Meridian Park / Nyberg Woods to Durham	3	3	1	3	2
Meridian Park / Nyberg Woods to Downtown Tualatin	Downtown Tualatin to Teton / Leveton	Teton / Leveton to Pacific Financial / 124th	Pacific Financial / 124th to Durham	Meridian Park / Nyberg Woods to Durham	3	3	1	3	2
PCC to Downtown	Hillsdale / Burlingame to PCC	PCC to Multnomah Village	PCC to Crossroads	Bridgeport Village to PCC	2	4	1	3	3
Downtown to Downtown Tigard					4	1	2	3	1
Downtown to Pacific Financial / 124th					3	3	2	3	2
Meridian Park / Nyberg Woods to Downtown					3	5	0	2	4
Downtown to OHSU / South Portland	Hillsdale / Burlingame to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to PCC	PCC to Downtown Tigard	0	5	5	4	2
Hillsdale / Burlingame to Multnomah Village	Hillsdale / Burlingame to Downtown	Hillsdale / Burlingame to South Waterfront	Hillsdale / Burlingame to Garden Home	Hillsdale / Burlingame to Downtown Tigard	0	1	5	4	3
Hillsdale / Burlingame to Multnomah Village	Downtown to Hillsdale / Burlingame	Washington Square to Hillsdale / Burlingame	Bridgeport Village to Hillsdale / Burlingame	0	3	2	3	3	2
Downtown to Washington Square	PCC to Downtown	Washington Square to Downtown Tigard	Multnomah Village to Downtown		2	4	4	3	2
					5	2	0	0	1
OHSU / South Portland to Multnomah Village	Multnomah Village to PCC	PCC to Bridgeport Village	Bridgeport Village to Downtown Tualatin	Downtown Tualatin to Sherwood Town Center	2	3	0	4	0
					2	0	4	3	0
Hillsdale / Burlingame to Multnomah Village	Hillsdale / Burlingame to Crossroads	Hillsdale / Burlingame to South Waterfront	Hillsdale / Burlingame to Downtown		0	5	5	3	5
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Crossroads	Crossroads to PCC	PCC to Downtown Tigard	0	1	4	5	1
PCC to Downtown					0	0	0	5	4

South Waterfront to Downtown Tigard	Downtown to South Waterfront	Downtown Tigard to Downtown Tualatin	Sherwood Town Center to Downtown Tigard	Downtown Tigard to Kruse Way / Lake Grove	0	2	3	4	4
Murray Scholls to South Waterfront	Downtown to Downtown Tualatin	Murray Scholls to Downtown	Kruse Way / Lake Grove to Downtown	PCC to South Waterfront	3	2	3	2	5
Downtown to OHSU / South Portland	Hillsdale / Burlingame to OHSU / South Portland	Multnomah Village to Hillsdale / Burlingame	Crossroads to Multnomah Village	PCC to Crossroads	3	3	2	2	3
Downtown to OHSU / South Portland	Hillsdale / Burlingame to OHSU / South Portland	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to Crossroads	Crossroads to Tigard Triangle	0	5	5	4	2
OHSU / South Portland to Multnomah Village	PCC to Upper Boones Ferry	SW Tualatin Industrial to Upper Boones Ferry	PCC to Multnomah Village		2	5	5	2	4
Hillsdale / Burlingame to Downtown	Crossroads to Hillsdale / Burlingame	PCC to Crossroads	Tigard Triangle to PCC	Downtown Tigard to Tigard Triangle	0	4	3	4	2
Downtown Tigard to Scholls Ferry	Garden Home to Downtown Tigard	Downtown to Garden Home	Downtown Tigard to Downtown Tualatin	River Terrace to Scholls Ferry	0	3	0	4	5
OHSU / South Portland to Crossroads	OHSU / South Portland to Multnomah Village	South Waterfront to Multnomah Village	South Waterfront to Crossroads	0	3	3	3	2	4
PCC to Bridgeport Village	PCC to Washington Square	PCC to Multnomah Village	PCC to Gaarde / McDonald	Bridgeport Village to Washington Square	0	5	2	3	5
PCC to Downtown	Crossroads to Downtown	PCC to Bridgeport Village	PCC to Garden Home	Hillsdale / Burlingame to PCC	0	5	5	3	5
Hillsdale / Burlingame to Downtown	Hillsdale / Burlingame to Crossroads	Hillsdale / Burlingame to Bridgeport Village	Crossroads to Meridian Park / Nyberg Woods	0	0	5	0	5	2
Downtown to OHSU / South Portland	OHSU / South Portland to Hillsdale / Burlingame	Hillsdale / Burlingame to Crossroads	Crossroads to Downtown Tigard	Downtown Tigard to Downtown Tualatin	0	5	5	4	2
Downtown Tigard to Downtown	South Waterfront to Downtown Tigard	Downtown Tualatin to Downtown Tigard	Downtown Tualatin to Downtown		3	3	3	3	0
South Waterfront to Crossroads	Crossroads to PCC	PCC to Kruse Way / Lake Grove	Kruse Way / Lake Grove to Bridgeport Village	Bridgeport Village to Downtown Tualatin	0	5	0	4	4
South Waterfront to Crossroads	Crossroads to Washington Square	Crossroads to Kruse Way / Lake Grove	Kruse Way / Lake Grove to Bridgeport Village	Bridgeport Village to Downtown Tualatin	0	5	0	4	4
Kruse Way / Lake Grove to Crossroads	Garden Home to Crossroads	Washington Square to Crossroads	Tigard Triangle to Crossroads	Red Tail to Crossroads	2	4	4	3	2
Downtown to South Waterfront	South Waterfront to Hillsdale / Burlingame	Hillsdale / Burlingame to Multnomah Village	Multnomah Village to PCC	PCC to Downtown Tigard	0	5	5	3	5
PCC to Scholls Ferry					2	4	4	3	2

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Shape Southwest

What is your ZIP code? (required)		
Answer Options	Response Percent	Response Count
1. ZIP	100.0%	471
<i>answered question</i>		471
<i>skipped question</i>		0

Number	Response Date	1. ZIP	Categories
1	Jan 2, 2013 4:58 PM	97219	
2	Jan 2, 2013 7:58 AM	97229	
3	Dec 31, 2012 10:58 PM	97219	
4	Dec 31, 2012 6:12 PM	97219	
5	Dec 31, 2012 6:08 PM	97209	
6	Dec 31, 2012 12:22 AM	97219	
7	Dec 29, 2012 9:11 PM	97221	
8	Dec 29, 2012 8:05 PM	97219	
9	Dec 29, 2012 6:58 PM	97035	
10	Dec 29, 2012 2:01 AM	97219	
11	Dec 29, 2012 1:45 AM	97223	
12	Dec 28, 2012 9:24 PM	97222	
13	Dec 28, 2012 8:52 PM	97202	
14	Dec 27, 2012 10:37 PM	97239	
15	Dec 27, 2012 10:02 PM	97214	
16	Dec 27, 2012 3:52 PM	97302	
17	Dec 27, 2012 1:38 AM	97219	
18	Dec 27, 2012 12:22 AM	97239	
19	Dec 26, 2012 6:43 PM	97212	
20	Dec 26, 2012 5:53 PM	98223	
21	Dec 26, 2012 7:21 AM	97219	
22	Dec 26, 2012 4:59 AM	97239	
23	Dec 25, 2012 9:53 PM	97211	
24	Dec 24, 2012 8:03 PM	97062	
25	Dec 24, 2012 6:45 PM	97223	
26	Dec 24, 2012 3:54 AM	97219	
27	Dec 23, 2012 8:18 PM	97062	
28	Dec 23, 2012 6:28 PM	97209	
29	Dec 23, 2012 9:08 AM	97291	
30	Dec 23, 2012 8:14 AM	97062	
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35	Dec 22, 2012 3:10 AM	97267	
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37	Dec 21, 2012 11:28 PM	97206	
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283	Dec 1, 2012 11:24 PM	97223
284	Dec 1, 2012 11:15 PM	97223
285	Dec 1, 2012 11:11 PM	97224
286	Dec 1, 2012 11:09 PM	97239
287	Dec 1, 2012 10:45 PM	97219
288	Dec 1, 2012 10:40 PM	97140
289	Dec 1, 2012 10:31 PM	97035
290	Dec 1, 2012 10:23 PM	97219
291	Dec 1, 2012 10:06 PM	97201
292	Dec 1, 2012 9:51 PM	97224
293	Dec 1, 2012 9:49 PM	97239
294	Dec 1, 2012 9:18 PM	97219
295	Dec 1, 2012 8:35 PM	97219
296	Dec 1, 2012 8:21 PM	97221
297	Dec 1, 2012 7:54 PM	97223
298	Dec 1, 2012 7:45 PM	97221
299	Dec 1, 2012 7:40 PM	97223
300	Dec 1, 2012 7:38 PM	97201

301	Dec 1, 2012 7:34 PM	97223
302	Dec 1, 2012 7:14 PM	97201
303	Dec 1, 2012 7:08 PM	97223
304	Dec 1, 2012 7:01 PM	97223
305	Dec 1, 2012 6:52 PM	97239
306	Dec 1, 2012 6:41 PM	97221
307	Dec 1, 2012 6:04 PM	97219
308	Dec 1, 2012 6:02 PM	97140
309	Dec 1, 2012 5:54 PM	97203
310	Dec 1, 2012 5:49 PM	97219
311	Dec 1, 2012 5:33 PM	97223
312	Dec 1, 2012 5:23 PM	97224
313	Dec 1, 2012 5:15 PM	97201
314	Dec 1, 2012 5:09 PM	97140
315	Dec 1, 2012 4:50 PM	97223
316	Dec 1, 2012 4:50 PM	97223
317	Dec 1, 2012 4:39 PM	97219
318	Dec 1, 2012 4:26 PM	97219
319	Dec 1, 2012 4:16 PM	97008
320	Dec 1, 2012 4:13 PM	97201
321	Dec 1, 2012 4:09 PM	7239
322	Dec 1, 2012 4:07 PM	97223
323	Dec 1, 2012 3:53 PM	97219
324	Dec 1, 2012 3:50 PM	97219
325	Dec 1, 2012 3:39 PM	97219
326	Dec 1, 2012 3:11 PM	97223
327	Dec 1, 2012 2:58 PM	97008
328	Dec 1, 2012 2:56 PM	97140
329	Dec 1, 2012 2:52 PM	97219
330	Dec 1, 2012 1:55 PM	97219
331	Dec 1, 2012 1:40 PM	97224
332	Dec 1, 2012 1:39 PM	97035
333	Dec 1, 2012 11:20 AM	97214
334	Dec 1, 2012 11:12 AM	97224
335	Dec 1, 2012 9:28 AM	97223
336	Dec 1, 2012 8:55 AM	97209
337	Dec 1, 2012 8:11 AM	97209
338	Dec 1, 2012 8:04 AM	97219
339	Dec 1, 2012 7:37 AM	97219
340	Dec 1, 2012 7:15 AM	97223
341	Dec 1, 2012 7:12 AM	97239
342	Dec 1, 2012 7:02 AM	7219
343	Dec 1, 2012 6:50 AM	97239
344	Dec 1, 2012 6:50 AM	97210
345	Dec 1, 2012 6:37 AM	97221
346	Dec 1, 2012 6:34 AM	97205
347	Dec 1, 2012 6:14 AM	97219
348	Dec 1, 2012 6:11 AM	97223-4226
349	Dec 1, 2012 6:08 AM	97219
350	Dec 1, 2012 6:07 AM	97123
351	Dec 1, 2012 6:00 AM	97239
352	Dec 1, 2012 5:39 AM	97223

353	Dec 1, 2012 5:37 AM	97219
354	Dec 1, 2012 5:36 AM	97205
355	Dec 1, 2012 5:31 AM	97223
356	Dec 1, 2012 5:22 AM	97224
357	Dec 1, 2012 4:51 AM	97008
358	Dec 1, 2012 4:40 AM	97205
359	Dec 1, 2012 4:40 AM	97007
360	Dec 1, 2012 4:39 AM	97219
361	Dec 1, 2012 4:39 AM	97221
362	Dec 1, 2012 4:05 AM	97219
363	Dec 1, 2012 4:00 AM	97201
364	Dec 1, 2012 3:38 AM	97201
365	Dec 1, 2012 3:32 AM	97223
366	Dec 1, 2012 3:31 AM	97223
367	Dec 1, 2012 3:26 AM	97219
368	Dec 1, 2012 3:09 AM	97219
369	Dec 1, 2012 3:07 AM	97201
370	Dec 1, 2012 3:02 AM	97062-7564
371	Dec 1, 2012 2:54 AM	97224
372	Dec 1, 2012 2:42 AM	97219
373	Dec 1, 2012 2:41 AM	97219
374	Dec 1, 2012 2:34 AM	97224
375	Dec 1, 2012 2:29 AM	97201
376	Dec 1, 2012 2:27 AM	97239
377	Dec 1, 2012 2:25 AM	97219
378	Dec 1, 2012 2:12 AM	97219
379	Dec 1, 2012 2:09 AM	97223
380	Dec 1, 2012 2:09 AM	97219
381	Dec 1, 2012 2:08 AM	97205
382	Dec 1, 2012 2:05 AM	97223
383	Dec 1, 2012 2:04 AM	97201
384	Dec 1, 2012 2:01 AM	97219
385	Dec 1, 2012 2:00 AM	97034
386	Dec 1, 2012 1:57 AM	97223
387	Dec 1, 2012 1:57 AM	97008
388	Dec 1, 2012 1:51 AM	97219
389	Dec 1, 2012 1:51 AM	97223
390	Dec 1, 2012 1:45 AM	97062
391	Dec 1, 2012 1:41 AM	97223
392	Nov 30, 2012 10:53 PM	97219
393	Nov 30, 2012 10:09 PM	97201
394	Nov 30, 2012 9:37 PM	97034
395	Nov 30, 2012 8:44 PM	97205
396	Nov 30, 2012 7:55 PM	97219
397	Nov 30, 2012 7:50 PM	97219
398	Nov 30, 2012 7:48 PM	97219
399	Nov 30, 2012 7:44 PM	97223
400	Nov 30, 2012 7:42 PM	97219
401	Nov 30, 2012 7:26 PM	97219
402	Nov 30, 2012 7:23 PM	97216
403	Nov 30, 2012 7:23 PM	97007
404	Nov 30, 2012 6:53 PM	97215

405	Nov 30, 2012 3:43 PM	97223
406	Nov 30, 2012 3:14 PM	97239
407	Nov 29, 2012 9:06 PM	97223
408	Nov 29, 2012 8:52 PM	97221
409	Nov 29, 2012 5:56 PM	97224
410	Nov 29, 2012 5:26 PM	80303
411	Nov 29, 2012 5:09 PM	97224
412	Nov 29, 2012 4:52 PM	97223
413	Nov 29, 2012 1:50 AM	97223
414	Nov 28, 2012 10:46 PM	97140
415	Nov 28, 2012 9:22 PM	97202
416	Nov 28, 2012 9:11 PM	97007
417	Nov 27, 2012 9:55 PM	97214
418	Nov 27, 2012 7:50 PM	97224
419	Nov 27, 2012 5:51 PM	97223
420	Nov 27, 2012 5:33 AM	97223
421	Nov 27, 2012 4:46 AM	97209
422	Nov 27, 2012 2:15 AM	97201
423	Nov 27, 2012 12:23 AM	97217
424	Nov 26, 2012 9:59 PM	97217
425	Nov 26, 2012 9:42 PM	97035
426	Nov 26, 2012 6:41 PM	97201
427	Nov 26, 2012 5:18 PM	97219
428	Nov 26, 2012 5:14 PM	97221
429	Nov 26, 2012 5:06 PM	97232
430	Nov 26, 2012 4:52 PM	97062
431	Nov 26, 2012 4:32 AM	97209
432	Nov 26, 2012 4:01 AM	97219
433	Nov 25, 2012 7:05 PM	97223
434	Nov 24, 2012 8:25 AM	97224
435	Nov 24, 2012 1:23 AM	97035
436	Nov 23, 2012 5:00 PM	97232
437	Nov 22, 2012 5:19 PM	97225
438	Nov 21, 2012 7:25 PM	97212
439	Nov 21, 2012 6:46 PM	97219
440	Nov 21, 2012 6:44 PM	97239
441	Nov 21, 2012 6:53 AM	97206
442	Nov 20, 2012 7:37 PM	97227
443	Nov 20, 2012 6:43 PM	97223
444	Nov 20, 2012 5:42 PM	97062
445	Nov 20, 2012 5:10 PM	97233
446	Nov 19, 2012 11:33 PM	97062
447	Nov 19, 2012 10:43 PM	97224
448	Nov 19, 2012 7:27 PM	97062
449	Nov 19, 2012 7:00 PM	97219
450	Nov 19, 2012 5:56 PM	97239
451	Nov 19, 2012 5:15 PM	97209
452	Nov 17, 2012 5:53 PM	97219
453	Nov 17, 2012 5:40 PM	97005
454	Nov 17, 2012 4:30 AM	97219
455	Nov 16, 2012 10:04 PM	97219
456	Nov 16, 2012 9:09 PM	97219

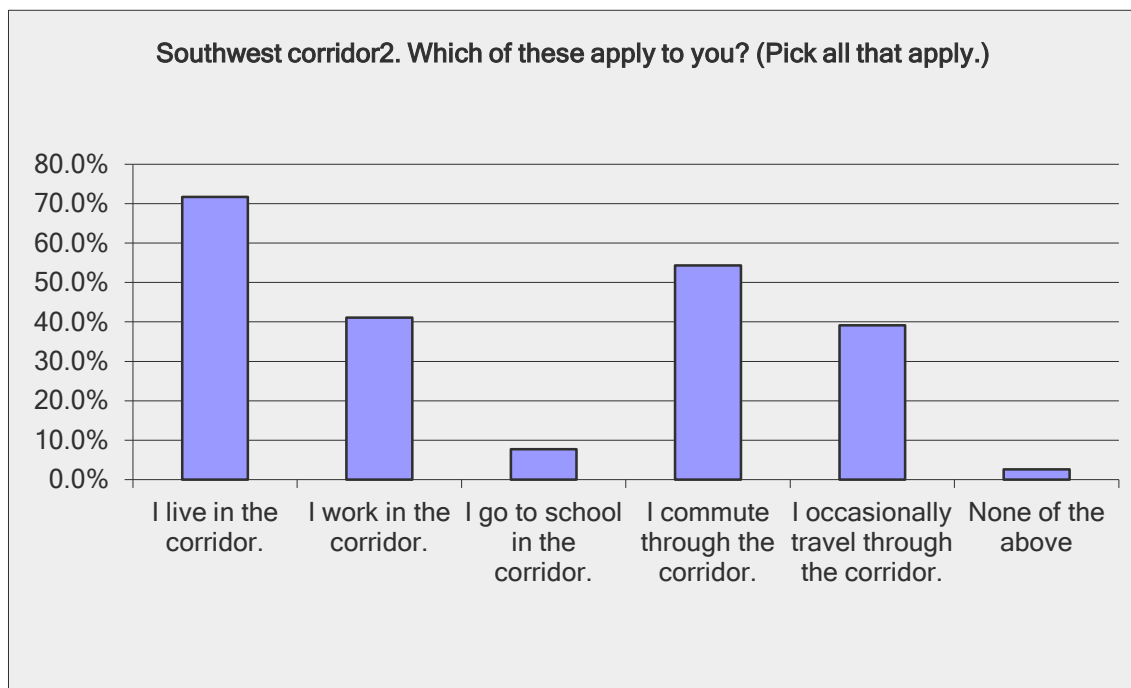
457	Nov 16, 2012 8:29 PM	97214
458	Nov 16, 2012 8:15 PM	97008
459	Nov 16, 2012 12:15 AM	97202
460	Nov 15, 2012 6:52 AM	97223
461	Nov 15, 2012 5:32 AM	97219
462	Nov 15, 2012 5:31 AM	97239
463	Nov 15, 2012 4:09 AM	97239
464	Nov 15, 2012 3:10 AM	97223
465	Nov 15, 2012 1:10 AM	97224
466	Nov 15, 2012 12:19 AM	97213
467	Nov 14, 2012 11:42 PM	97007
468	Nov 14, 2012 10:03 PM	97223
469	Nov 14, 2012 9:22 PM	97212
470	Nov 14, 2012 9:05 PM	97209
471	Nov 14, 2012 7:27 PM	97219

Shape Southwest

Southwest corridor2. Which of these apply to you? (Pick all that apply.)

Answer Options	Response Percent	Response Count
I live in the corridor.	71.7%	337
I work in the corridor.	41.1%	193
I go to school in the corridor.	7.7%	36
I commute through the corridor.	54.3%	255
I occasionally travel through the corridor.	39.1%	184
None of the above	2.6%	12
answered question		470
skipped question		1

Number	Response Date	None of the above	Categories
1	Dec 20, 2012 10:08 PM	Parents live in corridor	
2	Dec 19, 2012 11:54 PM	I grew up on Newberg, 99W traffic is atrocious. Anything to help the traffic out there in the burbs.	
3	Dec 18, 2012 5:28 PM	I shop in the corridor	
4	Dec 18, 2012 4:08 PM	Grew up in the corridor	
5	Dec 14, 2012 9:37 PM	I have an interest in major statewide decisions	
6	Dec 13, 2012 4:41 PM	We were looking into moving into the SW Corridor, but did not because some of these things were lacking/absent	
7	Dec 3, 2012 4:34 PM	My kids have activities there to which I drive them daily	
8	Dec 1, 2012 7:45 PM	I drive and walk through the corridor	
9	Dec 1, 2012 8:11 AM	My roommate works in two places in the corridor	
10	Nov 30, 2012 7:23 PM	I own property in the corridor	
11	Nov 16, 2012 8:29 PM	I'm a public employee staffing the SW Corridor Plan -- you may want to disregard my responses.	
12	Nov 14, 2012 9:05 PM	Shop/eat/entertainment/visit parks in corridor	



Shape Southwest

Transit connections3. Tell us about the transit connections you made, including the kind of service you would like to see (local bus, high frequency service, bus rapid transit, light rail, etc.).

Answer Options	Response Percent	Response Count
Connection 1:	100.0%	388
Connection 2:	71.1%	276
Connection 3:	55.4%	215
Connection 4:	40.7%	158
Connection 5:	36.1%	140
<i>answered question</i>		388
<i>skipped question</i>		83

Number	Response Date	Connection 1:	Connection 2:	Connection 3:	Connection 4:	Connection 5:
1	Jan 2, 2013 4:58 PM	We need better east-west bus connections (between centers) as well as north-south toward Portland City Center	We need high-capacity transit to facilitate transit travel through the corridor; we also need good local feeder service to HCT			
2	Dec 31, 2012 10:58 PM	Local bus - increase transit coverage, fully utilize transit center facility	Local bus - increase transit coverage, fully utilize transit center facility	Local bus - increase transit coverage, fully utilize transit center facility	Local bus - increase transit coverage, fully utilize transit center facility	Local bus - increase transit coverage, fully utilize transit center facility

3	Dec 31, 2012 6:12 PM	max to connect to max at south waterfront and crossroads to connect with pcc and tigard and washington square	washington square has lots of jobs and shopping but no max yet	kruse way has lots of jobs but is hard to access if you don't drive	bridgeport has jobs and shopping but not good transit	lots of jobs near tualatin too and commuters from here to downtown
4	Dec 31, 2012 6:08 PM	High frequency LRT b/c easy connections from Crossroads to Wash Sq, PCC, Tigard; and from SoWa to downtown/east side via PMLR	High frequency LRT b/c PCC Sylvania is a major destination	High frequency LRT b/c Kruse Way is a major employment center	High frequency LRT b/c Bridgeport Village is a major destination	High frequency LRT b/c I-5 Corridor needs high capacity all-day commuter alternatives
5	Dec 29, 2012 9:11 PM	portland-to-southwest corridor-to-wilsonville-to-salem-to-eugene with useful north-to-south commuting schedule -- tie the region together	tried to show connection 1 need with all other choices (i.e., portland-sw-wilsonville-salem-eugene)	tried to show connection 1 need with all other choices (i.e., portland-sw-wilsonville-salem-eugene)	tried to show connection 1 need with all other choices (i.e., portland-sw-wilsonville-salem-eugene)	
6	Dec 29, 2012 8:05 PM	PCC Sylvania / Barbur Transit Center to downtown: either BRT or light rail	PCC/Barbur to Garden Home: higher frequency local bus service than exists currently			
7	Dec 29, 2012 6:58 PM	Connecting large pedestrian groupings	Connecting large pedestrian groupings	Connecting large pedestrian groupings	Connecting large pedestrian groupings	Connecting large pedestrian groupings
8	Dec 29, 2012 2:01 AM	OHSU or south waterfront connection to barbur blvd transit station - needs light rail,				

9	Dec 29, 2012 1:45 AM	Tigard to Schools Ferry: Currently requires changing buses at Washington Square, not available late. Would like to see a direct connection that runs until late, as businesses in Scholls Ferry are open late and walking options are long and often unsidewalked.	Tigard to Garden Home: Would like to see this the first leg of a rail connection to downtown. #12 bus is helpful, but it has to contend with traffic on 99W - rail would	Garden Home to downtown: Logical second leg of a rail connection tigard to Downtown. Bus connections through here are low- frequency and slow, and the route would open up	Downtown Tigard to Tualatin: Would be nice to have a train that ran outside of rush hour, to make local businesses more accessible.	River Terrace to Scholls Ferry: This area currently has no bus service, but it's a growing community, and home to the closest natural foods supermarket to Tigard as well and many other businesses that are out of easy reach on foot. A half- hour bus service back towards Washington Square would make it reasonably accessible.
10	Dec 28, 2012 9:24 PM	Bus rapid transit, light rail or frequent buses	Bus rapid transit, light rail or frequent buses	Bus rapid transit, light rail or frequent buses	Bus rapid transit, light rail or frequent buses	Bus rapid transit, light rail or frequent buses
11	Dec 28, 2012 8:52 PM	OHSU - major employer - Max				
12	Dec 27, 2012 3:52 PM	I'd like to see more light rail access, not only to Portland but to other communities.				
13	Dec 27, 2012 1:38 AM	Light Rail from PCC to Downtown				
14	Dec 27, 2012 12:22 AM	better biking, walking and bus service	better biking, walking and bus service	better biking, walking and bus service	better biking, walking and bus service	

15	Dec 26, 2012 6:43 PM	Connect OHSU and Multnomah Village via light rail	Connect Multnomah Village and PCC via light rail	Connect PCC and Bridgeport Village via grade-separated BRT	Connect Bridgeport Village and Downtown Tualatin via grade-separated BRT	Connect Downtown Tualatin and Downtown Sherwood via mixed-traffic BRT
16	Dec 26, 2012 5:53 PM	car mostly need better access to express buses to Portland core				
17	Dec 26, 2012 7:21 AM	I would like to see more intra-community connections in the SW neighborhoods.	It is also important to be connected to the downtown core.	It would be nice to be connected to the Washington Square and Bridgeport shopping.		
18	Dec 26, 2012 4:59 AM	Hillsdale to downtown on light rail	Hillsdale to Multnomah Village	Hillsdale to waterfront on light rail	hillsdale to tigard on light rail	Hillsdale to Raleigh Hills; high frequency bus
19	Dec 25, 2012 9:53 PM	Light Rail	Light Rail	Light Rail	Light Rail	Light Rail
20	Dec 24, 2012 8:03 PM	I would love to see a light rail or the WES go down I-5 from Wilsonville to Portland				
21	Dec 24, 2012 6:45 PM	Tigard to Portland - improved transit, street improvements, improved parks and trails	Tigard to Tualatin - improved transit, street improvements, improved parks & trails	Tigard to Beaverton - improved transit connections, improved streets, improved bike & ped		

22	Dec 24, 2012 3:54 AM	Light rail connection with PCC to wider bus routes at Cross routes, barbur merchants, neighborhoods	Light rail to Multnomah to ease parking issues, shoppers from other areas, neighborhoods to PCC, downtown	Light rail to connect merchants in Hillsdale with wider city, farmers market, neighborhoods to PCC, downtown	Light rail to either OHSU or south waterfront to ease parking, traffic issues, students and staff to campuses	Light trail downtown to connect PCC and neighborhoods , merchants with the wider transit network across city
23	Dec 23, 2012 8:18 PM	Loop bus service in Tualatin	Connect 22,000 workers to local services and bus service	Connect homes to services with frequent bus service	Connect our community of Tualatin	See above
24	Dec 23, 2012 6:28 PM	Downtown to OHSU, by bus, bus always packed, would like to see LRT	Downtown to Hillsdale, by bus, bus packed, would like to see LRT	Downtown to Multnomah Village, by 44 bus, bus always packed, would like to see LRT	Downtown to PCC Sylvannia, by bus either 44 or PCC Shuttle, both buses always packed, would like to see faster trip available by transit preferably LRT	Downtown to Tigard, by bus or WES, would like to see faster trip available by transit
25	Dec 23, 2012 9:08 AM	Light rail to Hillsdale, Multnomah Village, and Barbur Town Center				

26	Dec 23, 2012 8:14 AM	Portland proper is the most frequent destination of mine outside Tualatin. I'd like to get to/from downtown -- and the Blue and Red MAX lines that run through downtown --- daily in 20 minutes (no more than it takes on I-5 outside rush hour), if not faster, and have moderate-frequency service. I'm particularly interested in being able to ride: Weekdays (M-F): from Tualatin to downtown	I travel to Multnomah Village occasionally, usually weekdays after 5 pm and returning around 7:00.	I travel to Tigard Triangle solely to shop at WinCo; however, for almost all grocery trips I'd continue to drive to handle many bags and to avoid walking along de-populated and car-dominated Dartmouth St and big box parking lots. Get transit-oriented redevelopment around WinCo that would give reasons to walk, and I'd reconsider not driving.	I travel to Washington Square maybe once a quarter. I detest the drive along OR 217, mostly because drivers don't keep to the right on the mostly two-lane highway, and I detest any of the roads around the mall because of the level of traffic, the awkward routes and many turns needed, the general shlock and ugliness typical of too much of Beaverton and Tigard,	I travel to Bridgeport Village (BPV) maybe once every month or two (for a movie usually); I travel much more frequently (once every two weeks) to [Lower] Boones Ferry Rd on the east side of I-5 where Lake O and Tualatin meet to get gas at Space Age (the cheapest station) and go to Walgreens. I could walk to BPV, but it would easily take at least 30 minutes, whereas it'd
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		during morning (7-9) occasionally and afternoon (4-5:30) very often; from downtown to Tualatin around 8:30 pm. Weekends (F, Sat, & Sun): to/from Tualatin to downtown with moderate frequency (say a period of between every half-hour or hour) throughout the day and into late evening (c. 11:30 pm). Have weekday afternoon rush express lines that bypass most local stops.	the inability to drive directly between the mall and Target, the mall itself (navigating the loop road, then parking and entering), but sometimes visits to JCPenney, Macy's, or Target are needed. Get a train-like bus or train to the mall and back, or first blow up the mall and put in a village with a mains street like Belmont, Hawthorne, NW 23rd Ave, or Kenton, and then add the transit.				be 5-8 by car, and Walgreens would add too many more minutes and involving walking through no-pedestrian's-land around I-5.
27	Dec 23, 2012 6:52 AM	Continued connections to downtown (frequent local bus) continued	Better connection south to the Tigard area (bus rapid transit)				
28	Dec 22, 2012 9:50 PM	Downtown to PCC - High frequency and rapid transit	PCC to Washington Square - High frequency transit	Washington Square to Sherwood - High frequency transit			
29	Dec 21, 2012 11:51 PM	bus frequency	local bus connections	Rapid transit			
30	Dec 21, 2012 11:28 PM	Light Rail	Light Rail	Light Rail	Light Rail	Light Rail	
31	Dec 21, 2012 9:49 PM	local bus	high frequency service	bicycle routes	walking safely	driving	

32	Dec 21, 2012 9:12 PM	Bus #45, Multnomah Village to Downtown - need more frequent service for more areas of SW				
33	Dec 21, 2012 9:00 PM	High Frequency Service, shelters, lighting	High Frequency Service, shelters, lighting	High Frequency Service, shelters, lighting	High Frequency Service, shelters, lighting	High Frequency Service, shelters, lighting
34	Dec 20, 2012 11:20 PM	Bus #12 from Barbur near Capitol Highway to downtown to get to PSU	Downtown on Bus #12 to PCC Sylvania, transfer to bus #76 to the Tigard Triangle or Beaverton for work. Very slow.	Would love to see a transit option that connected PCC, Multnomah Village, and Hillsdale to Downtown using a transit option that ran in its own corridor. That doesn't get stuck in traffic. MAX in a tunnel?	High-frequency, express-style (or limited stop) bus service that connected major centers along corridor to suburban destinations, such as Beaverton.	Improved local bus service
35	Dec 20, 2012 10:49 PM	Tri-Met buses #1, 44, 54, 56, 12 to downtown MAX to the office	MAX to Delta Park (weekly) and a connection to #4 Vancouver bus to downtown, 13th Avenue; and return	MAX to PDX or from PDX to downtown and bus to Hillsdale		
36	Dec 20, 2012 10:11 PM	Light rail connection between neighborhoods and communities	Rapid transit bus system to other parts of Portland instead of all transfers going through downtown			

37	Dec 20, 2012 10:08 PM	Focus on regional connections, park and rides and capturing choice riders with express bus service, Parking must be available.	Intercity connections are key and make them auto travel time competitive...too many stops!	Connect to largest attractions in SW -- OHSU, PCC, Washington Square. Limit stops and must be separate ROW LRT (preferred) or BRT.	Only build bike lanes with buffers on all roads with speeds >30 mph, & focus on safe crossings of major streets.	This section is confusing, was this supposed to be about each link? If so, list the actual link endpoints, not connection 1, 2, 3, 4, 5...I don't remember which was which.
38	Dec 20, 2012 8:34 PM	Light rail to Lake Oswego				
39	Dec 20, 2012 6:42 PM	I don't remember my specific connections and can't find them here. Along Barbur I would love more frequent buses. When I usually ride, at 9-10am-ish, the bus is usually packed (lots of PSU students). I would love a system like I used in Amsterdam this year.	Light rail could be very useful along this corridor, though the expense may be too great. BRT is a great alternative.	I do walk along Barbur infrequently and am very able. However, it is challenging to cross in the area west of Safeway . The area NB between Pancake House and Spring Garden is horrible. I've seen school children try to negotiate it during rush hour. Yikes!!	The sidewalk between 7-11 and Jiffylube is filled with poles- impossible for a stroller or wheelchair.	Things are much better with the pulsing created with the traffic signal at 30th. We can get out onto Barbur much more safely from Primrose now.
40	Dec 20, 2012 4:12 PM	I'd like to see Hillsdale better connected to downtown				
41	Dec 20, 2012 9:31 AM	Light Rail	#12 Bus			

42	Dec 20, 2012 6:33 AM	light rail to the south waterfront - or streetcar service already in place. tram connection to OHSU already in place, important to maintain regular schedule for those commuting from south waterfront to downtown due to increased housing	bus rapid transit stopping at Hillsdale would connect buslines from downtown to the westside (through the west hills	frequent bus transit from Hillsdale stopping at Multnomah to connect with already existing buslines to PCC sylvania but with a more frequent service - perhaps a route that runs from PSU directly (rapid transit bus to PCC sylvania) would make the most sense since many students commute between these campuses	frequent bus from Multnomah to PCC to encourage business between these two close areas. Multnomah has the closes shopping district / eateries available to PCC students	PCC to tigard triangle to allow students who commute from the westside to access WES
43	Dec 20, 2012 3:52 AM	Lightrail from PSU through the hill via tunnel to OHSU.	LR tunnel from OHSU to Hillsdale. Much more potential for redevelopment here. And people live here.	LR tunnel from Hillsdale to Multnomah Village.	Daylight the LR tunnel for alignment along Barbur or I-5 to Tigard.	Extend as far toward Sherwood as possible.
44	Dec 20, 2012 2:19 AM	bike, high frequency bus service	bike	bike	bike	bike
45	Dec 20, 2012 1:35 AM	local bus (lines 1, 44, 45)	would like to have high frequency service			
46	Dec 20, 2012 1:31 AM	Light Rail	Bus Rapid Transit	High Frequency Bus Service		

47	Dec 19, 2012 11:54 PM	BRT or LIGHT RAIL FOR EVERY SINGLD OPTION!!!	BRT or LIGHT RAIL FOR EVERY SINGLD OPTION!!!	BRT or LIGHT RAIL FOR EVERY SINGLD OPTION!!!	BRT or LIGHT RAIL FOR EVERY SINGLD OPTION!!!	BRT or LIGHT RAIL FOR EVERY SINGLD OPTION!!!
48	Dec 19, 2012 11:08 PM	I am not sure how the transit connection was supposed to work, but I would like to see a connection between the south water front Max Station with Tualatin because then I could have an easy transit commute from home to Tualatin.				
49	Dec 19, 2012 9:38 PM	55, MAX	54/56, MAX	44/45, MAX		
50	Dec 19, 2012 9:16 PM	Needs to be frequent+reliable	Needs to be frequent+reliable	Needs to be frequent+reliable	Needs to be frequent+reliable	Needs to be frequent+reliable
51	Dec 19, 2012 3:22 PM	max service to southwest (Hillsdale) area	continue WES line to Salem			
52	Dec 19, 2012 9:03 AM	would like to see more east-west connections across the river without going downtown first				
53	Dec 19, 2012 7:03 AM	maintain bus transit to downtown; expand options across corridors	improve safe biking among corridors and facilitate biking among corridors	target investment in safe walkways to connect to major mass transit points, schools and shopping	complete planned investments in parks	improve connection to highway 99 bypass via Tualatin Sherwood Road

54	Dec 19, 2012 6:20 AM	Downtown to Hillsdale, light rail	Hillsdale to Multnomah Village, light rail	Hillsdale to South Waterfront, bus rapid transit		
55	Dec 19, 2012 5:46 AM	My neighborhood, Collins View, was left out and we need more connections. So I just chose one new and useful connection between a rapidly growing area and Hillsdale, which would be hard to do with current bus service.				
56	Dec 19, 2012 5:25 AM	SW Lair Hill to SW Waterfront NEEDS SAFE PASSAGE including skirts on sidewalk, ped X-ing across Naito, and lights for cars racing by crosswalk at entrance of Gibbs Street Bridge.	Access to Hillsdale and Multnomah Village off SW Barbur BOTH need to be improved. Signage, transport all super- high use, but not safe for peds, cyclists (though green paint and improved bike lanes at mouth of Hillsdale exit have helped).	The Southwest Community Center is an absolute zoo! Gabriel Park big draw too. Transport up Vermont and parking around SWCCneeds help!		
57	Dec 19, 2012 4:41 AM	I'd like to see light rail or true BRT (no shared lanes) along my entire route				
58	Dec 19, 2012 4:05 AM	light rail	light rail	light rail	light rail	light rail
59	Dec 19, 2012 3:05 AM	light rail	light rail	light rail	light rail	light rail

60	Dec 19, 2012 2:31 AM	good bus/other transit service in the evening past 9 PM on routes other than 12 Barbur, specifically 44 and 45.	Sidewalks on major streets such as Capitol Hiway between Multnomah and Barbur Foods; also on Multnomah between 35th and Safeway.			
61	Dec 19, 2012 12:51 AM	Ideally I would like to see Light Rail in the SW Corridor	I would like a transit connection that made it possible for me to get to Bridgeport Village park and ride to get to job in Salem	We need more park and rides at existing LRT stops		
62	Dec 19, 2012 12:17 AM	LRT	LRT	LRT	LRT	LRT
63	Dec 18, 2012 10:31 PM	Downtown Portland to Hillsdale is an obvious first connection. I would like to see an "open" BRT system with three lines (Barbur, Multnomah, and B-H Highway) all converging on a dedicated busway on inner Barbur.	A BRT line should continue along Barbur from Hillsdale to PCC, which attracts a lot of transit ridership	The BRT should continue from PCC to Tigard, where it connects to other bus lines and WES at the transit center.	Another BRT line should go from Hillsdale to Multnomah Village via Multnomah.	The BRT should continue to Washington Square.
64	Dec 18, 2012 9:01 PM	Downtown to OHSU by light rail in tunnel	Downtown to Hillsdale by light rail in tunnel	Downtown to PCC by light rail	Downtown to Bridgeport Village light rail	Downtown to Tigard by light rail
65	Dec 18, 2012 8:39 PM	local bus	local bus	local bus	light rail	
66	Dec 18, 2012 8:00 PM	I support Light rail because I think that will improve transportation access and spur business development	Improved sidewalks and trails for walking			

67	Dec 18, 2012 7:02 PM	light rail				
68	Dec 18, 2012 6:50 PM	hillsdale/downtown: light rail	hillsdale/washington square: high frequency	tualatin/multnomah village: light rail	multnomah village/downtown: light rail	multnomah village/washington square: high frequency
69	Dec 18, 2012 6:41 PM	Would love to see rail from Hillsdale to downtown - especially with connections to the Pearl and NW.	Connecting Hillsdale to 99W and extending bus service or high speed rail down as far as McMinville would tie agricultural regions better into the city			
70	Dec 18, 2012 6:05 PM	downtown to PCC	downtown to SW Community center			
71	Dec 18, 2012 5:31 PM	High Frequency service, extending to 11 PM so can go to evening shows downtown	high freq. service, good walking access, parks	High freq service, including evenings for night classes, parks	High freq service for shopping	Light rail along Barbur, high freq service
72	Dec 18, 2012 5:27 PM	I drive but have taken the bus occasionally - I think transit is good in Hillsdale				
73	Dec 18, 2012 5:12 PM	More bike lanes				
74	Dec 18, 2012 5:03 PM	BRT from Sherwood to Downtown Portland - need a 40-minute trip in peak periods				
75	Dec 18, 2012 5:01 PM	Light rail or street car to downtown	Street car or light rail to Washington Square	Street car or light rail to Bridgeport Village		

76	Dec 18, 2012 4:54 PM	Quick and easy access to OHSU	Quick and easy access to PCC (eliminate need to drive and park)	Transit access to Tigard area w/o getting stuck in traffic		
77	Dec 18, 2012 4:35 PM	61 to Marquam Hill (from Hillsdale)	64 to Marquam Hill (from Hillsdale)			
78	Dec 18, 2012 4:30 PM	not light rail, high frequency bus	not light rail, high frequency bus	not light rail	not light rail	not light rail, high frequency service
79	Dec 18, 2012 4:26 PM	I'd like to see bus rapid transit through this corridor. But i'd like to see local connections that will allow me to do one-bus-stop-at-a-time connections. I want it to be about commuting, but also local transit, particularly on the weekend. i'd love to get on a bus to the local radio shack for that one part and then be able to get back to the house quickly or stop for a cup of coffee. Perhaps a "local" with excellent				

		service for us shoppers, and an express for commuters. This can be done with electric buses or a street car....				
80	Dec 18, 2012 4:08 PM	Bus rapid transit between Tigard city center and downtown	Bus rapid transit between Tigard city south and downtown	High frequency service between Tigard downtown and Tualatin	High frequency service between Sherwood downtown and Tualatin	Bus rapid transit between Sherwood city center and downtown
81	Dec 18, 2012 3:58 PM	light.rail, main line	light rail, main line	light rail, main line	bus rapid transit, main feeder line north	bus rapid transit, main feeder line south
82	Dec 18, 2012 3:17 PM	Hillsdale	Barbur Transit Center	Wilsonville (SMART line)		
83	Dec 18, 2012 3:05 PM	light rail. I'd like to see it also go through Hillsdale and Multnomah Village. Maybe Capitol Hwy/Bertha through Hillsdale.	Figure out bike lanes to get over the west hills. Dosch in particular needs up hill lane. Up hill lane on Patton also would be nice.			
84	Dec 18, 2012 2:41 PM	walking	biking	auto	light rail	
85	Dec 18, 2012 2:35 PM	hi freq service				
86	Dec 18, 2012 2:16 PM	Light rail from Portland to Tigard through Hillsdale and PCC				
87	Dec 18, 2012 1:42 PM	Need Access from Lake Oswego and I-5 to Downtown and Washington Square	Light "high speed" not high capacity rail to down town	Express buses to Down town or other destination points/connecti on ponts		

88	Dec 18, 2012 7:37 AM	Downtown to Hillsdale, gets me to shopping close to home	Hillsdale to Multnomah Village, where I live	Multnomah Village to Washington Square, because I think people might use transit instead of driving there		
89	Dec 18, 2012 6:25 AM	i don't understand the question				
90	Dec 18, 2012 5:59 AM	light rail minimum, connect two major employment centers that currently lack good transit	central area of sw portland, should connect by light rail	pcc is a major student destination	wash square is a major shopping destination, as is bridgeport village, which is also a magnet for development	same as above 4, a big trip driver
91	Dec 18, 2012 5:41 AM	I would like to see light rail with a station on the PCC Sylvania Campus.				
92	Dec 18, 2012 5:35 AM	light rail - don't waste my money on BRT. Nothing will ease congestion and increase ridership but a tunnel which means LTR.	light rail - don't waste my money on BRT. Nothing will work but a tunnel which means LTR.	light rail - don't waste my money on BRT. Nothing will work but a tunnel which means LTR.	light rail - don't waste my money on BRT. Nothing will work but a tunnel which means LTR.	light rail - don't waste my money on BRT. Nothing will work but a tunnel which means LTR.
93	Dec 18, 2012 4:19 AM	Light Rail is preferred transit form.				

94	Dec 18, 2012 3:53 AM	I would like to see a light rail connection down the Barbur corridor into Tigard and/or South Beaverton. With the space constraints, using a cut and cover method could be possible to place a light rail line under Barbur in some of the tighter sections of the corridor.				
95	Dec 18, 2012 3:31 AM	MAX Blue Line	Bus #12			
96	Dec 18, 2012 3:21 AM	OHSU would be well served by a tunnel.	Please tie this corridor into the MAX system.	Please don't phase the process -- all the way to Sherwood, please.		
97	Dec 18, 2012 3:01 AM	MAX from downtown to OHSU because it is a major employment and high traffic area	I would go to Multnomah Village more often if it was easier to reach	Traffic sucks in this part of town! Max will help get people out of cars	Traffic sucks in this part of town! Max will help get people out of cars	Traffic sucks in this part of town! Max will help get people out of cars
98	Dec 18, 2012 2:57 AM	Downtown to OHSU - I believe this corridor should be served by light rail due to the amount of demand.	OHSU to Hillsdale- Light Rail	Hillsdale to Crossroads: Light Rail	Crossroads to PCC: Light Rail	PCC to Tigard: Light Rail
99	Dec 18, 2012 2:57 AM	Light rail from Portland downtown, through a tunnel	to OHSU/VA served by 1 or more elevators (like at Washington Park). Aerial tram insufficient in blizzard.	Beyond OHSU, it doesn't matter to me. Try to hit population centers.	Beyond OHSU, it doesn't matter to me. Try to hit population centers.	Beyond OHSU, it doesn't matter to me. Try to hit population centers.

100	Dec 18, 2012 2:26 AM	Light rail	Commuter Rail			
101	Dec 18, 2012 2:01 AM	Downtown Portland - light rail	OHSU via light rail tunnel	PCC Sylvania campus via light rail tunnel	Tigard via light rail tunnel and surface line	Washington Square via light rail surface line on abandoned rail right-of-way and shoulder of 217.
102	Dec 18, 2012 1:22 AM	High-speed and High-capacity transit (light rail or seperated BRT)	High-speed and High-capacity transit (light rail or seperated BRT)	High-speed and High-capacity transit (light rail or seperated BRT)	High-speed and High-capacity transit (light rail or seperated BRT)	High-speed and High-capacity transit (light rail or seperated BRT)
103	Dec 18, 2012 1:01 AM	Provides connections between major city centers and business centers	Provides connections between major city centers and business centers	Provides connections between major city centers and business centers	Provides connections between major city centers and business centers	Provides connections between major city centers and business centers
104	Dec 18, 2012 1:00 AM	Light Rail	Streetcar	Aerial Tram	Bus	
105	Dec 18, 2012 12:54 AM	Light rail: OHSU to downtown	Light rail: OHSU to Hillsdale Fred Meyer	Light rail: Hillsdale Fred Meyer to Multnomah Village	Light rail: Multnomah to Capitol Hwy	Light rail to PCC Sylvania
106	Dec 18, 2012 12:47 AM	Meridian to King City - Tualatin needs better e/w connectivity in the Tualatin Road and Herman Road areas, King City residents also need to get to the doctor.	King City to Washington Square - we need to be connecting these suburban communities with their primary shopping hub.	Washington Square to Garden Home - provides outbound connectivity	Garden Home to South Waterfront - connects southwest Portland suburbs to all OHSU campuses via the aerial tram	South Waterfront to Downtown Portland- provides through connectivity to the rest of the light rail network.
107	Dec 17, 2012 9:06 PM	More frequent service	Light Rail needed on Barbur Blvd/Pacific Hwy			

108	Dec 17, 2012 9:04 PM	Improved bus service for OHSU access - all day service and express	Improved bus service for OHSU access - all day service and express	Improved bus service for OHSU access - all day service and express
109	Dec 17, 2012 8:53 PM	drive to work from Tigard to E Ptld, traffic is AWFUL on I-5 north but too far to ride bike	sometime I ride bike to work 16 miles, 1 hour, not always feeling safe on Barbur Blvd, good bike path in SE Ptld & near Mall 205	would like fast bus from Tigard to S Waterfront, then ride bike from there would love Maxline straight from Tigard to Mall 205
110	Dec 17, 2012 5:18 PM	streetcar	light rail	
111	Dec 17, 2012 4:40 PM	local bus that connects surrounding communities (not just service to downtown Portland)		
112	Dec 17, 2012 1:10 AM	96 Bus Portland to Wilsonville	SMART Bus Wilsonville to Barbur Transit Center	
113	Dec 17, 2012 12:34 AM	Scholls ferry to downtown pdx - bus rapid transit at high frequency	Scholls ferry to downtown Tualatin (though Boones Ferry/Avery is where I wanted to connect) - bus rapid transit with high frequency including weekends	
114	Dec 16, 2012 7:43 AM	light rail	light rail	
115	Dec 15, 2012 10:11 PM	Light rail or rapid transit connection at Kruse Way/I-5 corridor	Light rail or rapid transit connection at Lower Boones Ferry and I5 corridor	

116	Dec 15, 2012 7:33 AM	River Terrace to Murray/Scholls Ferry - Local bus	River Terrace to Wash Sqr - Local bus/express bus	River Terrace to Tigard Transit - Local bus/express bus	Murray/Scholls Ferry - Local bus/express bus	
117	Dec 15, 2012 12:28 AM	light rail				
118	Dec 15, 2012 12:12 AM	HCT Connection from Kuse Way to Washington Square	HCT Connection from Bridgeport to Downtown PDX	HCT Connection from Kruse Way to PDX		
119	Dec 15, 2012 12:04 AM	BRT or light rail.	BRT or light rail.	BRT or light rail.	BRT or light rail.	BRT or light rail.
120	Dec 14, 2012 11:25 PM	light rail, high frequency	local bus connecting Bull Mountain to transit, light rail			
121	Dec 14, 2012 9:37 PM	Important to have a connection to the city-center because it acts as a transit hub to reach regional destinations	Cross connections are needed to provide access to the backbone (which I envision as a high capacity lightrail line)	Cross connections are needed to provide access to the backbone (which I envision as a high capacity lightrail line)	Cross connections are needed to provide access to the backbone (which I envision as a high capacity lightrail line)	Cross connections are needed to provide access to the backbone (which I envision as a high capacity lightrail line)
122	Dec 14, 2012 1:04 AM	bike from home to tram				
123	Dec 13, 2012 9:33 PM	bike trails	high frequency bus	safer walking areas		
124	Dec 13, 2012 7:49 PM	Bicycle infrastructure				
125	Dec 13, 2012 7:36 PM	light rail	bus	bike		
126	Dec 13, 2012 7:33 PM	I've used the express bus during the week	more rail systems	more systems avail on the weekend	more movement outside of a car	
127	Dec 13, 2012 7:25 PM	MAX tunnel from Hillsdale to OHSU	MAX tunnel from OHSU to Downtown	MAX line to PCC	MAX from downtown to Washington Square	Sidewalks to encourage walking!
128	Dec 13, 2012 7:25 PM	MAX tunnel from Hillsdale to OHSU	MAX tunnel from OHSU to Downtown	MAX line to PCC	MAX from downtown to Washington Square	Sidewalks to encourage walking!

129	Dec 13, 2012 4:41 PM	Direct line light rail service in conjunction with biking is by far my number one choice for transportation with bus rapid transit a second choice				
130	Dec 13, 2012 3:45 AM	BRT	BRT	BRT	BRT	Shuttles
131	Dec 13, 2012 2:19 AM	Tualatin to downtown Portland: HCT - light rail or BRT with stops at Tualatin, BV, Kruse, Multnomah, Hillsdale, downtown	Tualatin to Kruse Way - HCT - light rail or BRT preferred but high frequency bus okay	Tualatin to Bridgeport Village - light rail stop preferred but high frequency bus okay	Tualatin to Washington Square - high frequency, all hours (not like WES rush hour only) - also to mall area not WES stop	Tualatin to Murray/Scholls - regular bus service at least 2/hour 7 days/wk from early morning to late evening
132	Dec 12, 2012 7:46 PM	Biking is my primary	Then Walking	Then Bus-- more buss acces, high frequency, etc very important		

133	Dec 12, 2012 6:21 PM	Access to Hillsdale from the South Waterfront or especially Johns Landing - at the moment, I have to wait 30-60 minutes to bus into downtown, and then transfer to a Hillsdale bus (another 30-60 minute wait), or walk up Taylors Ferry (no shoulder or sidewalks) and across a highway ramp on foot. Not safe or time efficient.
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134	Dec 12, 2012 6:12 PM	I would like to see more crosswalks to get across Macadam Avenue. I have to ride my bicycle on the sidewalk until I can get to the bike path or run across a busy trafficked street to get to the bus stop. That is always quite difficult early in the morning or late at night when the streets are full of cars rushing to and from work.
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135	Dec 12, 2012 4:37 PM	light rail, bicycle path, pedestrian awareness and access	light rail, bicycle path, pedestrian awareness and access	light rail, bicycle path, pedestrian awareness and access		
136	Dec 12, 2012 6:20 AM	modern bus service - buses that are up to date, low floor, air conditioning, improved bus stops.	modern bus service - buses that are up to date, low floor, air conditioning, improved bus stops.	modern bus service - buses that are up to date, low floor, air conditioning, improved bus stops.	modern bus service - buses that are up to date, low floor, air conditioning, improved bus stops.	modern bus service - buses that are up to date, low floor, air conditioning, improved bus stops.
137	Dec 12, 2012 1:48 AM	Do not use transit. Only use personal vehicles. Do NOT want transit near home.				
138	Dec 12, 2012 12:20 AM	want a bus going from/to Multnomah village to Garden Home via Maplewood. Want to connect the neighborhoods west of the village TO the village and hillsdale	want to be able to connect to the grocery stores and malls that are NEARBY by catching a bus in Maplewood instead of having to drive	We can catch any bus we want if we walk to Multnomah village first (20 minute walk on poorly lit streets with no sidewalks), and then switch buses at Wilson... The area to the west is so poorly connected and that is where all the stores are!!	We need more frequent buses to run through Maplewood because there are high school kids with schedules that are different than the bus schedule! They sometimes need to leave after the last bus and get home before the first one starts running again. Maybe run a smaller bus??	We really need to connect with Washington County to our west, where all the stores are, over on the Beaverton-Hillsdale Hwy and Oleson Rd.

139	Dec 11, 2012 4:45 PM	The bus service is mostly adequate for my needs but budget cuts have been diminishing them	I would love to see safer bike routes--for example, up Scholls Ferry Road to Sylvan!!!!			
140	Dec 11, 2012 4:34 PM	Drive into Sherwood, get express bus to Barbur transit center	Switch bus at barbur transit center to express bus to OHSU or downtown			
141	Dec 10, 2012 11:56 PM	walking	driving			
142	Dec 10, 2012 4:54 PM	Bus	Light rail	Bike		
143	Dec 10, 2012 4:41 PM	Live in John's Landing, work @ OHSU and in NW Portland. Have a child in school downtown. Commute by bike 80% of the time.	Live in John's Landing, work @ OHSU and in NW Portland. Have a child in school downtown. Commute by bike 80% of the time.	Would consider moving to this area if the cycling infrastructure were improved. Better bus service (limited/express) from these neighborhoods would be useful.	Would consider moving to this area if the cycling infrastructure were improved. Better bus service (limited/express) from these neighborhoods would be useful.	Would consider moving to this area if the cycling infrastructure were improved. Better bus service (limited/express) from these neighborhoods would be useful.
144	Dec 10, 2012 3:49 PM	Improve bus service. NO TRAIN!!!!!!	Improve bus service. NO TRAIN!!!	Improve bus service. NO TRAIN!!!	Trolley	Trolley
145	Dec 9, 2012 10:19 PM	Need higher capacity transit from downtown to key places like Hillsdale, PCC Sylvania and Tigard				
146	Dec 9, 2012 2:16 AM	bus	bus	bus		

147	Dec 7, 2012 10:52 PM	<p>All my connnections were from points along the Barbur corridor within Portland to Central City. Currently, depending on whether I am heading to work from home in South Burlingame or from a gym in Hillsdale, I take the 1, 12 or 44 to and from work. I am definitely interested in HCT, but I'm not sure which option (BRT or light rail) is the best option. If right-of-way is the biggest expense for both alternatives, it</p> <p>seems like it comes down to which one would serve the most people the most effectively while incentivizing investments in housing, businesses and retail.</p>				
148	Dec 7, 2012 9:03 PM	Bus rapid transit, light rail, bikeable	Bus rapid transit, light rail, bikeable	Bus rapid transit, light rail, bikeable	Bus rapid transit, light rail, bikeable	Bus rapid transit, light rail, bikeable

149	Dec 7, 2012 8:55 PM	connects high volume area with alternate travel options	connects high volume area with alternate travel options	connects high volume area with alternate travel options	connects high volume area with alternate travel options	connects high volume area with alternate travel options
150	Dec 7, 2012 7:34 PM	tram				
151	Dec 7, 2012 6:33 PM	sidewalks, bike lanes increased effort to slow down the cars				
152	Dec 7, 2012 12:16 AM	BRT Tualatin to downtown Portland	LRT on (or near) Hwy 99 to Tigard			
153	Dec 6, 2012 10:49 PM	Run the bloody Max right down Barbur to Tigard! I agree to higher taxes to get this done. No More buses-- they are sooo 20th century!	I feel that having the Max run from Downtown (on Barbur) to Tigard would form a great spine to later put in ancillary lines thru Hillsdale-Beaverton-Farmington and Tigard -Tualatin-Wilsonville	Love the Max and the Streetcar!!! No more buses-- they are noisy, polluting and antiquated.		
154	Dec 6, 2012 9:50 PM	light rail between Bridgeport and PDX				
155	Dec 5, 2012 11:27 PM	Bus Rapid Transit	Local Bus			
156	Dec 5, 2012 8:06 PM	Downtown-Hillsdale-Multnomah-Garden Home (BRT, esp. high frequency service)	Downtown-Barbur-Tigard (BRT - ACTUAL, separated esp. at traffic chokes, pay-before-boarding, signal timed, etc)			

157	Dec 5, 2012 7:12 PM	I chose Multnomah Village, but what I'd really like to see is light rail to the Lake Oswego shopping area.				
158	Dec 5, 2012 5:28 PM	Reduce traffic delays.	Time traffic signals better.	Maintain roads in good condition.	Extra lanes for more cars.	Smooth out traffic by removing impediments to reduce emissions.
159	Dec 5, 2012 1:04 AM	light rail	light rail	light rail	light rail	light rail
160	Dec 5, 2012 1:02 AM	I would like to see light rail connecting the HWY 99 corridor to downtown.	better transit options between outer Scholls and Nimbus/Washington square	Better transit to Hillsdale, light rail would help significantly if it went along HWY 99	Better transit to PCC, light rail would help significantly if it went along HWY 99	Better transit options between Hwy 99/barber/capitol HWY/taylor's Ferry & Nimbus/Washington square
161	Dec 4, 2012 11:52 PM	PCC is in my neighborhood and I currently take advantage of the transit service. I would use transit service from PCC to connect to fast transit on 99W.	Noticed Marquam Hill isn't listed on the map as a connection point. They need connections in SW to the Hill.	Would like to see a SW to SE connection over the Sellwood bridge or a transfer option.		
162	Dec 4, 2012 11:03 PM	light rail	light rail			
163	Dec 4, 2012 9:24 PM	the local bus #43 now runs hourly during rush hour only, it is no longer useful for my commute to work	Express bus downtown from Barbur TC, it crowded but frequent, but gets stuck in traffic like everyone but bicycles.	Bicycle commute to downtown along Barbur is fast but dangerous. I have had too many near misses.	Carpool with my wife. Most pleasant transit which also gives us time to talk.	Ideally, a express transit method that runs independantly from car traffic problems would be my daily commute method.

164	Dec 4, 2012 9:22 PM	Tualatin Sherwood Rd and 99w in Sherwood are over congested with bottle necks. I-5 access is needed	Some local busing would be nice but 1/2 the traffic is going to the coast or yamhill county through sherwood.. bus service and rail won't fix the congestion	Nature trails or walking paths are nice, we have many in Sherwood already	Bike paths are nice but a luxury once congestion is fixed with wider roads or i-5 connector 1st.	We have many parks we need to fix the congestion issue as it affects quality of life.. and pollution.
165	Dec 4, 2012 9:07 PM	Would like to see more bus service and higher quality stop shelters				
166	Dec 4, 2012 8:39 PM	bus rapid transit or light rail				
167	Dec 4, 2012 8:27 PM	driving				
168	Dec 4, 2012 8:10 PM	would love to see light rail down scholls ferry connecting to Murray/Scholls				
169	Dec 4, 2012 6:30 PM	I picked connections based upon connections we might use if they were available. More convenient light rail to Portland would be used by my household.	Assuming this was another of my Tigard connections, it's because we might actually use increased light rail service if it was more convenient.	I work at the Tualatin library and know that with recent changes to downtown Tualatin there will be increased traffic and increased transporation options would be appreciated by many.	Assuming this was my other Tualatin link, see my reason for connection 3.	Sherwood's traffic is horrible. And with increased shopping centers, they will need increased public transportation to help people navigate in and around their town. They can't handle the increased traffic without public transportation.

170	Dec 4, 2012 5:38 PM	get downtown quickly without my car	get to car repair without extra ride home	use transit for all my downtown errands		
171	Dec 4, 2012 3:39 PM	more frequency of service on express bus service	better transit service for the over 65 population	better crosswalk signage time		
172	Dec 4, 2012 12:50 PM	I don't often take the bus, but would to go to local stores nearby	same as above			
173	Dec 4, 2012 9:21 AM	driving in the corridor has many bottlenecks and needs serious improvements, light rail doesn't help me and I would not use it	driving in the corridor has many bottlenecks and needs serious improvements, light rail doesn't help me and I would not use it	driving in the corridor has many bottlenecks and needs serious improvements, light rail doesn't help me and I would not use it	driving in the corridor has many bottlenecks and needs serious improvements, light rail doesn't help me and I would not use it	driving in the corridor has many bottlenecks and needs serious improvements, light rail doesn't help me and I would not use it
174	Dec 4, 2012 9:04 AM	I live SW106th Ave. I have no access to public transportation from where I live and cannot even get downtown				
175	Dec 4, 2012 8:36 AM	bus	bus or train			
176	Dec 4, 2012 5:34 AM	Light rail connection to downtown	Bike corridor including separate right of way	Improved sidewalks and more crosswalks	Traffic improvements	
177	Dec 4, 2012 5:30 AM	BIKE PATH ON SUNSET AND HAMILTON				

178	Dec 4, 2012 4:56 AM	PCC to Red Tail - local bus	Downtown to Tigard Triangle - high frequency service or bus rapid transit would be awesome!	Bridgeport Village to Downtown - light rail would be great	Downtown to Summerfield/King City - we really need high frequency service	Garden Home to PCC - at the very least we need a local bus that runs this route - there's no easy way to get from point A to point B without going far out of your way
179	Dec 4, 2012 1:30 AM	LRT/BRT	LRT/BRT	LRT/BRT	LRT/BRT	LRT/BRT
180	Dec 4, 2012 1:25 AM	There should be a transit connection between Progress Ridge & WA Square - local service	There should be a transit connection between Progress Ridge & downtown Tigard - local service	There should be high capacity service between Sherwood & Portland	There should be local service between Kruse Way & downtown Tigard	There should be local service between downtown Sherwood & downtown Tualatin via the Tualatin-Sherwood industrial area
181	Dec 4, 2012 12:40 AM	Downtown Sherwood to I-5 Bypass	Walking	Biking	No Bus Rapid Transit	No Light Rail
182	Dec 3, 2012 11:44 PM	Hillsdale to downtown, commuting and culture	Hillsdale to Tigard; way to get to part of family for fun			
183	Dec 3, 2012 10:05 PM	This area is lacking in safe pedestrian routes. There are very few sidewalks. The big intersection of Capitol, Barbur, Taylor's Ferry and I-5 is dangerous for every mode of transportation.				

184	Dec 3, 2012 9:22 PM	I would like to see light rail running down 99W	better bus frequency to PCC	better bus connectivity to Kruse Way		
185	Dec 3, 2012 8:53 PM	Number 12 Trimet busline	NO LIGHT RAIL FOR SW BARBUR BLVD.	NO LIGHT RAIL FOR SW BARBUR BLVD.	NO LIGHT RAIL FOR SW BARBUR BLVD.	NO LIGHT RAIL FOR SW BARBUR BLVD.
186	Dec 3, 2012 8:50 PM	Home to downtown PDX for work & play - would like to see light rail, better bike lanes (widen bike lanes on bridges on Barbur Blvd)	Connections 2 - 4 are other places nearby I often go to. Would like to see more complete bike connections primarily			
187	Dec 3, 2012 8:27 PM	would not use any of these	Do not want Hwy99 through Tigard to be reduced to cars for lightrail or bikes			
188	Dec 3, 2012 8:04 PM	light rail	light rail			
189	Dec 3, 2012 7:09 PM	PSU	OHSU	Barbur	PCC	Tigard
190	Dec 3, 2012 7:04 PM	LRT from Tigard to Downtown Portland, with stations / connections to PCC Sylvania, West Portland Crossroads, SW 19th & Multnomah Blvd, Burlingame, OHSU				
191	Dec 3, 2012 6:51 PM	light rail from Tualatin to downtown Portland	more WES service, including weekends			

192	Dec 3, 2012 6:16 PM	<p>I don't use any of your transit services and don't think they play a significant role in Sherwood. We hear about diversity/coexisting a lot these days and I think that applies to Sherwood. Metro needs to learn that Sherwood is different, prefers to be different and should be left alone to be different. Keep the Light Rail, rapid transit and others to places like Gresham and Hillsboro. We just need better, wider more efficient roads in the</p> <p>SW Corridor to allow commuters to flow from McMinnville thru to I-5/217.....not buses/trains!</p>				
193	Dec 3, 2012 6:09 PM	<p>Whatever shows a commitment to permanent, high quality transit, rail or bus--probably BRT</p>	BRT	BRT	BRT	BRT

194	Dec 3, 2012 5:24 PM	bus very few times because the bus takes 5 times longer then driving				
195	Dec 3, 2012 5:20 PM	Need sidewalks and bike lanes from downtown Portland to Garden Home. Especially need sidewalks on B-H Hwy. Fill in bike lane gaps on Naito Parkway. Complete Red Electric Trail	Complete Red Electric Trail	Bike/ped safety improvements	Bike/ped safety improvements	Bike/ped safety improvements
196	Dec 3, 2012 5:14 PM	better bus service 7 days a week				
197	Dec 3, 2012 5:06 PM	bus rapid transit	light rail	high frequency service		
198	Dec 3, 2012 4:58 PM	Tigard transit to downtown PDX	Washington SQ. to downtown PDX	Beaverton Transit via MAX to airport		

199	Dec 3, 2012 4:58 PM	For Hillsdale/Burlingame area, I would like high frequency service and/or bus rapid transit at Spring Garden/Barbur going to Old Town. Most lines get to downtown quickly, but then it can take 15-20 minutes to get from the south side of downtown to where I work in Old Town. Need rapid transit ACROSS downtown.	I would like a direct local bus line from Spring Garden/Barbur to Multnomah village.				
200	Dec 3, 2012 4:51 PM	Light rail					
201	Dec 3, 2012 4:34 PM	would like to be able to drive to transit and take transit downtown					
202	Dec 3, 2012 3:54 PM	Car	Light Rail	Walking			
203	Dec 3, 2012 3:48 PM	ease of use & frequency of service	ease of use & frequency of service	ease of use & frequency of service	ease of use & frequency of service	ease of use & frequency of service	
204	Dec 3, 2012 3:28 PM	Light Rail or bus rapid transit down Barbur/Pacific Hwy	More local bus service using smaller shuttle buses (that can go down neighborhood streets more easier)	Increased service frequency on Lines 76 and 78			

205	Dec 3, 2012 7:44 AM	Want to see local bus with early/late service, 30-45 minute schedule, using a different corridor to approach downtown	Want all "transition" or "blend" lanes removed. Establish 1,2 or 3 lanes of traffic and make it continuous, don't use "Right/left lane ends" signs - get rid of the unnecessary extra lane at the source and reduce the squeeze that backs up traffic.	Want parking areas at ALL suburban light-rail & bus-rapid-transit stops, or high frequency bus service from parking to same. Without accessible parking, rapid transit only serves the far end of the system, where density is low and parking is available.	Would like circulatory buses that rotate through a wider area of the neighborhood, might not go to city center, but only to transit centers	Want cheap paths and sidewalks along all streets in southwest at or above "connector street" status. If the street has a center yellow line, it needs a cheap walking path next to or near it.
206	Dec 3, 2012 6:46 AM	Local Bus	BRT	Light Rail		
207	Dec 3, 2012 4:22 AM	light rail	light rail	light rail	light rail	light rail
208	Dec 3, 2012 4:21 AM	high frequency service	light rail	bus rapid transit	light rail	
209	Dec 3, 2012 3:38 AM	I would like light rail / commuter rail from downtown Portland to Sherwood	Biking should be encourage for the entire corridor	Walking - connect neighborhood paths. There are unnecessary/detrimental disconnects	Reduce auto traffic as much as possible. Deploy traffic calming measure	
210	Dec 3, 2012 2:06 AM	light rail down Barbur Blvd would be great!	These are frequent trips.	Sorry-- I don't remember what these connection numbers mean.	See above.	This survey looks like fun but is actually very hard to use. On my computer screen I couldn't see the sliders.
211	Dec 3, 2012 1:57 AM	I would like to see a better connection with light rail from the corridor.				

212	Dec 2, 2012 11:28 PM	For all connections, want to see frequent service, either bus rapid transit or light rail, so that it's faster to take transit than to drive.	For all connections, want to see frequent service, either bus rapid transit or light rail, so that it's faster to take transit than to drive.	For all connections, want to see frequent service, either bus rapid transit or light rail, so that it's faster to take transit than to drive.	For all connections, want to see frequent service, either bus rapid transit or light rail, so that it's faster to take transit than to drive.	For all connections, want to see frequent service, either bus rapid transit or light rail, so that it's faster to take transit than to drive.
213	Dec 2, 2012 11:27 PM	would like a bus from Tualatin to Sherwood. It currently takes 2 hours to get there.				
214	Dec 2, 2012 10:35 PM	local bus to downtown	light rail to downtown			
215	Dec 2, 2012 8:49 PM	light rail	bus rapid transit			
216	Dec 2, 2012 8:10 PM	Hillsdae area esp # 55 needs more service	Hilly neighborhoods need jitney service			
217	Dec 2, 2012 7:31 PM	Light rail	high frequency service			
218	Dec 2, 2012 6:37 PM	Rapid Bus, High Frequency	Rapid Bus, High Frequency	Rapid Bus, High Frequency	Rapid Bus, High Frequency	Rapid Bus, High Frequency
219	Dec 2, 2012 5:51 PM	better bus service in South Portland, especially #43 bus--restore some of the many cuts to service				
220	Dec 2, 2012 4:24 PM	Light rail Sherwood to Portland				

221	Dec 2, 2012 6:59 AM	Murray Scholls to Downtown (& vice versa): More lanes on roads/safer traffic routes, more ways to drive into Portland AND/OR faster transit times (MAX takes over an hour)					
222	Dec 2, 2012 5:41 AM	Local bus service all day on Line #1 Vermont St.	Smaller buses to travel around in corridor area	Shuttle buses to take passengers to MAX stations			
223	Dec 2, 2012 5:29 AM	Sherwood to downtown pdx via light rail, commuter train sherwood to newberg					
224	Dec 2, 2012 4:44 AM	local bus	local bus	local bus			
225	Dec 2, 2012 3:06 AM	Better bicycle/walking routes including comprehensive sidewalks, bike lanes, and multi-use paths	Better bicycle/walking routes including comprehensive sidewalks, bike lanes, and multi-use paths	Better bicycle/walking routes including comprehensive sidewalks, bike lanes, and multi-use paths	Better bicycle/walking routes including comprehensive sidewalks, bike lanes, and multi-use paths	Better bicycle/walking routes including comprehensive sidewalks, bike lanes, and multi-use paths	
226	Dec 2, 2012 2:53 AM	Light rail down Barbur Blvd from downtown to King City. Replace the 12 & 94 buses!	Dedicated, separated bike lanes from Burlingame to Downtown (ideally from Tigard to downtown)				
227	Dec 2, 2012 1:22 AM	high frequency bus	high frequency bus	high frequency bus	high frequency bus	high frequency bus	
228	Dec 2, 2012 12:28 AM	safe Bike routes	Safe bike routes	safe bike routes	safe bike routes	safe bike routes	
229	Dec 2, 2012 12:25 AM	high frequency service	high frequency service	high frequency service	high frequency service	light rail, high frequency service or bus rapid transit	

230	Dec 1, 2012 11:35 PM	express buses would be good to have for lengthy rides between nodes	keep making the area walkable and bike-able	maintain and improve the open areas,	build something comparable to Terwilliger Parkway if any money is allocated to auto travel	auto travel should be at the bottom of the list.
231	Dec 1, 2012 11:24 PM	light rail or BRT	light rail or BRT	high frequency bus service	high frequency bus service	high frequency bus service
232	Dec 1, 2012 11:24 PM	It would be nice to go downtown quickly from here.	Would like to be able to get to the Progress Ridge shopping area.	We can walk to the 121st and scholls ferry proposed stop, or to WA Sq.	Have a doctor in King City.	Would like to be able to get to the Bridgeport shopping center.
233	Dec 1, 2012 11:11 PM	bus rapid transit or light would be wonderful to downtown. Taking the 12 to downtown is ok, but it takes so long.	I suspect much of the travel within the corridor is local. connections between local spots might mitigate some of the congestion.			
234	Dec 1, 2012 11:09 PM	downtown to hillsdale--needs more feeders off the highways				
235	Dec 1, 2012 10:45 PM	Light rail or similar please. It's much nicer and more reliable than bus.				
236	Dec 1, 2012 10:31 PM	Bus rapid transit service between Kruse Way and downtown is essential	Improve connections to north Macadam/South Waterfront with existing streetcar and bus	Bus rapid transit on I-5 to areas along I-5 is important. Rail is not appropriate for Barbur because of its important function as a reliever for I-5		

237	Dec 1, 2012 10:23 PM	Cycletrack	Cycletrack	Cycletrack	Cycletrack	Cycletrack
238	Dec 1, 2012 10:06 PM	Downtown Portland, the regional center of employment, shopping, government services, culture, etc.	South Waterfront already is a significant residential area and will become also a significant employment center with OHSU's new campus.	PCC is the largest college in the state and most of its students commute, so it needs much better transit service to reduce auto impacts on its surrounding community.	Tigard triangle is an employment center and has potential for more growth in jobs and residents.	Tigard itself is also a large residential and employment center and a good location for the "entry" to transit for areas further west and south.
239	Dec 1, 2012 9:51 PM	River Terrace area to downtown. Probably bus rapid transit would be my top choice.				
240	Dec 1, 2012 9:49 PM	I want to see more streetcar lines and more frequent service on those lines.	I want to see more streetcar lines and more frequent service on those lines.	I want to see more streetcar lines and more frequent service on those lines.	I want to see more streetcar lines and more frequent service on those lines.	I want to see more streetcar lines and more frequent service on those lines.

241	Dec 1, 2012 8:35 PM	<p>I think it is a no brainer that the south water front will be connected to downtown and that Hillsdale should be a light rail hub to all the major neighborhoods in the southwest corridor</p>	<p>Hillsdale makes for a good hub because it feels like the area has potential for major growth. Furthermore, it lies right around the corner of the Tualitin Mountains where it opens up to flatter travel to other villages in the area.</p>	<p>The only point I can make for connection 3 is that it may loosen the congestion on I-5 by adding light rail here and give people a chance not to drive into portland and add more cars to the city but to allow them to shop downtown free of having to park a become more in touch with the city other than making fast trips in and out and not allowing themselves to make a day of exploring the shops Downtown</p>	<p>Like Hillsdale, I see major growth happening in the Tigard area . It is a nice community but there is no doubt the people here rely on amenities of Portland. Also people might be surprised how many people travel to tigard for work related activities.</p>	<p>The point of this light rail route would be to open the sprawling neighborhoods in this area to better commuting and also bring in more commerce. In this area there it is rather podunk. Everywhere you go you mainly have to drive and if given the chance I am people would like to hop on and off a train utilize the various service centers in the area. There is a lot of potential for</p>
				<p>and in Hillsdale. Also this connection allows students at PCC who don't have money to rent inside Portland the chance to live outside the city and fastly commute back and forth from home to class.</p>		<p>better travel in this area.</p>

242	Dec 1, 2012 8:21 PM	Local Bus	High frequency bus service	bus rapid transit	maximize flexibility to match changing demographics and usage patterns	
243	Dec 1, 2012 7:54 PM	Downtown to Washington Square - Light rail (Regional center needs park & ride lot)	Washington Square to Downtown Tigard - Light rail (Town center, connects to WES)	Downtown Tigard to PCC - Light rail or bus rapid transit (Largest PCC campus)	Washington Square to Murray Scholls - high frequency service (Need park & ride, possibly bus service on Barrows to Progress Ridge Shopping Center))	Murray Scholls to River Terrace - Local bus or high frequency service (Future high school - needs park & ride)
244	Dec 1, 2012 7:45 PM	I would like to see better bus service on line #1 that would also connect to Beaverton and Tigard				
245	Dec 1, 2012 7:40 PM	Express bus from Downtown to Hillsdale	Express from Hillsdale to Mult Village	Express from Mult Village to Garden Home	Express from Garden Home to Washington Square	I didn't put it, but it would be nice if there were an express bus from Washington Square to Beaverton Town Square.
246	Dec 1, 2012 7:38 PM	Non-stop express				

247	Dec 1, 2012 7:34 PM	Downtown to Crossroads - light rail or rapid transit (Connect to Barbur Transit - Park & Ride)	Crossroads to Downtown Tigard - light rail or rapid transit (Connect to Tigard Transit - Park & Ride)	Downtown Tigard to Washington Square - light rail or rapid transit (Connect to Washington Square Transit) - Need Park & Ride	Washington Square to Murray Scholls - high frequency service - Need Park & Ride	Murray Scholls to River Terrace - Local bus or high frequency service - Need Park & Ride
248	Dec 1, 2012 7:14 PM	downtown to south waterfront	downtown to OHSU			
249	Dec 1, 2012 7:08 PM	tried to connect the most downtown to suburban endpoints				
250	Dec 1, 2012 7:01 PM	Local bus, high frequency (can't remember what connections I made...)	Local bus, high frequency (can't remember what connections I made...)	Local bus, high frequency (can't remember what connections I made...)	Local bus, high frequency (can't remember what connections I made...)	Local bus, high frequency (can't remember what connections I made...)
251	Dec 1, 2012 6:52 PM	Rapid Transit	Light Rail, Rapid Transit	Light Rail, Rapid Transit	Light Rail, Rapid Transit	Light Rail, Rapid Transit
252	Dec 1, 2012 6:41 PM	We have VERY LIMITED bus service through our neighborhood (SW Dosch Road)				
253	Dec 1, 2012 6:04 PM	Bus from Multnomah to Red Tail allows golf without automobile, access to Wash Square	Light rail from Crossroads to Sherwood allows getting bike to country; relieves rush hour corridor	Bus or Light rail Multnomah to Waterfront gives access to OHSU and waterfront	Light rail from Crossroads to Downtown relieves traffic, allows growth no Barbur	Alternate Light rail to Wash Square
254	Dec 1, 2012 5:54 PM	Bus Rapid Transit	High Frequency Service	Bus Rapid Transit	High Frequency Service	High Frequency Service
255	Dec 1, 2012 5:33 PM	Zoo	Downtown			

256	Dec 1, 2012 5:23 PM	Local bus, weekend service	High frequency service	Bus rapid transit	Local Bus	High frequency
257	Dec 1, 2012 5:09 PM	bus rapid transit				
258	Dec 1, 2012 4:50 PM	no light rail. period. end of story.	no light rail. period. end of story.	no light rail. period. end of story.	no light rail. period. end of story.	no light rail. period. end of story.
259	Dec 1, 2012 4:50 PM	no light rail. period. end of story.	no light rail. period. end of story.	no light rail. period. end of story.	no light rail. period. end of story.	no light rail. period. end of story.
260	Dec 1, 2012 4:39 PM	better pedestrian connection to hfs or brt if possible	better pedestrian connections to hfs or brt if possible	better pedestrian connections to hfs or brt if possible	better pedestrian connections	better pedestrian connections to brt or streetcar
261	Dec 1, 2012 4:26 PM	local bus	street car	local neighborhood shuttle		
262	Dec 1, 2012 4:16 PM	More frequent bus connections between outlying areas for getting from home to employment.	Hourly community college bus access from residential areas.	Regular disabled access between retirement communities and typical residential communities.	Regular bus service on weekends to outlying major shopping and entertainment areas.	More weekend bus coverage between outlying communities.
263	Dec 1, 2012 4:13 PM	would like more local bus options to downtown and hillsdale - can get downtown easily now, but not to hillsdale on rte 51				
264	Dec 1, 2012 4:09 PM	need connections to Tualatin from Hillsdale and to downtown				
265	Dec 1, 2012 4:07 PM	light rail	light rail	bus rapid transit		
266	Dec 1, 2012 3:53 PM	light rail	light rail	light rail	light rail	light rail
267	Dec 1, 2012 3:50 PM	Light rail down Barbur/Pacific Highway				
268	Dec 1, 2012 3:39 PM	Home in Mult Village to downtown for work.	Home in MV to work at PCC.	Home in MV to Burlingame Fred Meyer.	Home in MV to Wash Sq Mall.	

269	Dec 1, 2012 2:58 PM	Need bus service between the Progress neighborhood and the main Murray Blvd corridor	Need better bus service between Sherwood and Tigard and Beaverton.	Need rain shelters at all Bus line 62 stops		
270	Dec 1, 2012 2:56 PM	It would be nice if Tualatin was a true multi-modal transit hub	Portland has done a good job integrating all kinds of transit			
271	Dec 1, 2012 2:52 PM	I would like whatever is most affordable and most efficient timewise.	I would like whatever is most affordable and most efficient timewise.	I would like whatever is most affordable and most efficient timewise.	I would like whatever is most affordable and most efficient timewise.	I would like whatever is most affordable and most efficient timewise.
272	Dec 1, 2012 1:55 PM	Multnomah Blvd to downtown				
273	Dec 1, 2012 1:40 PM	tigard to downtown portland better driving, walking and rail options				
274	Dec 1, 2012 11:20 AM	Downtown to OSHU, preferably with a tunne, only makes sense on a high capacity line as major destinations. The easy of movement between the health facility and the hub that is Downtown is self-evident.	Hillsdale-Burlingame is a branch-off point from Barbur going to various places, so it's a good place for a station with so many bus connections.	PCC is a major college, and many students use transit. All are done a good service with easy, direct access to the campus on the main line.	Washington Square is a major shopping and employment area, so it is usually sort of isolate being in a strange place. After serving it, going south takes one naturally to Tigard TC, another transfer hub.	Tualatin seems like a good ending point since so many destinations are on the way, not to mention more development is in the general area.
275	Dec 1, 2012 11:12 AM	I don't use mass transit much.				

276	Dec 1, 2012 9:28 AM	Downtown Portland to PCC - high frequency service	PCC to Tigard Triangle - high frequency service	Tigard Triangle to Downtown Tigard - high frequency service	Downtown Tigard to Downtown Tualatin - high frequency service	Downtown Tualatin to Sherwood Town Center - high frequency service
277	Dec 1, 2012 8:55 AM	Streetcar from Pearl to PSU	Streetcar from Pearl to Max to Forest Park	Streetcar to SE	Streetcar to Nob Hill	Streetcar to OHSU
278	Dec 1, 2012 8:11 AM	For us, getting from downtown to the WA Square area is high priority - a light rail option or streetcar connections to existing light rail would be optimal				
279	Dec 1, 2012 8:04 AM	I want to get to downtown via reliable, timely mass transit and bus.				
280	Dec 1, 2012 7:15 AM	I currently don't use transit because it takes too long from my neighborhood				
281	Dec 1, 2012 7:12 AM	bus rapid transit	bus rapid transit			
282	Dec 1, 2012 7:02 AM	Light rail on Barbur Blvd. to downtown	Raised Express lane on Barbur	Better pedestrian crossings and wider bike lanes		
283	Dec 1, 2012 6:50 AM	light rail	light rail	light rail	light rail	light rail
284	Dec 1, 2012 6:37 AM	Catching #44 bus to downtown, Service isn't frequent enough, stops mostly don't have shelters				

285	Dec 1, 2012 6:34 AM	express bus from downtown to Tualatin	Max from the zoo to Beaverton, Wes from Beaverton to Tualatin			
286	Dec 1, 2012 6:11 AM	I want to make it easier to get to Sherwood. Usually I drive but if I can't drive, I want to be able to take the bus conveniently and expediently.	I'd like a better rapid transit system to get to downtown Portland. Because light rail isn't convenient to me, I don't go downtown as often as I'd like.			
287	Dec 1, 2012 6:08 AM	local bus and/or light rail	local bus and/or light rail	local bus and/or light rail	local bus and/or light rail	local bus and/or light rail

288	Dec 1, 2012 6:07 AM	Downtown Portland - In general - for all connections - I'd like to see high frequency, limited stop service. Agnostic as to BRT vs. LRT	Hillsdale - It's important to connect to the historic, high-density neighborhoods in SW - Also important to connect with the many bus lines in Hillsdale, which is SW Portland's de-facto transit hub.	Multnomah Village - It's important to connect to the historic, high-density neighborhoods in SW	Tigard Triangle (?) - Split between this and PCC - The former b/c it provides most direct route to downtown Tigard, even if Tigard Triangle area businesses and streets are pedestrian-unfriendly; The latter because it's a major trip generator.	Tigard - I'd rate downtown Tigard up with Hillsdale as an essential destination - again, it occupies a key place in the transit system, and, when the Fanno Creek trail is completed, in the bike network too. If we do see more frequent service on the WES in the future, Tigard will also provide a convenient connection to Tualatin, the other major population center and trip generator
289	Dec 1, 2012 6:00 AM	Close-in neighborhoods (Hillsdale): improved pedestrian and a bike access for shorter distances. Park improvements. Local bus service.	Downtown to far southwest: bus rapid service or lightrail. Improved pedestrian and bike access for residents to get to rapid bus stops/ light rail stops.			on the outer end of the SW corridor.

290	Dec 1, 2012 5:39 AM	I would like to walk to a light rail stop and use it to get to downtown Portland			
291	Dec 1, 2012 5:36 AM	light rail	local bus	bus rapid transit	
292	Dec 1, 2012 5:22 AM	Driving - bigger roads			
293	Dec 1, 2012 4:51 AM	I think we need more max service in this area.	I think we need more max service in this area		I think we need more max service in this area
294	Dec 1, 2012 4:40 AM	Goose Hollow to Southwest Waterfront; streetcar; local bus	Goose Hollow to OHSU via bus; streetcar; tram		
295	Dec 1, 2012 4:39 AM	Bus from sw to Kruse way	Bus from Sw to Nyberg	bus connecting shopping-Bridgeport to Multnomah Village	
296	Dec 1, 2012 4:39 AM	express buss	express bus	express bus	
297	Dec 1, 2012 4:05 AM	We do not have bus transportation during the day or evening hours or weekends only rush hour			
298	Dec 1, 2012 4:00 AM	connections from Multnomah Village, thru Hillsdale to OHSU and downtown	connections from Multnomah Village, thru Hillsdale to OHSU and downtown	connections from Multnomah Village, thru Hillsdale to OHSU and downtown	connections from Multnomah Village, thru Hillsdale to OHSU and downtown
299	Dec 1, 2012 3:32 AM	I drive. Transit is not practical for me.			
300	Dec 1, 2012 3:31 AM	I drive			
301	Dec 1, 2012 3:26 AM	I have a good job so I don't have to take trimet...screw that			

302	Dec 1, 2012 3:09 AM	Would love to have rapid bus or light rail from Tigard to Portland	Local bus service is weak and could be improved.	Walking is the most important thing with safe sidewalks and crosswalks.
303	Dec 1, 2012 3:07 AM	insufficient users to support addition transit in Portland Heights neighborhood.		
304	Dec 1, 2012 3:02 AM	Tri-Met Lift		
305	Dec 1, 2012 2:54 AM	We don't ride transit - I have three small kids and the bus stops are not safe along 99W. We support Light rail.		
306	Dec 1, 2012 2:42 AM	frequency of connection	trolley	
307	Dec 1, 2012 2:41 AM	High frequency bus service	Better bike opportunities	Better walking opportunities
308	Dec 1, 2012 2:29 AM	Light Rail	Rapid bus transit in BOTH directions	Late night transit options
309	Dec 1, 2012 2:27 AM	MAX--Red line to Beaverton	54/56 bus, to visit friends and family	
310	Dec 1, 2012 2:25 AM	before I retired, I took the number 12 Barbur bus to downtown	Needs to be more buses on Barbur....better connection between Portland State Sylvania campus and Barbur area	Needs to be better connection between Lake Oswego and barbur (not just dead heading at Tigard transit mall.
311	Dec 1, 2012 2:12 AM	better roads		
312	Dec 1, 2012 2:09 AM	light rail		
313	Dec 1, 2012 2:09 AM	Local bus		
314	Dec 1, 2012 2:05 AM	light rail		

315	Dec 1, 2012 2:04 AM	High frequency express service. Don't bother funding local connections, give people bikes instead.	High frequency express service. Don't bother funding local connections, give people bikes instead.	High frequency express service. Don't bother funding local connections, give people bikes instead.	High frequency express service. Don't bother funding local connections, give people bikes instead.	High frequency express service. Don't bother funding local connections, give people bikes instead.
316	Dec 1, 2012 2:01 AM	I live in the corridor, but my daughter goes to school at Hosford Middle School. There is NO transportation for her to use. I would like to see SAFE bus service.				
317	Dec 1, 2012 1:57 AM	Would like to see more paved sidewalks along Garden Home Rd. It is an incredibly dangerous road with no shoulder and that prevents me from taking the kids on walks or bike commuting to the bus stop or the community center on Oleson	Access to Hillsdale is unpractical at the moment, it is much faster to drive than to take the bus or bike. Would be nice to have a rapid service to Hillsdale and into Portland			
318	Dec 1, 2012 1:57 AM	hwy 217	I 5 South	Tualatin in always packed and slowed down	make a 405 connection	
319	Dec 1, 2012 1:51 AM	bus, cars, walking	bus, cars, walking	bus, cars, walking	bus, cars, walking	bus, cars, walking

320	Dec 1, 2012 1:51 AM	High frequency service and getting to Portland suburbs is important. Try to connect educational facilities such as PCC, ohsu, George fox	Help Tigard vitalize its downtown and find another way across 217	Same as connection 2	Help with live-work connections in Tualatin and Sherwood	Same as connection 4
321	Dec 1, 2012 1:45 AM	Tualatin to Downtown Portland, Vehicle, Walking, Biking. No mass transit. Your current design is not rapid enough to be efficient and it is dangerous with the at grade design.				
322	Nov 30, 2012 10:53 PM	neighborhood shuttles into corridor	bus rapid transit	high frequency bus transit	local bus	
323	Nov 30, 2012 10:09 PM	Light rail makes sense along the crowded corridor from downtown Portland to downtown Tigard - and perhaps beyond.	Roads and sidewalks need to be much safer for pedestrians! There are too many incidents every year between cars and pedestrians.	Biking needs to be more of a viable option. It's pretty good now in Portland, but not really in the suburbs.		

324	Nov 30, 2012 8:44 PM	Need frequent transit service (bus or rail) from downtown to Hillsdale/Multnomah and all stops in between.	Need SAFE, scenic, and scalable bike connection within Portland City limits in SW Corridor - Barbur, etc	Create walkable connectivity -- starting where biggest potential already exists - OHSU/Waterfront/Downtown triangle	Maintain open space already at Barbur and use to advantage as scenic and safe routes for bikes and pedestrians.	I don't know communities outside of City limits sufficiently to comment. Sorry couldn't do this more by connection-- I don't remember the names you gave them-- there is nothing on this page to identify the connection I made to my comments. Please use my comments anyway.
325	Nov 30, 2012 7:55 PM	light rail or BRT, safer ped crossings	light rail or BRT, more sidewalks, safer crossings, safer bikelanes	high frequency service, more sidewalks, safer crossings, safer bike lanes	high frequency service, more sidewalks, safer bike lanes	light rail or BRT
326	Nov 30, 2012 7:50 PM	BRT on Barbur. BRT is bacon, rettus and tomato! (little humor to brighten your day)	whatever bus service is justified by ridership to Wash Sq and Murray Scholls	High frequency bus to Hillsdale		

327	Nov 30, 2012 7:48 PM	I would like to see more reliable and frequent transit from downtown to the close-in Barbur areas, especially on evenings and weekends. We would be much more likely to use this transit option to go into the city for entertainment.	I would like to see a good bus option from the close-in Barbur area to Garden Home, particularly the Southwest Community Center.	I would like to see fast service between the close-in Barbur area and Bridgeport Village, with a stop in the heart of that area, for more shopping and entertainment activities where I don't need to drive.		
328	Nov 30, 2012 7:44 PM	To downtown Portland, I currently use local bus (line 94), I would like BRT, I do not want light rail				
329	Nov 30, 2012 7:26 PM	this is a test from delaris	this is a test from delaris	this is a test from delaris	this is a test from delaris	this is a test from delaris
330	Nov 30, 2012 7:23 PM	High frequency service in the SW Portland area (Burlingame, Hillsdale, connections that lead to Johns Landing) - there is good local service at rush hour, but not during other times of the day (night or weekends especially)				
331	Nov 30, 2012 7:23 PM	light rail	light rail	light rail	light rail	light rail

332	Nov 30, 2012 6:53 PM	The key with any transit connections is speed and frequency. Mode is how you deliver that based on the conditions. BRT may provide the most bang for teh buck on performance				
333	Nov 30, 2012 3:43 PM	more frequent and direct service- express service that doesn't cut through downtown Tigard	more direct service	more direct service	more direct service	more direct service
334	Nov 30, 2012 3:14 PM	high frequency service, especially on the number 12 line				
335	Nov 29, 2012 9:06 PM	None				
336	Nov 29, 2012 8:52 PM	rail	rail	rail	rail	rail
337	Nov 29, 2012 5:56 PM	Extend WES to Salem.	Make WES run during the day	Make the trip from King City to Portland faster.	Make a faster connection from Tigard to Hillsboro	Make all of these transportation choices infiltrate stormwater. Green Streets for ALL!
338	Nov 29, 2012 5:26 PM	Crossroads (Barbur Transit) to South Waterfront, Light Rail	Tigard to Crossroads, Light Rail	Beaverton to Crossroads, Bus Rapid	Bridgeport to Crossroads, Bus Rapid	South Waterfront to Downtown, Light Rail

339	Nov 29, 2012 5:09 PM	Summerfield / King City to Portland - a bus rapid transit or light rail would be terrific. The bus service to Portland is not that convenient right now.				
340	Nov 29, 2012 4:52 PM	Trolley, NOT LIGHT RAIL on Barbur to SW 72nd, not 99W to Tualatin, Sherwood, Newberg	Extend WES all of the way to Salem.			
341	Nov 29, 2012 1:50 AM	Express bus - 94 service, which has seen significant cutbacks and relies on old, obsolete buses. Needs immediately improvement - not wait 20 years for MAX, but new buses and updated bus stops NOW	Car. Would be nice if there was reliable, frequent bus, but I'm not going to take a short hop to Tigard TC and wait 30 minutes when I can drive home to destination in five.	Car. Would be nice if there was reliable, frequent bus, but I'm not going to take a short hop to Tigard TC and wait 30 minutes when I can drive home to destination in five.	Car. Would be nice if there was reliable, frequent bus, but I'm not going to take a short hop to Tigard TC and wait 30 minutes when I can drive home to destination in five.	Car. Bus stop at destination very poor; also likely not to carry bags of goods from Target on the bus.
342	Nov 28, 2012 10:46 PM	Only logical	Only logical	Only logical		
343	Nov 28, 2012 9:22 PM	Downtown Portland - OHSU - light Rail (tunnel)	OHSU - Hillsdale - light rail (tunnel)	Hillsdale - Multnomah Village - light rail (tunnel)	Multnomah Village - West Portland Park - light rail (tunnel)	West Portland Park - Tigard - light rail
344	Nov 28, 2012 9:11 PM	I would if the connections were here for me to review.				
345	Nov 27, 2012 7:50 PM	Light Rail to down town Tigard	More capacity for Cars on 99W			
346	Nov 27, 2012 5:51 PM	Auto	LRT	BRT	High frequency ped/bike service	

347	Nov 27, 2012 5:33 AM	live near washington square, will work in tualatin, light rail	work headquarters downtown, will work in tualatin, light rail	coworkers live in beaverton, office moving to tualatin, light rail or bus rapid transit	live near washington square, entertainment & shopping in murrayhill area, high frequency service	office moving to tualatin, key contractors office in lake grove, high frequency service
348	Nov 27, 2012 4:46 AM	MAX - I prefer using light rail or the street car	Bus - I use the bus more frequently as it gets me to more areas. I would like to see electric buses added to the mix of transit options, the ones that run on overhead lines	I walk a lot and like to see wide sidewalks or maintained paths	I would ride my bike more often, but have safety concerns. If there were a separated via some kind of barricade and designated bike path I'd ride my bike more often	
349	Nov 27, 2012 2:15 AM	Downtown is and will remain the major destination for travel in the corridor, and needs to be connected to reduce auto travel in and out.	South Waterfront already is a significant residential area and will become also a significant employment center with OHSU's new campus.	PCC is the largest college in the state and most of its students commute, so it needs much better transit service to reduce auto impacts on its surrounding community.	Tigard is a growing employment center as well as having a large number of residents who often travel to downtown Portland, so needs better transit connections.	King City's residents, and the many future residents to come, also often travel to downtown Portland and much faster transit service would reduce how much they drive.

350	Nov 26, 2012 9:59 PM	Connecting inner SW communities and economic centers (OHSU, PCC, SoWa) by frequent, high-quality transit will pay huge dividends in regional mobility, moreso I believe than long-distance commuter routes.		
351	Nov 26, 2012 9:42 PM	high speed from Tualatin to SoWa Transit center and tie into New Mil-line	high speed from Tualatin to Tigard then Tigard to SoWa.	Express bus line Tualatin to Tigard to SoWa
352	Nov 26, 2012 6:41 PM	I go to Multnomah Village infrequently. Good bus service would be fine	I go to Bridgeport to shop. Rapid bus or transit from downtown would be great.	
353	Nov 26, 2012 5:18 PM	Downtown - streetcar, MAX and bus	Hillsdale-streetcar or increased bus service	Multnomah-streetcar or increased bus service
354	Nov 26, 2012 5:14 PM	You didn't offer an option north of Garden Home; I wanted a new connection at Scholls/Patton.	The only high-speed transit is the Max along the 26 corridor. You can't get from there to SW neighborhoods	
355	Nov 26, 2012 4:52 PM	I would like to see a rail line from Tualatin to Portland, stopping on barbur		

356	Nov 26, 2012 4:32 AM	I have friends in Hillsdale	I want to travel to Barbur for restaurants/businesses.	PCC	Downtown Tigard for transit and restaurants/businesses	Tigard
357	Nov 25, 2012 7:05 PM	connect to work, live and play				
358	Nov 24, 2012 8:25 AM	Would like light rail				
359	Nov 23, 2012 5:00 PM	Tigard to downtown Portland - faster buses all day or MAX				
360	Nov 21, 2012 6:46 PM	local bus, high frequency, light rail	same as above	same	same	some type of rapid transit either rail, bus, or new technology
361	Nov 21, 2012 6:44 PM	local bus				
362	Nov 21, 2012 6:53 AM	more frequent service		frequent service bus		
363	Nov 20, 2012 7:37 PM	Comprehensive network of trails to access town centers, employment centers, natural amenities.				
364	Nov 20, 2012 6:43 PM	PCC to Triangle	Triangle to Downtown Tigard	King City to Bridgeport Village		
365	Nov 20, 2012 5:42 PM	local bus	connections to job			
366	Nov 20, 2012 5:10 PM	Downtown Portland to PCC	PCC to Tigard (Triangle and DT)	Tigard to Tualatin		
367	Nov 19, 2012 11:33 PM	Starting with local bus would be awesome; we need east west connections in Tualatin!	Same as above.	Same as above.	Same as above.	Same as above.

368	Nov 19, 2012 10:43 PM	Downtown Tualatin needs a connection with our industrial employment area Teton/Leveton	A transit line should connect Sherwood and Tualatin which could help get workers to jobs from other parts of the region like Yamhill County.	Tualatin Park and Ride/ Bridgeport location is a major draw for visitors, employees and soon residents although this is not a regional center it is a regional attractor and should connect to the another nearby regional center Washington Square.	Connecting downtown Tualatin with Bridgeport makes sense to fill in a gap for a regional line that could go from Portland to Downtown Sherwood	Washington Square to downtown Portland represents connecting two regional centers with lots of economic activity and density to support ridership.
369	Nov 19, 2012 7:27 PM	High Capacity Transit to/from Tualatin and Portland via Tigard	Local service between Tualatin and Sherwood	Local service	Local service	Local service
370	Nov 19, 2012 7:00 PM	light rail would be ideal - Portland to Sherwood along OR 99W, dipping into downtown Tigard and downtown Sherwood. Hillsdale already has 5 bus lines so don't see a need to run LRT or BRT there.	BRT second choice, but traffic is so bad in Tigard that buses still get stuck in traffic. There is a lot of capacity in the Portland section of OR 99W - could remove a lane for LRT.			
371	Nov 19, 2012 5:56 PM	Lightrail service	Lightrail service	Lightrail service	Lightrail service	Lightrail service

372	Nov 19, 2012 5:15 PM	local bus improvements are important for residents to access transit. There wasn't enough money to spend to select better transit to downtown...				
373	Nov 17, 2012 5:53 PM	I can't answer this intelligently because I can't see the the specific connections I chose.	The items I picked out were intended to optimize my personal business, work and home transit as much as possible.	I am not answering these specifically because I can't see my specific choicesthis is a flawed survey question.	The choices I made did not directly address my Markham neighborhood to SW 72nd and 217 work commute but they seemed to have the most relevance to it.	I did not specifically use the current transit routes for these responses so if they are unchanged I would modify these.

374	Nov 17, 2012 5:40 PM	BRT on each of the segments. It seems to me to be the most flexible to respond to demand cycles, buses can be reallocated in times of need elsewhere, there is less capital costs needed (vs light rail), and transit centers can still provide business (and mixed use) opportunities that are currently expected from light rail station areas				
375	Nov 16, 2012 9:09 PM	BRT to downtown Tigard via PCC and the Tigard Triangle, along Barbur in Portland, then off 99W to PCC and beyond	bus to downtown Tualatin, downtown (Old Town) Sherwood, Bridgeport Village, and Kruse Way/Lake Grove			
376	Nov 16, 2012 8:29 PM	Portland to PCC -- BRT	PCC to Downtown Tigard -- BRT	Downtown Tigard to Washington Square -- BRT lite or frequent bus	Downtown Tigard to Downtown Tualatin -- BRT lite or frequent bus	Downtown Tualatin to Sherwood -- BRT lite or frequent bus
377	Nov 16, 2012 8:15 PM	connect south beaverton to wash sq and to downtown				

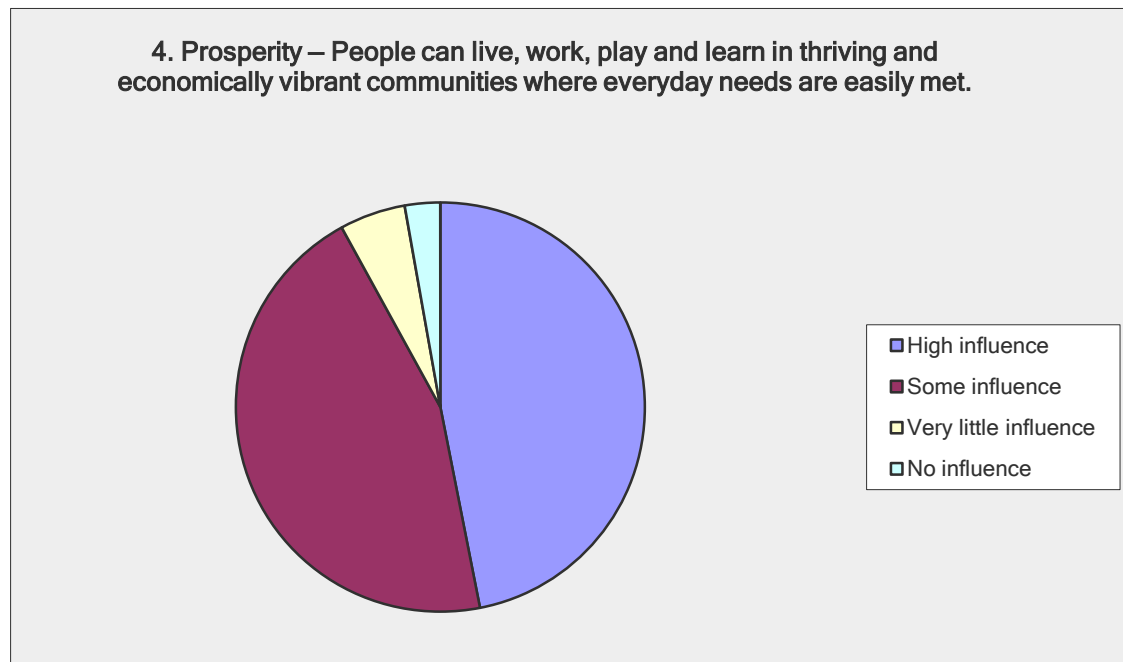
378	Nov 15, 2012 6:52 AM	#12 bus Barbur Express to PSU	WES train to Beaverton to catch MAX into Portland	WES train to Tualatin for festival	WES train to Beaverton to ZOO	#12 bus Barbur to Downtown Portland
379	Nov 15, 2012 5:32 AM	high frequency bus service, light rail				
380	Nov 15, 2012 5:31 AM	walking	light rail	local bus	bus rapid transit	high frequency service
381	Nov 15, 2012 4:09 AM	OHSU/VA to all points South: there needs to be a sustainable, feasible option for high capacity transit that is actually convenient for commuters that does not involve driving				
382	Nov 15, 2012 3:10 AM	good bus service to the Tigard Library	rapid transit or bus to the grocery	going to visit my mom in King City	light rail to portland from Tigard would be sooooo cool	shopping on 99w via light rail would be nice.
383	Nov 15, 2012 1:10 AM	Downtown Tigard to OHSU	Downtown Tigard to Downtown	Downtown Tigard to Tigard Triangle	Downtown Tigard to Durham	Downtown Tigard to Downtown Tualatin
384	Nov 15, 2012 12:19 AM	Better bus access to SW Portland from Downtown!	Barbur to Tigard needs help-- could light rail help?	Anything not to have to drive or park at Wash Square, especially at holiday season		
385	Nov 14, 2012 11:42 PM	Light rail options into downtown, with use of existing and new transit centers as hubs	Light rail options into downtown, with use of existing and new transit centers as hubs	Light rail options into downtown, with use of existing and new transit centers as hubs	Light rail options into downtown, with use of existing and new transit centers as hubs	Light rail options into downtown, with use of existing and new transit centers as hubs
386	Nov 14, 2012 10:03 PM	Tigard-PCC	PCC-Hillsdale	Hillsdale-OHSU	OHSU-South waterfront	SOWA to downtown Portland

387	Nov 14, 2012 9:05 PM	High Frequency HCT. Probably should have rail for eventually creating westside rail loop for redundancy/flexibility.	High Frequency HCT. Probably should have rail for eventually creating westside rail loop for redundancy/flexibility.	High Frequency HCT. Probably should have rail for eventually creating westside rail loop for redundancy/flexibility.	High Frequency HCT. Probably should have rail for eventually creating westside rail loop for redundancy/flexibility.	High Frequency HCT. Probably should have rail for eventually creating westside rail loop for redundancy/flexibility.
388	Nov 14, 2012 7:27 PM	light rail				

Shape Southwest

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

Answer Options	Response Percent	Response Count
High influence	46.9%	216
Some influence	45.1%	208
Very little influence	5.2%	24
No influence	2.8%	13
<i>answered question</i>		461
<i>skipped question</i>		10

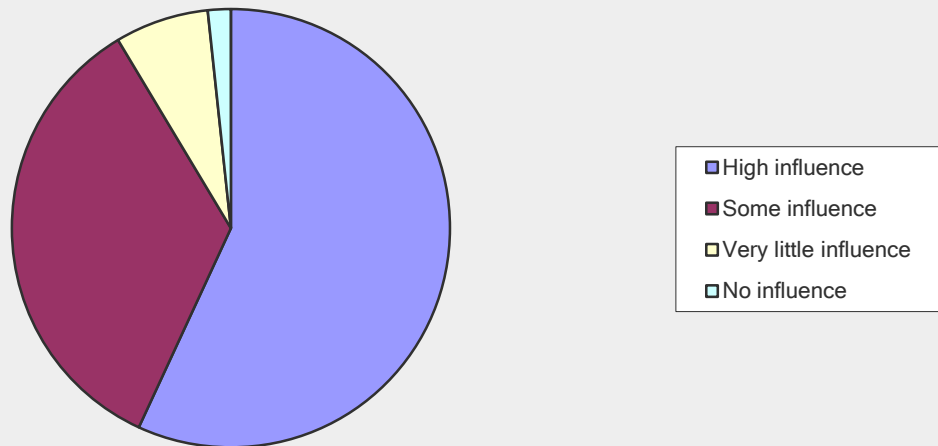


Shape Southwest

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

Answer Options	Response Percent	Response Count
High influence	56.9%	264
Some influence	34.5%	160
Very little influence	6.9%	32
No influence	1.7%	8
<i>answered question</i>		464
<i>skipped question</i>		7

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

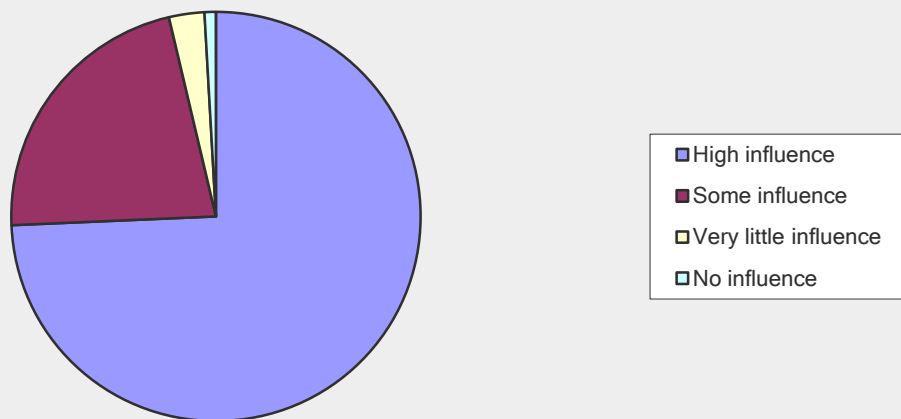


Shape Southwest

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

Answer Options	Response Percent	Response Count
High influence	74.4%	345
Some influence	22.0%	102
Very little influence	2.8%	13
No influence	0.9%	4
<i>answered question</i>		464
<i>skipped question</i>		7

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



Shape Southwest

Comment:	
Answer Options	Response Count
	131
<i>answered question</i>	131
<i>skipped question</i>	340

Number	Response Date	Response Text
1	Jan 2, 2013 4:58 PM	We need to actually make the investments, not just talk about goals in the abstract.
2	Dec 28, 2012 9:24 PM	This corridor is significantly constrained by too many cars. There is very little room to add wider or more lanes, and evidence tells us that won't reduce traffic anyway. We need multimodal options and the means to attract more homes and businesses within the corridor to reduce the need to drive in, out or through it for every day needs.
3	Dec 26, 2012 6:43 PM	I question how "prosperity" was measured. It seemed to jump with the addition of high-capacity transit alone, but independent of other mobility and access improvements that would need to complement HCT service. Transit for transit's sake is not prosperity.
4	Dec 26, 2012 4:59 AM	Some form of light rail; plus improved bicycle facilities (separated from vehicles)
5	Dec 23, 2012 8:18 PM	Bus service within Tualatin similar to the Wilsonville SMART Bus.
6	Dec 23, 2012 9:08 AM	Bike lanes are insufficient, especially on major roads. And, they need to be on major roads in SW because that's all that goes through. There should be cycle tracks on Barbur, BH Highway, and other major, level (few grades) corridors.
7	Dec 23, 2012 8:14 AM	Because I gave no thought to any stated project goals, they didn't guide my investment choices. My overall personal goal is to not feel far removed from the big(ger) city. I have to drive 40 minutes combined at least get to/from downtown during a good time, nevermind the East Side, and easily 80 minutes combined to/from Tualatin and downtown / East Side during afternoon rush. I live and work in Tualatin and commute on foot, for the simple fact that while I'd prefer to live in Portland, I'd spend more time commuting by car twice daily M-F than driving to Portland proper a few to several times a week. I don't really like living in Tualatin because aside from employment, there's precious little here.
8	Dec 20, 2012 10:08 PM	Tolling needs to be an option and why can't highway or gas tax dollars be used to make TRAVEL TIME COMPETITIVE rapid transit connections and fund parking? I think people want to use transit to travel to/from work but it has to be quick and direct and with sufficient parking (autos and bikes).
9	Dec 20, 2012 6:42 PM	As much as I'd love to walk everywhere, driving is most time-efficient and load-appropriate method for our family.
10	Dec 20, 2012 6:33 AM	I think more needs to be done to survey those who are using the buses and their level of satisfaction with the service. Also, downtown transit needs better connection to westside residential areas so more people can utilize transit with great frequency and ease.

11	Dec 20, 2012 3:52 AM	Livable communities have fast and rapid transit. This supports denser car-free development that is better for the planet.
12	Dec 20, 2012 2:19 AM	I would like non motorized transportation (bikes, walking) within the corridor to become much easier & safer; with a perception that it is easy to try out alternative transportation.
13	Dec 19, 2012 11:54 PM	If the traffic is too bad, I'm not going to get anywhere to experience the heath and wealth and I would say that I drive several miles out of my way on I-5 and back roads through Tualatin to avoid 99W through Tigard.
14	Dec 19, 2012 9:16 PM	We need to have actually usable alternatives to the automobile. We will always be accommodating the auto - so we have to focus on also providing safe, reliable alternatives. No one should be forced to drive a car, there should always be alternatives.
15	Dec 19, 2012 9:03 AM	Congestion only gets worse with faster, wider roadways. Stop adding cars. Make driving more challenging and less braindead.
16	Dec 19, 2012 12:51 AM	Here "Prosperity" is defined in the typical Portland jargon and I don't think it means anything. Access and mobility say more as defined here. We need balance, we need last mile connections, we need investment in basic things like street maintenance and sidewalks.
17	Dec 18, 2012 6:41 PM	Public transit and walking are the keys to connecting the SW. Too many hills to make it an effective bike area. Adding parks and natural spaces can go hand in hand with developing new creative walking routes that are not along busy streets.
18	Dec 18, 2012 5:31 PM	SW Portland needs sidewalks, especially for safe routes to schools. We also need transit, with anticipated greater use of electric-powered vehicles to reduce pollution, save energy. Light rail only along major corridor Barbur/Hwy 99
19	Dec 18, 2012 4:26 PM	We are so lacking in pedestrians facilities, we need to really invest here. As an architect specializing in residential work, most people are not interested in moving here due to lack of sidewalks...we want to be able to do those quick trips on foot. Sure, a few people would tackle heading to Winco on foot but what if more people could just walk to the farmer's markets?
20	Dec 18, 2012 3:58 PM	I have been involved in citizen input for livability choices since the Blue to Gresham. SW Corridor and then Powell Corridor should see this type of investments in next twenty years.
21	Dec 18, 2012 3:17 PM	I'd like to see a lot more sidewalks in SW. Particularly on main routes like Capitol Hwy from Mult. Village to Barbur and along Barbur. I'd also like to see more repair of existing roads.
22	Dec 18, 2012 2:16 PM	Cant build all the connections i want from Portland to Tigrad and Sherwood
23	Dec 18, 2012 7:37 AM	Quality of life depends on having clean air, healthy bodies, green spaces. Money is money, but these other things are what make life good.
24	Dec 18, 2012 3:53 AM	I would strongly consider buying a house in the Tigard or Southern Beaverton area if some method of High Capacity transit was built
25	Dec 18, 2012 2:57 AM	Driving has plenty of infrastructure in the SW now. Build up walking, biking, & transit. Walking & biking are cheaper to build. Transit gives options for elderly, families with young kids, disabled.

26	Dec 17, 2012 9:06 PM	May have Travel Connection numbers mixed up. Generally, with increasing number of seniors we need ways for them to get around without driving. Also, added and better maintained sidewalks to enable walking to bus stop or light rail. I am usually walking in roadway on my way to bus stop.
27	Dec 17, 2012 8:53 PM	Feeling safe by commuting other than single occupancy vehicle will increase days of healthy transportation. Nice to get workout by commuting.
28	Dec 15, 2012 7:33 AM	No transit service exists in the River Terrace area despite the population growth. The Scholls Ferry/Murray area has limited service to Washington Square.
29	Dec 13, 2012 7:25 PM	I make a great deal of sense to connect the region's largest employer, OHSU, to the larger community. Hillsdale has huge potential and has been involved in planning for years. Make it one stop away from OHSU. Many from OHSU already live here but have difficulty getting "over the hill."
30	Dec 13, 2012 7:25 PM	I make a great deal of sense to connect the region's largest employer, OHSU, to the larger community. Hillsdale has huge potential and has been involved in planning for years. Make it one stop away from OHSU. Many from OHSU already live here but have difficulty getting "over the hill."
31	Dec 13, 2012 2:19 AM	This corridor has a variety of challenges. 217 is a mess. I-5 south of 217 is a mess. TSR Rd. is a mess in afternoons. Local circulation is a mess in Tualatin. My hope is that solution will provide both for enhanced throughput (i.e. turn 96 bus into high-speed HCT that runs 7 days a week) and also make transit a viable option for local trips (i.e. Tualatin to Bridgeport Village, visiting Progress Ridge via transit instead of car from Tualatin/Sherwood). Finally, hope for improved bike connections like Tualatin to Kruse Way, also to LO and then along river to downtown PDX.
32	Dec 12, 2012 1:48 AM	Would rather see improvements in Driving, Walking, Biking and Nature/Parks before any improvements in Transit. Access to Transit and increase in higher density housing has increased crime and decreased livability in my neighborhood.
33	Dec 11, 2012 4:45 PM	MORE SAFE BIKING IN SOUTHWEST PLEASE!!!! I used to ride my bike everywhere but now that I live in Southwest, many of the routes I must take are absolutely unsafe.
34	Dec 11, 2012 4:34 PM	Ease of biking at least part of the way in this commute would be excellent.
35	Dec 10, 2012 3:49 PM	Billion-dollar trains are NOT the solution! Improve access to I-5 at Capitol Highway; left turn lanes to speed traffic. Face it: private travel is here to stay, comrade. Not everyone wants to ride the train or bus. Try hauling your Christmas tree on Tri-Met, or take an emergency medical run via MAX, or shop Home Depot, Best Buy, or Harvey Marine via mass transit. And, as a senior, I have no damn intention of ever riding a bicycle along Taylors Ferry or Multnomah Boulevard, and you can't force me!
36	Dec 7, 2012 10:52 PM	I tried to hit them all, but focused less on the driving and more on getting the most out of investments in walking, biking, transit and parks.

37	Dec 7, 2012 9:03 PM	Sounds selfish, but my interest is a quick way to cover the 15 miles I need to to get to work (NE Portland to Tigard/Hwy99). I'm willing to take any form of transit including riding my bike, but with the current state of things, driving my personal vehicle is the only way I can get to and from work safely and somewhat quickly (traffic is still terrible). Biking/walking in the Tigard area is too dangerous.
38	Dec 6, 2012 10:49 PM	The only reason I did not put more towards transit was because in the deciding of levels of importance for transit it only referred to buses. I'd kick back the walking friendly one notch if it meant we could get Max or the Street car down the SW Corridor. The plan is shaping up very well and as a resident and business owner in the SW Corridor this is VERY exciting. I'd like to see well thought out mixed use all along Barbur from PSU all the way to Tigard--But with extreme consideration for the preservation for what is left of our precious historic neighborhoods. Yes, yes, yes to preserving the and cultivating the "village" feel while pushing forward into the future.
39	Dec 6, 2012 2:45 AM	Under prosperity you state live, work and play--it is hard to work and play in cities and neighborhoods that have been designed to solely accommodate the automobile and through traffic. Health, access and mobility are not totally incompatible with vehicle traffic, but they certainly suffer when automobile traffic is the only concern.
40	Dec 5, 2012 6:51 PM	It's hard to prioritize because of course we all want everything. I spent quite a bit of time playing with the rankings to get a high prosperity score. Ranking roads a 5 was easy, our road system will never be able to catch up to the demand, but I think making as many improvements as possible is beneficial. I think bike lanes are good, but I see more folks walking and using transit. I know those two transportation choices are especially important to low income people. My other personal preference is for street trees and other roadside vegetation. I know can cause safety and maintenance issues, but the benefit to the environment is valuable. I spent most of my time trying to decide on how to 'best' balance the walking, biking, transit and nature categories with the points given and to keep the prosperity high.
41	Dec 5, 2012 1:04 AM	Would really love to live where I am safe to walk to and from parks, stores, for exercise, etc. It just isn't safe in many areas around here (little to no space for peds/cyclists, etc.) on roads in the area!! Would love to have the option to take light rail places (like on the eastside). Sometimes I'm tempted to move to the other side of town because one can walk places safely, and get around on light rail to downtown, airport, etc.
42	Dec 4, 2012 8:39 PM	I like living in the corridor because of easy access by walking or biking to library and Main street Tigard but I love going to Portland and want better transit availability.
43	Dec 4, 2012 8:27 PM	All of the above comments are directly related to the costs and possible taxation that would occur. In the current economic climate all transit projects need to be considered through the lens of affordability for the taxpayers. We all contribute and monies need to be very wisely used.

44	Dec 4, 2012 6:30 PM	Adding bike options impacted my prosperity score, so I eliminated that option. Most of the cyclists I see in my area are doing so recreationally, not for transport to and from work. I do not see the value to the area as a whole to spend money on cycling lanes, etc. when people do not use bikes to commute in our area as they do in Sellwood or Milwaukie (where I also work).
45	Dec 4, 2012 5:38 PM	improve air quality in the PDX metropolitan area
46	Dec 4, 2012 9:21 AM	vehicular traffic is what drives prosperity and the economy. serious improvements are needed so traffic can be reduced. light rail will not help most people in the suburbs as we live and work in different cities and the stations are never close enough to either of those locations to make lightrail a realistic solution. i drive for work making any transportation but driving impossible, and it's not fair to those who need to drive to continue to bog down vehicular traffic for new underutilized light rail
47	Dec 4, 2012 9:04 AM	Tualatin should be a paradise instead it is overpolluted with noise, chemicals, traffic, air pollution, visual blight, lack of community cohesiveness.
48	Dec 3, 2012 9:22 PM	I used ot have to commute from downtown to Kruse Way on the weekends for work and it was very challenging. If the bike rack on the bus was full (and it frquently was), I either had to hope for a friendly driver who would let me board with my bike or I had to wait another hour for the next bus and be late for work. That's a major employment area and public transit is absolutely essential.
49	Dec 3, 2012 8:53 PM	The Trimet bus service is quite adequate, but could be improved. I am strongly against ANY light rail as I cannot see any advantage of light rail over bus service. Bus service is far more less expensive to operate, is flexible and has been working well. Light rail would ruin the Southwest corridor and is too expensive of a transit system. Only the builders of light rail win, not the people. STOP LIGHT RAIL!!!!
50	Dec 3, 2012 8:50 PM	Investing in biking/walking/non-car transit will greatly improve health/quality of life/transportation options, plus they're relatively cheap investments vs. accommodating more cars. More roads/cars will just facilitate more sprawl/obesity/climate change. Getting around by car is already so easy, we shouldn't invest more in that.
51	Dec 3, 2012 8:27 PM	Seems like all the money spent is for people on buses, bikes or lightrail, not for the majority of people who drive CARS and will continue to drive CARS (be it electric, hybrid, or conventional). Why can't METRO make intersections smarter and study traffic flows and fix some of the lights that create traffic, We need more than pot holes fixes while you rebuild bike and bus lanes. People are no longer communiting to a core (i.e., Downtown) so it makes bus lanes and rail systems difficult to build because it will be hard to "model" what the workforce (and their commuting needs) will look like in 20-30 years.

52	Dec 3, 2012 7:31 PM	I'm interested primarily in retaining green space in Portland and surrounds. The past 3 years have seen excessive tree felling--Lincoln Ave, Sellwood Bridge area, Naito Pkway, Barbur Blvd, even Terwilliger. Cities without tree canopies are hot, ugly, energy inefficient, and unpleasant places to live, walk, and work in. Why does Portland insist it is a green city when it cuts down SO many trees? Just look at how awful Barbur Blvd now is because of the aquaduct work! If there has to be any road widening, rapid transit, train or trams added, leave the trees alone! Please.
53	Dec 3, 2012 6:16 PM	The SW Corridor doesn't need high occupancy transit solutions. Out here in the SW Corridor we drive our own cars and need better roads for connecting to I-5. We can catch a Park-n-Ride along I-5 if we choose, but we don't need rail/buses out here. Learn to coexist with people like us by leaving us alone and keeping your light rail where it belongs, in the big City! We don't need all the transient crime that light rail brings....that's why we live out here in places like Sherwood, so we can escape the crime rates associated with many other areas in the Metro Area. Metro needs to maintain diverse places for residents to live and this can easily be achieved by simple decisions like leaving Sherwood alone. Spend your money where it's needed and wanted....we don't want light rail in Sherwood. Just improve our Collector/Arterial street system to allow better traffic flow.
54	Dec 3, 2012 5:20 PM	SW street network is sorely lacking decent bike/ped facilities such as sidewalks, bike lanes, bike blvds., and multi-use trails. These should be prioritized over unaffordable transit options like LRT or dedicated bus lanes.
55	Dec 3, 2012 5:14 PM	South Burlingame is NOT walkable, need more safe ped access and better bus line service...e.g., getting across the river, say to Sellwood, without a 3 hour multitransfer bus ride
56	Dec 3, 2012 4:58 PM	It all sounds good. There are too many generalities in this instrument.
57	Dec 3, 2012 3:54 PM	Please stop allowing huge high density developments from being build (for example, Progress Ridge in Tigard/Beaverton) without first ensuring sufficient infrastructure to support that development.
58	Dec 3, 2012 7:44 AM	"Prosperity" on the micro level tends to reduce the racial and social mixture of a neighborhood, so it carries a negative connotation to me. I want a heterogeneous mix of neighbors, that can freely walk, drive and associate with other neighbors.
59	Dec 3, 2012 2:06 AM	I'm guessing here. This survey was very hard to use in itself, not in relation to the questions. On my computer screen, I couldn't see the sliders, and found the format too frustrating. My answers don't reflect how I feel. My answers were more like-- oh that's how this thing is supposed to work. Well darn that.
60	Dec 2, 2012 11:44 PM	I've said it before, the planners need to not destroy the Multnomah Village and surrounding areas by foisting density on our settled neighborhood, and keeping the traffic to existing traffic corridors
61	Dec 2, 2012 6:37 PM	People think that cars give teh access and mobility.[] I do NOT think this! I would do away with all cars!
62	Dec 2, 2012 6:59 AM	All are important areas which influence each other.
63	Dec 2, 2012 4:44 AM	The citizens of Tigard, Tualatin, King City and Sherwood like the environment they live and work in. It is not necessary to change these areas to feel more like downtown Portland. I know this sounds old school to you but it is what we love.

64	Dec 2, 2012 1:22 AM	The area is inamenable to biking, walking, and rail.
65	Dec 2, 2012 12:28 AM	I just moved to Lake Oswego from Portland and feel as if I've put my bike away forever. Boones Ferry to me is not biker friendly at all in the Lake Grove area nor do I feel safe riding alongside cars passing under I-5 where cars are leaving/entering the freeway. In addition, the area where I live in Lake Grove along Boones Ferry is not very walker friendly. The sidewalks are very close to the cars. To be fair, there are some decent sidewalks/trails if you get off of Boones Ferry, but Boones Ferry itself is awful. In addition, I live on Upper Drive on the only portion of Upper Drive that does not have any sidewalks at all. Lots of cars leave Boones Ferry and use this small side road as a short cut and drive fast. There is nowhere safe to walk on this section of Upper Drive. Finally, my commute to work is short distance wise (4.8 miles) to the edge of Tualatin, yet it takes me at least 15 minutes to make this commute. I would ride my bike if I felt safer doing so. I sure miss the accessibility of Portland. I moved from the Sellwood area and had the Springwater trail at my fingertips. Granted, I couldn't ride to work (as I work in Tualatin), but I found it easy and safe to get to various areas of Pdx by bike and walking in Sellwood was a very enjoyable experience.
66	Dec 1, 2012 11:24 PM	The more we can move people from cars to walking or biking for everyday services the better. I chose my home because I can walk to the grocery store, restaurants, coffee shop, dry cleaner, dentist, and my chiropractor
67	Dec 1, 2012 11:24 PM	I think there is enough business here, would rather see more residential and livability. There is ALOT of empty business buildings right now.
68	Dec 1, 2012 11:09 PM	One of the best things about living in Hillsdale is that so much can be done without a car.
69	Dec 1, 2012 10:40 PM	Please don't bring light rail or other mass transit to the Tualatin/Sherwood area. Look at what has happened in Gresham and surrounding since the introduction of light rail. Wherever light rail goes, the ghetto is only a few years behind. Please keep the ghetto out of the SW Corridor.
70	Dec 1, 2012 10:31 PM	The Barbur corridor has a good mix of high-density residential and low to medium retail now, served well by the automobile and with good access to surrounding areas. The congestion in downtown Tigard is unrelated to Barbur Boulevard - traffic and signal improvements in downtown Tigard that will get traffic on I-5 more quickly, or an improved vehicle connection from Sherwood to I-5, will help. Prohibit new traffic lights on Tualatin-Sherwood Road so that it can continue to function as an important connector and not get clogged. Extending rail to Sherwood is a bad idea because it would encourage suburban sprawl and would conflict with Metro's goal to keep growth compact.
71	Dec 1, 2012 9:51 PM	I really don't care about mass transit. People don't use it, and it costs a lot of money. People drive, and we should support that instead of trying to force them into alternate modes of transportation they don't use. Improve the roads, and let buses share them, and that's the best return on investment.
72	Dec 1, 2012 9:49 PM	The South Portland Circulation Study needs to be fully implemented. Great work was done then, but the jerks in Hillsdale managed to kill the plan. We need to concentrate on the close in neighborhoods and make them more liveable and accessible.

73	Dec 1, 2012 8:35 PM	I think health and access and mobility really play off each other and also you can't have prosperity without having these.
74	Dec 1, 2012 8:21 PM	I prefer to utilize bus as mass transit because it offers the most flexibility of route and capacity to match changing demographic and usage patterns and is more cost effective than the extremely expensive and inflexible rail options.
75	Dec 1, 2012 7:54 PM	Transit options are not convenient around the Washington Square regional transit center. Progress Park & Ride does not have a connecting bus stop which makes it less convenient to use and safety factors are present with the high volume of traffic on Scholls Ferry and the 217 on/off ramps. Murray Scholls is the closest bus stop available to commuters in the Progress Ride/Barrows neighborhood. The addition of River Terrace and South Cooper Mountain will require bus service that extends to Roy Rogers and Scholls Ferry.
76	Dec 1, 2012 7:40 PM	I started out my 8-5 taking the bus (Garden Home Road) to Downtown. It takes too long and the service is too unpredictable (for the rain). If there were a good park n ride combined with an express bus at Garden Home/Olson, Mult Village (maybe where the army barracks is?) I *might* drive there and take the bus in, IF it were express. If there were an express bus with ample space for packages (the ones you don't have to step high on), where you can put your packages, I might use it from Wash Square/Beaverton Town Square/back to Garden Home (Oleson & Garden Home Road) and then drive home from there. I live on SW 67th.
77	Dec 1, 2012 7:34 PM	Improving transit will require investment in park & ride lots if the goal is to reduce traffic congestion on major thorough fares.
78	Dec 1, 2012 7:08 PM	This game seemed to be rigged to support one view of of prosperity, health, access and mobility. Even though there were choices, favoring one over another had big affects on the overall score.
79	Dec 1, 2012 4:50 PM	no light rail. period. end of story.
80	Dec 1, 2012 4:50 PM	no light rail. period. end of story.
81	Dec 1, 2012 4:39 PM	Balance these items and focus heavily on infrastructure sustainability and safety in terms of durability.
82	Dec 1, 2012 4:26 PM	Improve walking and bus connections
83	Dec 1, 2012 2:56 PM	Time to stop subsidizing autocentric behavior.
84	Dec 1, 2012 2:52 PM	It is terrifying walking around SW. I love to walk with my family, but we don't have enough sidewalks, the traffic is too fast, and people don't look for pedestrians. Our friends who bike have the same problem.
85	Dec 1, 2012 1:40 PM	It shouldn't be a nightmare to get downtown. More options are needed other than buses and freeway. Street lights wouldn't hurt. What has portland got against lighting? Many long stretches of freeways and streets are not lit. As we all get older this is very important in driving, walking, biking

86	Dec 1, 2012 11:20 AM	My main goal would be to improve pedestrian access. It is very inexpensive to provide, and it does a world of good. If you want to make any place easier for non-drivers, having a place to BE goes a long way towards that end. This also includes linking everywhere to transit stops. If it's hard to get to on foot or seems unsafe because of darkness, blind corners or lack of right-of-way, it is unlikely to get used except by those who have no other alternative. Esthetics also matter, because an environment that is pleasant to be in is more likely to be utilized.
87	Dec 1, 2012 11:12 AM	I like to get places by driving
88	Dec 1, 2012 8:55 AM	More streets need to exclude car traffic. I also believe that there should be a corridor pollution ban on the streets - including cigarette smoke and gas powered leaf blowers and movers.
89	Dec 1, 2012 8:11 AM	Make transit easier so people drive less.
90	Dec 1, 2012 7:12 AM	fixed rail transit is the worst of all options because it limits or eliminates access. Rarely does transit go where most people need to go on a daily basis, and the opportunity cost for fixed rail is far too high.
91	Dec 1, 2012 4:39 AM	We need safer walking -I live close to many areas that I could walk to if there was even a tiny change in access, but Instead I must drive, due to narrow shoulders, blind street crossings, and high speed road sharing. Saidewalks on Multnomah Blvd and doewn 45th are crucial to connecting. Also-this survey is missing the bus connections to Hillsboro and Beaverton that are needed. Buses should go from SW to Hillsboro and Beaverton, not up the corridor to downtown and then out.
92	Dec 1, 2012 4:05 AM	I'd like to see bus transportation and sidewalks
93	Dec 1, 2012 3:26 AM	Put in sidewalks and pave the damn streets. How hard is that? Quit spending money on these stupid websites, they're stupid. Why aren't you filling potholes and installing sidewalks already?

94	Dec 1, 2012 3:02 AM	<p>I live in Tualatin. Due to a stroke and cancer treatment, I need to go into downtown Portland for medical appointments and follow-up care. Taking multiple medications, I am sometimes more fuzzy-brained than usual <g>, and therefore need to take Tri-Met Lift to transport me to these appointments. While the service they provide is invaluable, I would hope to see some improvement. I understand budget issues have made changes impractical and/or unlikely, but I would still hope the service could be improved.[]</p> <p>[]</p> <p>I live on a fixed income, a permanent disability pension. I get no transportation subsidy, so the full Lift ticket expenses come out of my limited income. As a result, I've had to limit my travels to just my necessary medical appointments. That doesn't leave much for other travels, like for grocery shopping, etc. I have investigated rather thoroughly, I believe, and have found there are no other transportation options that would allow me to do other things like go shopping, get a haircut, see a movie, spend money in the city where I live. []</p> <p>[]</p> <p>Currently, I pay the same Lift fare whether I go the 22 mi round trip to a medical appointment at Good Sam hospital, as I do to go shop across the street, to the Tualatin Fred Meyer.[]</p> <p>[]</p> <p>I would like to see other transportation options, perhaps in conjunction with Tri-Met (or not), that would allow me more freedom of movement, for things other than necessary medical transportation. As I mentioned in another Tualatin transportation survey, I would like to see a local shuttle service, similar to Wilsonville's SMART service, or Canby's CAT service, to take Tualatin residents to places for things like shopping, hair appointments, etc. []</p> <p>[]</p> <p>Walmart has a shuttle service, at no charge to the Walmart shoppers. I've been on that shuttle myself, taking me to a Portland Walmart, and back, at no charge. As I understand it, Walmart does/did not normally go out this far, but did so in my case, perhaps as a test to see if there might be interest in expanding their service to cover a wider area of potential Walmart shoppers. I made this trip only a couple of times, as it seems the logistics in arranging</p>
95	Dec 1, 2012 2:54 AM	<p>Right now 99W traffic is a menace. I do everything I can to avoid it. We've had one accident (driver running through traffic stopped at a light and lots of near misses (even one last week - driver ran a red light an almost smashed into my son's side of the car). I'd never consider walking on that road to a bus stop, even though my boys loved to take transit when we lived in Hillsboro. People run the lights all the time - we need photo enforcement and better systems in place. I literally drive down the backside of Bull Mountain and drive over through Beaverton to get places, even though it takes longer because I feel safer.</p>
96	Dec 1, 2012 2:25 AM	<p>You don't need huge buses all day long. You need varied transportation for all people, including elderly and disabled.</p>
97	Dec 1, 2012 2:12 AM	<p>People cannot be effective, entrepreneurial, happy, successful, if the hand of government is heavy. There is too much government in Portland as evidenced by this push survey.</p>
98	Dec 1, 2012 2:09 AM	<p>We can not make the world a perfect place for everyone. That is reality. It is up to the individual to make his or her environment healthy. We do not need and can not afford any new social engineering pet projects. We need to start maintaining what we have in place now.</p>

99	Dec 1, 2012 2:04 AM	The current definition of prosperity as I am assuming applies here is based on a totally based consumerist economy. The only thing we have from generation to generation is our natural and built environment.
100	Dec 1, 2012 1:57 AM	move the autos so people can get home. it will reduce all the carbon waste etc. sitting in traffice is not healthy. My company is in an indusatrial park so I dont think my family wants to live there.
101	Dec 1, 2012 1:45 AM	Vehicles, bikes, and walking. The car is not going away. It is a decendent of the chariot. The one thing you really want to eliminate is the source of power, so let the market determine that or outlaw gas powered vehicles. Once you do that, then we all will be able to make it work.
102	Dec 1, 2012 1:41 AM	Want light rail...end of story...
103	Nov 30, 2012 10:53 PM	DO NOT want to see light rail in this corridor !!!
104	Nov 30, 2012 10:09 PM	The new (old) trend is friendly, walkable neighborhoods with good transit options. If Portland (and the region) wants to continue to be a magnet for people desiring a high quality of life, it needs to continue investing in infrastructure that supports these goals. More roads and more cars will make Portland more like any other American city. More walkable neighborhoods with transit will continue to make Portland a unique, desirable place to be.
105	Nov 30, 2012 7:50 PM	We are going to have to trade off some access and mobility to get the prosperity and health. A little less bacon but more tomato on the sandwich!
106	Nov 30, 2012 7:48 PM	The Southwest area has been hit hard in the last few years from Trimet service cuts, making it nearly impossible to get a safe, quick way to use the transit system during evenings and weekends. And where there is still regular service (Barbur) it's not safe to walk from the surrounding neighborhoods, that are often dark, have no sidewalks, and cars driving too fast, to get to the bus stops.
107	Nov 30, 2012 7:26 PM	this is a test from delaris
108	Nov 30, 2012 3:43 PM	Right now, Tigard is kind of a wasteland for restaurants and service, requiring residents to go to Multnomah, Lake Oswego, etc. Need things that are within walking and biking distance in the community. We have a good start in downtown Tigard but have a long way to go to compete with other suburbs.
109	Nov 30, 2012 3:14 PM	My most important priority is improving the walkability of the area with increased sidewalks, safe road crossings, less car traffic, and more local destinations such as shopping, dining, entertainment, and cultural attractions. I do not own a car, and I don't want to, but it is difficult to live here without one. While there are already many parks and open natural spaces in the area, I'm saddened by all the area cultural attractions which have been recently lost, such as the museum of contemporary craft and the children's museum. The buildings within Lair Hill park should be restored to cultural uses (neighborhood center? library? art gallery? music space?) to promote local community, to attract visitors from outside, and to showcase the history of the area. I'm surprised that history, art, and culture are not a more prominent part of the shape southwest survey. Why are parks considered only as natural areas and not cultural ones?
110	Nov 29, 2012 5:56 PM	Why are there no questions about creeks?

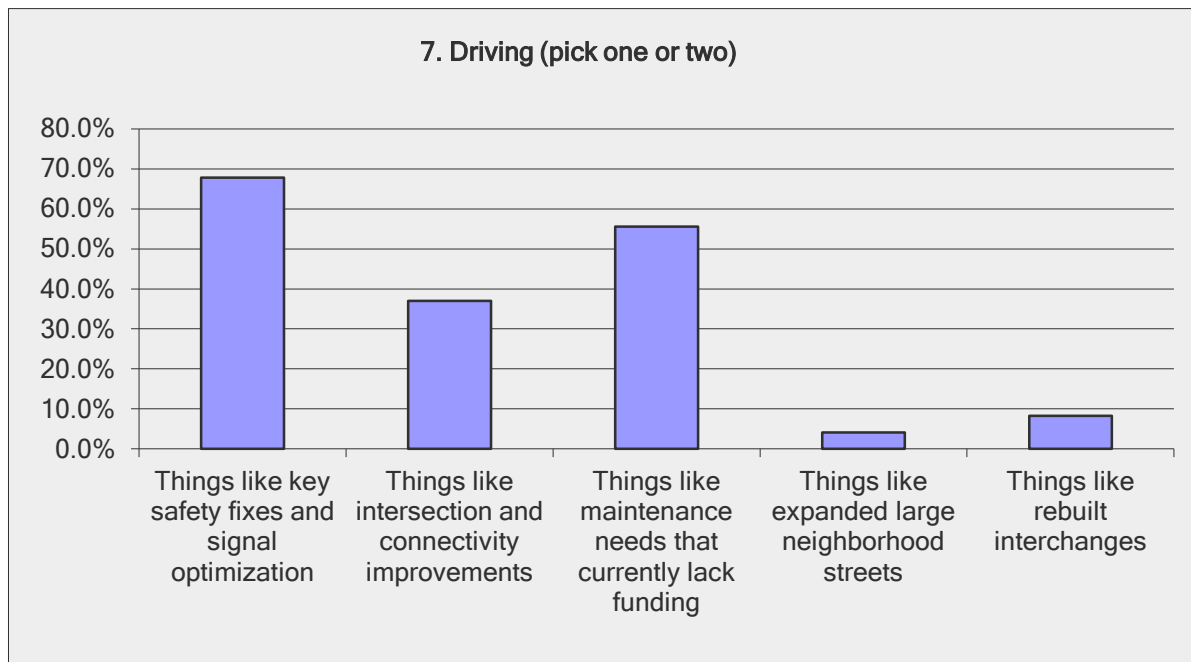
111	Nov 29, 2012 1:50 AM	As a daily bus rider, much of the influence has been on the poor level of existing TriMet bus service, and Metro's total unwillingness to consider any improvements to bus service. Metro's sole response is "light rail is the solution". Metro needs to stop listening to lobbyists from German companies (Siemens) and start listening to residents and businesses. What good is a light rail line from Portland to Sherwood, when many transit dependent citizens need to get to their retail jobs at Washington Square? What good is WES when Highway 217 is gridlocked for hours on end on the weekend? Thanks to TriMet's Portland-centric planning, there are large parts of Tigard with no bus service, other parts that cannot be reached from downtown Tigard without a transfer to a second bus in another city (72nd Avenue), and many buses are infrequent and/or unreliable.
112	Nov 28, 2012 10:46 PM	Metro's definitions here I suspect are very different than mine. So I was reluctant to select high on 3 goals since they assume different things. The tool you provided I am sure was designed to be frustrating - and it was - but I object to "definitions" of different levels as options. Like road investments - Level 1 - what a joke this does not belong and should be removed with each higher level dropped down with a new Level 5 option - New Arterials or New Highways. No mention anywhere about a new road. Meanwhile - with transit, you don't have as any Level - buy new modern buses. This is about what Federal dollars might provide - which is not parks, not not trails, and not basic maintenance.
113	Nov 27, 2012 5:33 AM	I value health, but our quality of life is pretty good. I see a greater strain on our infrastructure in SW, so I prioritized those investments.
114	Nov 27, 2012 4:46 AM	All of the goals identified are highly important to me and I would strive to live in a community were these three goals are being met.
115	Nov 27, 2012 2:15 AM	With aging population and less, more expensive oil, we need to give people other convenient ways to travel to work and other life activities
116	Nov 26, 2012 5:18 PM	Make an goal to allow people to move efficiently within the neighborhood so that they won't need to make so many long trips. The occasional or weekly ability to move to downtown is good, but there isn't a good connection to the east side, except to transfer. Buses and streetcars should be able to go over the Ross Island Bridge from Barbur Blvd.
117	Nov 26, 2012 5:14 PM	Stupid questions. The obvious decision about transit is that people have to get from where they are to where they need to go. That is the purpose of transit. If you can't walk to a transit stop from your house (as I cannot), and if there are inadequate service times and express service (making it take wayyyy too long to get anywhere) then you won't use transit. Forget fancy bus stops -- just increase service Portland needs a major investment and better service than Trimet is providing.
118	Nov 26, 2012 5:06 PM	I occasionally drive through the area and the traffic is a mess.
119	Nov 26, 2012 4:01 AM	I couldn't use the sliders. They didn't work.

120	Nov 24, 2012 1:23 AM	I support public input, but I really don't get this exercise and I have serious questions about the value of the information that it provides on either side of the questionnaire. I am an advocate of public transit. I realize that balancing has to go on and that adding resources to a high private resource area such as Lake Oswego may not be the best use of public resources. Specifically, I suspect that increasing access will not have much marginal effect on ridership. For example, I would like a closer bus stop, but I will drive to the nearby (but too far to walk) park n' ride s to catch an express bus. If I were not already motivated, the additional service would not change behavior. My personal resources are adequate to overcome the lack of service within reasonable walking distance.
121	Nov 21, 2012 7:25 PM	SW is already a great place for cars. lets make it a great place for people and bikes as well
122	Nov 21, 2012 6:53 AM	More service and better value are what we need. Stop investing in overpriced rail projects at the expense of existing service.
123	Nov 19, 2012 10:43 PM	A high mobility score contributes to high prosperity by enabling people to access jobs and other parts of the region to fill their needs with out the financial obligations associated with a car. Integrating healthy choices like walking to transit improves individual health and that of the environment.
124	Nov 17, 2012 5:53 PM	I tried to balance the three investments, however I strongly disagree with trails in parks/green spaces being as high a priority as it is for both safety and optimum storm water management reasons.
125	Nov 17, 2012 5:40 PM	for so many reasons, I believe it is past time to balance the auto-centricity of our region. This is an egg-chicken effort, but this planning process could begin to shift the mobility demands.
126	Nov 16, 2012 8:29 PM	I was looking for balance, in terms of the kinds of investments and the overall performance on the three goals.
127	Nov 15, 2012 5:31 AM	We need to consider people's health and well-being above the status quo of gas-powered automobiles' transcendence. People take it for granted that cars rule our environment, but we should have other real and practical options.
128	Nov 15, 2012 4:09 AM	Mobility through neighborhoods should not sacrifice the neighborhoods themselves
129	Nov 15, 2012 12:19 AM	We shouldn't have to sacrifice one good thing to accomplish another one.
130	Nov 14, 2012 11:42 PM	People have become accustomed to driving, unless alternative, efficient and easy transit options are available.
131	Nov 14, 2012 10:03 PM	The first purpose of transportation is transportation. Enforced walking will only make this corridor less attractive than others and hurt prosperity. We should want people to walk, but not at the expense of getting where they need to get to.

Shape Southwest

7. Driving (pick one or two)

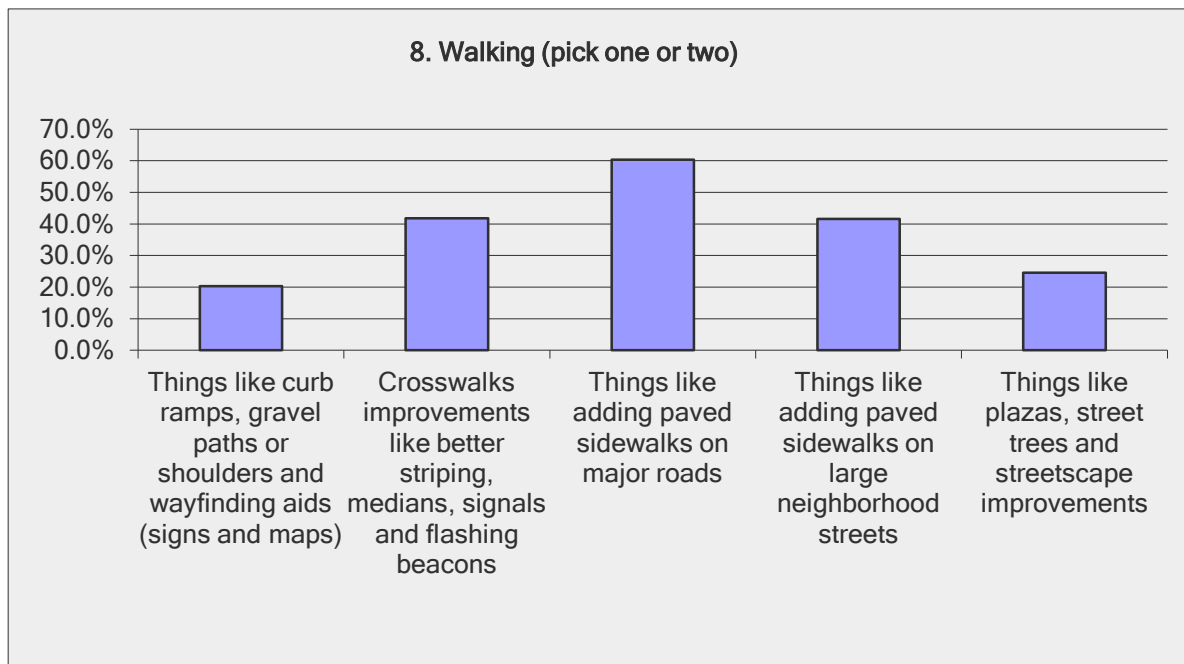
Answer Options	Response Percent	Response Count
Things like key safety fixes and signal optimization	67.8%	311
Things like intersection and connectivity improvements	37.0%	170
Things like maintenance needs that currently lack funding	55.6%	255
Things like expanded large neighborhood streets	4.1%	19
Things like rebuilt interchanges	8.3%	38
<i>answered question</i>		459
<i>skipped question</i>		12



Shape Southwest

8. Walking (pick one or two)

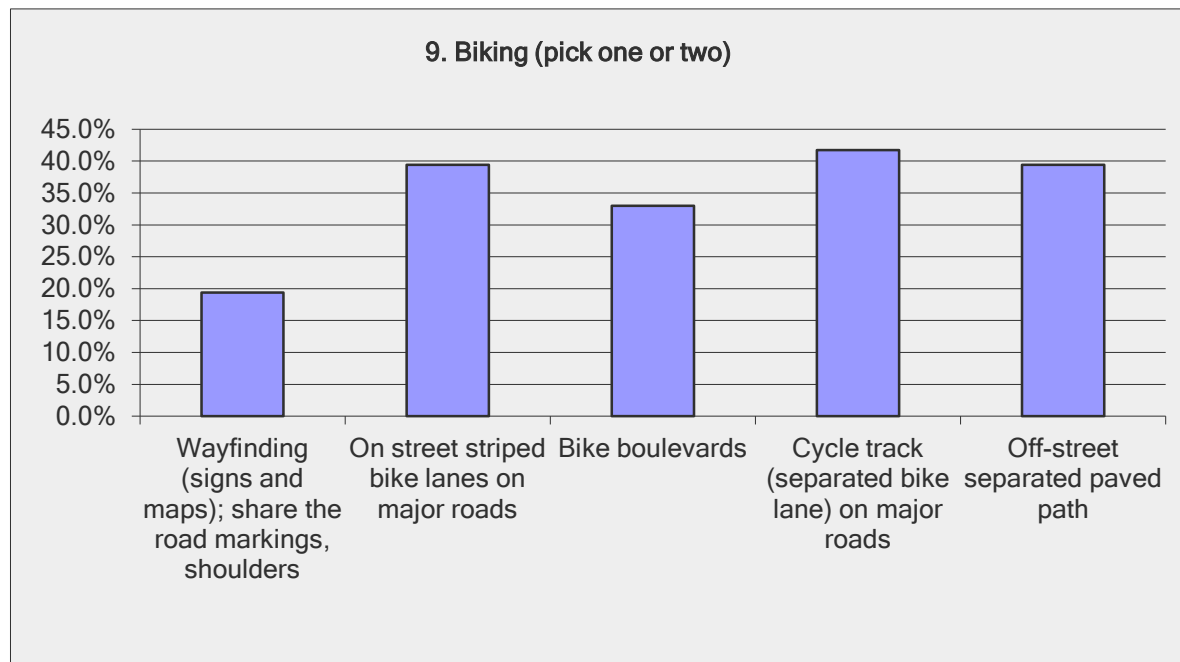
Answer Options	Response Percent	Response Count
wayfinding aids (signs and maps)	20.3%	93
and flashing beacons	41.8%	192
Things like adding paved sidewalks on major roads	60.3%	277
streets	41.6%	191
Things like plazas, street trees and streetscape improvements	24.6%	113
<i>answered question</i>		459
<i>skipped question</i>		12



Shape Southwest

9. Biking (pick one or two)

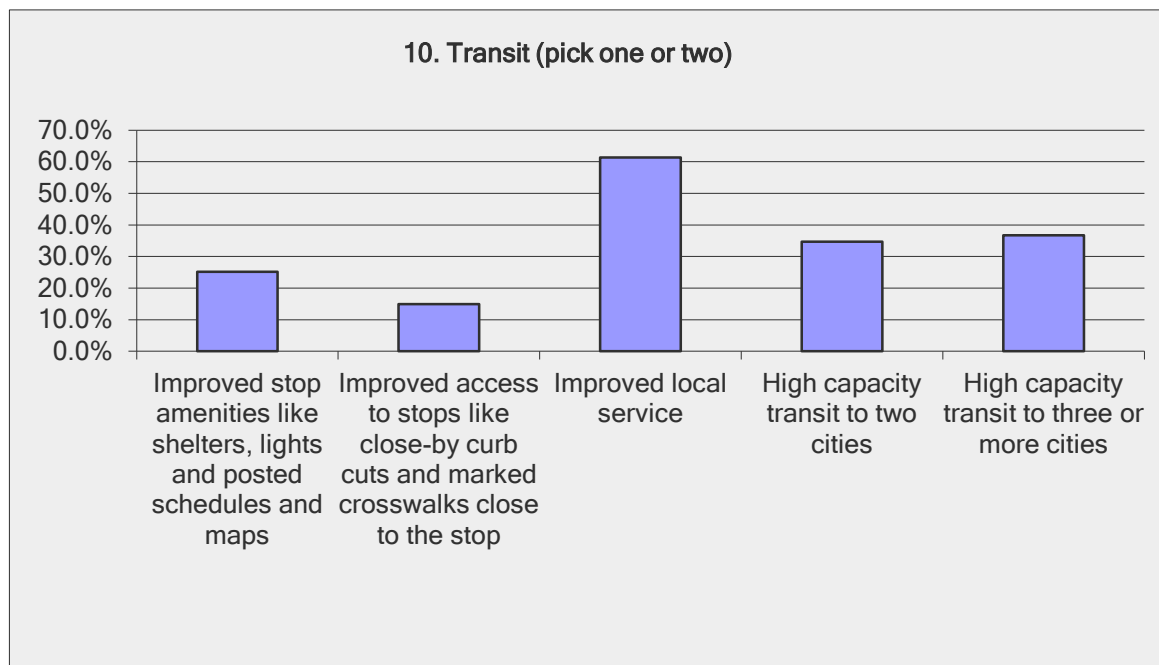
Answer Options	Response Percent	Response Count
shoulders	19.4%	85
On street striped bike lanes on major roads	39.4%	173
Bike boulevards	33.0%	145
Cycle track (separated bike lane) on major roads	41.7%	183
Off-street separated paved path	39.4%	173
<i>answered question</i>		439
<i>skipped question</i>		32



Shape Southwest

10. Transit (pick one or two)

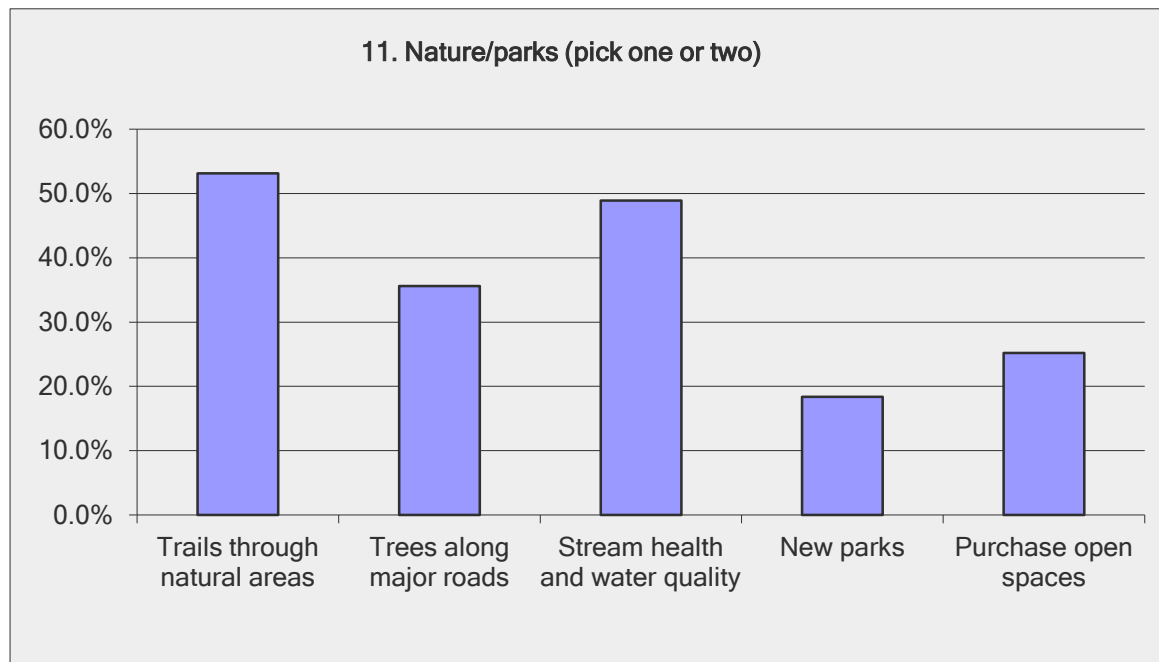
Answer Options	Response Percent	Response Count
schedules and maps	25.2%	112
crosswalks close to the stop	14.9%	66
Improved local service	61.3%	272
High capacity transit to two cities	34.7%	154
High capacity transit to three or more cities	36.7%	163
<i>answered question</i>		444
<i>skipped question</i>		27



Shape Southwest

11. Nature/parks (pick one or two)

Answer Options	Response Percent	Response Count
Trails through natural areas	53.1%	240
Trees along major roads	35.6%	161
Stream health and water quality	48.9%	221
New parks	18.4%	83
Purchase open spaces	25.2%	114
<i>answered question</i>		452
<i>skipped question</i>		19

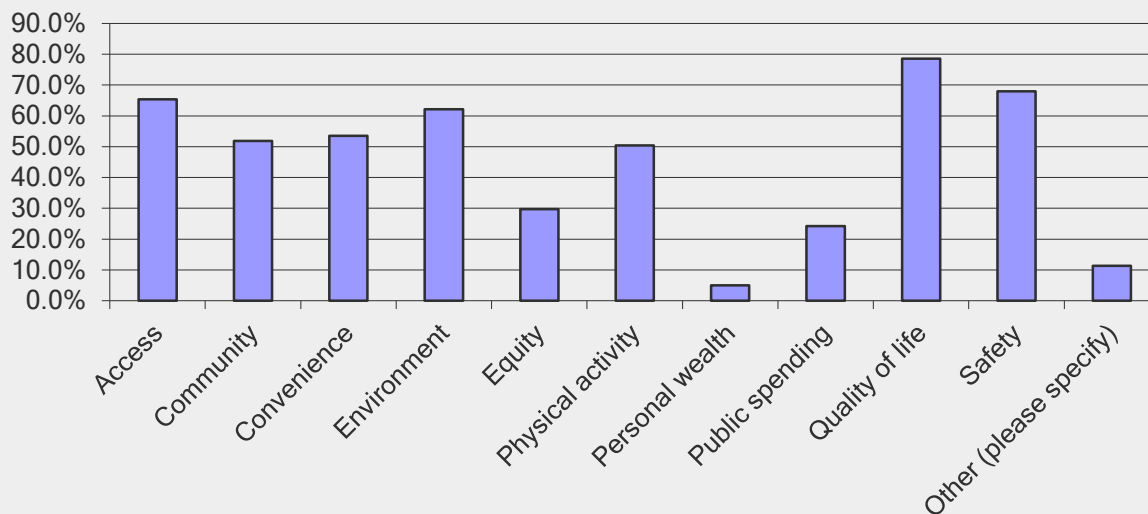


Shape Southwest

Types of investments12. When making your decisions on the level of investments, which factors influenced your choices? (check all that apply)

Answer Options	Response Percent	Response Count
Access	65.4%	302
Community	51.9%	240
Convenience	53.5%	247
Environment	62.1%	287
Equity	29.7%	137
Physical activity	50.4%	233
Personal wealth	5.0%	23
Public spending	24.2%	112
Quality of life	78.6%	363
Safety	68.0%	314
Other (please specify)	11.3%	52
answered question		462
skipped question		9

Types of investments12. When making your decisions on the level of investments, which factors influenced your choices? (check all that apply and add your own)



Number	Response Date	Other (please specify)	Categories
1	Dec 26, 2012 6:43 PM	Ability to significantly influence a car-dominant culture	
2	Dec 23, 2012 6:28 PM	Reinforcing and enhancing existing walkable centers	
3	Dec 23, 2012 8:14 AM	Safety: I wouldn't feel safe on a bike in the Corridor, so I look to much better transit and, when I do drive, to driving with road conditions more or less as they are today, except in that there are more connections of major roads and streets, especially between Tualatin and points north.	
4	Dec 21, 2012 9:00 PM	Public Health	

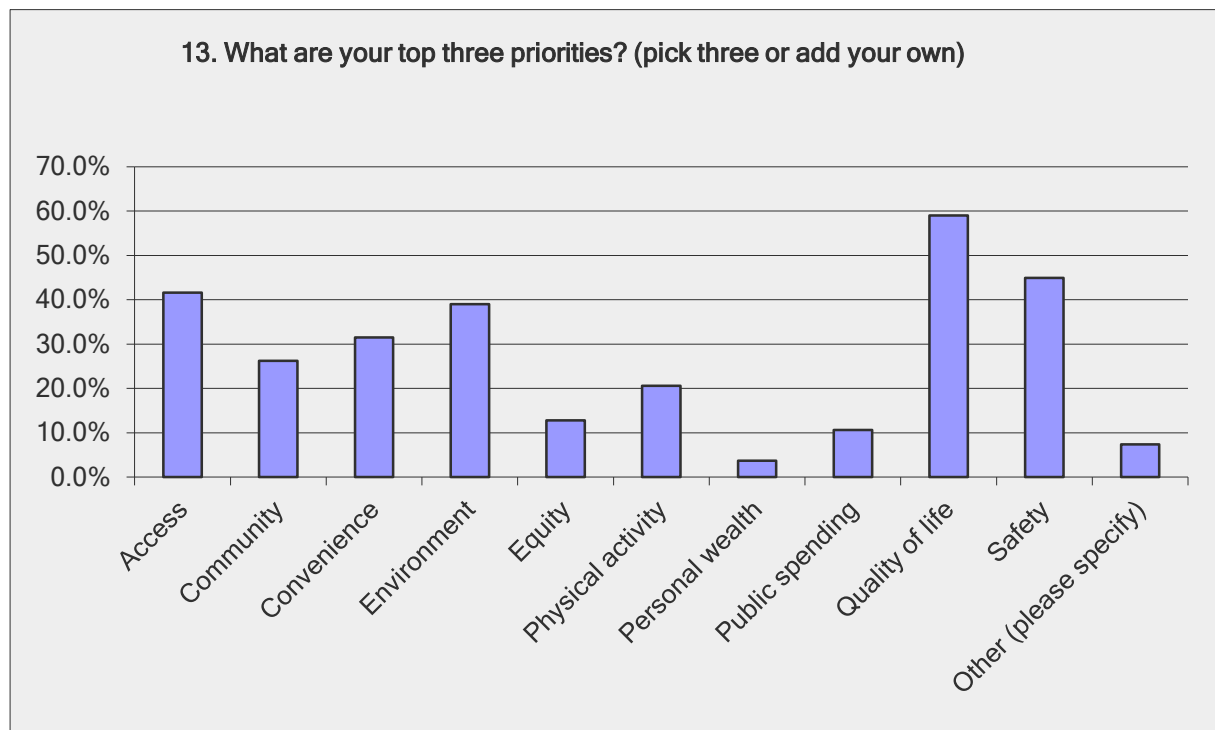
5	Dec 20, 2012 6:33 AM	Sustainability - long range planning
6	Dec 20, 2012 3:52 AM	GHG emissions
7	Dec 19, 2012 12:51 AM	The realistic sense that we have limited resources and need to focus our priorities. For the SW Corridor transit, and the pedestrian connections and park and rides to use transit are key. land use policy changes may allow the area to evolve to support more bike use, but transit and ped access to transit can be a catalyst for a shift where there has not yet been one.
8	Dec 18, 2012 5:28 PM	Stong urban environment that makes walking about and shopping locally the preferred option.
9	Dec 18, 2012 3:58 PM	interfacing with current investments
10	Dec 18, 2012 3:17 PM	Sidewalks
11	Dec 18, 2012 2:26 AM	Making a good long term investment of public funds -- SOV use is not, because of supply and sink limitations
12	Dec 17, 2012 7:49 PM	Public Health
13	Dec 14, 2012 9:37 PM	Expanded System overall - which will generate more use of the existing systems (light rail, for examples)
14	Dec 13, 2012 7:25 PM	Please include undergrounding utilities in commercial areas!
15	Dec 13, 2012 7:25 PM	Please include undergrounding utilities in commercial areas!
16	Dec 13, 2012 2:19 AM	Connectivity
17	Dec 12, 2012 12:20 AM	Our lack of transit connectivity, coupled with a lack of safe bicycling and walking routes make it very difficult to do anything but drive.
18	Dec 10, 2012 3:49 PM	STOP "fixing" what ain't broke!
19	Dec 4, 2012 5:30 AM	Low cost soft surface trails for hike and bike connections
20	Dec 3, 2012 11:44 PM	Community, including noise reduction in I 5 corridor
21	Dec 3, 2012 8:53 PM	NO LIGHT RAIL!!!!
22	Dec 3, 2012 6:16 PM	Roadways to better decrease congestion.
23	Dec 3, 2012 6:09 PM	Gaming to the system to maximize bonuses and synergies
24	Dec 3, 2012 5:20 PM	Equity=SW is lacking amenities found in other parts of the city
25	Dec 3, 2012 4:58 PM	My husband rides his bike to work. Sections of his route are on on a 2 lane road with no shoulder.
26	Dec 3, 2012 6:46 AM	Transit
27	Dec 2, 2012 11:27 PM	future needs
28	Dec 2, 2012 10:35 PM	aging considerations
29	Dec 2, 2012 4:44 AM	I checked public spending meaning I dont want it.
30	Dec 1, 2012 8:21 PM	Cost/Benefit
31	Dec 1, 2012 7:40 PM	Love Portland's planning, but it is still takes too long to get around without a car. I understand the funding tension between the number of auto-lovers and people who want way more funding for non-car transportation infrastructure, so I don't blame this on the city.
32	Dec 1, 2012 7:14 PM	cost vs. benefit
33	Dec 1, 2012 6:02 PM	property prices are low right now, buy open spaces now
34	Dec 1, 2012 5:15 PM	Extending transit network coverage
35	Dec 1, 2012 4:50 PM	no light rail. period. end of story.
36	Dec 1, 2012 4:50 PM	no light rail. period. end of story.
37	Dec 1, 2012 1:40 PM	Lights, please
38	Dec 1, 2012 7:12 AM	low cost
39	Dec 1, 2012 5:36 AM	livability
40	Dec 1, 2012 3:26 AM	Maintenance! WTF fix the roads. SW is terrible.
41	Dec 1, 2012 2:12 AM	schools
42	Dec 1, 2012 2:04 AM	Basically no investment in new roadway facilities.

43	Nov 30, 2012 10:53 PM	mindfulness of an aging population & changes in places where people go to work
44	Nov 30, 2012 10:09 PM	Walkability
45	Nov 30, 2012 8:44 PM	Limited Resources, Creating desirable places to live, work and visit.
46	Nov 30, 2012 3:43 PM	anything that makes living in Tigard self sustaining- meaning I don't have to go to other communities to get what I need
47	Nov 30, 2012 3:14 PM	noise pollution
48	Nov 28, 2012 10:46 PM	local aspirations
49	Nov 26, 2012 5:18 PM	Health and compact planning
50	Nov 26, 2012 4:01 AM	Cost
51	Nov 16, 2012 10:04 PM	bang for the buck
52	Nov 14, 2012 10:03 PM	Regional connections!

Shape Southwest

13. What are your top three priorities? (pick three or add your own)

Answer Options	Response Percent	Response Count
Access	41.6%	192
Community	26.2%	121
Convenience	31.5%	145
Environment	39.0%	180
Equity	12.8%	59
Physical activity	20.6%	95
Personal wealth	3.7%	17
Public spending	10.6%	49
Quality of life	59.0%	272
Safety	44.9%	207
Other (please specify)	7.4%	34
answered question		461
skipped question		10



Number	Response Date	Other (please specify)	Categories
1	Dec 23, 2012 6:28 PM	Reinforcing and enhancing existing walkable centers	
2	Dec 23, 2012 8:14 AM	Equity: In the senses that, first, it's been all about drivers for too long, and, second, though I can afford to not take transit, many can't -- and closer to home, those of us who do drive shouldn't have the present built environment of the Corridor compel us to drive as the only rational, self-interested action.	

3	Dec 21, 2012 9:00 PM	QOF: IMO, Quality of Life includes safety and health concerns, as well as environmental health
4	Dec 20, 2012 3:52 AM	GHG emissions
5	Dec 18, 2012 3:17 PM	Sidewalks
6	Dec 18, 2012 2:16 PM	livability
7	Dec 18, 2012 2:26 AM	Making a good long term investment of public funds -- SOV use is not, because of supply and sink limitations
8	Dec 18, 2012 1:01 AM	Mixing transit with biking or walking
9	Dec 18, 2012 12:54 AM	Economic Growth and access to job opportunities
10	Dec 17, 2012 7:49 PM	Health aspects of active transportation
11	Dec 13, 2012 7:25 PM	Please include undergrounding utilities in commercial areas!
12	Dec 13, 2012 7:25 PM	Please include undergrounding utilities in commercial areas!
13	Dec 13, 2012 2:19 AM	Connectivity
14	Dec 3, 2012 11:44 PM	Community, including noise reduction in I 5 corridor
15	Dec 3, 2012 8:53 PM	NO LIGHT RAIL!!!!
16	Dec 3, 2012 6:16 PM	Decreased congestion on roadways. Increase road capacities for cars.
17	Dec 3, 2012 5:24 PM	What you define, will be defined differently by others which makes this an extremely BAD question -- shame on you.
18	Dec 3, 2012 6:46 AM	Transit
19	Dec 2, 2012 11:27 PM	future need
20	Dec 2, 2012 4:44 AM	I checked public spending meaning I dont want it
21	Dec 1, 2012 8:21 PM	Cost/Benefit
22	Dec 1, 2012 4:50 PM	no light rail. period. end of story.
23	Dec 1, 2012 4:50 PM	no light rail. period. end of story.
24	Dec 1, 2012 4:13 PM	spend funds smartly and efficiently
25	Dec 1, 2012 7:12 AM	low cost
26	Dec 1, 2012 6:11 AM	Maintenance of what we have.
27	Dec 1, 2012 5:36 AM	livability
28	Dec 1, 2012 3:31 AM	no more expenditure on bikes
29	Dec 1, 2012 3:26 AM	Maintenance! This is the same question as above worded differently. Who came up with this?
30	Dec 1, 2012 2:04 AM	1. No investments in new roadway facilities or motorized vehicle capacity expansion projects. 2. Projects that halt exurban growth 3. Policies that promote building repurposing and redevelopment.
31	Dec 1, 2012 1:45 AM	Time or speed.
32	Nov 30, 2012 8:44 PM	Creating desirable places to live, work and visit.
33	Nov 29, 2012 5:56 PM	Reducing stormwater runoff
34	Nov 28, 2012 10:46 PM	local aspirations

Shape Southwest

Leveraged investments14. Some combinations of public investments can create opportunities to activate private investments like the ones listed below. How would you rate the importance of each of these to your community?

Answer Options	1 (not important)	2	3	4	5 (very important)	Rating Average	Response Count
New economic development and jobs (encourage job growth)	20	29	96	155	153	3.87	453
New commercial development or redevelopment (encourage new shops and restaurants)	26	36	104	169	118	3.70	453
More housing choices (encourage new housing development)	58	77	120	116	80	3.18	451
Comment:							90
<i>answered question</i>							456
<i>skipped question</i>							15

Leveraged investments14. Some combinations of public investments can create opportunities to activate private investments like the ones listed below. How would you rate the importance of each of these to your community?



Shape Southwest

Leveraged investments14. Some combinations of public investments can create opportunities to activate private investments like the ones listed below. How would you rate the importance of each of these to your community?

Number	Response Date	Comment:
1	Jan 2, 2013 4:58 PM	We need all three, particularly within the Barbur/99W corridor
2	Dec 23, 2012 8:18 PM	Develop high wage jobs, not low wage trucking 12 hour shift work.
3	Dec 23, 2012 8:14 AM	1st item: In a larger context, I prefer focus on increasing median wages for those of us who have jobs, then attention to growing the number of jobs, which is why I rated the item as a 3. If this involves replacing giant parking lots with more buildings with jobs, I would rate the item as a 4.¶ 2nd item: The need is particularly acute in Tualatin for good restaurants, both downtown and the western industrial area, which is why I rate it 5.¶ 3rd item: Assuming this means I'd be able to find and buy a starter house that I can afford (say one or two-bedroom and around 1,000 to 1,500 square feet), then I rate this 5.
4	Dec 21, 2012 9:00 PM	importance to my community is different than my personal priorities, which would be a 4 for all (more balance).
5	Dec 20, 2012 11:20 PM	I don't believe the corridor has adequate infrastructure for much growth without major, negative impacts on mobility and quality of life for existing residents. Major centers that already exist should, however, see growth, as they already have the infrastructure to support growth.
6	Dec 20, 2012 10:08 PM	Duh...these are all important. I think mobility can be shaped through better high capacity transit that is time competitive to the auto and is convenient (i.e. I don't have to show up before 6:30 AM to get a parking spot at park and ride, like Sunset...right size facilities).
7	Dec 20, 2012 6:33 AM	Encouraging affordable housing options within the city is necessary to stimulate any kind of sustainable, environmentally responsible growth.
8	Dec 20, 2012 3:52 AM	Light or heavy rail wins in long term investments. The tunnel will obviously be expensive, but it is the quickest route and it connects the actual population centers of the area and leverages the developable land.
9	Dec 18, 2012 6:41 PM	There is an open lot in the middle of Hillsdale. It would make for a great multi-use Max stop. Retail, office, transit.
10	Dec 18, 2012 5:28 PM	More urban-scale housing of high quality that meets the street in an appropriate fashion to foster pedestrian development makes sense.
11	Dec 18, 2012 5:41 AM	Better to build new housing in town than in the exurbs.
12	Dec 18, 2012 2:57 AM	Jobs, Housing, and Amenities (walkable neighborhoods) require all 3 of these types of private investment.
13	Dec 18, 2012 2:01 AM	Economic development will support housing; housing and jobs will support retail commercial development like shops and restaurants
14	Dec 18, 2012 1:01 AM	I think compact development is especially important. Really encourage a town center feel with limited traffic and high pedestrian activity.
15	Dec 18, 2012 12:47 AM	Washington county needs to add affordable housing so that people can live near the jobs in the industrial areas that Washington County has already been successful in developing.
16	Dec 17, 2012 12:34 AM	When I mark more housing choices, I mean a reversal of the current trend toward town houses, puny lots, and condos that has been a result of government interference in residential -- pushing "high density" housing and causing lower density housing to become more expensive and out of reach.

17	Dec 14, 2012 9:37 PM	I took a more broad approach, looking at how the transportation choices of a neighborhood influence leveraged investments citywide (for example, reduced congestion citywide may contribute to economic and commercial development citywide)
18	Dec 13, 2012 7:25 PM	Hillsdale needs to be rezoned to encourage commercial development and to put higher density housing near transit. That is true of all transit nodes.
19	Dec 13, 2012 7:25 PM	Hillsdale needs to be rezoned to encourage commercial development and to put higher density housing near transit. That is true of all transit nodes.
20	Dec 13, 2012 2:19 AM	While all the talk is about jobs and we definitely need to encourage that, I would like to see this effort enhance the sense of place in the SW suburbs. Despite the Metro planning designations, most of the town centres pale in comparison with the private-sector development nearby (i.e. TSR/99W intersection has a lot more retail than oldtown Sherwood; so, too, Bridgeport Village vs. Tualatin Commons). We don't need more strip retail with chain restaurants. My sincere hope is that by creating better connectivity and locating retail services close enough to houses that people can walk/bike instead of driving, we might begin to make the SW region an attractive, cultured place to live. In addition, better transit and increased sense of place might make it viable for people to catch MAX a few stops to Multnomah to meet a friend for breakfast and then head to BV to get some groceries and head home without needing a car.
21	Dec 12, 2012 6:20 AM	We need to focus on what we need and what we've neglected. Developers don't need handouts - if we are to give money to developers, I expect a return on investment - they return 100% of their profits back to taxpayers. If they want to profit, they assume the risks. Leave government to serving residents not developers.
22	Dec 12, 2012 12:20 AM	There needs to be more opportunities for small cafes and restaurants out in the SW neighborhoods. But not just trendy boutiques that serve just the wealthy. Real, grassroots community-minded places that enhance community cohesion.
23	Dec 6, 2012 10:49 PM	All very important. I expect that achieving a perfect balance between all three of those items will be a bit stormy at times but it is well worth the effort. There is tremendous potential in the SW Corridor and done properly it will be a true asset to the livability to Portland. Please, please, use great sensitivity to protecting and the possible impact that this plan could have on our gorgeous historic neighborhoods as this plan progresses. Other than that I say let's get this baby off the ground!!
24	Dec 5, 2012 8:06 PM	If we want to offer improved, high-frequency, high-speed transit connections, we need to increase the density of both housing and jobs ALONG the corridor, not just either end. Metro should definitely make every effort to tie specific BRT (or, if we're rolling in dough, LR) stations with dense development.
25	Dec 4, 2012 8:27 PM	Public investment only works in a few situations. Consider all the public investment in WES and Beaverton Round. What a boondoggle. We the public are tired of financing every new thing that METRO or TriMet come up with. What we need are more streets and roads and improvement on the ones currently in place. Put money into the current infrastructure in place, roads, bridges and busses.

26	Dec 4, 2012 6:30 PM	I see many new homes and existing homes for sale in my area. Why more? There are also many apartments and homes advertising that they are leasing. I would like to see more jobs added, but not simply more low-paying jobs such as at fast food restaurants or retail stores. I don't want my area dominated by big box retail or more WalMarts or more supermarkets. We chose to live where we live because we weren't surrounded by these things. I live over in Bull Mountain Meadows, and just the new Cinetopia and New Seasons shopping area brought in much more traffic. Schools Ferry is a parking lot certain times of the day. Investments are great if there's the roads to get there, but those of us who live in these areas should be able to get home. On some evenings, it can take 30 minutes to get from the 217 down Scholls Ferry to my housing area.
27	Dec 4, 2012 5:34 AM	Balance of commercial and residential needs to favor more job opportunities other than food services
28	Dec 4, 2012 4:56 AM	I LOVE the urban growth boundary, and if by "new housing development" you mean brand new houses where no new houses stood before, then this should not be important. New housing should be focused on providing affordable housing, which is severely lacking.
29	Dec 3, 2012 8:53 PM	We simply cannot afford another light rail boondoggle at this time. The same money spent on bus infrastructure could have buses running on all streets at reasonable 15 minute intervals. Which do you want? One train or 100's of buses?
30	Dec 3, 2012 8:50 PM	I support public investments that encourage redevelopment and improvement of urbanized areas. I don't support public investments that facilitate sprawl and paving over more land.
31	Dec 3, 2012 6:16 PM	Better roadway capacity to decrease congestion and move cars efficiently will stimulate job growth. Currently our roads in the SW Corridor are well over capacity and congestion discourages people moving into this area. Mass-Transit is not the solution out in the SW Corridor. The people who live in the SW Corridor love it here due to low crime rates and it's very different than other areas in Metro. We like our cars and just need better roads like Roy Rogers which is a perfect example of good planning. Now we need something like Roy Rogers between Sherwood and I-5!!!! Not light rail!!!!
32	Dec 3, 2012 4:58 PM	I want to see the character of Barbur Blvd: away from adult stores and chain stores; to more local businesses, nationally recognized restaurants and bars/bistros, high-quality local entertainment (such as something like the Bagdad theater), easy/safe walk to shops, services, entertainment, parks, trails. I also want easier/safer non-car access from Burlingame area down Taylor's Ferry to the Willamette and John's Landing.
33	Dec 3, 2012 7:44 AM	My neighborhood is diverse and mostly built out, and I do not favor replacing small cheap houses with expensive housing, but I do favor mother-in-law additions, multi-family units and renovation. I feel that new jobs and new shops will be encouraged much more by building code and zoning changes than by any committee formed to "study ways to blah blah blah"
34	Dec 2, 2012 6:37 PM	AFFORDABLE Housinbg, otherwise, housing not important for the folks who can afford where they already live
35	Dec 2, 2012 6:59 AM	I currently rent an apartment so housing is not too important now, but I would like to own a house in the future. Job growth would also be great because the commute to Portland is long, frustrating and expensive - both by public transit and car.
36	Dec 2, 2012 4:44 AM	I do not believe that public investments should be spent in this way. If it is a good investment then private investment will want it and invest in it.

37	Dec 2, 2012 3:06 AM	I would like to see more small shops and restaurants within walking distance of established neighborhoods (say, along Scholls Ferry Road, Hall Blvd)--kind of "community hang out" spots.
38	Dec 2, 2012 2:53 AM	New shops and restaurants are jobs!
39	Dec 1, 2012 11:24 PM	It's difficult to promote any of these three ideas when it takes 25+ minutes to drive from Bull Mountain to I217, and there are no other viable transportation options.
40	Dec 1, 2012 11:11 PM	The SW Corridor seems well developed already. I would rather see support for what we currently have and efforts to make what we have sustainable instead of encouraging new housing and shopping.
41	Dec 1, 2012 11:09 PM	More housing--with increased density--is needed.
42	Dec 1, 2012 10:40 PM	Please keep high-density housing developments such as apartment complexes out of Sherwood and surrounding areas. Also, please consider ditching the urban growth boundary, which artificially inflates land prices.
43	Dec 1, 2012 10:31 PM	The housing choice that's getting slammed is that of the traditional house and yard with room for children. I bought in Lake Oswego in the 1990s because I was priced out of the new types of housing that Portland (where I'd lived all my life) was promoting small expensive housing that I couldn't afford. For the same cost as a 1500 SF unit in the Pearl District with no yard and no parking I bought a 3000 SF house on 1/5 acre, walking distance to shops, grade school, and public transit. Metro's quest to turn every city into a crowded replica of Manhattan needs to stop so that some parts of our area remain attractive to families with children.
44	Dec 1, 2012 9:51 PM	Economic development is most important. There are plenty of housing choices already.
45	Dec 1, 2012 8:21 PM	New commercial and housing development will follow economic development.
46	Dec 1, 2012 7:40 PM	We *really* need small local shopping district at the intersection of Oleson & Garden Home. Lamb's is good. Wish the stores in there were more local. Miss the video store terribly. WE NEED GOOD LOCAL EATERIES -- Ditch the Dairy Queen, Baskin Robins, Starbucks, and perhaps the Shari's (though I like Shari's). I'm told it is the contract with Shari's that keeps us from having local eateries in that shopping area? If so they need to go.
47	Dec 1, 2012 7:38 PM	Limit investments to infrastructure. Government at any level has proven inept at creating jobs or wealth.
48	Dec 1, 2012 5:15 PM	All good-to-have's but not guaranteed by any of the possible changes.
49	Dec 1, 2012 4:50 PM	no light rail. period. end of story.
50	Dec 1, 2012 4:50 PM	no light rail. period. end of story.
51	Dec 1, 2012 2:56 PM	I would rate items higher if they were labeled "green jobs" or "affordable housing" or "transit orientated development".
52	Dec 1, 2012 2:52 PM	We have lots of housing in our neighborhood but few quality, local, commercial options that we can safely access on foot.
53	Dec 1, 2012 1:55 PM	We don't need more low-paying service jobs at "shops and restaurants" We don't need more cheaply built infill
54	Dec 1, 2012 8:55 AM	These prospects are only important if they are local business. If they are corporate - they don't belong here.
55	Dec 1, 2012 7:15 AM	housing development is ok if they are communities with the ability to walk to library, grocery store, open spaces and lots with bigger yards
56	Dec 1, 2012 7:12 AM	Economic development only works if the jobs created are manufacturing. economic development for low paying service jobs is pointless.
57	Dec 1, 2012 7:02 AM	job growth is important, but not at the expense of the environment, liveability, and health
58	Dec 1, 2012 6:34 AM	The overall economic health of the community is more important than encouraging specific shops or housing. If the economy is vital, the shops and housing will come.

59	Dec 1, 2012 6:11 AM	Jobs and commercial development attract people. More people will automatically create more housing choices.
60	Dec 1, 2012 4:39 AM	The last thing we need is higher density infill housing. Urban renewal and similar programs have been a financial failure and fraught with graft. There should not be public funding or additional taxing involved - let the private sector do it.
61	Dec 1, 2012 3:31 AM	get out of the way of private businesses
62	Dec 1, 2012 3:07 AM	I'm focused on our neighborhood (council crest) which is unique because it tends to be isolated from the rest of the city - poor transit, little or no commercial development, few sidewalks, ... However, I don't expect this to change and it wouldn't be cost effective.
63	Dec 1, 2012 2:42 AM	Fix and improve what we have don't add density just to justify "bigger and better".
64	Dec 1, 2012 2:25 AM	High quality housing that is affordable and accommodates off street parking as well.
65	Dec 1, 2012 2:09 AM	This country was founded on private investors. Get public money out of private business opportunities.
66	Dec 1, 2012 2:04 AM	Only more housing choices if within the Urban Growth Boundary. Very Important to allow multi-family buildings in city centers, somewhat important to allow apartments outside of city centers, not important anywhere else.
67	Dec 1, 2012 1:57 AM	economic development costs the taxpayers. relax the regulations and welcome business to build
68	Dec 1, 2012 1:45 AM	You can't simply "create jobs". Jobs come from people with money who believe they can invest in an idea and create a return on that investment. If you could simply encourage spending in terms of investments you would then create jobs. Regulating the death out of development and ideas is killing jobs. Why spend money on open space that yields no production? Although important, the balance is nowhere near close to equal.
69	Nov 30, 2012 10:53 PM	Decentralize the plan - i.e., all roads do not have to focus on getting to/from downtown Portland - help us get between neighborhoods without having to go into downtown on 'one spoke of the wheel' and then go back out on another.
70	Nov 30, 2012 8:44 PM	I think if you transform this landscape into something more desirable, the rest will follow.
71	Nov 30, 2012 7:42 PM	We live here. Consider the quality of day to day life. Compare Hillsdale, Multnomah to Sellwood, Lake Oswego. We were annexed decades ago and the property tax revenue seems to be sucked out of here into other uses.
72	Nov 30, 2012 3:14 PM	I'm in the Homestead/South Portland area. We already have dense housing and quite a bit of local economic development. Very few of the area businesses, however, offer amenities to local residents, and so they do not increase the walkability and liveability of the area. We desperately need more food shopping in the area.
73	Nov 29, 2012 5:56 PM	Put housing near employment. Reduce stormwater runoff to fix our creeks and fish.
74	Nov 29, 2012 1:50 AM	Right now there are too many problems with infrastructure that government needs to focus on just making what we have work, rather than placating to the special interests of businesses and developers. There is plenty of business and plenty of development. The bus service in Tigard is deplorable - why is it so difficult to just fix what's broke? Metro's approach is using a sledgehammer to drive a nail in a 2x4. FIX WHAT'S BROKE, don't reinvent the wheel!

75	Nov 28, 2012 10:46 PM	More housing choices & encourage new housing development are NOT the same as suggested and resulted in me giving it the lowest score available.
76	Nov 28, 2012 9:22 PM	Redevelop suburban-style shopping centers into pedestrian-friendly mixed-use redevelopment.
77	Nov 27, 2012 2:15 AM	One specific public investment opportunity that could also attract significant private investment is the South Portland Circulation plan, i.e., downsizing Naito and removing the Ross Island Bridge ramps. This would make major road and bridge connections more efficient, create 6-7 acres of "new" redevelopable land in a close-in, well connected location, and also improve the livability of the existing South Portland neighborhood.
78	Nov 26, 2012 5:18 PM	Improving the quality of life for the current residents through mobility, safety and improved environmental quality will allow the commerce to attract customers.
79	Nov 26, 2012 5:14 PM	I am afraid to say "encourage new housing developoement" because you'll just build more of the same. We are missing DIFFERENT housing: specifically, where are the elevator buildings with 3-bedroom and even 4-bedroom flats? Families and empty nesters with kids who might bounce back have no options in Portland's condo/apartment market. Everything is tiny apartments or townhomes with too many stairs... we have no 6-storey elevator buildings with family-sized flats. Why can't there be buildings that have a wide variety of apartment sizes??? Why does a building have to be all small units except the penthouse?
80	Nov 26, 2012 4:52 PM	Multipliers are really important and should be used whenever possible
81	Nov 26, 2012 4:01 AM	Affordable housing is key. More please. Also, give people ways to get around that don't cost as much as cars do.
82	Nov 21, 2012 6:46 PM	Adequate open space is very important - I want to see trees, wildlife, historic buildings and Mt Hood not new boxy buildings
83	Nov 21, 2012 6:53 AM	More high density housing is not the answer if it does not contribute to the health of the neighborhood. is it has no parking, crowds out existing structures, etc
84	Nov 19, 2012 10:43 PM	I think that job growth will spur increased commercial development and new housing choices.
85	Nov 19, 2012 7:00 PM	There is severe shortage of rental ppties in Portland Metro. Commercial is very overbuilt. Construction workers need employment due to economic downturn.
86	Nov 17, 2012 5:53 PM	I define my community as the SW Hills of Portland and their adjacent area. I believe for basic infrastructure reasons this area should not be developed with much more attached housing unless it is extremely green and must have even detached housing added more carefully than it has been. I believe autos should and must remain a part of the transportation mix in this area but that jobs and commercial development needs to be added in a manner that may cut down the need for as much driving.
87	Nov 17, 2012 4:30 AM	Focus on the housing and jobs. The commercial development will follow.
88	Nov 16, 2012 10:04 PM	My community has many of thee things but lacks basic infrastructure to support them, like sidewalks and bike facilities (including between the neighborhood business center and major transit center). Even decent storm water systems are absent from much of the west hills adding to ground water problems.

89	Nov 16, 2012 9:09 PM	The last thing we need in the corridor is more retail/shops. We do need jobs, but not retail jobs. We do need more restaurants and services. With regard to housing: SW Portland and Tigard already have more affordable housing options than people realize. You can get a lot more house for your money on the southwest side of Portland than in the inner east side. We do need more multi-family housing but it has to be well designed and attractively located with outdoor seating and play areas - not crappy apartments with huge parking lots and lots of freeway noise.
90	Nov 15, 2012 6:52 AM	Tigard has a known population that must commute into the city to work because they cannot afford the housing or there isn't enough housing in the city for the income level.

Shape Southwest

Additional comments15. Is there anything you would like to add about investing in the corridor or the Shape Southwest tool?

Answer Options	Response Count
	171
<i>answered question</i>	171
<i>skipped question</i>	300

Number	Response Date	Response Text
1	Jan 2, 2013 4:58 PM	We need to make serious investments in the infrastructure in the corridor in order to encourage more jobs, housing and commercial development in the corridor.
2	Dec 31, 2012 6:08 PM	great tool, thanks!
3	Dec 29, 2012 9:11 PM	make it easy for people to build the walk-transit habit
4	Dec 29, 2012 6:58 PM	Connecting existing large congregations of people by way of easily accessible transportation.
5	Dec 28, 2012 9:24 PM	The corridor evolved to serve an auto-based culture. Now that evolution needs to make it more people-based. Our cars are killing us in so many ways, but corridors like this need to be very carefully rethought so people won't need their cars so much. The trade off needs to be an improved quality of life, safety and health or people won't make the transition.
6	Dec 27, 2012 10:02 PM	This tool is a bit too simplified. Planning for the corridor takes integrated policies: walking, biking and transit go together. They generate an urban form that reinforces itself. And the same goes for policies that support drivability. You can't "optimize" for one or the other. To have a balance between all of them would just result in mediocre urbanism that supports none of the modes adequately. And the resultant land uses would be a confused mix of (a few) walkable places and (more) strip malls.
7	Dec 27, 2012 3:52 PM	I think that enhancements should also protect the land outside the area, I don't want open space to push development further out into the rural working lands. I'm in favor of open space as an agricultural preserve. We need to stay connected to the land around us and be aware of our impact on it. I'm in favor of public spending that makes it less expensive to live and reduces other public expenditures. A small investment in keeping people healthy could save more funds later.
8	Dec 24, 2012 8:03 PM	I love the WES, but I don't often go to Beaverton. I go downtown. If there was an option to go downtown on lightrail or a WES type transit, I would take it. Also, if there was an airport option possibly going along 205 from Tualatin/Wilsonville, that would be great too. Nature trails and bike trails are great and provide healthy means of activity for kids and adults.
9	Dec 24, 2012 3:54 AM	Light rail would link the neighborhood/villages with each other and the rest of the city, reduce parking/traffic issues, and reduce congestion downtown. While buses help, they are subject to traffic delays, cannot provide reliable timing.

10	Dec 23, 2012 8:18 PM	Metro needs to negotiate with TriMet to develop loop bus routes that serve the communities of Tualatin, Tigard and SW Portland. All bus service in a spoke design to take riders in and out of Portland does not serve our communities well. Focus bus loop service linking with WES to serve Wilsonville as well as Tualatin and Tigard. Also, there is a need to encourage car pooling and working from home at least part time with computers. Take a look at how many businesses are home based by reviewing business licenses. How can home based businesses be supported and expanded?
11	Dec 23, 2012 6:28 PM	Barbur feels to me like a lost cause for redevelopment into walkable mixed use corridor with poor pedestrian connections to an improved transit line, would like to see the money mostly invested reinforcing the existing pedestrian-oriented town centers and destinations along the 44-Capitol Highway bus route corridor, these are the places I go when in SW, pretty much all my travel in SW is along the 44 bus route. Certainly Barbur needs pedestrian and bicycle improvements out of necessity, but the focus should be Capitol Highway where the pedestrian-oriented destinations already are with good walking connectivity to adjacent residential, I love going to these little walkable town centers. Hillsdale and Multnomah Village have the bones to be great walkable commercial hubs on par with Alberta, Belmont, Mississippi, 23rd with quality transit, better pedestrian-orientation and contextual proper-scaled infill development, SW could have the strong walkable communities it currently lacks.
12	Dec 23, 2012 8:14 AM	It should bring into being more Multnomah Villages, with a few places being a little more dense like Northwest Portland -- not the Pearl but the area west of I-405 and north of W. Burnside -- and then linking these clusters by train-like buses or trains.
13	Dec 20, 2012 10:08 PM	Build parking and run express buses with WiFi and nicer coaches between dense suburban outposts to key employment centers. Think Google charter buses. Toll SOV trips. Connect downtown to OHSU, PCC, and Washington Square...biggest destinations. Murray/Scholls, and downtown Tigard and Tualatin would be the next tier of connections. Also is there a way to connect to Beaverton TC without hopping on the WES (which has limited hours)?
14	Dec 20, 2012 6:33 AM	I think it would be more useful to specify neighborhoods where those participating live and work so that groups can be formed around major areas / stops that have a better understanding of the necessary improvements and what it might take to tangibly make these improvements a reality.
15	Dec 20, 2012 3:52 AM	We need to stop investing in the car infrastructure that so thoroughly destroyed this area. Why did we ever take out the Oregon Electric Line for Barbur Blvd. This was a multi-billion dollar mistake.
16	Dec 19, 2012 11:54 PM	I feel like you can't make it worse in SW if you are adding rapid transit, everything would get better naturally.
17	Dec 19, 2012 9:03 AM	I would like to see less focus on the "corridor" and more focus on enhancing the neighborhoods and eliminating the need to commute for many residents by creating better neighborhoods and more self-sufficient localized economies.
18	Dec 19, 2012 5:46 AM	Even if commuting is improved along the major boulevards, we would have a hard time getting from our neighborhood to that transit because of recent cutbacks in bus service.

19	Dec 19, 2012 5:25 AM	SW Hillsdale and Multnomah Village are absolute gems! There are too many individual drivers traveling down the main arteries, commuting through these shopping districts that are struggling to become more community-based hubs. While bus services and cyclist activity is high, I believe that safety and nature features could be better highlighted (not to mention signage) to draw in more pedestrian and bike traffic. A train, streetcar, or commuter plan down BHH seems wise.
20	Dec 18, 2012 11:45 PM	Do not ruin the Hillsdale community by citing light rail anywhere near it.
21	Dec 18, 2012 9:01 PM	Do not settle for "bus rapid transit" in shared lanes along Barbur Blvd. This corridor needs a dedicated/separated right-of-way for reliable, fast service along this corridor, including a tunnel station directly serving OHSU. If there is no money for this level of project, please reinvest in our inner-city bus network instead. NO MORE bus cuts for suburban light rail operations!
22	Dec 18, 2012 8:11 PM	First and foremost create a complete and comprehensive long-term plan that reflects the community's goals and desires.
23	Dec 18, 2012 6:41 PM	Engage the community and court private investors to create a true public/private partnership.
24	Dec 18, 2012 6:24 PM	More transit investment, no auto investment...we need viable transit options to reduce dependence on the automobile. Its about global climate change. duh.
25	Dec 18, 2012 6:05 PM	I enjoy taking the MAX much more than riding the bus. Thus, I'd love for there to be a rail connection from downtown to SW. I'd also like to see a southern connector, from Clackamas town Center, through Milwaukie, to some point on the SW corridor. Whatever decision is made, it's important to me that I can use my bike to complete or start my trip, so there must be adequate space for bikes on whatever conveyance is chosen.
26	Dec 18, 2012 5:54 PM	Integration with the existing Max lines is key.
27	Dec 18, 2012 5:27 PM	no thank you
28	Dec 18, 2012 4:54 PM	Building rapid transit is a very worthwhile project. However, I am concerned that the very high cost of it eliminates so many other possibilities. I think I would rather get more on other projects (walking, biking, nature, basic road maintenance and safety), than just one big transit project. That said, transit still needs to be greatly improved both locally and genuine "rapid" transit (get it out of car traffic).
29	Dec 18, 2012 4:30 PM	Southwest is not an easily neighborhood to navigate because of it's lack of sidewalks. It is hard for young families to walk or ride bikes to places like Multnomah and Hillsdale because there are not adequate routes to safely navigate the roads. We do not need more max lines that will cut through our neighborhoods, but instead, it would be wonderful to have the faster bus lines that would help alleviate traffic issues. We need to better connect our communities with sidewalks and updated roads.
30	Dec 18, 2012 4:08 PM	The tool is amazing. I hope there was plenty of feedback among additional stakeholders.

31	Dec 18, 2012 3:58 PM	Because of hilly nature in the corridor I would hope that tunnels would be considered for a LR line. Too much money would be needed and too much hillside would need to be removed on Barbur Blvd for it to be considered. A BRT from Washington Square area to the Tualatin area via a Kruse Way stop should be considered. This investment could be converted to LRT thirty years from now (after the Powell corridor LRT investments). There will be many angry citizens if yet again the Powell corridor sees only minor investment like BRT lite or full BRT.
32	Dec 18, 2012 7:37 AM	Very interesting exercise to have to prioritize all of the things we want. Thanks.
33	Dec 18, 2012 5:59 AM	LRT connecting downtown, OHSU, PCC and any other important locales are important to do. don't cheap out, don't make excuses
34	Dec 18, 2012 5:35 AM	BRT or improved local bus service will NOT entice me to get out of my car. Light rail is the best use of funds now and for the future. Running BRT on the surface on Barbur is a senseless.
35	Dec 18, 2012 3:01 AM	great idea
36	Dec 18, 2012 2:57 AM	A tunnel under OHSU/VA is extremely important. In a winter storm, the buses can't get up the hill and the aerial tram is severely limited in capacity. The Hill is an important resource. Improved access, especially for those who can't drive, is of critical importance.
37	Dec 18, 2012 2:26 AM	I tried to emphasize walking improvements that would leverage my big investment in transit. I emphasized the biking choices that I did (as opposed to bike boulevards) because the geography of the SW corridor is such that the really good, low climbing connections are all major arterials. So cycletracks are the best choice for that.
38	Dec 18, 2012 2:01 AM	Given the topography of the area, a surface light rail line doesn't make sense. Surface transit projects should rely on high capacity bus service. If light rail is selected, it should be underground and serve only a few high-capacity stops, with a "spiderweb" of bus lines throughout southwest that intersect at light rail stations.
39	Dec 18, 2012 12:47 AM	Please focus on areas where there are low-wage jobs and where affordable housing is likely to develop. Do not put too much investment into serving extremely wealthy areas and enclave communities.
40	Dec 17, 2012 9:04 PM	Access to OHSU currently requires non-commuters to travel to downtown Portland, before heading up to Marquam Hill. By adding regular service from Tigard, King City, Murray Hill and Washington Square areas. You would effectively increase the ability of individuals to access health care in a timely, efficient manner while reducing traffic and parking at the hospitals (VA, Shriners, OHSU, etc.). It allows lower income individuals live in an affordable area while maintaining access to affordable health care services.

41	Dec 17, 2012 12:34 AM	<p>Rail is not the answer. It is extremely expensive and totally inflexible.[]</p> <p>When I lived in Beaverton near 107th & Canyon, I naively took max to work downtown pdx for almost a year. Then, I overheard a Trimet bus driver comment that he'd beat the MAX to one of the beaverton stations. I switched to bus and never looked back. It was faster and had far fewer unexpected delays.[]</p> <p>When a max train goes poof, the entire system is locked up until it can be limped off to a side track. This happened to me every other week when I rode max, and it just happened to me again a couple weeks ago when I stupidly took max for a two mile ride. I could have walked the distance in the time it took.[]</p> <p>Busses are so much cheaper it's ridiculous. The billions that trimet has spent on light rail is sickening. We could have doubled (perhaps tripled; I have since lost my calculations) the bus fleet and had hundreds of millions left over to run it with the money spent on the milwaukie line alone. We need more express bus lines to make public transportation a reasonable option for many people.</p>
42	Dec 15, 2012 12:28 AM	Connect Kruse Way to the region via HCT.
43	Dec 14, 2012 9:37 PM	Very interesting tool and well developed, would like to see this implemented more often and marketed for a broad specturm of input.
44	Dec 14, 2012 1:04 AM	I wish for better lighting...I bike along the river on the walking/bike path south of the Spaghetti Factory and the path is very dark at night and there are no lights along the path.
45	Dec 13, 2012 7:49 PM	SW area is completely lacking in sidewalks and shoulders. Walking/running (getting around without a car) is downright dangerous in the SW, as there are very few facilities and windy, hilly roads.
46	Dec 13, 2012 7:36 PM	Need light rail soon
47	Dec 13, 2012 7:25 PM	Yes, as noted, you have completely ignored the need to underground utilities. In Europe, this is a given. It improves the streetscape, it is safer (we are due for an earthquake), it will encourage people to walk and it will improve commerce in commercial areas blighted by overhead wires. Start by undergrounding along Capitol Highway in the Hillsdale Town Center. Pay for it with a cell phone tower tax.
48	Dec 13, 2012 7:25 PM	Yes, as noted, you have completely ignored the need to underground utilities. In Europe, this is a given. It improves the streetscape, it is safer (we are due for an earthquake), it will encourage people to walk and it will improve commerce in commercial areas blighted by overhead wires. Start by undergrounding along Capitol Highway in the Hillsdale Town Center. Pay for it with a cell phone tower tax.
49	Dec 13, 2012 3:45 AM	If we are going to try to make an impact in 15 years, I think the focused areas all need to receive funds so that all of the communities can show an accomplishment. Some reserve could be made for connections, but the investment focus would be on the communities. This may dilute the connections between the communities, but it will keep the communities engaged for a second phase of investment.

50	Dec 13, 2012 2:19 AM	<p>Tool: Promote, promote, promote. This is a great tool - not perfect, but easy for the lay user and I hope you are able to get 1,000s of citizens to participate rather than the token few that all too often are the totality of participants in these efforts. []</p> <p>Corridor: Be careful with the SW Corridor branding -- while mobility could stand to be improved in the corridor, it really needs to become a strand of pearls where each neighborhood has essential services (20 minute neighborhood, grocery store, coffee shop, transit access) and is connected to other pearls (Multnomah, Hillsdale, downtown Tigard has a lot of potential, Kruse/LO/LakeGrove, Bridgeport Village, downtown Tualatin, old town Sherwood) as well as downtown Portland.</p>
51	Dec 12, 2012 6:20 AM	<p>We need investment yesterday, not pipe dream light rail solutions. Metro has no care or concern about the quality of current transit in the corridor. We need better bus service NOW, not a promise that we'll get a light rail line ten years from now. Is Metro going to pay for my lost time because TriMet can't get their act together and put buses on the road that are reliable and meet our needs? No. Therefore, Metro needs to act now...</p>
52	Dec 12, 2012 1:48 AM	<p>Find out how the people living there and paying property taxes directly (owner occupied) feel about high capacity housing being added. I am sure you will find they are not in favor of the addition of so much high capacity/high density housing.</p>
53	Dec 12, 2012 12:20 AM	<p>Yes: Connectivity through the neighborhoods and making thoroughfare streets safe to walk/bike on. Vermont St. needs sidewalks. Maplewood Avenue needs sidewalks. Help people focus on their drainage areas to create more ecoswales to help with runoff. Connect Maplewood to Multnomah Village. Connect Maplewood to the Beaverton-Hillsdale hwy where all the stores are. High schoolers work in the village and have to walk on unsafe streets, in the dark when they come home. GET A BUS TO GO THROUGH MAPLEWOOD ON THE WAY TO THE VILLAGE: OUR NEAREST OPPORTUNITY FOR COMMUNITY EVENTS</p>
54	Dec 11, 2012 4:45 PM	MORE SAFE BIKE ROUTES!!!! PLEASE!!!!
55	Dec 10, 2012 11:56 PM	<p>The one way streets in the south waterfront seem to make navigation very challenging. Especially turning off Macadam and trying to head to the CHH parking lot (which requires you to drive around the entire block to get to the two way street. []</p> <p>And the south exit to the waterfront has stop signs and poorly timed signals, such that exiting the south waterfront heading south down Macadam Blvd results in a lot of time sitting in a parked car at stop lights</p>
56	Dec 10, 2012 3:49 PM	NO RAIL ON BARBUR!!!
57	Dec 9, 2012 10:19 PM	<p>More and better transit. Investments that show down the speed of traffic would be helpful.</p>
58	Dec 7, 2012 9:03 PM	very cool tool! thanks for letting me give input!
59	Dec 7, 2012 7:09 PM	Fix the 4-way stops from hell @ Barbur and Capital hwy
60	Dec 7, 2012 12:16 AM	<p>I would help if the sliders showed the marginal cost (in points) of the next increment. It was confusing at first why I couldn't increase transit even with points remaining.</p>
61	Dec 6, 2012 10:49 PM	Let 'er rip!

62	Dec 5, 2012 8:06 PM	The tool should emphasize route continuity more than it does. It allows you to build a route between Downtown and Garden Home, for example - which ignores the fact that any such route would almost definitely, due to geography and geometry, have to go through Hillsdale.
63	Dec 5, 2012 5:28 PM	The corridor doesn't need to be like the rest of Portland. It should retain its current qualities so that it appeals to the people who have already been attracted to live and work there.
64	Dec 5, 2012 2:15 AM	Improved infrastructure, including roads/intersections and transit is important to growing the local economy and keeping the Portland area economically viable.
65	Dec 5, 2012 1:02 AM	Light Rail would be a huge benefit for the transit options in the SW corridor.
66	Dec 4, 2012 11:52 PM	Adding shoulders to the many narrow roads would improve access through the neighborhood making it possible for people to bike, walk, jog and get around without having to drive a car. Reducing speeds and enforcing limits would improve the sense of safety and also help people who don't want to drive everywhere. Also, some neighborhoods, Mountain Park, have inaccessible curbs and sidewalks that with a little adjustment could become ADA accessible.
67	Dec 4, 2012 9:22 PM	Cross roads should go under corridor roads so as to minimize traffic light needs and congestion.
68	Dec 4, 2012 8:27 PM	Please do not spend money that our government really doesn't have to spend. It all just adds to the trillions of debt that we already owe.
69	Dec 4, 2012 8:10 PM	We need single level housing options. We have one of the fastest growing senior populations and our density requirements are making it impossible to build single level homes. Relax set backs in favor.
70	Dec 4, 2012 5:38 PM	more frequent service on existing lines
71	Dec 4, 2012 9:04 AM	reduce traffic, repair rundown appearance of areas like Tigard downtown, stop profiling, make strictor prohibitions regarding politicians ability to have conflict of interests and remain in office eg profit from being in office.
72	Dec 4, 2012 5:34 AM	The corridor is undeserved with high speed transit connections that reflect employment opportunities and education. PCC Sylvania USA to provide its own bus service to connect to transit effectively. Transit to east side requires too many intermodal changes to be practical. It takes 40 minutes or less to drive to Vancouver, Wa but it would take 90 minutes or longer by transit. In both cases cycling is impractical for all but the most dedicated and fit people.
73	Dec 4, 2012 5:30 AM	Need more safe routes to schools and community/shopping. SW is horrible for biking/walking. Dosh, Hamilton, Sunset have no shoulder. Wonder why nobody walks? Look at SW 87th for an example of how a side walk can be added for less than \$1,000,000.
74	Dec 4, 2012 4:56 AM	There are so many busy roads in SW Portland (and presumable further out, too) that lack even basic sidewalks and crosswalks, and as a result are dangerous to travel on unless you're in a car. I would really appreciate more marked crosswalks with flashing lights, particularly on busy streets by bus stops.

75	Dec 4, 2012 1:30 AM	We've been spending huge amounts of money on auto infrastructure for decades, which explains (at least to a large degree) why pedestrians, cyclists, and transit users are a small minority in the corridor. I realize that the increased density being discussed for the corridor will prompt some need for auto-related improvements, but these should be kept to an absolute minimum. It's time to support this transit investment (LRT/BRT/frequent service) with 1st class pedestrian and bicycle facilities, convenience and safety. As a region, we keep saying we wish more folks would walk, bike and take transit. This won't ever happen by wishing and then spending most of our available funding on auto improvements. We need to put our money where our mouth is and stop giving only nickels and dimes for active transportation..!
76	Dec 4, 2012 12:40 AM	No Light Rail!!!!
77	Dec 3, 2012 11:44 PM	Transportation Noise along the 99/5 corridor has never been addressed, over 40 years past the passage of NEPA and Highway Noise legislation. We need to take care of what those laws and rules did not mandate correction of.
78	Dec 3, 2012 9:22 PM	The traffic around the I-405 and I-5 connections in SW Portland are a nightmare. I bike rather than drive because it easier to get around by bike than it is by car in that area.
79	Dec 3, 2012 8:53 PM	<p>I know there is strong lobby for light rail. At our neighborhood association meeting, three people attended, the executives and two visitors. Somehow, they "represent the neighborhood"? Not at all, that is why we vote. The neighborhood association is simply interested in their own needs, not those of the community. Feedback from these neighborhood associations should be taken with a grain of salt, and not assumed to be gospel of the "neighborhood". ☐</p> <p>I hope that BEFORE any light rail is considered, it will be placed before the citizens for a vote. It is my understanding that Tigard and King City have BOTH rejected the notion of light rail in their communities.</p>
80	Dec 3, 2012 7:31 PM	Keep the trees. Plant more trees. Stop cutting back the existing trees such that the canopy disappears. Understand that views of Mt. Hood from Barbur Blvd & Terwilliger Blvd are NOT necessary if that means trees are cut down. In short, please leave the trees alone, plant more along ALL main roads, & stop encouraging drivers to be distracted by views of distant mountains!
81	Dec 3, 2012 7:04 PM	<p>1) Barbur Blvd / 99W within the City of Portland should be transferred from ODOT to PBOT jurisdiction, and a streetscape plan should be implemented that includes traffic calming, best practices in access management, transformation into a complete street with complete sidewalks, bike lanes, street trees, improved and more frequent safe crossings, especially near transit stops. It's current role as an occasional "safety valve" for I-5 traffic is holding the community hostage. ☐</p> <p>2) SW Portland's two lane collector and arterial streets need to be given a much higher priority for adding pedestrian and bicycle facilities. Due to topography and incomplete street grids, the collectors are often the only viable connection from the neighborhoods to the key destinations: services, employment centers, frequent transit routes, community centers, etc.</p>

82	Dec 3, 2012 6:16 PM	<p>Improve our road capacity and keep Light Rail where it belongs like Hillsboro and Gresham.[]</p> <p>[]</p> <p>We don't want Light Rail or buses or mass-transit in the SW Corridor. Improve our roads and all us to live the diverse lifestyle we choose.[]</p> <p>[]</p> <p>Allow the SW Corridor to Coexist by keeping light-rail and mass-transit out of the SW Corridor.</p>
83	Dec 3, 2012 6:09 PM	I wish you had a link to the background assumptions and more details about the calculations that go into this model. I would like to look under the hood, so to speak, and evaluate the underlying assumptions and paramenterers.
84	Dec 3, 2012 5:24 PM	This is an extremely poor set of questions in this survey. What a waste of money, time, and effort.
85	Dec 3, 2012 5:20 PM	Would like to know how the results of this survey will be incorporated into your decision making process.
86	Dec 3, 2012 5:06 PM	bicycle and walking options need to be connected-- there are so many missing connections in our system that you can't safely get from one end to the next without taking your life into your hands and hoping for the best. And not just connected within the SW Corridor, but connected to cities and destinations outside of it-- the same way that cars and trucks have a superbly connected series of roadways to get to cities and destinations.
87	Dec 3, 2012 4:58 PM	thank you for asking us.
88	Dec 3, 2012 3:48 PM	thank you for the opportunity to have input
89	Dec 3, 2012 3:38 AM	<p>Connect neighborhood walking/biking paths. I live on a dead end street (SW Primrose St). There is walking access from the end of Primrose to SW 23rd, but you have to jump a creek and walk up a steep bank. My understanding is that the area is protected as a watershed and any improvements for access is forbidden. I completely appreciate the protection, but it would be better protected and cared for by erecting a walking bridge and path so that neighbors (that use the connection anyway!) can travel through it without disturbing the natural areas. It would also encourage walking and increase awareness of the watershed. I believe that this would benefit both the watershed and the health of the community.[]</p> <p>[]</p> <p>In general, slow down auto traffic on Barbur, but improve flow. Reduce focus on autos and encourage active transportation. Encourage the development of community centers, like Multnomah Village. Finally, I would support a commuter rail or light rail between SW Portland and Sherwood 100%.</p>
90	Dec 3, 2012 2:52 AM	More opportunities for residents to cycle to food shopping and restaurants in their neighborhoods. More biking lanes on non-major streets to improve bike flow thru neighborhoods.

91	Dec 3, 2012 2:06 AM	Southwest is pretty needy in terms of roads and transportation. If you're not in a car, it's very unsafe. Lack of sidewalks for walking, people cycling right up next to cars (I'm afraid of running into a cyclist while making a right turn), odd intersections (such as the I-5 southbound on-ramp at Capitol Hwy, or the left turn from Bertha onto Bvtn-Hillsdale Hwy to name just 2), dangerous street crossing (running across Barbur in the dark to catch the bus), lack of parks, etc. etc. Fix almost anything and it will be some improvement.
92	Dec 3, 2012 1:57 AM	Right now, the SW corridor is not as bike or walking friendly as other parts of Portland. Part of the problem is the hills. Another part that we can do something about is the lack of sidewalks and few bike routes. I commute by car and bike. I don't use mass transit because it is so much slower than riding a bike.
93	Dec 2, 2012 11:28 PM	Since cars driven by lone commuters are the most expensive, least efficient and least healthy transportation mode, we need to shift more investment to walking, bicycling and transit in order to make better use of limited public resources, while at the same time changing the transportation environment so that for individuals, choosing the healthier option also saves money and time for individuals. We need to stop making huge investments of public funds in ways that are counterproductive for personal and community health and economic vitality.
94	Dec 2, 2012 6:37 PM	Shoot for the HIGHEST goals for people and the environment!
95	Dec 2, 2012 4:24 PM	It was interesting that major investments in walking and biking were not expensive. The tradeoff was mainly driving vs transit
96	Dec 2, 2012 6:59 AM	Thank you for investing in this area. No matter what changes are made, I am happy that something will be done to improve it.
97	Dec 2, 2012 5:41 AM	Make it happen... not just keeping on studying the issues!!
98	Dec 2, 2012 4:44 AM	I feel like this survey and the whole effort is to promote light rail or bus rapid transit. Make the current bus system more efficient and that is what we need for the triangle. People in these areas like to drive their cars so spend the money on road maintenace and access. Do not shove light rail or bus rapid transit down our throat. It has proven to be a fiscally irresponsible venture.
99	Dec 2, 2012 3:06 AM	In my particular neighborhood, the biggest issue to me, as a regular walker, runner, and occasional bike rider, is to have complete sidewalks on major thoroughfares (i.e., Scholls Ferry Road), and more off-street, multi-use options, like the Fanno Creek Trail, throughout the Southwest Corridor.
100	Dec 2, 2012 12:28 AM	I wish SW PDX, Lake Oswego/Lake Grove, Tualatin were more accessible and walker/biker friendly.
101	Dec 1, 2012 11:35 PM	Encourage denser housing development Support making communities more walkable and live-able, take advantage of each communities' unique attributes and expand on them

102	Dec 1, 2012 11:24 PM	<p>Well, it's good to reach out to the public through a questionnaire like this. But, I don't think we can depend on the public to express what is best. Here is the evidence:[]</p> <p>http://www.ted.com/talks/jonas_eliasson_how_to_solve_traffic_jams.html[]</p> <p>To reflect on that talk, I don't know that charging a toll is always the best answer. But the idea of nudging people to make an alternative choice during rush hour is key. I think that sitting in traffic 25 minutes to drive from Bull Mountain to the I217 entrance should be deterrent enough. What is missing then is a viable alternative. Running the busses every 30 minutes just isn't sufficient. They need to run every 10 minutes, or more often, to have a useful transit system for busy (i.e. anyone who has a job and children) people.[]</p> <p>My proposal to gather public support for this idea would be to on the first Friday of June - August (or some other easy to remember date), run the busses every 10 minutes, and advertise it to the maximum. Perhaps even make it free between the hours of 6am and 9am to further encourage usage, I don't imagine hoodlums would be a problem during these hours.[]</p> <p>Another thing I would like to express, it would be nice to get to the Cedar Hills shopping area from Scholls Ferry, it isn't very far actually. Busses do go there from here. But in rush hour, it takes 25 minutes driving, and a bus will take 45 minutes, plus waiting time up to 1/2 hour. That illustrates the problem IMO.[]</p> <p>I also am not in support of bike lanes, because the research demonstrates that shared lines are safer.</p>
103	Dec 1, 2012 11:15 PM	I don't think that light rail is the answer to the SW traffic problems on Barbur and 99W. And light rail is way too expensive.
104	Dec 1, 2012 11:11 PM	Mitigating the congestion along 99W is high priority. Encouraging people to use alternative transportation modes is also important. Get people walking and biking. 99W is also ugly. It resembles a giant strip mall. It would be nice to make it have more of a neighborhood welcoming feel.
105	Dec 1, 2012 11:09 PM	Investing in the corridor is important for keeping Portland livable.
106	Dec 1, 2012 10:40 PM	Please invest in improving roads for cars and improving throughput on highly used roads such as Tualatin-Sherwood Road and Hwy 99. Also, finding an improved route to Newberg from Portland for car traffic would help ease congestion during rush hour.
107	Dec 1, 2012 10:31 PM	It really needs to be two separate tools, because there are two separate Southwest Corridors. The area from Portland to Tigard, loosely around Barbur Boulevard, functions very differently from the Pacific Highway portion from Tigard to Six Corners. The traffic between Tigard and Six Corners gets funneled onto I-5 to get downtown, or takes 217 to get to employment areas in Washington County. There may be a pressing need to deal with the congestion that plagues the Tigard flyover, but there isn't anything pressing about Barbur Boulevard - it functions well as it is.
108	Dec 1, 2012 9:49 PM	<p>The connections in SW need to make more sense and move more easily. The Ross Island spaghetti is a mess. Congestion lessens neighborhood livability. Implement the South Portland Circulation Study in full. Don't listen to the folks in Hillsdale who want to use the Corbett/South Portland Neighborhood as their personal freeway.[]</p> <p>Create more street car lines and improve the timing of service on those lines.</p>

109	Dec 1, 2012 8:35 PM	Sidewalks, Sidewalks, Sidewalks!!! Also better accessibility to downtown from the middle of the corridor would be great.
110	Dec 1, 2012 8:21 PM	PLEASE NO MORE LIGHT RAIL. It is too expensive and inflexible. Improving roads and sidewalks will greatly improve the mobility of the region.
111	Dec 1, 2012 7:40 PM	You must hear this a lot...the Barbur area needs major rezoning to increase attractiveness. I'm ok with the types of businesses there, but they need to pretty up the whole area. It would be nice to have east-side type establishments all along there, and in as many little commercial areas as possible in the Southwest -- not just Multnomah Village and Hillsdale. Areas I can think of...Garden Home, near Scholl's Ferry and Allen. And then we may need elevated parking garages sprinkled throughout (very attractive ones with plants all over them) to encourage park and walk in those areas, because we don't want to lose green space with a lot of open lots.
112	Dec 1, 2012 7:01 PM	Local bus service is limited. As an example, in the Bull Mt area it's difficult if not impossible to use Tri-Met. Traffic congestion would be helped if we had newer signal technology (e.g. signal system used on Hwy 99 through Lynnwood, WA).
113	Dec 1, 2012 6:41 PM	Not easy to use. The transit connection section lacked instructions. I couldn't make it work.
114	Dec 1, 2012 5:15 PM	The study area comprises the transitions from urban to close-in suburb to suburb to sprawl. The transit and planning choices that apply to a close-in, street car suburb like Multnomah village don't apply to Tigard. Any plan should acknowledge that and shouldn't try to make one more like the other (e.g., Tigard needs connections to Portland but no amount of money will make Tigard into a collection of 20-minute neighborhoods).
115	Dec 1, 2012 4:50 PM	no light rail. period. end of story.
116	Dec 1, 2012 4:50 PM	no light rail. period. end of story.
117	Dec 1, 2012 4:13 PM	Maintaining existing shoulders in our neighborhood would greatly increase walkability and cycling access. Better maintenance of the roads would increase road safety and car expenses. Spend some time and money focusing on maximizing what already exists before getting caught up in fancy new projects. Maintenance isn't glamorous, but it's cost effective and useful.
118	Dec 1, 2012 4:07 PM	Concerned about light rail as I often see 10 or so cars stopped and waiting for MAX and there is one person on the light rail
119	Dec 1, 2012 3:53 PM	Closing Multnomah village oneway to pedestrian and bike traffic only. A walking mall punctuated by a light rail stop and Transit center with parking
120	Dec 1, 2012 3:39 PM	We have plenty of roads for cars. We need to carve out more space for bikes and walkers - even if it means taking away some space from cars.
121	Dec 1, 2012 2:56 PM	No matter what the suburbanites whine and scream about - the reign of the automobile is over.
122	Dec 1, 2012 2:52 PM	Thank you for doing this!
123	Dec 1, 2012 1:55 PM	I drive everywhere because there is no bus service within walking distance of my house on Multnomah Blvd.

124	Dec 1, 2012 8:55 AM	Please prioritize urban gardening and consider vertical farming. There should be no reason why everyone in the state can't have access to healthful, local, pesticide free food. I would also like to see more incentives for small business. Large corporations - especially fast food, chain super markets and the bottled water industry have no place in the most beautifully enriched community in the country.
125	Dec 1, 2012 8:11 AM	Keep it true to the values Portland has established -
126	Dec 1, 2012 7:15 AM	It is very difficult to use public transit from SW, the buses are infrequent and the max access points are often as far as the final destination.
127	Dec 1, 2012 7:12 AM	Use total cost as an option. it's ridiculous to have pie-in-the-sky options that are independent of cost.
128	Dec 1, 2012 7:02 AM	The biggest challenge is to keep large urban thoroughways from destroying communities, liveability, the environment, access etc. There should be a focus on neighborhood centers with transit options between them. People will adapt to slower commutes if that is the only option.
129	Dec 1, 2012 6:34 AM	It's useful, but a bit limited. You didn't include Beaverton Transit Center. That's key in the current transportation system along the corridor though it's not in the corridor.
130	Dec 1, 2012 5:39 AM	I would like to have access to light rail connections to major metro area centers as well as Salem (the area once had that).
131	Dec 1, 2012 5:22 AM	99w (pacific hwy) is dreadful. Constant congestion, and miles and miles of nothing but strip malls between 217 and Tualatin. And 217 is not much better. We're moving further west, and one of the reasons is how awful traffic is in Tigard. Of all the places I've lived in the US, I've never seen such a lack of traffic planning and blatant disregard for traffic capacity.
132	Dec 1, 2012 4:39 AM	Please link SW to Beaverton and Hillsboro. One bus in my neighborhood going downtown only is ridiculous. Also, Wilson HS needs more buses on that route for students. Please link the SWCC with the SW neighborhoods. It is unacceptable that the roads to walk there are so dangerous to the neighbors living so close. This is a huge danger to the people living there. Also-the local Jewish population need safe walking routes for Friday night -it is scary to drive by these families with tiny babies walking on the dangerous shoulders of Vermont in the dark. Please put these families at the top of your priority. AND-change the Vermont SWCC bus stop to deter people from crossing away from the corner. I will never forget the young boy who got hit and killed there several years back. That bus should stop at the corner, period.
133	Dec 1, 2012 4:39 AM	Funding from such sources as vehicle fuel taxes should be fully dedicated to the maintenance and improvement of existing roadways for use by the vehicles that pay those taxes. It is unethical to divert them for other purposes. <div> </div> Mass transit improvements should be limited to options with the most flexibility in scheduling and routing such as express buses. Things like light rail do not have that flexibility, require massive infrastructure investment, and have proven not to be cost effective.
134	Dec 1, 2012 4:05 AM	It is outrageous that there is no public transportation altho I live within the city limits.

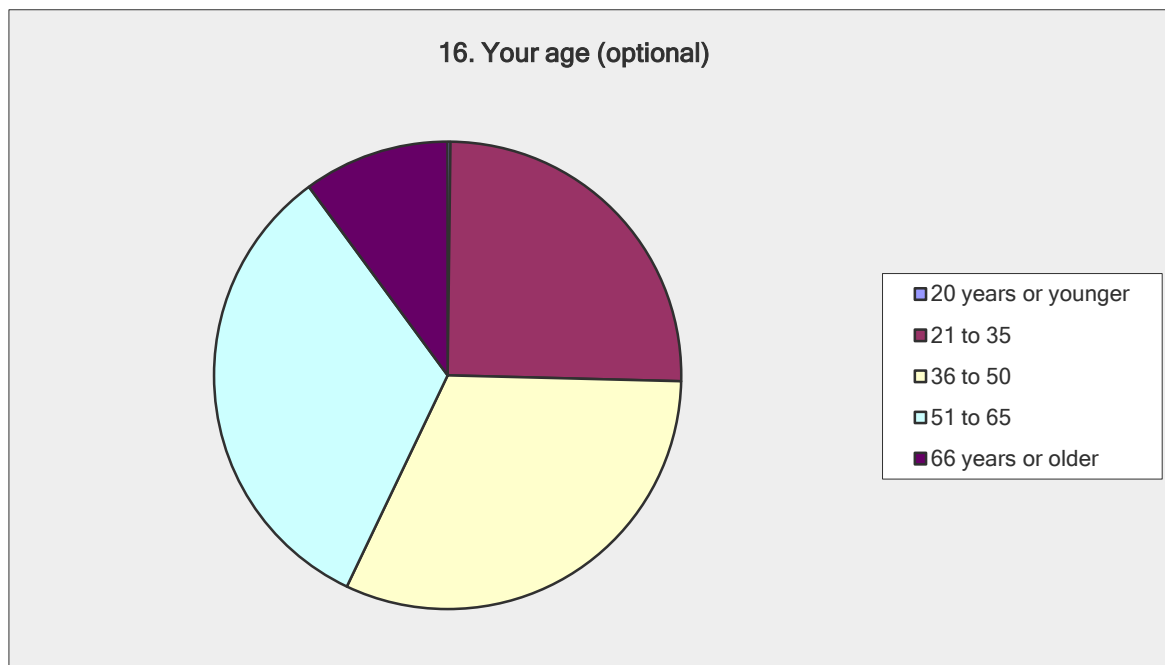
135	Dec 1, 2012 3:32 AM	There should not be light rail on Barbur Boulevard unless it can be done with NO reduction in traffic capacity. Barbur Boulevard is an important alternative to I-5. The travesty of what was done to Interstate Avenue should not be repeated.
136	Dec 1, 2012 3:31 AM	widen hwy 217 and get rid of the WES
137	Dec 1, 2012 3:26 AM	Just put in sidewalks and fix the damn streets. It doesn't take an army of PSU urban planner grads to figure that out.
138	Dec 1, 2012 2:54 AM	I didn't need the fancy tool - the survey portion seems more helpful. I just wish I felt safer driving/walking in my own community. There is a park literally a block away from my house. to get there I have to run across a busy road with three small children, no cross walk or safety help - so we never go to that park. In addition to the car accidents we've almost been hit by cars while walking to school on more than on occasion even using the one crosswalk on the way to school - now we drive to school. Safety and accessibility is our primary concern.
139	Dec 1, 2012 2:42 AM	It appears that rather than planning for growth, we are planning and encouraging the growth to make the plan possible.
140	Dec 1, 2012 2:27 AM	Barbur Boulevard and BH Highway desperately need improvement--they are ugly, unsafe, and strip the vibrant communities that line them of accessibility, safe crossings, and connectivity. We need high quality transit, cycling, and pedestrian options. Barbur doesn't need to be an I-5 alternative: it needs to be a safe, high-capacity route for all transit modes.
141	Dec 1, 2012 2:25 AM	There are all kinds of people who live on the west side of Portland. Please stop catering to young healthy, active types and address everyone. People who are dog tired from work, want to commute easily if they have to take public transportation and we don't want to pay millions for it. Buses work if they are scheduled appropriately. Parks are for everyone as long as they are maintained and are safe. We don't want dense housing infill just so the cities and counties can check that off their list. Affordable housing ie: habitat for Humanity type homes with sufficient parking....sorry, people are not giving up their cars no matter how much you want to wish and try to force people into it via social engineering.
142	Dec 1, 2012 2:09 AM	Enough is enough. Stop.
143	Dec 1, 2012 2:04 AM	<p>The web developers of this really ought to have made the Transit Connections show up with the specific connection made. I can't quite remember the connections without going back and looking.</p> <p>There is so much of a glut of housing away from jobs and a completely overbuilt and abused roadway system that the balance of the spatial separation of housing and jobs needs to be re-aligned. People can walk and bike and thus save on unneeded auto journeys and thus auto infrastructure cost. It would be awesome if our region continued even more so to focus less on autos and more on everything else afforded by not having to spend time and money driving long distances.</p>
144	Dec 1, 2012 1:57 AM	do it sooner.....

145	Dec 1, 2012 1:45 AM	Please do not put mass transit in the form of MAX. If you do, it needs to be underground with specific stations. Although construction is expensive, the permitting and public involvement required to cross land use restrictions, environmental areas, homes, businesses, etc. are taxing and slow the process down and the speed of the trains. The most efficient segment of the MAX is between the Sunset Transit Center and Goose Hollow, everywhere else is a joke. If the trains could get you from say Sherwood to the Airport in 30 minutes or even 50, we will all prosper greatly and we could save land for parks and open space.
146	Nov 30, 2012 10:53 PM	Incentives/partnerships for small businesses in neighborhoods (to accommodate need for jobs and needs of residents).
147	Nov 30, 2012 8:44 PM	This is a wonderful tool. Thank you so much for taking the time to put this together and engaging our community in this process. If you can find ways to get this out to more and more people in the region, that would be stellar.
148	Nov 30, 2012 3:14 PM	Again, I would stress that cultural investments are also a public investment that can be leveraged to activate private investments. Lair Hill is one of the most historic neighborhoods of Portland. Its history was nearly wiped out by previous urban planning. New urban planning should work to restore and emphasize that history. Lair Hill should have a museum in Lair Hill park which could not only serve the community, but attract tourism and help support local restaurants, bars, and cafes and other local businesses.
149	Nov 29, 2012 5:56 PM	You may be asking the wrong questions.
150	Nov 29, 2012 5:26 PM	This program was very cool!
151	Nov 29, 2012 1:50 AM	I think Metro/Tigard/TriMet really need to make it clear that light rail is not an automatic outcome which is to be predicted; and that there will be immediate and incremental improvements. As a daily bus rider, I see old, unreliable buses, while I stand out in the rain and hope I don't get run over as I cross the road. We don't need a billion dollar light rail line. We need Metro to stand up, demand new, cost-effective improvements - new buses, shelters, etc. For the cost of 1/2 mile of light rail line, Tigard could have an incredible bus system with frequent commuter bus service right to downtown. Instead - the solution seems to be a billion dollar light rail line that won't even serve many of Tigard's transit destinations like Washington Square. We don't need another WES debacle, millions of dollars wasted with little to show for it, while having to cut transit service to those who have used it for years.
152	Nov 28, 2012 10:46 PM	This is about trying to get Federal Dollars to improve this corridor, not about dictating to local communities they need to invest in parks, trails and rezone areas to high density housing. Any set of projects must not only improve the transit system but also improve the road system. Any investment must fairly touch each end of the corridor - so with no rail as an option to Sherwood, Sherwood should see investment in better road network.
153	Nov 28, 2012 9:22 PM	I'm for an "all of the above" strategy. Invest in HCT from Portland to Tigard, and enhance WES service to all-day, 7-day service; but also make 217 six lanes in its entirety. And finish gaps in the Fanno Creek Greenway Trail.
154	Nov 27, 2012 5:33 AM	Love it!
155	Nov 27, 2012 12:23 AM	I support equity, public health, economic development etc. but think this plan should stay focused on transportation needs.

156	Nov 26, 2012 5:18 PM	I would like to see the neighborhoods improved and not used as a "pass through for suburbia to access downtown" as a priority. I would like to see a train that travels daily down the Willamette Valley, connecting Portland to the cities south. Rebuild the core of Tigard so that people flock to it who live nearby. It could be a lovely area, instead of a strip mall.
157	Nov 26, 2012 4:52 PM	great method for public input
158	Nov 26, 2012 4:01 AM	I wish I could have used the slider.
159	Nov 21, 2012 7:25 PM	The tool doesn't recognize that the "connections" organize themselves into routes for buses to take, so it is hard to avoid making the short connections if you are building a longer route
160	Nov 21, 2012 6:46 PM	Anything that could be done to reduce the paperwork processes and liability issues that discourage community involvement will aid in improving quality of life. Organizations and departments MUST work together.
161	Nov 21, 2012 6:53 AM	Nice graphics
162	Nov 19, 2012 10:43 PM	Future forecast of employment in the Metro area show the most capacity for jobs that are family wage and traded sector jobs located between Tualatin, Sherwood and Wilsonville. For the sake of access, equity and a healthy economy, potential workers need the ability to conveniently and safely access transit that connects to jobs. Transit that is not fixed allows for the greatest flexibility if job centers shift.
163	Nov 19, 2012 7:00 PM	Park and rides and bike capacity on LRT or BRT are way to go in southwest areas with low density....as few people would walk to transit. Cluster higher density housing by transit and focus sidewalk, bike path facilities on local streets leading to the arterial transit connections.
164	Nov 19, 2012 5:15 PM	I don't like the limitation in the poll to two choices or spending cap. Artificially sorts us into "for this, against that", while we might want BOTH...
165	Nov 17, 2012 5:53 PM	This is a reasonably good tool with the exceptions set forth above regarding responding to my transportation links.
166	Nov 17, 2012 4:30 AM	The most important aspects of this project are to develop a very functional transit system and provide for safe bicycling.
167	Nov 16, 2012 10:04 PM	Address seemingly basic needs that support Portland's purported value system before getting too sexy on the project side. How can we have 20 minute neighborhoods if the only the adult and able can walk the gravel cow trails to the business and transit areas.
168	Nov 15, 2012 6:52 AM	Quality of life means more time at home with family and less time commuting. If you have more leisure time, you can become involved in the community, enjoy the parks and participate. You can live near work, spend less money on auto related expenses and have more money for recreation. [] Economic development follows the transportation dollar if spent wisely. Businesses locate for ease of access for both customers and employees.
169	Nov 15, 2012 5:31 AM	Thank you for considering our ideas and experiences.
170	Nov 15, 2012 3:10 AM	Be bold...in 100 years, it will likely be for the best.
171	Nov 14, 2012 10:03 PM	Sooner the better, and please please please don't stick us with a sub par transit service while every other quadrant of the metro area gets MAX. MAX is what we use for metropolitan regional connections. If SW doesn't get this service, then it will essentially leave SW as an orphan while the rest of the region grows. We are not flyover country!

Shape Southwest

16. Your age (optional)		
Answer Options	Response Percent	Response Count
20 years or younger	0.2%	1
21 to 35	25.2%	115
36 to 50	31.7%	145
51 to 65	32.8%	150
66 years or older	10.1%	46
<i>answered question</i>		457
<i>skipped question</i>		14



Shape Southwest

17. How long have you lived in your community? (optional)	
Answer Options	Response Count
	399
<i>answered question</i>	399
<i>skipped question</i>	72

Number	Response Date	Response Text
1	Jan 2, 2013 4:58 PM	35 years
2	Jan 2, 2013 7:58 AM	6 years
3	Dec 31, 2012 10:58 PM	7 years
4	Dec 31, 2012 6:12 PM	lifetime
5	Dec 31, 2012 6:08 PM	1 year
6	Dec 31, 2012 12:22 AM	35 years
7	Dec 29, 2012 9:11 PM	5 yrs
8	Dec 29, 2012 8:05 PM	20 years
9	Dec 29, 2012 6:58 PM	24 years
10	Dec 28, 2012 9:24 PM	20 years in this house
11	Dec 28, 2012 8:52 PM	10 years.
12	Dec 27, 2012 10:02 PM	12 yrs
13	Dec 27, 2012 3:52 PM	3 years
14	Dec 27, 2012 12:22 AM	10 years
15	Dec 26, 2012 6:43 PM	12 years
16	Dec 26, 2012 5:53 PM	40 yrs
17	Dec 26, 2012 7:21 AM	less than 1 year.
18	Dec 26, 2012 4:59 AM	3 years
19	Dec 25, 2012 9:53 PM	7.5 years
20	Dec 24, 2012 8:03 PM	26 years
21	Dec 24, 2012 6:45 PM	35 years
22	Dec 24, 2012 3:54 AM	25 years
23	Dec 23, 2012 8:18 PM	Most of my life
24	Dec 23, 2012 6:28 PM	10 yrs
25	Dec 23, 2012 9:08 AM	20 years
26	Dec 23, 2012 8:14 AM	Since February 25, 2008.
27	Dec 23, 2012 6:52 AM	` 12 years
28	Dec 23, 2012 3:27 AM	13 years
29	Dec 22, 2012 11:38 PM	15 yrs
30	Dec 22, 2012 9:50 PM	15 years
31	Dec 21, 2012 11:51 PM	16 years
32	Dec 21, 2012 11:28 PM	16 years
33	Dec 21, 2012 9:12 PM	3.5 years
34	Dec 21, 2012 9:00 PM	7 years
35	Dec 20, 2012 11:20 PM	4 years
36	Dec 20, 2012 10:49 PM	37 years
37	Dec 20, 2012 10:11 PM	2 years
38	Dec 20, 2012 10:08 PM	6 years
39	Dec 20, 2012 8:34 PM	1 year

40	Dec 20, 2012 6:42 PM	36 years	
41	Dec 20, 2012 4:12 PM	8 years	
42	Dec 20, 2012 9:31 AM	6 years	
43	Dec 20, 2012 6:33 AM	4 years	
44	Dec 20, 2012 6:24 AM	15 years	
45	Dec 20, 2012 2:19 AM	33 years	
46	Dec 20, 2012 1:35 AM	13 years	
47	Dec 19, 2012 9:38 PM	10 years	
48	Dec 19, 2012 9:16 PM	6 months	
49	Dec 19, 2012 3:22 PM		14
50	Dec 19, 2012 9:03 AM	1 year	
51	Dec 19, 2012 7:03 AM	1313 years	
52	Dec 19, 2012 5:46 AM	23 years	
53	Dec 19, 2012 5:25 AM	10 years	
54	Dec 19, 2012 4:05 AM	20 years	
55	Dec 19, 2012 3:05 AM		10
56	Dec 19, 2012 2:31 AM	35 yrs	
57	Dec 19, 2012 1:29 AM	20 years	
58	Dec 19, 2012 12:17 AM	10 years	
59	Dec 18, 2012 11:45 PM	31 years	
60	Dec 18, 2012 9:01 PM	3 years	
61	Dec 18, 2012 8:39 PM	2 years	
62	Dec 18, 2012 8:11 PM	1 year	
63	Dec 18, 2012 8:00 PM	22 years	
64	Dec 18, 2012 7:02 PM	9 yrs	
65	Dec 18, 2012 6:50 PM	13 years	
66	Dec 18, 2012 6:41 PM	25 years	
67	Dec 18, 2012 6:24 PM	5 years	
68	Dec 18, 2012 6:05 PM	4 years	
69	Dec 18, 2012 5:31 PM	35 yrs	
70	Dec 18, 2012 5:27 PM	13 years	
71	Dec 18, 2012 5:03 PM	8 years	
72	Dec 18, 2012 5:01 PM		8
73	Dec 18, 2012 4:54 PM	5 years	
74	Dec 18, 2012 4:30 PM	24 years	
75	Dec 18, 2012 4:27 PM	10 yrs	
76	Dec 18, 2012 4:26 PM	27 years	
77	Dec 18, 2012 4:08 PM	25 years in Tigard/Tualatin	
78	Dec 18, 2012 3:58 PM	53 years	
79	Dec 18, 2012 3:17 PM		20
80	Dec 18, 2012 3:05 PM	15 years	
81	Dec 18, 2012 2:41 PM	12 years	
82	Dec 18, 2012 2:35 PM		15
83	Dec 18, 2012 2:16 PM	15 years	
84	Dec 18, 2012 1:42 PM	20 yrs	
85	Dec 18, 2012 7:37 AM	3 years	
86	Dec 18, 2012 6:25 AM		3
87	Dec 18, 2012 3:31 AM	27 years	
88	Dec 18, 2012 3:21 AM	10 years	
89	Dec 18, 2012 3:01 AM	8 years	
90	Dec 18, 2012 2:57 AM	10 years	
91	Dec 18, 2012 2:57 AM	3 years	

92	Dec 18, 2012 2:01 AM	20 years
93	Dec 18, 2012 1:52 AM	3 yrs
94	Dec 18, 2012 1:32 AM	10 years
95	Dec 18, 2012 1:22 AM	20 + years
96	Dec 18, 2012 12:47 AM	6 years
97	Dec 17, 2012 9:06 PM	6 years
98	Dec 17, 2012 9:04 PM	1.75 years
99	Dec 17, 2012 8:53 PM	13 years
100	Dec 17, 2012 7:49 PM	10 years - but also lived in SW 25 years ago
101	Dec 17, 2012 5:18 PM	14
102	Dec 17, 2012 4:40 PM	Less than 1 year
103	Dec 17, 2012 1:10 AM	21 years
104	Dec 17, 2012 12:34 AM	26 years
105	Dec 16, 2012 7:43 AM	5 years
106	Dec 15, 2012 10:11 PM	5 years
107	Dec 15, 2012 12:28 AM	5 years
108	Dec 15, 2012 12:04 AM	2 yrs
109	Dec 14, 2012 11:25 PM	19 yrs
110	Dec 14, 2012 10:51 PM	8 years
111	Dec 14, 2012 9:37 PM	entire life
112	Dec 14, 2012 1:04 AM	5 years
113	Dec 13, 2012 9:33 PM	3 years
114	Dec 13, 2012 7:49 PM	3 yeas
115	Dec 13, 2012 7:36 PM	30 years
116	Dec 13, 2012 7:33 PM	10yrs
117	Dec 13, 2012 7:25 PM	25 years
118	Dec 13, 2012 7:25 PM	25 years
119	Dec 13, 2012 4:41 PM	2 years
120	Dec 13, 2012 3:45 AM	26 years
121	Dec 13, 2012 2:19 AM	4 years
122	Dec 12, 2012 6:21 PM	4 years
123	Dec 12, 2012 6:12 PM	8 years
124	Dec 12, 2012 6:20 AM	10 years
125	Dec 12, 2012 1:48 AM	15 years
126	Dec 12, 2012 12:20 AM	17 years
127	Dec 11, 2012 6:28 PM	15 years
128	Dec 11, 2012 4:45 PM	12 years
129	Dec 11, 2012 4:34 PM	5 years
130	Dec 10, 2012 11:56 PM	4 years
131	Dec 10, 2012 8:20 PM	5 years
132	Dec 10, 2012 4:54 PM	29 years
133	Dec 10, 2012 4:41 PM	6 years
134	Dec 10, 2012 3:49 PM	66 YEARS
135	Dec 9, 2012 10:19 PM	15 years
136	Dec 9, 2012 2:16 AM	35 years
137	Dec 8, 2012 8:37 PM	1 year
138	Dec 8, 2012 12:34 AM	43 years
139	Dec 7, 2012 10:52 PM	6+ years
140	Dec 7, 2012 9:26 PM	6 yrs
141	Dec 7, 2012 9:03 PM	4 years
142	Dec 7, 2012 8:55 PM	2 years
143	Dec 7, 2012 7:34 PM	4 years

144	Dec 7, 2012 7:09 PM	15 years	
145	Dec 7, 2012 6:33 PM		30
146	Dec 7, 2012 12:16 AM		12
147	Dec 6, 2012 10:49 PM	10 years	
148	Dec 6, 2012 2:45 AM	1.5 years	
149	Dec 5, 2012 11:27 PM		15
150	Dec 5, 2012 8:06 PM	lifelong	
151	Dec 5, 2012 7:12 PM	2 years	
152	Dec 5, 2012 6:51 PM	6 yrs	
153	Dec 5, 2012 5:28 PM	13 years	
154	Dec 5, 2012 2:15 AM	10 years	
155	Dec 5, 2012 1:04 AM	6.5 years	
156	Dec 5, 2012 1:02 AM	30 years	
157	Dec 4, 2012 11:52 PM	7 years	
158	Dec 4, 2012 11:03 PM	2 years	
159	Dec 4, 2012 9:25 PM	40 years	
160	Dec 4, 2012 9:24 PM	5 years	
161	Dec 4, 2012 9:22 PM	15 years	
162	Dec 4, 2012 9:07 PM	7 years	
163	Dec 4, 2012 8:39 PM	14 years	
164	Dec 4, 2012 8:27 PM		25
165	Dec 4, 2012 8:10 PM	25 years	
166	Dec 4, 2012 6:30 PM	6 years	
167	Dec 4, 2012 5:38 PM	4 years	
168	Dec 4, 2012 3:39 PM	7 years	
169	Dec 4, 2012 12:50 PM	25 years	
170	Dec 4, 2012 9:21 AM	5 years	
171	Dec 4, 2012 9:04 AM	7 years	
172	Dec 4, 2012 8:36 AM	1 year	
173	Dec 4, 2012 5:34 AM	9 years	
174	Dec 4, 2012 5:30 AM		18
175	Dec 4, 2012 4:56 AM	12 years	
176	Dec 4, 2012 1:30 AM	30 yrs.	
177	Dec 4, 2012 1:25 AM	13 years	
178	Dec 4, 2012 12:40 AM	20 years	
179	Dec 3, 2012 11:44 PM		21
180	Dec 3, 2012 10:05 PM	15 years	
181	Dec 3, 2012 9:22 PM	11 years	
182	Dec 3, 2012 8:53 PM	4 years	
183	Dec 3, 2012 8:50 PM	50 years	
184	Dec 3, 2012 8:27 PM	9 years	
185	Dec 3, 2012 8:04 PM	15 years	
186	Dec 3, 2012 7:31 PM		12
187	Dec 3, 2012 7:15 PM		10
188	Dec 3, 2012 7:09 PM		15
189	Dec 3, 2012 7:04 PM	5 years	
190	Dec 3, 2012 6:51 PM	30 years	
191	Dec 3, 2012 6:27 PM	4 yrs	
192	Dec 3, 2012 6:16 PM	40 years	
193	Dec 3, 2012 6:15 PM	Long time	
194	Dec 3, 2012 6:09 PM	8 years	
195	Dec 3, 2012 6:04 PM	18 yrs	

196	Dec 3, 2012 5:34 PM	9 years	
197	Dec 3, 2012 5:24 PM	30 years	
198	Dec 3, 2012 5:20 PM	12 years	
199	Dec 3, 2012 5:14 PM	5 yrs	
200	Dec 3, 2012 5:06 PM	14 years	
201	Dec 3, 2012 4:58 PM	6 years, metro area	66 yrs
202	Dec 3, 2012 4:58 PM	15 years	
203	Dec 3, 2012 4:51 PM	13 years	
204	Dec 3, 2012 3:54 PM	6 years	
205	Dec 3, 2012 3:48 PM	34 years	
206	Dec 3, 2012 3:39 PM	5 years	
207	Dec 3, 2012 7:44 AM	27 years	
208	Dec 3, 2012 6:46 AM	17 years	
209	Dec 3, 2012 4:29 AM	4 yrs	
210	Dec 3, 2012 4:22 AM	12 yrs	
211	Dec 3, 2012 4:21 AM	2 years	
212	Dec 3, 2012 3:38 AM		4
213	Dec 3, 2012 3:00 AM	4 years	
214	Dec 3, 2012 2:52 AM		18
215	Dec 3, 2012 2:06 AM	37 years	
216	Dec 3, 2012 1:57 AM	12 years	
217	Dec 2, 2012 11:44 PM	30 years	
218	Dec 2, 2012 11:28 PM	More than 35 years.	
219	Dec 2, 2012 11:27 PM	16 years	
220	Dec 2, 2012 10:35 PM	15 years	
221	Dec 2, 2012 8:49 PM	12 years	
222	Dec 2, 2012 8:10 PM	35 years	
223	Dec 2, 2012 7:31 PM	6 years	
224	Dec 2, 2012 6:37 PM	12 years	
225	Dec 2, 2012 5:51 PM	4 years	
226	Dec 2, 2012 4:24 PM	15 years	
227	Dec 2, 2012 6:59 AM	5 years	
228	Dec 2, 2012 5:41 AM	45 years	
229	Dec 2, 2012 5:29 AM	33yrs	
230	Dec 2, 2012 4:44 AM	17 years	
231	Dec 2, 2012 3:06 AM	17 years	
232	Dec 2, 2012 2:53 AM	5 years	
233	Dec 2, 2012 1:22 AM	30 yr	
234	Dec 2, 2012 12:28 AM	5 years	
235	Dec 2, 2012 12:25 AM	32 years	
236	Dec 1, 2012 11:24 PM	13 years	
237	Dec 1, 2012 11:24 PM	10 years	
238	Dec 1, 2012 11:15 PM		21
239	Dec 1, 2012 11:11 PM	2 years	
240	Dec 1, 2012 11:09 PM	32 years	
241	Dec 1, 2012 10:45 PM	24 years	
242	Dec 1, 2012 10:40 PM	38 years	
243	Dec 1, 2012 10:31 PM	16 years	
244	Dec 1, 2012 10:23 PM	8 years	
245	Dec 1, 2012 10:06 PM	35 years	
246	Dec 1, 2012 9:51 PM	9 years	
247	Dec 1, 2012 9:49 PM	25 years	

248	Dec 1, 2012 9:18 PM	45 years	
249	Dec 1, 2012 8:21 PM	20 years	
250	Dec 1, 2012 7:45 PM	43 years	
251	Dec 1, 2012 7:40 PM	7 years	
252	Dec 1, 2012 7:38 PM		74
253	Dec 1, 2012 7:34 PM	8 years	
254	Dec 1, 2012 7:14 PM	6 years	
255	Dec 1, 2012 7:08 PM	17 years	
256	Dec 1, 2012 7:01 PM	7 years	
257	Dec 1, 2012 6:41 PM	25 years	
258	Dec 1, 2012 6:04 PM	30 years	
259	Dec 1, 2012 6:02 PM	11 years	
260	Dec 1, 2012 5:49 PM	47yrs.	
261	Dec 1, 2012 5:33 PM	25 years	
262	Dec 1, 2012 5:23 PM	10 years	
263	Dec 1, 2012 5:15 PM	10 years	
264	Dec 1, 2012 4:39 PM	37 years	
265	Dec 1, 2012 4:16 PM	5 years	
266	Dec 1, 2012 4:13 PM	7 years	
267	Dec 1, 2012 4:09 PM	50 years	
268	Dec 1, 2012 4:07 PM	30 years	
269	Dec 1, 2012 3:53 PM	5 yrs	
270	Dec 1, 2012 3:50 PM	10 years	
271	Dec 1, 2012 3:39 PM	5 years	
272	Dec 1, 2012 3:11 PM	59 years	
273	Dec 1, 2012 2:58 PM	3 years	
274	Dec 1, 2012 2:56 PM	20 years	
275	Dec 1, 2012 2:52 PM	6 years	
276	Dec 1, 2012 1:55 PM	17 years	
277	Dec 1, 2012 1:40 PM	15 years	
278	Dec 1, 2012 11:20 AM	1 year	
279	Dec 1, 2012 11:12 AM	4 years	
280	Dec 1, 2012 8:55 AM	3 years	
281	Dec 1, 2012 8:11 AM	2 years	
282	Dec 1, 2012 8:04 AM	7 years	
283	Dec 1, 2012 7:37 AM	6 years	
284	Dec 1, 2012 7:15 AM	15yr	
285	Dec 1, 2012 7:12 AM	30 years	
286	Dec 1, 2012 7:02 AM	20 yrs	
287	Dec 1, 2012 6:50 AM		5
288	Dec 1, 2012 6:37 AM	30 years	
289	Dec 1, 2012 6:34 AM	15 years	
290	Dec 1, 2012 6:11 AM	20+ years	
291	Dec 1, 2012 6:08 AM	7 years	
292	Dec 1, 2012 6:07 AM	5 years	
293	Dec 1, 2012 6:00 AM		10
294	Dec 1, 2012 5:39 AM	20 years	
295	Dec 1, 2012 5:37 AM	13 years	
296	Dec 1, 2012 5:36 AM	6 years	
297	Dec 1, 2012 5:31 AM	7 yrs	
298	Dec 1, 2012 5:22 AM	7 years	
299	Dec 1, 2012 4:40 AM	28 months	

300	Dec 1, 2012 4:40 AM	22
301	Dec 1, 2012 4:39 AM	20 years
302	Dec 1, 2012 4:39 AM	26 years
303	Dec 1, 2012 4:05 AM	over 20 years
304	Dec 1, 2012 4:00 AM	20 years
305	Dec 1, 2012 3:38 AM	16
306	Dec 1, 2012 3:32 AM	21 years
307	Dec 1, 2012 3:31 AM	20
308	Dec 1, 2012 3:09 AM	14 years
309	Dec 1, 2012 3:02 AM	4+ years
310	Dec 1, 2012 2:54 AM	almost 2 years
311	Dec 1, 2012 2:42 AM	15+ years
312	Dec 1, 2012 2:41 AM	5 years
313	Dec 1, 2012 2:34 AM	4 years
314	Dec 1, 2012 2:29 AM	10 years
315	Dec 1, 2012 2:27 AM	25 years
316	Dec 1, 2012 2:25 AM	20 years
317	Dec 1, 2012 2:12 AM	12 years
318	Dec 1, 2012 2:09 AM	5 yrs
319	Dec 1, 2012 2:09 AM	34 years
320	Dec 1, 2012 2:08 AM	2 Years
321	Dec 1, 2012 2:05 AM	5 years
322	Dec 1, 2012 2:04 AM	1
323	Dec 1, 2012 2:01 AM	2 years
324	Dec 1, 2012 1:57 AM	10
325	Dec 1, 2012 1:57 AM	30
326	Dec 1, 2012 1:51 AM	35 years
327	Dec 1, 2012 1:51 AM	1 year
328	Dec 1, 2012 1:45 AM	8 years not months
329	Dec 1, 2012 1:41 AM	10 years
330	Nov 30, 2012 10:53 PM	27 years
331	Nov 30, 2012 10:09 PM	2 1/2 years
332	Nov 30, 2012 9:37 PM	25
333	Nov 30, 2012 8:44 PM	1.5 years
334	Nov 30, 2012 7:55 PM	5 years
335	Nov 30, 2012 7:50 PM	30 years
336	Nov 30, 2012 7:48 PM	3.5 years
337	Nov 30, 2012 7:44 PM	3 years
338	Nov 30, 2012 7:42 PM	60
339	Nov 30, 2012 7:23 PM	32 years
340	Nov 30, 2012 6:53 PM	3 years
341	Nov 30, 2012 3:43 PM	30 years
342	Nov 30, 2012 3:14 PM	one year
343	Nov 29, 2012 9:06 PM	15
344	Nov 29, 2012 8:52 PM	7 years
345	Nov 29, 2012 5:56 PM	28 years
346	Nov 29, 2012 5:26 PM	2 years
347	Nov 29, 2012 5:09 PM	4 years
348	Nov 29, 2012 4:52 PM	39 Years
349	Nov 29, 2012 1:50 AM	10 years
350	Nov 28, 2012 10:46 PM	15
351	Nov 28, 2012 9:22 PM	5 years

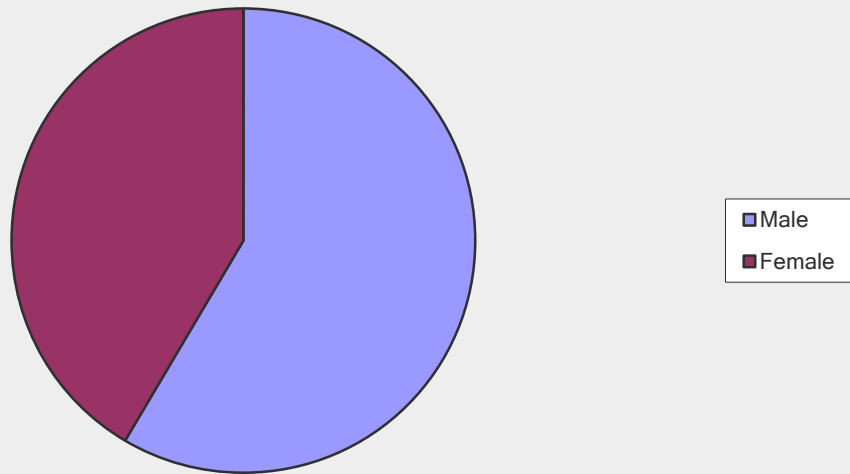
352	Nov 28, 2012 9:11 PM	30 years	
353	Nov 27, 2012 9:55 PM	8 years	
354	Nov 27, 2012 7:50 PM	12 years	
355	Nov 27, 2012 5:33 AM	14 yrs (kid) + 15 yrs (adult)	
356	Nov 27, 2012 4:46 AM	5 years	
357	Nov 27, 2012 2:15 AM	35 years	
358	Nov 26, 2012 9:59 PM	7 years	
359	Nov 26, 2012 9:42 PM	3 years	
360	Nov 26, 2012 6:41 PM	4 years	
361	Nov 26, 2012 5:18 PM	36 years	
362	Nov 26, 2012 5:14 PM	20 years	
363	Nov 26, 2012 4:52 PM	25 years	
364	Nov 26, 2012 4:32 AM	3 years	
365	Nov 26, 2012 4:01 AM	20 yrs	
366	Nov 25, 2012 7:05 PM		25
367	Nov 24, 2012 8:25 AM	30 years	
368	Nov 24, 2012 1:23 AM	20 years	
369	Nov 21, 2012 7:25 PM	5 yrs	
370	Nov 21, 2012 6:46 PM		20
371	Nov 21, 2012 6:44 PM	40 years	
372	Nov 21, 2012 6:53 AM	6 years	
373	Nov 20, 2012 7:37 PM	17 years	
374	Nov 20, 2012 5:42 PM	6 years	
375	Nov 20, 2012 5:10 PM	7 years	
376	Nov 19, 2012 11:33 PM	8 yrs	
377	Nov 19, 2012 10:43 PM	5 years	
378	Nov 19, 2012 7:00 PM	27 years	
379	Nov 19, 2012 5:56 PM	2 years	
380	Nov 19, 2012 5:15 PM	30+ years	
381	Nov 17, 2012 5:53 PM	Since 1975	
382	Nov 17, 2012 5:40 PM	40 years	
383	Nov 17, 2012 4:30 AM	13 years	
384	Nov 16, 2012 9:09 PM	22 years	
385	Nov 16, 2012 8:29 PM	8 years	
386	Nov 16, 2012 8:15 PM	30+ years	
387	Nov 16, 2012 12:15 AM	18 years	
388	Nov 15, 2012 6:52 AM	26 years	
389	Nov 15, 2012 5:32 AM	7 yrs	
390	Nov 15, 2012 5:31 AM	2.5 years	
391	Nov 15, 2012 4:09 AM	4 yrs	
392	Nov 15, 2012 3:10 AM	20 years	
393	Nov 15, 2012 1:10 AM	6 mo.	
394	Nov 15, 2012 12:19 AM	20 yrs	
395	Nov 14, 2012 11:42 PM	20+ years	
396	Nov 14, 2012 10:03 PM	20+ years	
397	Nov 14, 2012 9:22 PM	14 years	
398	Nov 14, 2012 9:05 PM	1 year neighborhood/lifetime metro resident	
399	Nov 14, 2012 7:27 PM	8 yrs	

Shape Southwest

18. What is your gender? (optional)

Answer Options	Response Percent	Response Count
Male	58.5%	255
Female	41.5%	181
<i>answered question</i>		436
<i>skipped question</i>		35

18. What is your gender? (optional)

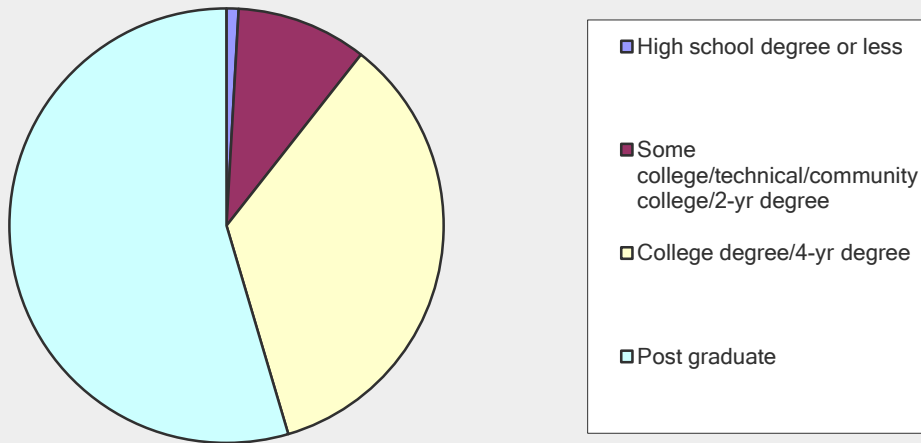


Shape Southwest

19. What is the highest level of education you have had the opportunity to complete? (optional)

Answer Options	Response Percent	Response Count
High school degree or less	0.9%	4
Some college/technical/community college/2-yr degree	9.7%	43
College degree/4-yr degree	34.8%	155
Post graduate	54.6%	243
<i>answered question</i>		445
<i>skipped question</i>		26

19. What is the highest level of education you have had the opportunity to complete? (optional)

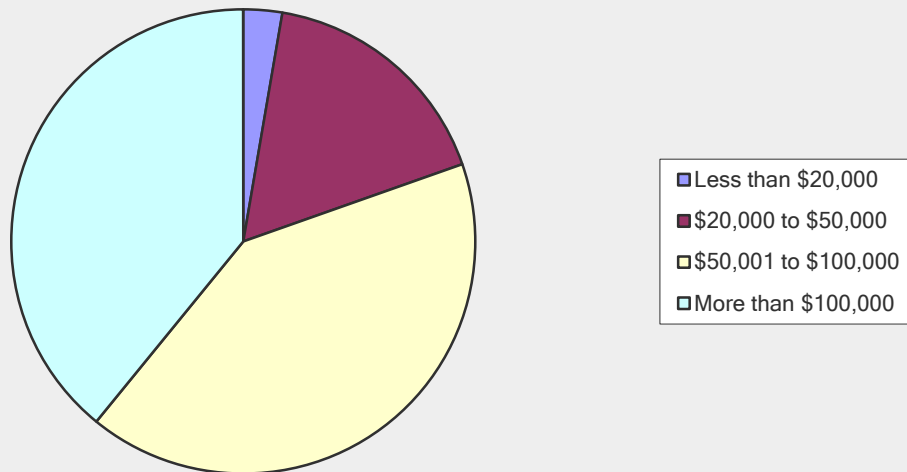


Shape Southwest

20. What is your annual household income? (optional)

Answer Options	Response Percent	Response Count
Less than \$20,000	2.7%	11
\$20,000 to \$50,000	16.9%	68
\$50,001 to \$100,000	41.3%	166
More than \$100,000	39.1%	157
<i>answered question</i>		402
<i>skipped question</i>		69

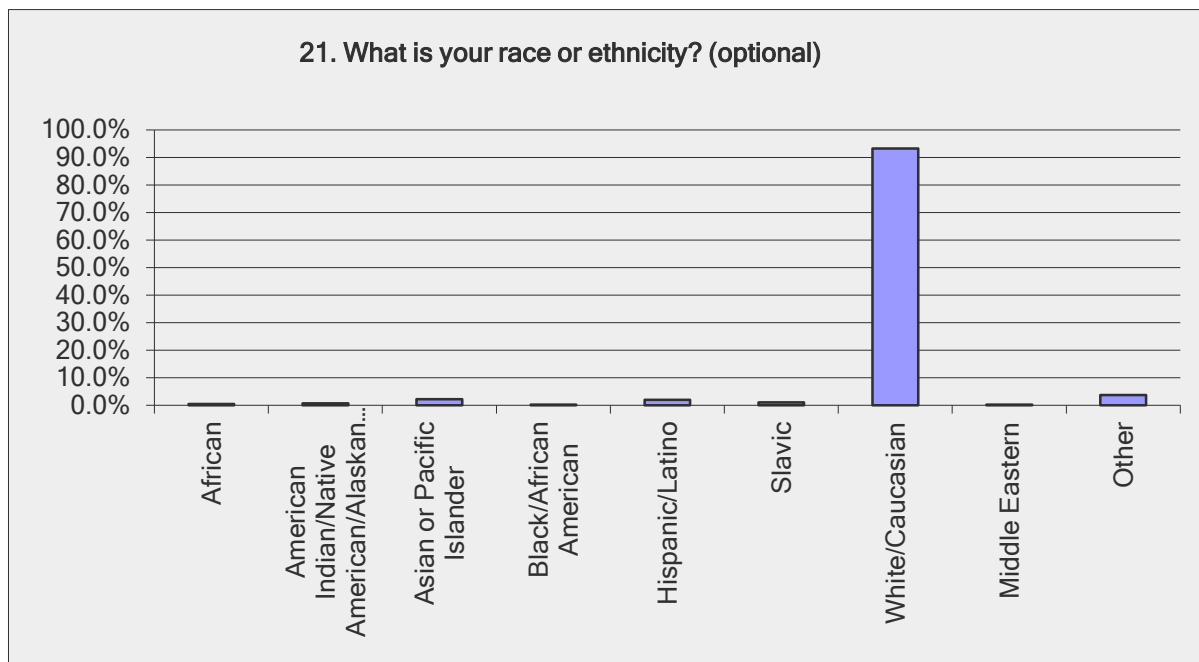
20. What is your annual household income? (optional)



Shape Southwest

21. What is your race or ethnicity? (optional)

Answer Options	Response Percent	Response Count
African	0.5%	2
American Indian/Native American/Alaskan Native	0.7%	3
Asian or Pacific Islander	2.2%	9
Black/African American	0.2%	1
Hispanic/Latino	2.0%	8
Slavic	1.0%	4
White/Caucasian	93.2%	382
Middle Eastern	0.2%	1
Other	3.7%	15
answered question		410
skipped question		61

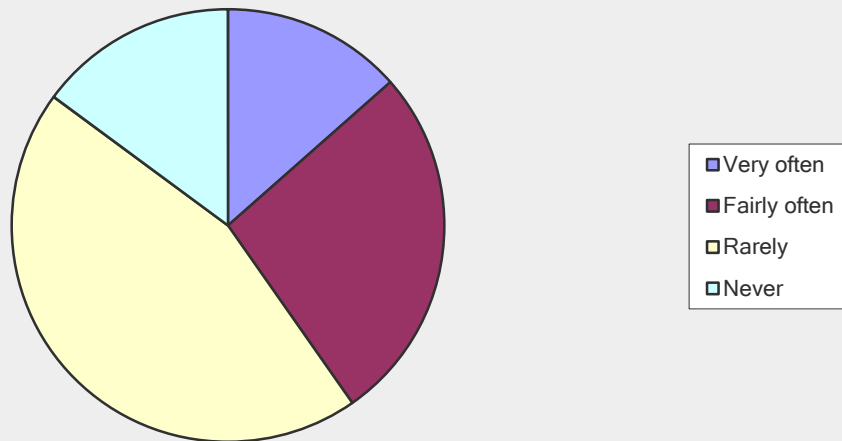


Shape Southwest

22. How often do you participate in community meetings? (optional)

Answer Options	Response Percent	Response Count
Very often	13.5%	59
Fairly often	26.8%	117
Rarely	44.9%	196
Never	14.9%	65
<i>answered question</i>		437
<i>skipped question</i>		34

22. How often do you participate in community meetings? (optional)



Appendix B: Creating an investment package questionnaire responses (paper questionnaire responses)

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions help us to know whether we're hearing from a representative group of people that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- ☐ 20 years or younger
☐ 21 to 35
☐ 36 to 50
☒ 51 to 65
☐ 66 years or older

2. How long have you lived in your community? (optional)

4 yrs

3. What is your gender? (optional)

- ☐ Male
☒ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- ☒ High school degree or less
☐ College degree/4-yr degree
☐ Post graduate
☒ Some college/technical/
community college/2-yr degree

5. What is your annual household income? (optional)

- ☒ Less than \$20,000
☐ \$20,000 to \$50,000
☐ \$50,001 to \$100,000
☐ More than \$100,000

6. What is your race or ethnicity? (optional)

- ☐ African
☐ American Indian/
Native American/Alaskan Native
☐ Asian or Pacific Islander
☐ Black/African American
☐ Hispanic/Latino
☐ Middle Eastern
☐ Slavic
☒ White/Caucasian
☐ Other

7. How often do you participate in community meetings? (optional)

- ☐ Very often
☒ Fairly often
☐ Rarely
☐ Never

By Dec. 31, 2012

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or

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Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

Thank you for choosing to take this survey and for giving your thoughts on different kinds of investments in your community. The Southwest Corridor Project is an effort to create better communities along the corridor between Portland and Sherwood, and your involvement is an important part of the decision making process. For more information on the project, please see the attached fact sheet.

1. What is your ZIP code?

97219

Respond by
Dec. 31, 2012

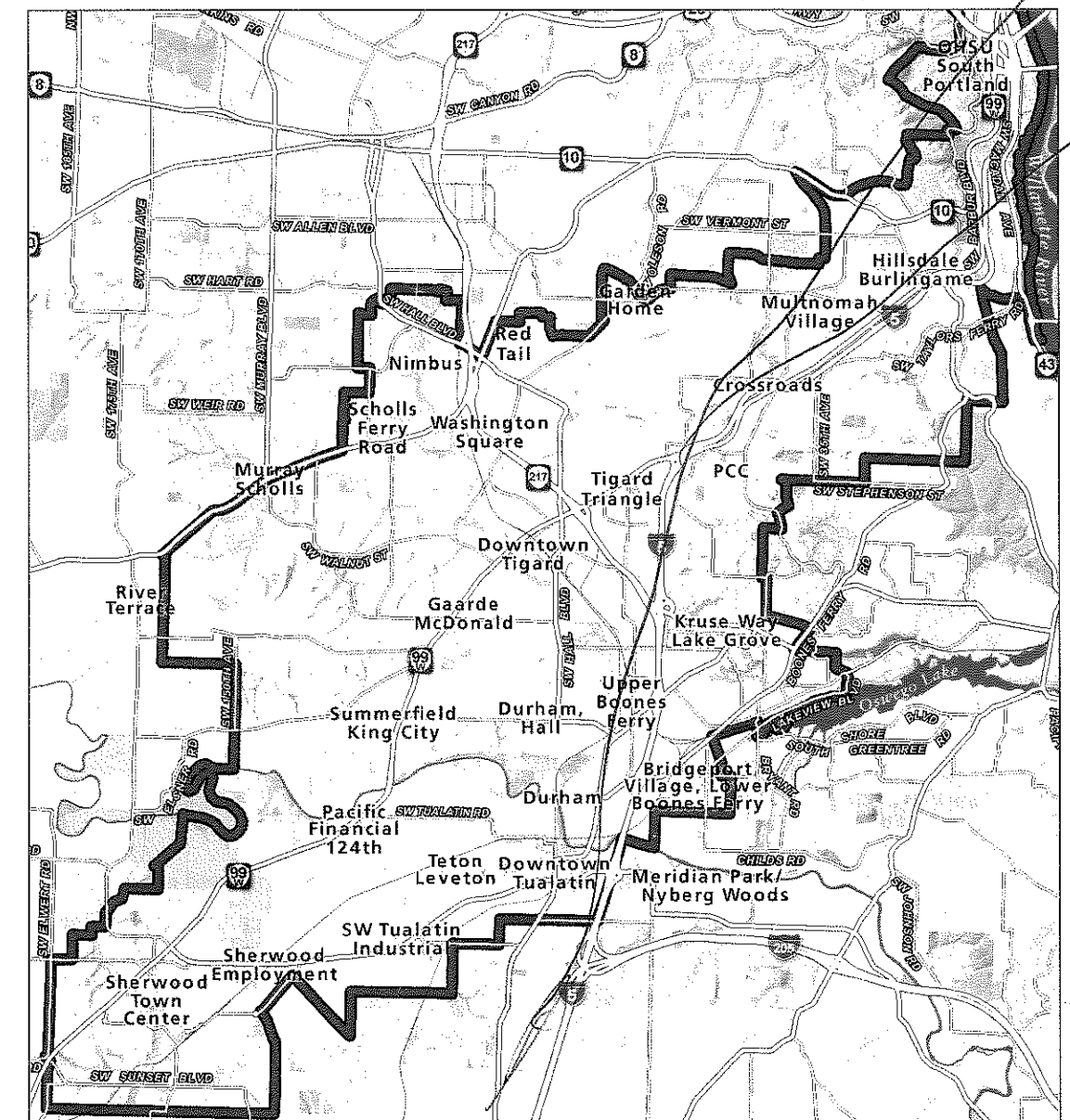
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- ☒ I live in the corridor.
☐ I work in the corridor.
☒ I go to school in the corridor.
☐ I commute through the corridor.
☐ I occasionally travel through the corridor.
☐ None of the above.

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster, has fewer stops, runs more frequently and has larger stations than local bus.

Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

Line 1:	Local bus	Bus rapid transit	Light rail
Line 2:	Local bus	Bus rapid transit	Light rail
Line 3:	Local bus	Bus rapid transit	Light rail
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☒ Key safety fixes and signal optimization
- ☐ Intersection and connectivity improvements
- ☐ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☐ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads
- ☐ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☒ Wayfinding (signs and maps); share the road markings, shoulders
- ☐ On street striped bike lanes on major roads
- ☒ Bike boulevards
- ☒ Cycle track (separated bike lane) on major roads
- ☒ Off-street separated paved path

8. Transit

- ☐ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☒ Improved local service
- ☐ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☐ Trails through natural areas
- ☐ Trees along major roads
- ☒ Stream health and water quality
- ☐ New parks
- ☐ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input type="checkbox"/> Environment | <input type="checkbox"/> Convenience | <input type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input checked="" type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input checked="" type="checkbox"/> Quality of life | <input type="checkbox"/> Equity | |

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions help us to know whether we're hearing from a representative group of people that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- | | |
|--|--|
| <input type="checkbox"/> 20 years or younger | <input checked="" type="checkbox"/> 51 to 65 |
| <input type="checkbox"/> 21 to 35 | <input type="checkbox"/> 66 years or older |
| <input type="checkbox"/> 36 to 50 | |

2. How long have you lived in your community? (optional)

16 YEARS

3. What is your gender? (optional)

- ☒ Male
☐ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- | | |
|---|---|
| <input checked="" type="checkbox"/> High school degree or less | <input type="checkbox"/> College degree/4-yr degree |
| <input type="checkbox"/> Some college/technical/
community college/2-yr degree | <input type="checkbox"/> Post graduate |

5. What is your annual household income? (optional)

- | | |
|--|--|
| <input checked="" type="checkbox"/> Less than \$20,000 | <input type="checkbox"/> \$50,001 to \$100,000 |
| <input type="checkbox"/> \$20,000 to \$50,000 | <input type="checkbox"/> More than \$100,000 |

6. What is your race or ethnicity? (optional)

- | | |
|---|---|
| <input type="checkbox"/> African | <input type="checkbox"/> Hispanic/Latino |
| <input type="checkbox"/> American Indian/
Native American/Alaskan Native | <input type="checkbox"/> Middle Eastern |
| <input type="checkbox"/> Asian or Pacific Islander | <input checked="" type="checkbox"/> White/Caucasian |
| <input type="checkbox"/> Black/African American | <input type="checkbox"/> Other |

7. How often do you participate in community meetings? (optional)

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Very often | <input type="checkbox"/> Rarely |
| <input type="checkbox"/> Fairly often | <input checked="" type="checkbox"/> Never |

By Dec. 31, 2012

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Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

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1. What is your ZIP code? 97239

Respond by
Dec. 31, 2012

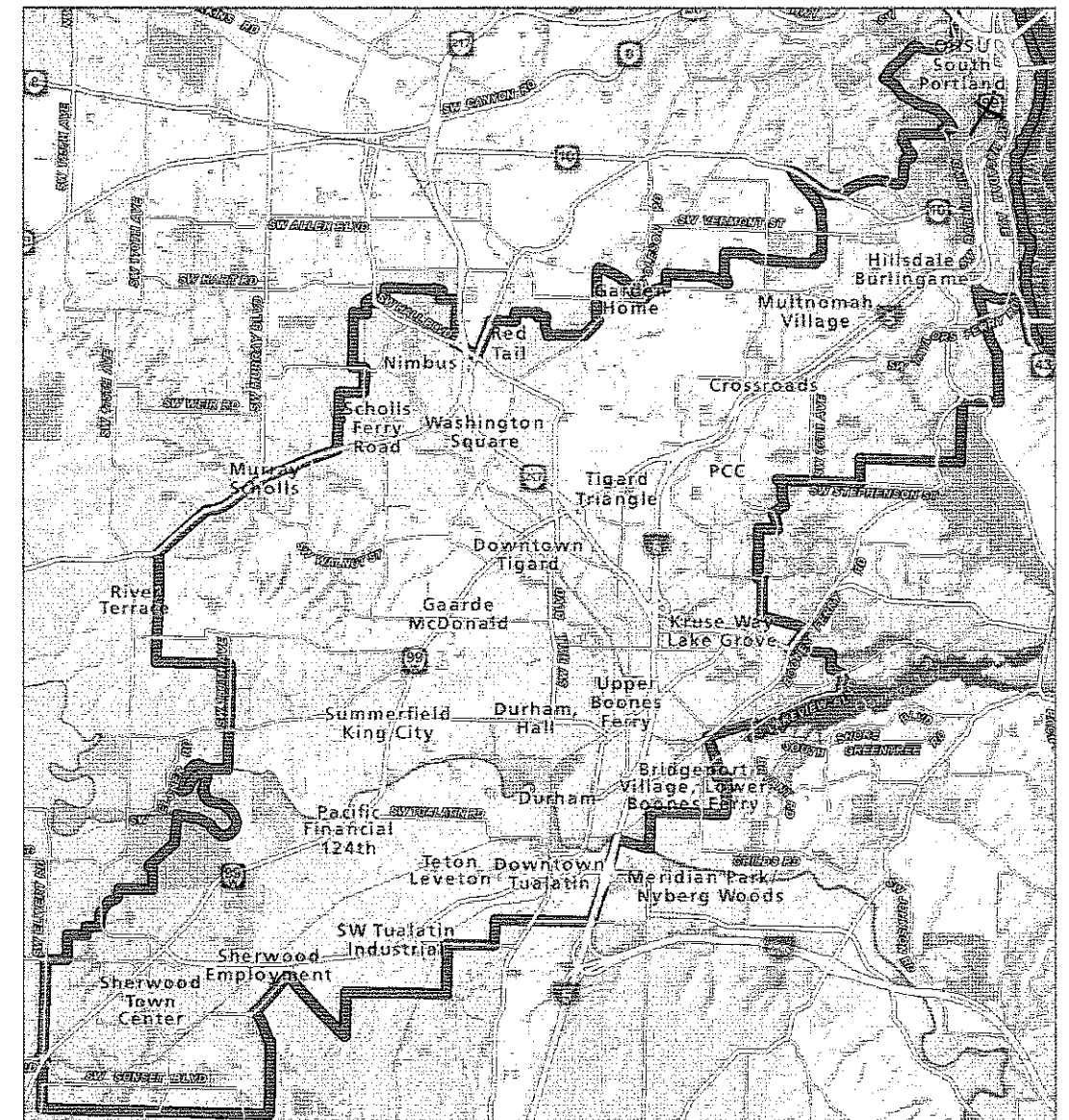
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- | | |
|---|--|
| <input checked="" type="checkbox"/> I live in the corridor. | <input type="checkbox"/> I commute through the corridor. |
| <input type="checkbox"/> I work in the corridor. | <input type="checkbox"/> I occasionally travel through the corridor. |
| <input type="checkbox"/> I go to school in the corridor. | <input type="checkbox"/> None of the above. |

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster; has fewer stops, runs more frequently and has larger stations than local bus.

Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

Line 1:	Local bus	Bus rapid transit	Light rail
Line 2:	Local bus	Bus rapid transit	Light rail
Line 3:	Local bus	Bus rapid transit	Light rail
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

X ON MAP
(OTHER SIDE)
MARKS
RESIDENCE.
9, 17, 19, 44, 12
ALL SERVE
NEARBY.
CONVENIENT
ALREADY.
THANK YOU.

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☐ Key safety fixes and signal optimization
- ☐ Intersection and connectivity improvements
- ☐ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☐ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads
- ☐ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☐ On street striped bike lanes on major roads
- ☐ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☐ Off-street separated paved path

8. Transit

- ☐ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☐ Improved local service
- ☐ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☐ Trails through natural areas
- ☐ Trees along major roads
- ☒ Stream health and water quality
- ☐ New parks
- ☐ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input checked="" type="checkbox"/> Environment | <input type="checkbox"/> Convenience | <input type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input type="checkbox"/> Quality of life | <input checked="" type="checkbox"/> Equity | |

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions **help us to know whether we're hearing from a representative group of people** that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- ☐ 20 years or younger
☐ 21 to 35
☐ 36 to 50
☒ 51 to 65
☐ 66 years or older

2. How long have you lived in your community? (optional)

15 YEARS

3. What is your gender? (optional)

- ☒ Male
☐ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- ☐ High school degree or less
☐ Some college/technical/
community college/2-yr degree
☐ College degree/4-yr degree
☒ Post graduate
MBA JD

5. What is your annual household income? (optional)

- ☐ Less than \$20,000
☐ \$20,000 to \$50,000
☐ \$50,001 to \$100,000
☐ More than \$100,000

6. What is your race or ethnicity? (optional)

- ☐ African
☐ American Indian/
Native American/Alaskan Native
☐ Asian or Pacific Islander
☐ Black/African American
☐ Hispanic/Latino
☐ Middle Eastern
☐ Slavic
☒ White/Caucasian
☐ Other

7. How often do you participate in community meetings? (optional)

- ☐ Very often
☐ Fairly often
☐ Rarely
☒ Never

By Dec. 31, 2012

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Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

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Respond by
Dec. 31, 2012

1. What is your ZIP code? _____

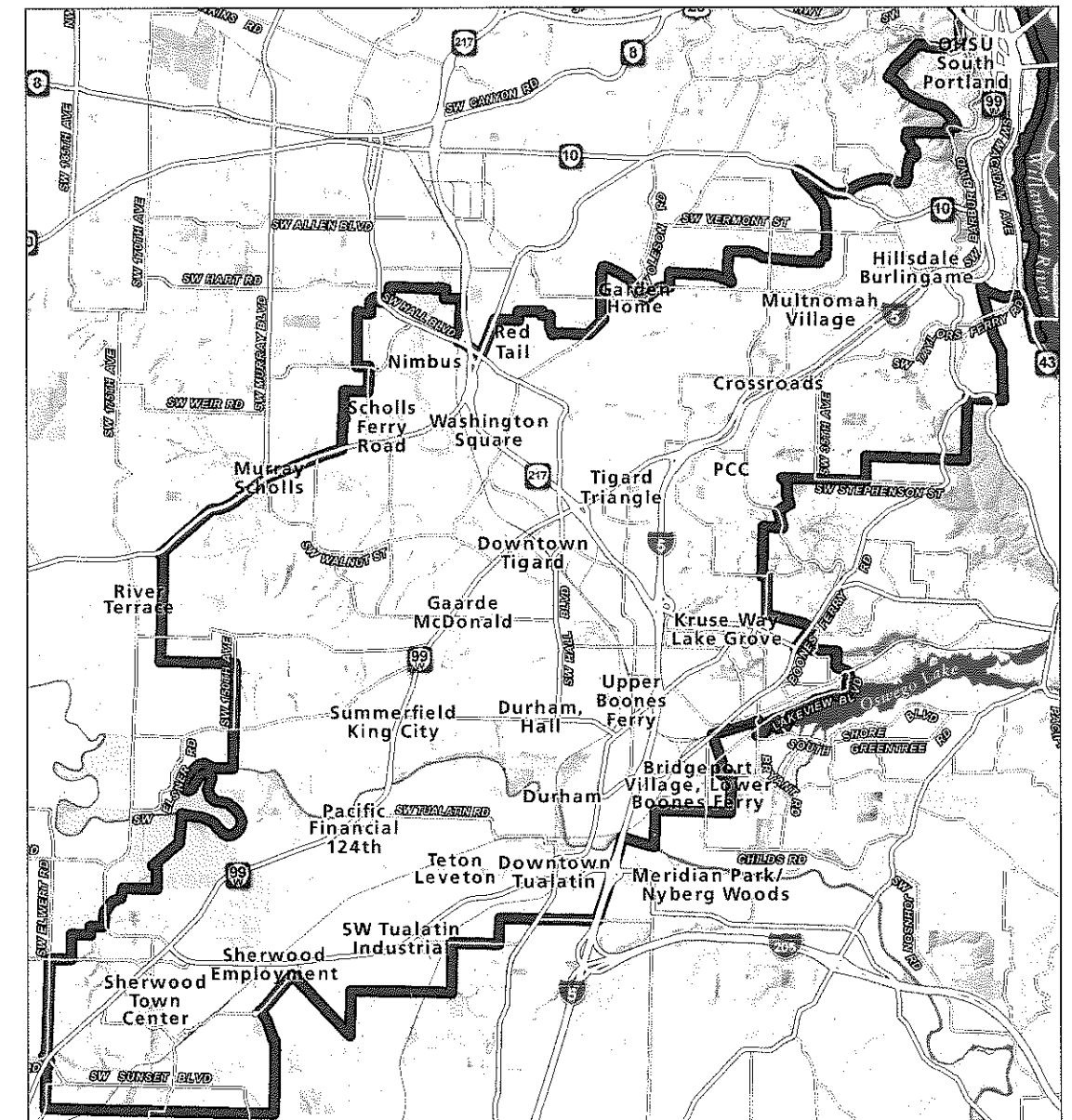
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- ☐ I live in the corridor.
☐ I work in the corridor.
☐ I go to school in the corridor.
☐ I commute through the corridor.
☐ I occasionally travel through the corridor.
☐ None of the above.

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

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Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

Line 1:	<input checked="" type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail
Line 2:	<input type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail
Line 3:	<input type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail
Line 4:	<input type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail
Line 5:	<input type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☐ Key safety fixes and signal optimization
- ☒ Intersection and connectivity improvements
- ☐ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☒ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☐ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☐ Adding paved sidewalks on major roads
- ☐ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☐ On street striped bike lanes on major roads
- ☐ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☐ Off-street separated paved path

8. Transit

- ☒ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☐ Improved local service
- ☐ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☒ Trails through natural areas
- ☐ Trees along major roads
- ☐ Stream health and water quality
- ☐ New parks
- ☐ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input type="checkbox"/> Environment | <input type="checkbox"/> Convenience | <input type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input checked="" type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input checked="" type="checkbox"/> Quality of life | <input type="checkbox"/> Equity | |

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions **help us to know whether we're hearing from a representative group of people** that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- | | |
|--|--|
| <input type="checkbox"/> 20 years or younger | <input type="checkbox"/> 51 to 65 |
| <input type="checkbox"/> 21 to 35 | <input type="checkbox"/> 66 years or older |
| <input type="checkbox"/> 36 to 50 | |

2. How long have you lived in your community? (optional)

3. What is your gender? (optional)

- ☐ Male
☐ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- | | |
|---|---|
| <input type="checkbox"/> High school degree or less | <input type="checkbox"/> College degree/4-yr degree |
| <input type="checkbox"/> Some college/technical/
community college/2-yr degree | <input type="checkbox"/> Post graduate |

5. What is your annual household income? (optional)

- | | |
|---|--|
| <input type="checkbox"/> Less than \$20,000 | <input type="checkbox"/> \$50,001 to \$100,000 |
| <input type="checkbox"/> \$20,000 to \$50,000 | <input type="checkbox"/> More than \$100,000 |

6. What is your race or ethnicity? (optional)

- | | |
|---|--|
| <input type="checkbox"/> African | <input type="checkbox"/> Hispanic/Latino |
| <input type="checkbox"/> American Indian/
Native American/Alaskan Native | <input type="checkbox"/> Middle Eastern |
| <input type="checkbox"/> Asian or Pacific Islander | <input type="checkbox"/> Slavic |
| <input type="checkbox"/> Black/African American | <input type="checkbox"/> White/Caucasian |
| | <input type="checkbox"/> Other |

7. How often do you participate in community meetings? (optional)

- | | |
|---------------------------------------|---------------------------------|
| <input type="checkbox"/> Very often | <input type="checkbox"/> Rarely |
| <input type="checkbox"/> Fairly often | <input type="checkbox"/> Never |

By Dec. 31, 2012

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Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

Thank you for choosing to take this survey and for giving your thoughts on different kinds of investments in your community. The Southwest Corridor Project is an effort to create better communities along the corridor between Portland and Sherwood, and your involvement is an important part of the decision making process. For more information on the project, please see the attached fact sheet.

1. What is your ZIP code?

97223

Respond by
Dec. 31, 2012

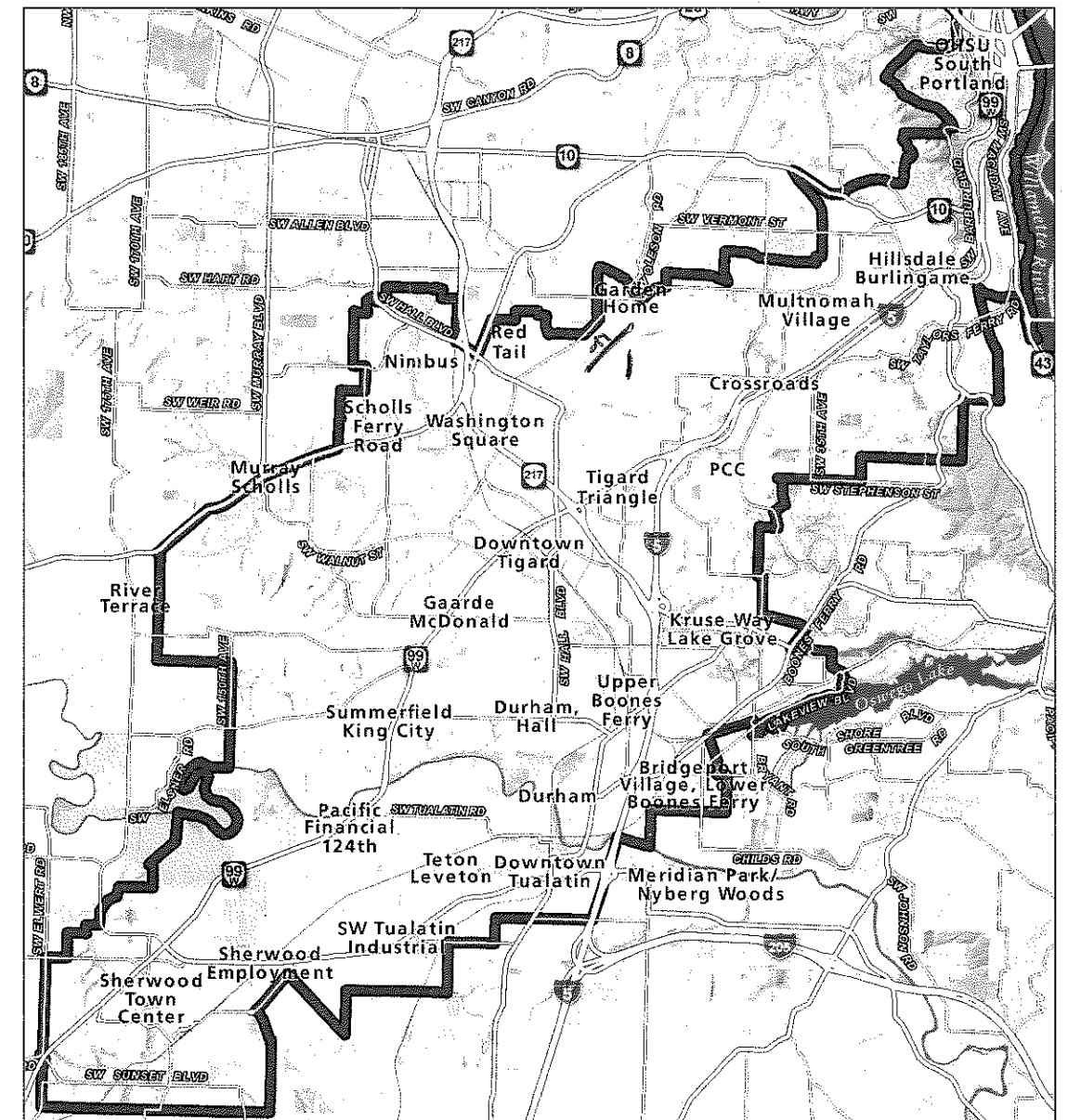
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- | | |
|---|--|
| <input checked="" type="checkbox"/> I live in the corridor. | <input type="checkbox"/> I commute through the corridor. |
| <input type="checkbox"/> I work in the corridor. | <input type="checkbox"/> I occasionally travel through the corridor. |
| <input type="checkbox"/> I go to school in the corridor. | <input type="checkbox"/> None of the above. |

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

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Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

#45

Line 1:	Local bus	Bus rapid transit	Light rail
Line 2:	Local bus	Bus rapid transit	Light rail
Line 3:	Local bus	Bus rapid transit	Light rail
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

Need bus service on 80th to Gardner Hwy Rd.

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☒ Key safety fixes and signal optimization
- ☐ Intersection and connectivity improvements
- ☒ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☐ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads
- ☒ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☒ On street striped bike lanes on major roads
- ☒ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☐ Off-street separated paved path

8. Transit

- ☒ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☒ Improved local service
- ☐ High capacity transit to two cities
- ☒ High capacity transit to three or more cities

9. Nature/parks

- ☒ Trails through natural areas
- ☒ Trees along major roads
- ☐ Stream health and water quality
- ☐ New parks
- ☐ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- ☒ Safety
- ☐ Environment
- ☐ Physical activity
- ☒ Quality of life
- ☐ Community
- ☐ Convenience
- ☐ Access
- ☐ Equity
- ☐ Public spending
- ☐ Personal finances
- ☐ Other

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions help us to know whether we're hearing from a representative group of people that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- ☐ 20 years or younger
- ☒ 51 to 65
- ☐ 21 to 35
- ☐ 66 years or older
- ☐ 36 to 50

2. How long have you lived in your community? (optional)

1.5 yrs.

3. What is your gender? (optional)

- ☒ Male
- ☐ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- ☐ High school degree or less
- ☐ College degree/4-yr degree
- ☐ Some college/technical/
community college/2-yr degree
- ☒ Post graduate

5. What is your annual household income? (optional)

- ☒ Less than \$20,000
- ☐ \$50,001 to \$100,000
- ☐ \$20,000 to \$50,000
- ☐ More than \$100,000

6. What is your race or ethnicity? (optional)

- ☐ African
- ☐ Hispanic/Latino
- ☐ American Indian/
Native American/Alaskan Native
- ☐ Middle Eastern
- ☐ Asian or Pacific Islander
- ☐ Slavic
- ☒ White/Caucasian
- ☐ Black/African American
- ☐ Other

7. How often do you participate in community meetings? (optional)

- ☐ Very often
- ☒ Rarely
- ☐ Fairly often
- ☐ Never

By Dec. 31, 2012

return to
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mail to:
Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

Thank you for choosing to take this survey and for giving your thoughts on different kinds of investments in your community. The Southwest Corridor Project is an effort to create better communities along the corridor between Portland and Sherwood, and your involvement is an important part of the decision making process. For more information on the project, please see the attached fact sheet.

1. What is your ZIP code? 97217

Respond by
Dec. 31, 2012

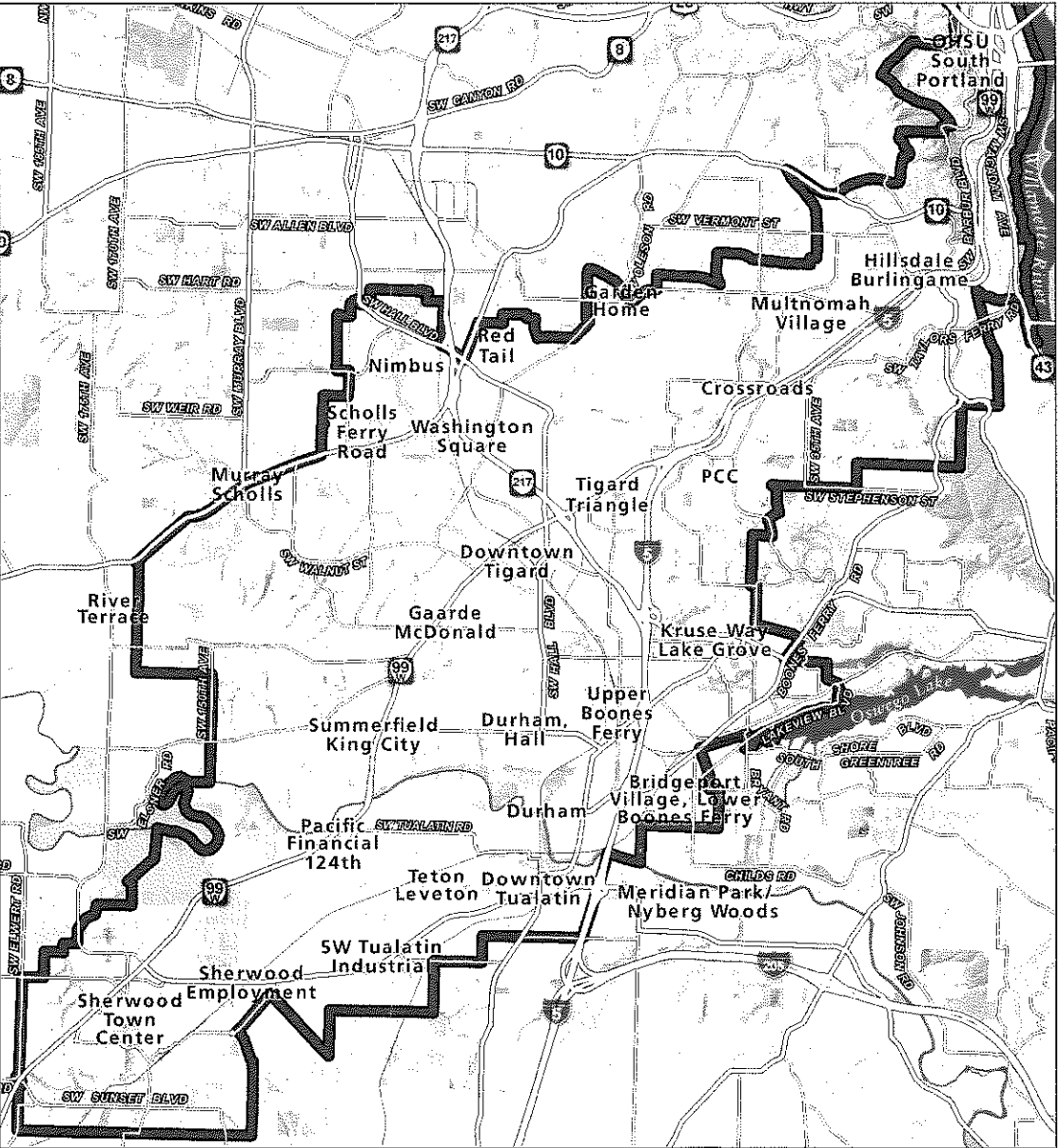
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- ☐ I live in the corridor.
- ☐ I commute through the corridor.
- ☐ I work in the corridor.
- ☒ I occasionally travel through the corridor.
- ☐ I go to school in the corridor.
- ☐ None of the above.

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster, has fewer stops, runs more frequently and has larger stations than local bus.

Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

Line 1:	Local bus	Bus rapid transit	Light rail
Line 2:	Local bus	Bus rapid transit	Light rail
Line 3:	Local bus	Bus rapid transit	Light rail
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☒ Key safety fixes and signal optimization
- ☐ Intersection and connectivity improvements
- ☒ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☒ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads
- ☐ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☒ On street striped bike lanes on major roads
- ☐ Bike boulevards
- ☒ Cycle track (separated bike lane) on major roads
- ☐ Off-street separated paved path

8. Transit

- ☒ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☒ Improved local service
- ☐ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☒ Trails through natural areas
- ☐ Trees along major roads
- ☒ Stream health and water quality
- ☐ New parks
- ☐ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input checked="" type="checkbox"/> Environment | <input type="checkbox"/> Convenience | <input type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input checked="" type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input type="checkbox"/> Quality of life | <input type="checkbox"/> Equity | |

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions help us to know whether we're hearing from a representative group of people that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- | | |
|--|--|
| <input type="checkbox"/> 20 years or younger | <input type="checkbox"/> 51 to 65 |
| <input checked="" type="checkbox"/> 21 to 35 | <input type="checkbox"/> 66 years or older |
| <input type="checkbox"/> 36 to 50 | |

2. How long have you lived in your community? (optional)

1 year

3. What is your gender? (optional)

- ☐ Male
☒ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- | | |
|---|---|
| <input type="checkbox"/> High school degree or less | <input type="checkbox"/> College degree/4-yr degree |
| <input type="checkbox"/> Some college/technical/
community college/2-yr degree | <input checked="" type="checkbox"/> Post graduate |

5. What is your annual household income? (optional)

- | | |
|--|--|
| <input type="checkbox"/> Less than \$20,000 | <input type="checkbox"/> \$50,001 to \$100,000 |
| <input checked="" type="checkbox"/> \$20,000 to \$50,000 | <input type="checkbox"/> More than \$100,000 |

6. What is your race or ethnicity? (optional)

- | | |
|---|---|
| <input type="checkbox"/> African | <input type="checkbox"/> Hispanic/Latino |
| <input type="checkbox"/> American Indian/
Native American/Alaskan Native | <input type="checkbox"/> Middle Eastern |
| <input type="checkbox"/> Asian or Pacific Islander | <input type="checkbox"/> Slavic |
| <input type="checkbox"/> Black/African American | <input checked="" type="checkbox"/> White/Caucasian |
| | <input type="checkbox"/> Other |

7. How often do you participate in community meetings? (optional)

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Very often | <input type="checkbox"/> Rarely |
| <input type="checkbox"/> Fairly often | <input checked="" type="checkbox"/> Never |

By Dec. 31, 2012

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Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

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1. What is your ZIP code? 97221

Respond by
Dec. 31, 2012

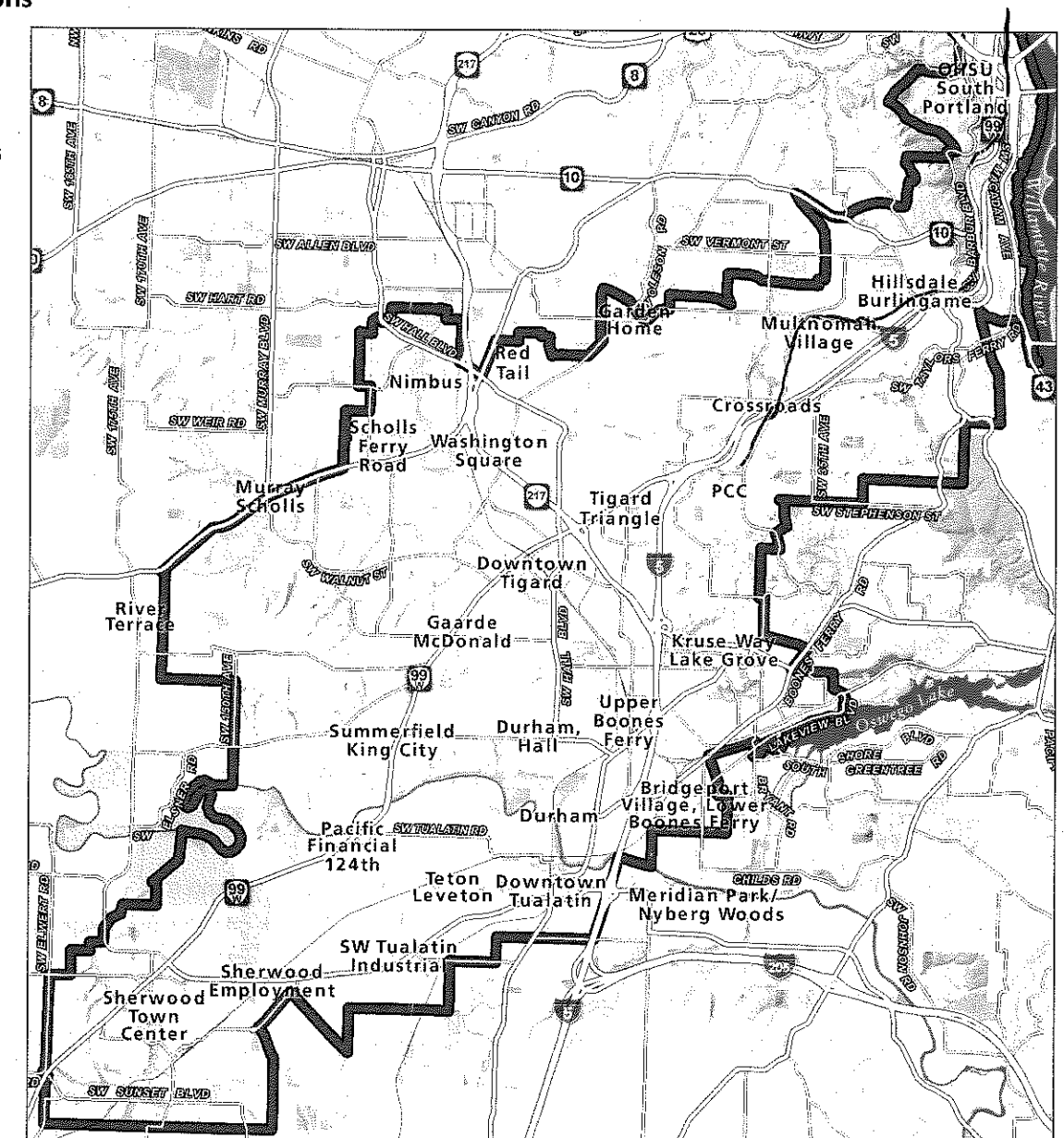
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- | | |
|---|--|
| <input checked="" type="checkbox"/> I live in the corridor. <i>(I think - or I'm right outside me!)</i> | <input checked="" type="checkbox"/> I commute through the corridor. |
| <input checked="" type="checkbox"/> I work in the corridor. | <input type="checkbox"/> I occasionally travel through the corridor. |
| <input type="checkbox"/> I go to school in the corridor. | <input type="checkbox"/> None of the above. |

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster, has fewer stops, runs more frequently and has larger stations than local bus.

Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

Line 1:	Local bus	Bus rapid transit	Light rail
Line 2:	Local bus	Bus rapid transit	Light rail
Line 3:	Local bus	Bus rapid transit	Light rail
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☒ Key safety fixes and signal optimization
- ☒ Intersection and connectivity improvements
- ☐ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☒ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads
- ☒ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☐ On street striped bike lanes on major roads
- ☒ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☒ Off-street separated paved path

8. Transit

- ☒ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☐ Improved local service
- ☒ High capacity transit to two cities
- ☒ High capacity transit to three or more cities

9. Nature/parks

- ☐ Trails through natural areas
- ☐ Trees along major roads
- ☒ Stream health and water quality
- ☐ New parks
- ☒ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input checked="" type="checkbox"/> Environment | <input checked="" type="checkbox"/> Convenience | <input type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input type="checkbox"/> Quality of life | <input type="checkbox"/> Equity | |

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions **help us to know whether we're hearing from a representative group of people** that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- | | |
|--|--|
| <input type="checkbox"/> 20 years or younger | <input type="checkbox"/> 51 to 65 |
| <input checked="" type="checkbox"/> 21 to 35 | <input type="checkbox"/> 66 years or older |
| <input type="checkbox"/> 36 to 50 | |

2. How long have you lived in your community? (optional)

4 yrs

3. What is your gender? (optional)

- ☐ Male
☒ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- | | |
|---|--|
| <input type="checkbox"/> High school degree or less | <input checked="" type="checkbox"/> College degree/4-yr degree |
| <input type="checkbox"/> Some college/technical/
community college/2-yr degree | <input type="checkbox"/> Post graduate |

5. What is your annual household income? (optional)

- | | |
|--|--|
| <input checked="" type="checkbox"/> Less than \$20,000 | <input type="checkbox"/> \$50,001 to \$100,000 |
| <input type="checkbox"/> \$20,000 to \$50,000 | <input type="checkbox"/> More than \$100,000 |

6. What is your race or ethnicity? (optional)

- | | |
|---|---|
| <input type="checkbox"/> African | <input type="checkbox"/> Hispanic/Latino |
| <input type="checkbox"/> American Indian/
Native American/Alaskan Native | <input type="checkbox"/> Middle Eastern |
| <input type="checkbox"/> Asian or Pacific Islander | <input type="checkbox"/> Slavic |
| <input type="checkbox"/> Black/African American | <input checked="" type="checkbox"/> White/Caucasian |
| | <input type="checkbox"/> Other |

7. How often do you participate in community meetings? (optional)

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Very often | <input type="checkbox"/> Rarely |
| <input type="checkbox"/> Fairly often | <input checked="" type="checkbox"/> Never |

By Dec. 31, 2012

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Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

Thank you for choosing to take this survey and for giving your thoughts on different kinds of investments in your community. The Southwest Corridor Project is an effort to create better communities along the corridor between Portland and Sherwood, and your involvement is an important part of the decision making process. For more information on the project, please see the attached fact sheet.

1. What is your ZIP code? 97219

**Respond by
Dec. 31, 2012**

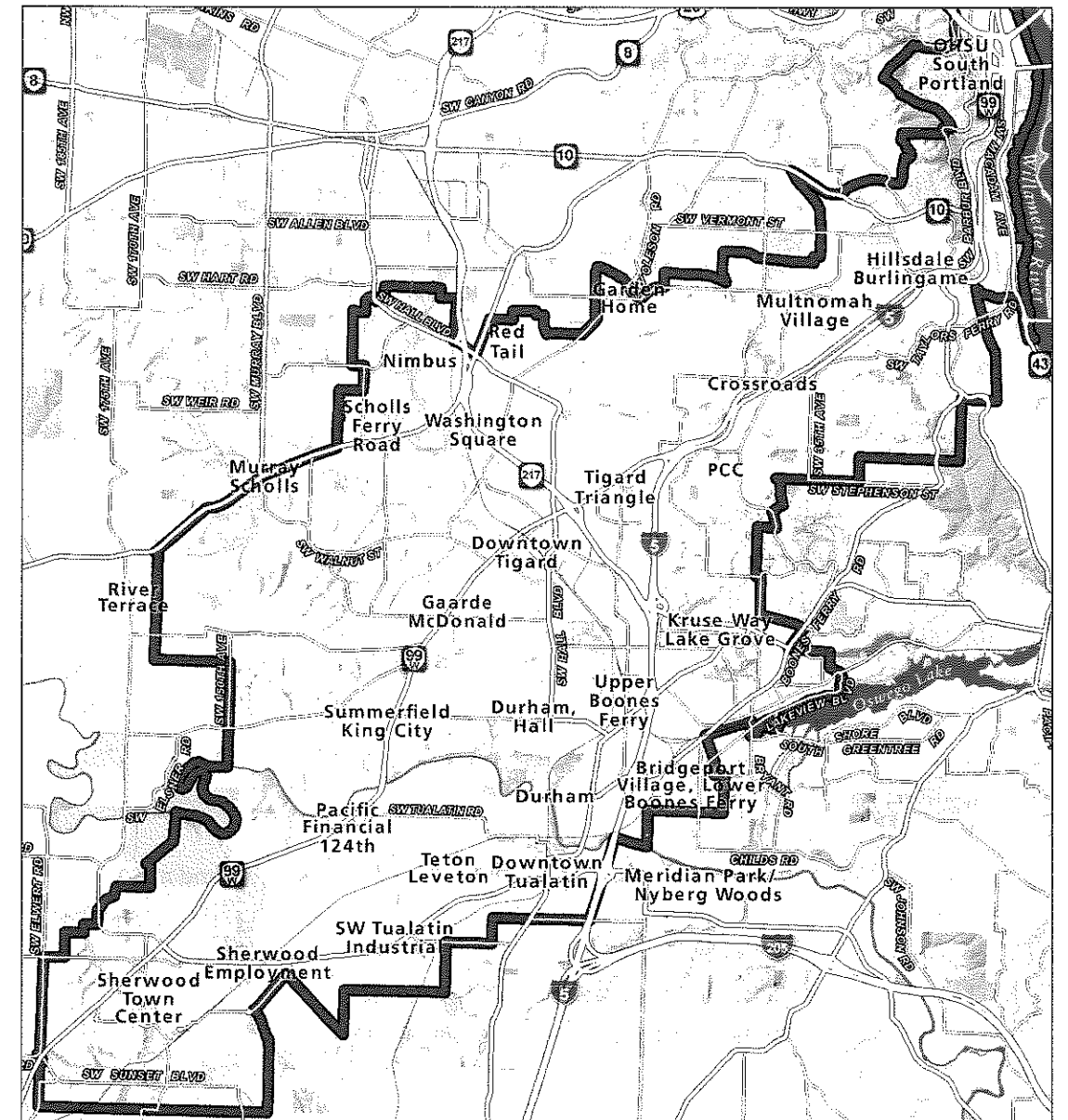
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- | | |
|---|--|
| <input checked="" type="checkbox"/> I live in the corridor. | <input type="checkbox"/> I commute through the corridor. |
| <input type="checkbox"/> I work in the corridor. | <input type="checkbox"/> I occasionally travel through the corridor. |
| <input type="checkbox"/> I go to school in the corridor. | <input type="checkbox"/> None of the above. |

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

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(Circle one for each of your numbered lines)

Line 1:	Local bus	Bus rapid transit	Light rail
Line 2:	Local bus	Bus rapid transit	Light rail
Line 3:	Local bus	Bus rapid transit	Light rail
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☒ Key safety fixes and signal optimization
- ☒ Intersection and connectivity improvements
- ☐ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☒ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☐ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads
- ☐ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☐ On street striped bike lanes on major roads
- ☐ Bike boulevards
- ☒ Cycle track (separated bike lane) on major roads
- ☒ Off-street separated paved path

8. Transit

- ☒ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☒ Improved local service
- ☐ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☐ Trails through natural areas
- ☐ Trees along major roads
- ☒ Stream health and water quality
- ☐ New parks
- ☒ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|---|--------------------------------------|--|
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input checked="" type="checkbox"/> Environment | <input type="checkbox"/> Convenience | <input type="checkbox"/> Personal finances |
| <input checked="" type="checkbox"/> Physical activity | <input type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input type="checkbox"/> Quality of life | <input type="checkbox"/> Equity | |

TOO GENERAL;
POOR WRITING

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions **help us to know whether we're hearing from a representative group of people** that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- ☐ 20 years or younger
☐ 21 to 35
☐ 36 to 50
☐ 51 to 65
☒ 66 years or older

2. How long have you lived in your community? (optional) *51 years*

3. What is your gender? (optional)

- ☒ Male
☐ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- ☐ High school degree or less
☐ Some college/technical/
community college/2-yr degree
☐ College degree/4-yr degree
☒ Post graduate

5. What is your annual household income? (optional)

- ☐ Less than \$20,000
☐ \$20,000 to \$50,000
☒ \$50,001 to \$100,000
☐ More than \$100,000

6. What is your race or ethnicity? (optional)

- ☐ African
☐ American Indian/
Native American/Alaskan Native
☐ Asian or Pacific Islander
☐ Black/African American
☐ Hispanic/Latino
☐ Middle Eastern
☐ Slavic
☒ White/Caucasian
☐ Other

7. How often do you participate in community meetings? (optional)

- ☐ Very often
☒ Fairly often
☐ Rarely
☐ Never

By Dec. 31, 2012

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Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

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1. What is your ZIP code? *97219*

Respond by
Dec. 31, 2012

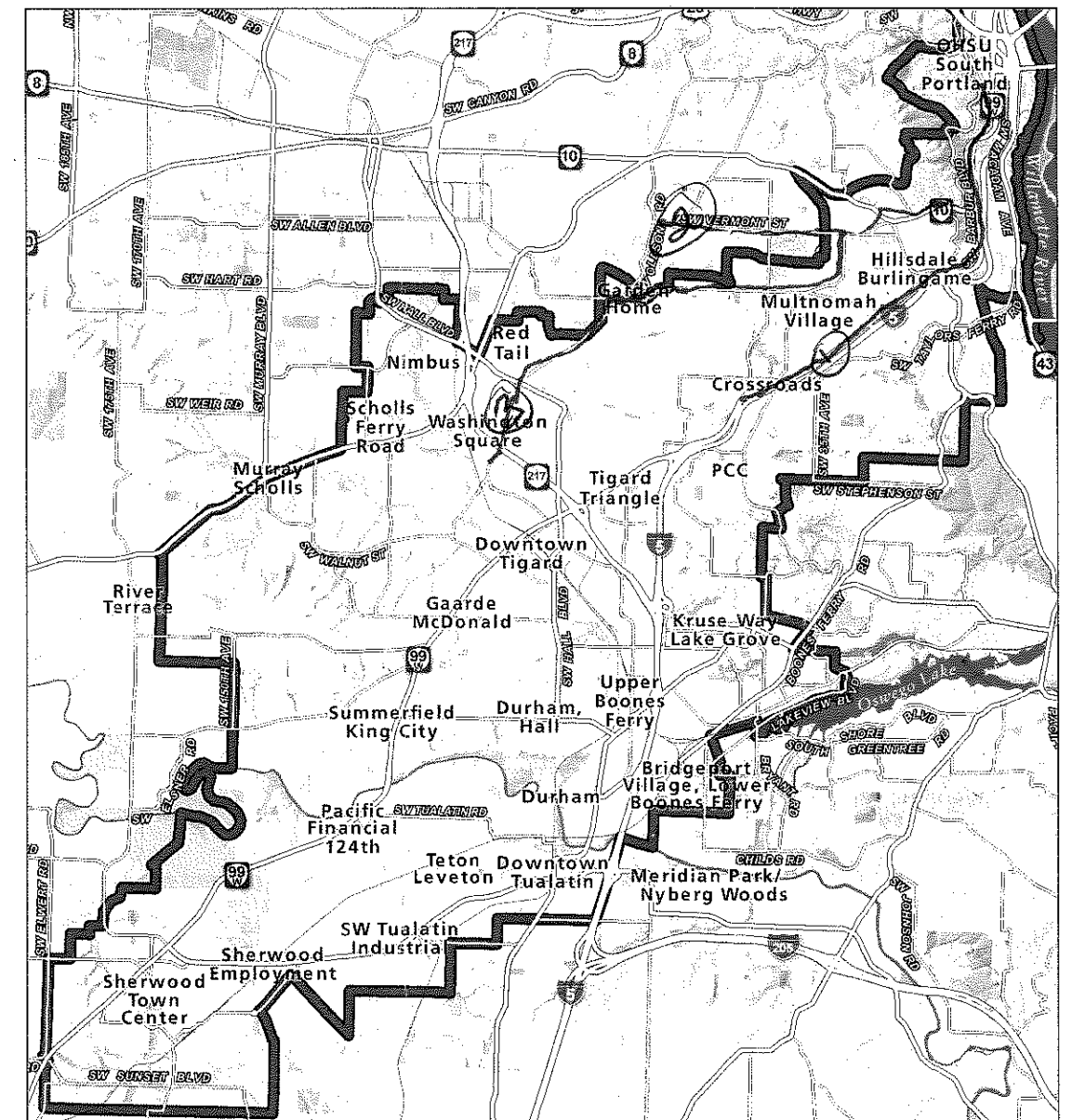
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- ☒ I live in the corridor.
☐ I work in the corridor.
☐ I go to school in the corridor.
☐ I commute through the corridor.
☒ I occasionally travel through the corridor.
☐ None of the above.

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions
Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster, has fewer stops, runs more frequently and has larger stations than local bus.

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(Circle one for each of your numbered lines)

Line 1:	Local bus	Bus rapid transit	<u>Light rail</u>
Line 2:	<u>Local bus</u>	Bus rapid transit	Light rail
Line 3:	<u>Local bus</u>	Bus rapid transit	Light rail
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☐ Key safety fixes and signal optimization
- ☒ Intersection and connectivity improvements
- ☐ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☒ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☐ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads
- ☒ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☒ On street striped bike lanes on major roads
- ☐ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☐ Off-street separated paved path

8. Transit

- ☒ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☒ Improved local service
- ☐ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☒ Trails through natural areas
- ☐ Trees along major roads - *cutting out ivy and other invasives on trees*
- ☐ Stream health and water quality
- ☐ New parks
- ☐ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input checked="" type="checkbox"/> Environment | <input type="checkbox"/> Convenience | <input type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input type="checkbox"/> Quality of life | <input type="checkbox"/> Equity | |

About you

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1. What is your age? (optional)

- ☐ 20 years or younger ☐ 51 to 65
☐ 21 to 35 ☐ 66 years or older
☒ 36 to 50

2. How long have you lived in your community? (optional)

12

3. What is your gender? (optional)

- ☐ Male
☐ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- ☐ High school degree or less ☒ College degree/4-yr degree
☐ Some college/technical/
community college/2-yr degree ☐ Post graduate

5. What is your annual household income? (optional)

- ☐ Less than \$20,000 ☐ \$50,001 to \$100,000
☒ \$20,000 to \$50,000 ☐ More than \$100,000

6. What is your race or ethnicity? (optional)

- ☐ African ☐ Hispanic/Latino
☐ American Indian/
Native American/Alaskan Native ☐ Middle Eastern
☐ Asian or Pacific Islander ☐ Slavic
☐ Black/African American ☐ White/Caucasian
☐ Other

7. How often do you participate in community meetings? (optional)

- ☐ Very often ☒ Rarely
☐ Fairly often ☐ Never

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Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

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1. What is your ZIP code? 97224

Respond by
Dec. 31, 2012

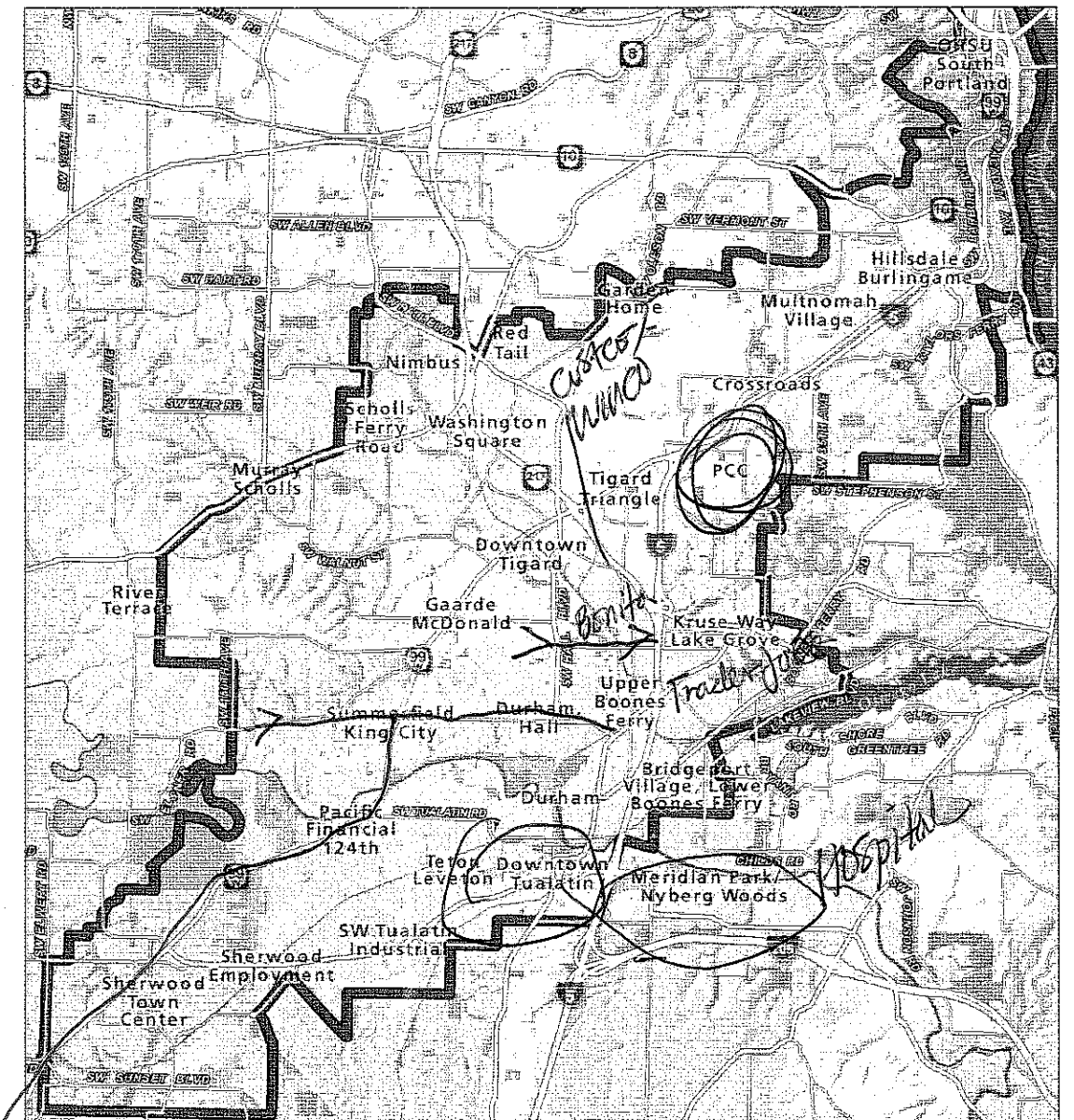
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- ☒ I live in the corridor. ☐ I commute through the corridor.
☒ I work in the corridor. ☐ I occasionally travel through the corridor.
☒ I go to school in the corridor. ☐ None of the above.

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



YMCA Sherwood

4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster, has fewer stops, runs more frequently and has larger stations than local bus.

Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

Line 1:	Local bus	Bus rapid transit	Light rail
Line 2:	Local bus	Bus rapid transit	Light rail
Line 3:	Local bus	Bus rapid transit	Light rail
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- Key safety fixes and signal optimization
- Intersection and connectivity improvements
- Maintenance needs that currently lack funding
- Expanded large neighborhood streets
- Rebuilt interchanges

6. Walking

- Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- Crosswalks improvements like better striping, medians, signals and flashing beacons
- Adding paved sidewalks on major roads
- Adding paved sidewalks on large neighborhood streets
- Plazas, street trees and streetscape improvements

7. Biking

- Wayfinding (signs and maps); share the road markings, shoulders
- On street striped bike lanes on major roads
- Bike boulevards
- Cycle track (separated bike lane) on major roads
- Off-street separated paved path

8. Transit

- Improved stop amenities like shelters, lights and posted schedules and maps
- Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- Improved local service
- High capacity transit to two cities
- High capacity transit to three or more cities

9. Nature/parks

- Trails through natural areas
- Trees along major roads
- Stream health and water quality
- New parks
- Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|-------------------|-------------|-------------------|
| Safety | Community | Public spending |
| Environment | Convenience | Personal finances |
| Physical activity | Access | Other |
| Quality of life | Equity | |

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions **help us to know whether we're hearing from a representative group of people** that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- | | |
|--|--|
| <input type="checkbox"/> 20 years or younger | <input checked="" type="checkbox"/> 51 to 65 |
| <input type="checkbox"/> 21 to 35 | <input type="checkbox"/> 66 years or older |
| <input type="checkbox"/> 36 to 50 | |

2. How long have you lived in your community? (optional)

30 years

3. What is your gender? (optional)

- ☒ Male
☐ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- | | |
|---|---|
| <input type="checkbox"/> High school degree or less | <input type="checkbox"/> College degree/4-yr degree |
| <input type="checkbox"/> Some college/technical/
community college/2-yr degree | <input checked="" type="checkbox"/> Post graduate |

5. What is your annual household income? (optional)

- | | |
|---|---|
| <input type="checkbox"/> Less than \$20,000 | <input type="checkbox"/> \$50,001 to \$100,000 |
| <input type="checkbox"/> \$20,000 to \$50,000 | <input checked="" type="checkbox"/> More than \$100,000 |

6. What is your race or ethnicity? (optional)

- | | |
|---|---|
| <input type="checkbox"/> African | <input type="checkbox"/> Hispanic/Latino |
| <input type="checkbox"/> American Indian/
Native American/Alaskan Native | <input type="checkbox"/> Middle Eastern |
| <input type="checkbox"/> Asian or Pacific Islander | <input type="checkbox"/> Slavic |
| <input type="checkbox"/> Black/African American | <input checked="" type="checkbox"/> White/Caucasian |
| | <input type="checkbox"/> Other |

7. How often do you participate in community meetings? (optional)

- | | |
|--|---------------------------------|
| <input checked="" type="checkbox"/> Very often | <input type="checkbox"/> Rarely |
| <input type="checkbox"/> Fairly often | <input type="checkbox"/> Never |

Southwest corridor questionnaire: Creating an investment package

Thank you for choosing to take this survey and for giving your thoughts on different kinds of investments in your community. The Southwest Corridor Project is an effort to create better communities along the corridor between Portland and Sherwood, and your involvement is an important part of the decision making process. For more information on the project, please see the attached fact sheet.

1. What is your ZIP code? 97224

**Respond by
Dec. 31, 2012**

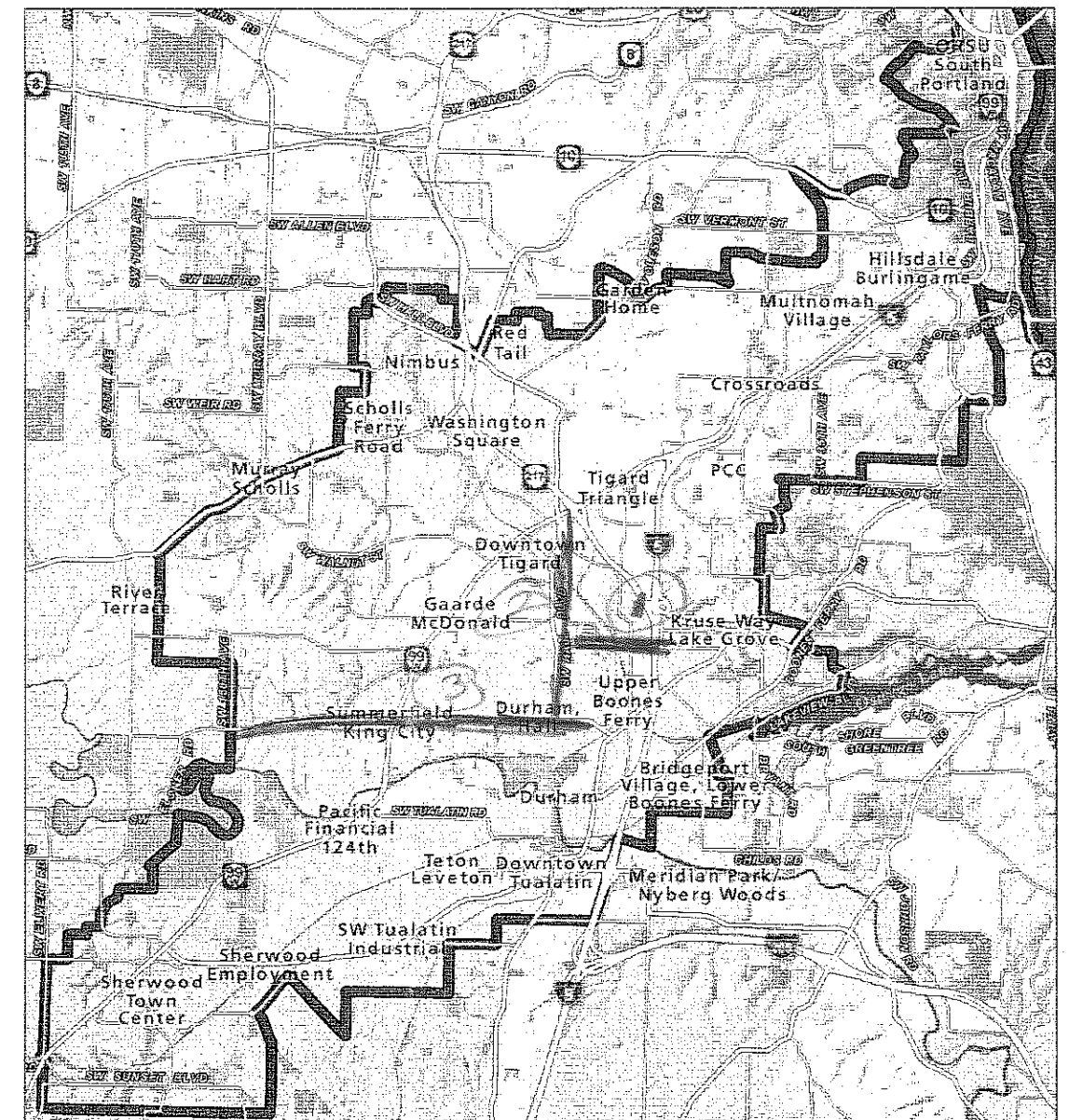
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- | | |
|---|---|
| <input checked="" type="checkbox"/> I live in the corridor. | <input type="checkbox"/> I commute through the corridor. |
| <input type="checkbox"/> I work in the corridor. | <input checked="" type="checkbox"/> I occasionally travel through the corridor. |
| <input type="checkbox"/> I go to school in the corridor. | <input type="checkbox"/> None of the above. |

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



By Dec. 31, 2012

return to
display location

or

mail to:
Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster, has fewer stops, runs more frequently and has larger stations than local bus.

Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

Line 1:	Local bus	Bus rapid transit	Light rail
Line 2:	Local bus	Bus rapid transit	Light rail
Line 3:	Local bus	Bus rapid transit	Light rail
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☐ Key safety fixes and signal optimization
- ☒ Intersection and connectivity improvements
- ☒ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☒ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads
- ☐ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☒ On street striped bike lanes on major roads
- ☐ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☐ Off-street separated paved path

8. Transit

- ☒ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☒ Improved local service
- ☐ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☒ Trails through natural areas
- ☐ Trees along major roads
- ☐ Stream health and water quality
- ☐ New parks
- ☐ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input type="checkbox"/> Environment | <input type="checkbox"/> Convenience | <input checked="" type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input type="checkbox"/> Quality of life | <input checked="" type="checkbox"/> Equity | |

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions help us to know whether we're hearing from a representative group of people that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- ☐ 20 years or younger
- ☐ 21 to 35
- ☐ 36 to 50
- ☐ 51 to 65
- ☒ 66 years or older

2. How long have you lived in your community? (optional)

33 yrs

3. What is your gender? (optional)

- ☐ Male
- ☐ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- ☐ High school degree or less
- ☐ College degree/4-yr degree
- ☐ Some college/technical/ community college/2-yr degree
- ☐ Post graduate

5. What is your annual household income? (optional)

- ☐ Less than \$20,000
- ☒ \$20,000 to \$50,000
- ☐ \$50,001 to \$100,000
- ☐ More than \$100,000

6. What is your race or ethnicity? (optional)

- ☐ African
- ☐ American Indian/ Native American/Alaskan Native
- ☐ Asian or Pacific Islander
- ☐ Black/African American
- ☐ Hispanic/Latino
- ☐ Middle Eastern
- ☐ Slavic
- ☒ White/Caucasian
- ☐ Other

7. How often do you participate in community meetings? (optional)

- ☐ Very often
- ☐ Fairly often
- ☐ Rarely
- ☐ Never

By Dec. 31, 2012

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mail to:
Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

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1. What is your ZIP code? 97224

Respond by
Dec. 31, 2012

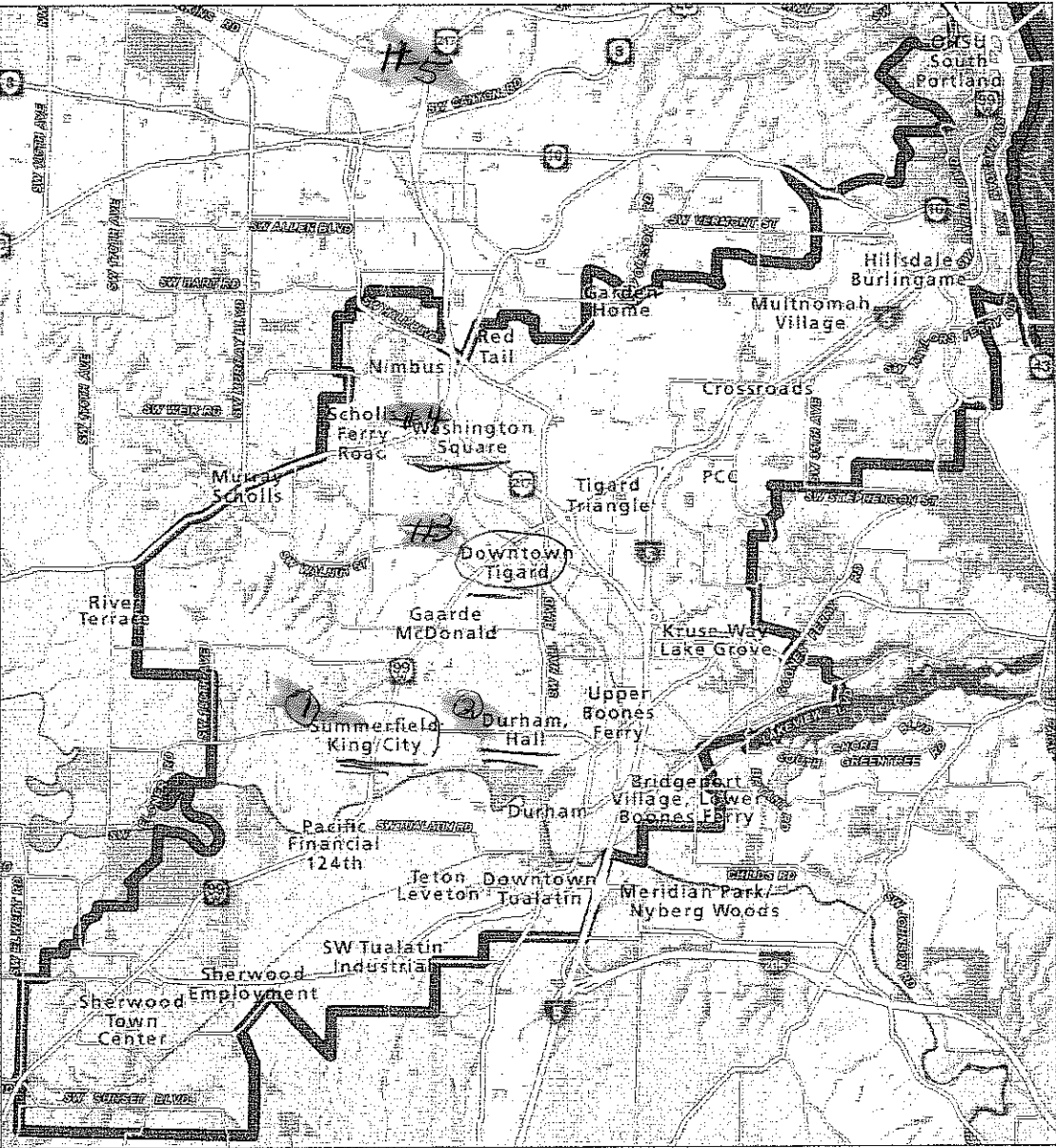
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- ☒ I live in the corridor.
- ☐ I work in the corridor.
- ☐ I go to school in the corridor.
- ☒ I commute through the corridor.
- ☐ I occasionally travel through the corridor.
- ☐ None of the above.

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster, has fewer stops, runs more frequently and has larger stations than local bus.

Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

Line 1:	Local bus	Bus rapid transit	Light rail
Line 2:	Local bus	Bus rapid transit	Light rail
Line 3:	Local bus	Bus rapid transit	Light rail
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☒ Key safety fixes and signal optimization
- ☒ Intersection and connectivity improvements
- ☐ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☒ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads
- ☐ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☐ On street striped bike lanes on major roads
- ☐ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☒ Off-street separated paved path

8. Transit

- ☐ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☒ Improved local service
- ☐ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☐ Trails through natural areas
- ☐ Trees along major roads
- ☒ Stream health and water quality
- ☐ New parks
- ☐ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- ☒ Safety
- ☐ Environment
- ☐ Physical activity
- ☐ Quality of life
- ☐ Community
- ☒ Convenience
- ☐ Access
- ☐ Equity
- ☒ Public spending
- ☐ Personal finances
- ☐ Other

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions help us to know whether we're hearing from a representative group of people that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- ☐ 20 years or younger ☒ 51 to 65
☐ 21 to 35 ☐ 66 years or older
☐ 36 to 50

2. How long have you lived in your community? (optional)

26 years

3. What is your gender? (optional)

- ☐ Male
☒ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- ☒ High school degree or less ☐ College degree/4-yr degree
☒ Some college/technical/ community college/2-yr degree ☐ Post graduate

5. What is your annual household income? (optional)

- ☒ Less than \$20,000 ☐ \$50,001 to \$100,000
☐ \$20,000 to \$50,000 ☐ More than \$100,000

6. What is your race or ethnicity? (optional)

- ☐ African ☐ Hispanic/Latino
☐ American Indian/ Native American/Alaskan Native ☐ Middle Eastern
☐ Asian or Pacific Islander ☒ White/Caucasian
☐ Black/African American ☐ Other

7. How often do you participate in community meetings? (optional)

- ☐ Very often ☐ Rarely
☐ Fairly often ☒ Never

By Dec. 31, 2012

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Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

Thank you for choosing to take this survey and for giving your thoughts on different kinds of investments in your community. The Southwest Corridor Project is an effort to create better communities along the corridor between Portland and Sherwood, and your involvement is an important part of the decision making process. For more information on the project, please see the attached fact sheet.

1. What is your ZIP code?

97223-5351
(TIGARD)

Respond by
Dec. 31, 2012

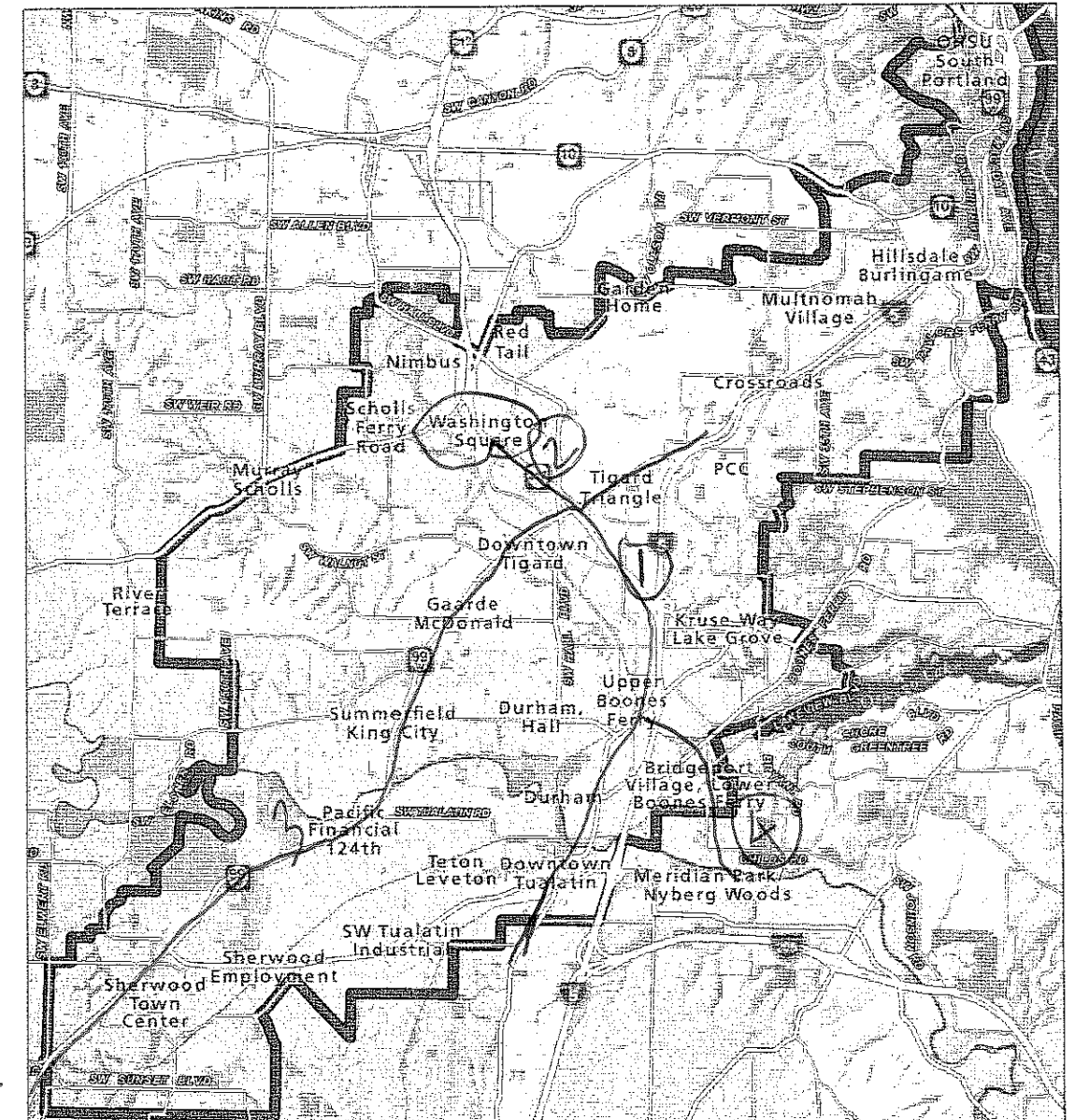
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- ☒ I live in the corridor. ☐ I commute through the corridor.
☐ I work in the corridor. ☒ I occasionally travel through the corridor.
☐ I go to school in the corridor. ☐ None of the above.

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



① Better
Bus/Transit
TO Tualatin
from Tigard
at
Sherwood to
Tualatin
Shuttle Bus
for Tualatin/
Sherwood Rd

Should be a better way to get from Sherwood to Tualatin other than going into Tigard to get to there.

4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster, has fewer stops, runs more frequently and has larger stations than local bus.

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(Circle one for each of your numbered lines)

Line 1: Local bus Bus rapid transit Light rail

Line 2: ~~Local bus~~ Bus rapid transit Light rail

Line 3: Local bus Bus rapid transit Light rail

Line 4: Local bus Bus rapid transit Light rail

Line 5: Local bus Bus rapid transit Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☒ Key safety fixes and signal optimization
- ☐ Intersection and connectivity improvements
- ☒ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☒ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads
- ☐ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☐ On street striped bike lanes on major roads
- ☐ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☐ Off-street separated paved path

8. Transit

- ☒ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☒ Improved local service
- ☐ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☒ Trails through natural areas
- ☒ Trees along major roads
- ☐ Stream health and water quality
- ☐ New parks
- ☐ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input type="checkbox"/> Environment | <input checked="" type="checkbox"/> Convenience | <input checked="" type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input type="checkbox"/> Quality of life | <input type="checkbox"/> Equity | |

N/A Don't bike!

older buses too hard to get on/off

About you

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1. What is your age? (optional)

- | | |
|--|---|
| <input type="checkbox"/> 20 years or younger | <input type="checkbox"/> 51 to 65 |
| <input type="checkbox"/> 21 to 35 | <input checked="" type="checkbox"/> 66 years or older |
| <input type="checkbox"/> 36 to 50 | |

2. How long have you lived in your community? (optional)

1965-2012
= 47 years

3. What is your gender? (optional)

- ☐ Male
☒ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- | | |
|---|---|
| <input type="checkbox"/> High school degree or less | <input type="checkbox"/> College degree/4-yr degree |
| <input type="checkbox"/> Some college/technical/
community college/2-yr degree | <input checked="" type="checkbox"/> Post graduate |

5. What is your annual household income? (optional)

- | | |
|---|--|
| <input type="checkbox"/> Less than \$20,000 | <input type="checkbox"/> \$50,001 to \$100,000 |
| <input type="checkbox"/> \$20,000 to \$50,000 | <input type="checkbox"/> More than \$100,000 |

6. What is your race or ethnicity? (optional)

- | | |
|---|---|
| <input type="checkbox"/> African | <input type="checkbox"/> Hispanic/Latino |
| <input type="checkbox"/> American Indian/
Native American/Alaskan Native | <input type="checkbox"/> Middle Eastern |
| <input type="checkbox"/> Asian or Pacific Islander | <input type="checkbox"/> Slavic |
| <input type="checkbox"/> Black/African American | <input checked="" type="checkbox"/> White/Caucasian |
| | <input type="checkbox"/> Other |

7. How often do you participate in community meetings? (optional)

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> Very often | <input checked="" type="checkbox"/> Rarely |
| <input type="checkbox"/> Fairly often | <input type="checkbox"/> Never |

By Dec. 31, 2012

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display location

or

mail to:
Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

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Respond by
Dec. 31, 2012

1. What is your ZIP code? 97219

Southwest corridor

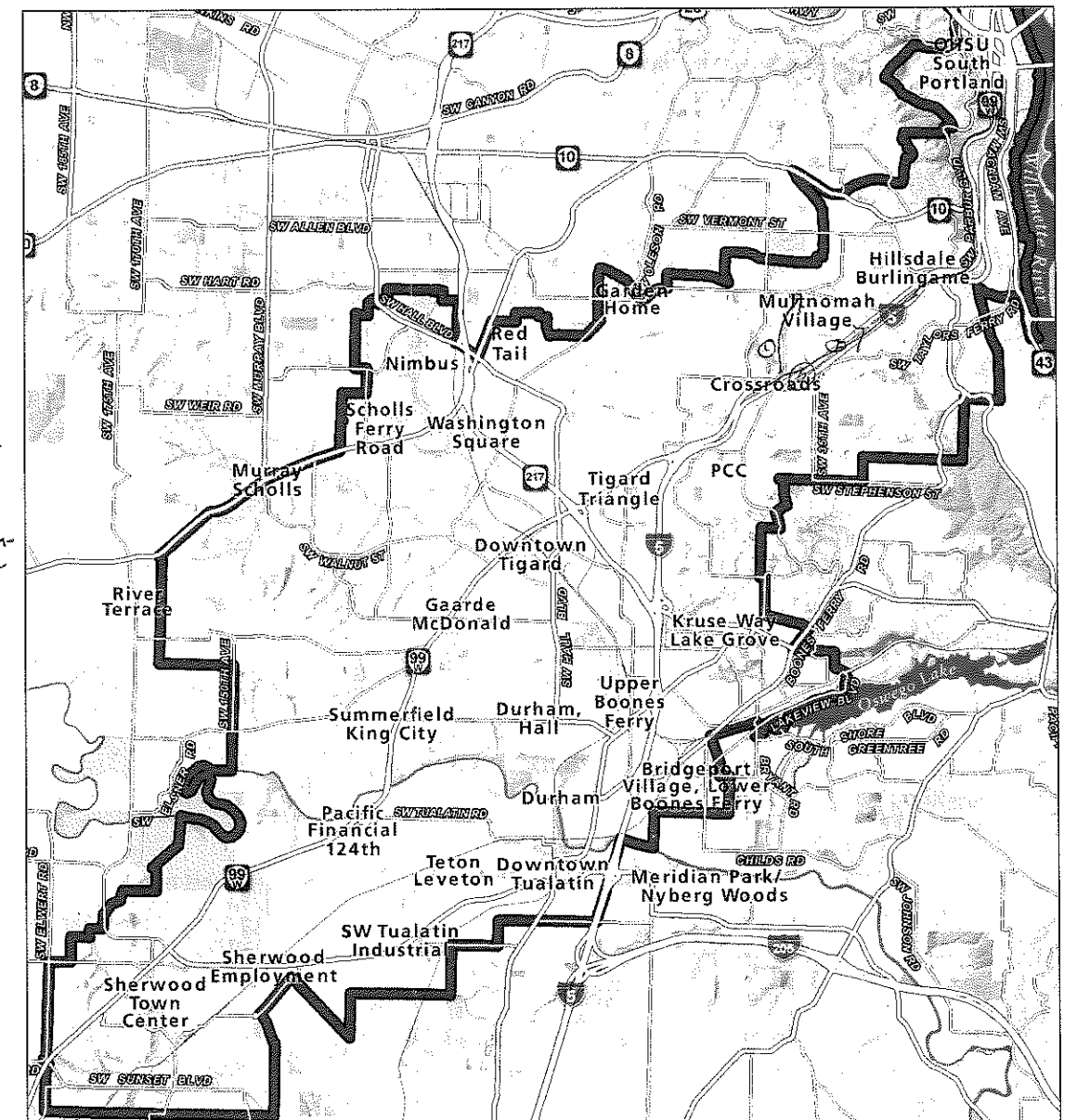
2. Which of these apply to you? (pick all that apply)

- | | |
|---|--|
| <input checked="" type="checkbox"/> I live in the corridor. | <input type="checkbox"/> I commute through the corridor. |
| <input type="checkbox"/> I work in the corridor. | <input type="checkbox"/> I occasionally travel through the corridor. |
| <input checked="" type="checkbox"/> I go to school in the corridor. | <input type="checkbox"/> None of the above. |

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation

Buses
① p. 44 - not now
convenient if attending
events downtown
② p. 12 - same
safer bike route to
downtown
③ MAX - PCC to down-
town would be great



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

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(Circle one for each of your numbered lines)

Line 1: - #44	Local bus	<u>Bus rapid transit</u>	Light rail
Line 2: #12	Local bus	<u>Bus rapid transit</u>	<u>Light rail</u>
Line 3: #12	Local bus	Bus rapid transit	<u>Light rail</u>
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☐ Key safety fixes and signal optimization
- ☒ Intersection and connectivity improvements
- ☒ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☐ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads - on Capital Hwy Multnomah Village to Taylor Ferry Rd
- ☒ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☐ On street striped bike lanes on major roads
- ☒ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☒ Off-street separated paved path

8. Transit

- ☐ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☒ Improved local service
- ☒ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☒ Trails through natural areas
- ☐ Trees along major roads
- ☒ Stream health and water quality
- ☐ New parks
- ☐ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|---|---|---|
| <input type="checkbox"/> Safety | <input type="checkbox"/> Community | <input checked="" type="checkbox"/> Public spending |
| <input checked="" type="checkbox"/> Environment | <input checked="" type="checkbox"/> Convenience | <input type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input type="checkbox"/> Quality of life | <input type="checkbox"/> Equity | |

About you

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1. What is your age? (optional)

- | | |
|--|--|
| <input type="checkbox"/> 20 years or younger | <input type="checkbox"/> 51 to 65 |
| <input type="checkbox"/> 21 to 35 | <input type="checkbox"/> 66 years or older |
| <input checked="" type="checkbox"/> 36 to 50 | |

2. How long have you lived in your community? (optional)

3. What is your gender? (optional)

- ☒ Male
☐ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- | | |
|---|--|
| <input type="checkbox"/> High school degree or less | <input checked="" type="checkbox"/> College degree/4-yr degree |
| <input type="checkbox"/> Some college/technical/
community college/2-yr degree | <input type="checkbox"/> Post graduate |

5. What is your annual household income? (optional)

- | | |
|--|--|
| <input type="checkbox"/> Less than \$20,000 | <input type="checkbox"/> \$50,001 to \$100,000 |
| <input checked="" type="checkbox"/> \$20,000 to \$50,000 | <input type="checkbox"/> More than \$100,000 |

6. What is your race or ethnicity? (optional)

- | | |
|---|---|
| <input type="checkbox"/> African | <input type="checkbox"/> Hispanic/Latino |
| <input type="checkbox"/> American Indian/
Native American/Alaskan Native | <input type="checkbox"/> Middle Eastern |
| <input type="checkbox"/> Asian or Pacific Islander | <input type="checkbox"/> Slavic |
| <input type="checkbox"/> Black/African American | <input checked="" type="checkbox"/> White/Caucasian |
| | <input type="checkbox"/> Other |

7. How often do you participate in community meetings? (optional)

- | | |
|---------------------------------------|---------------------------------|
| <input type="checkbox"/> Very often | <input type="checkbox"/> Rarely |
| <input type="checkbox"/> Fairly often | <input type="checkbox"/> Never |

By Dec. 31, 2012

return to
display location

or

mail to:

Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

Thank you for choosing to take this survey and for giving your thoughts on different kinds of investments in your community. The Southwest Corridor Project is an effort to create better communities along the corridor between Portland and Sherwood, and your involvement is an important part of the decision making process. For more information on the project, please see the attached fact sheet.

1. What is your ZIP code? 97008

Respond by
Dec. 31, 2012

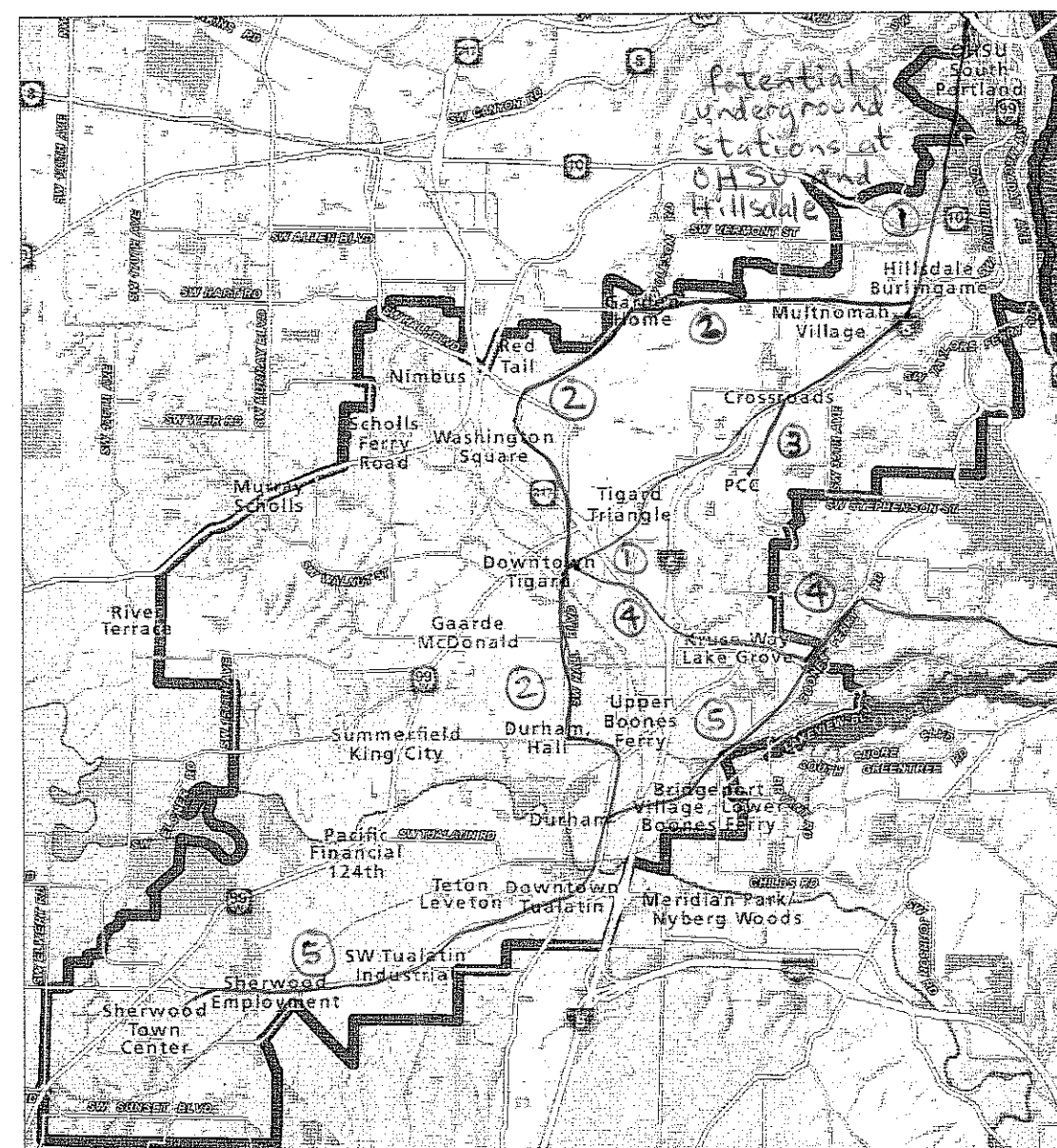
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- | | |
|---|---|
| <input type="checkbox"/> I live in the corridor. | <input type="checkbox"/> I commute through the corridor. |
| <input checked="" type="checkbox"/> I work in the corridor. | <input checked="" type="checkbox"/> I occasionally travel through the corridor. |
| <input type="checkbox"/> I go to school in the corridor. | <input type="checkbox"/> None of the above. |

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster, has fewer stops, runs more frequently and has larger stations than local bus.

Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

Line 1:	Local bus	Bus rapid transit	Light rail
Line 2:	Local bus	Bus rapid transit	Light rail
Line 3:	Local bus	Bus rapid transit	Light rail
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☒ Key safety fixes and signal optimization
- ☒ Intersection and connectivity improvements
- ☐ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☐ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads
- ☒ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☒ On street striped bike lanes on major roads
- ☒ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☐ Off-street separated paved path

8. Transit

- ☐ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☒ Improved local service
- ☒ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☒ Trails through natural areas
- ☐ Trees along major roads
- ☐ Stream health and water quality
- ☒ New parks
- ☐ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|---|---|---|
| <input type="checkbox"/> Safety | <input type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input type="checkbox"/> Environment | <input checked="" type="checkbox"/> Convenience | <input checked="" type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input checked="" type="checkbox"/> Quality of life | <input type="checkbox"/> Equity | |

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions help us to know whether we're hearing from a representative group of people that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- ☐ 20 years or younger
☒ 21 to 35
☐ 36 to 50
☐ 51 to 65
☐ 66 years or older

2. How long have you lived in your community? (optional)

3+ years

3. What is your gender? (optional)

- ☒ Male
☐ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- ☐ High school degree or less
☐ Some college/technical/ community college/2-yr degree
☒ College degree/4-yr degree
☐ Post graduate

5. What is your annual household income? (optional)

- ☒ Less than \$20,000
☐ \$20,000 to \$50,000
☐ \$50,001 to \$100,000
☐ More than \$100,000

6. What is your race or ethnicity? (optional)

- ☐ African
☐ American Indian/ Native American/Alaskan Native
☐ Asian or Pacific Islander
☐ Black/African American
☐ Hispanic/Latino
☐ Middle Eastern
☐ Slavic
☐ White/Caucasian
☒ Other European

7. How often do you participate in community meetings? (optional)

- ☐ Very often
☐ Fairly often
☐ Barely
☒ Never

By Dec. 31, 2012

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display location

or

mail to:

Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

Thank you for choosing to take this survey and for giving your thoughts on different kinds of investments in your community. The Southwest Corridor Project is an effort to create better communities along the corridor between Portland and Sherwood, and your involvement is an important part of the decision making process. For more information on the project, please see the attached fact sheet.

1. What is your ZIP code? 97224

Respond by
Dec. 31, 2012

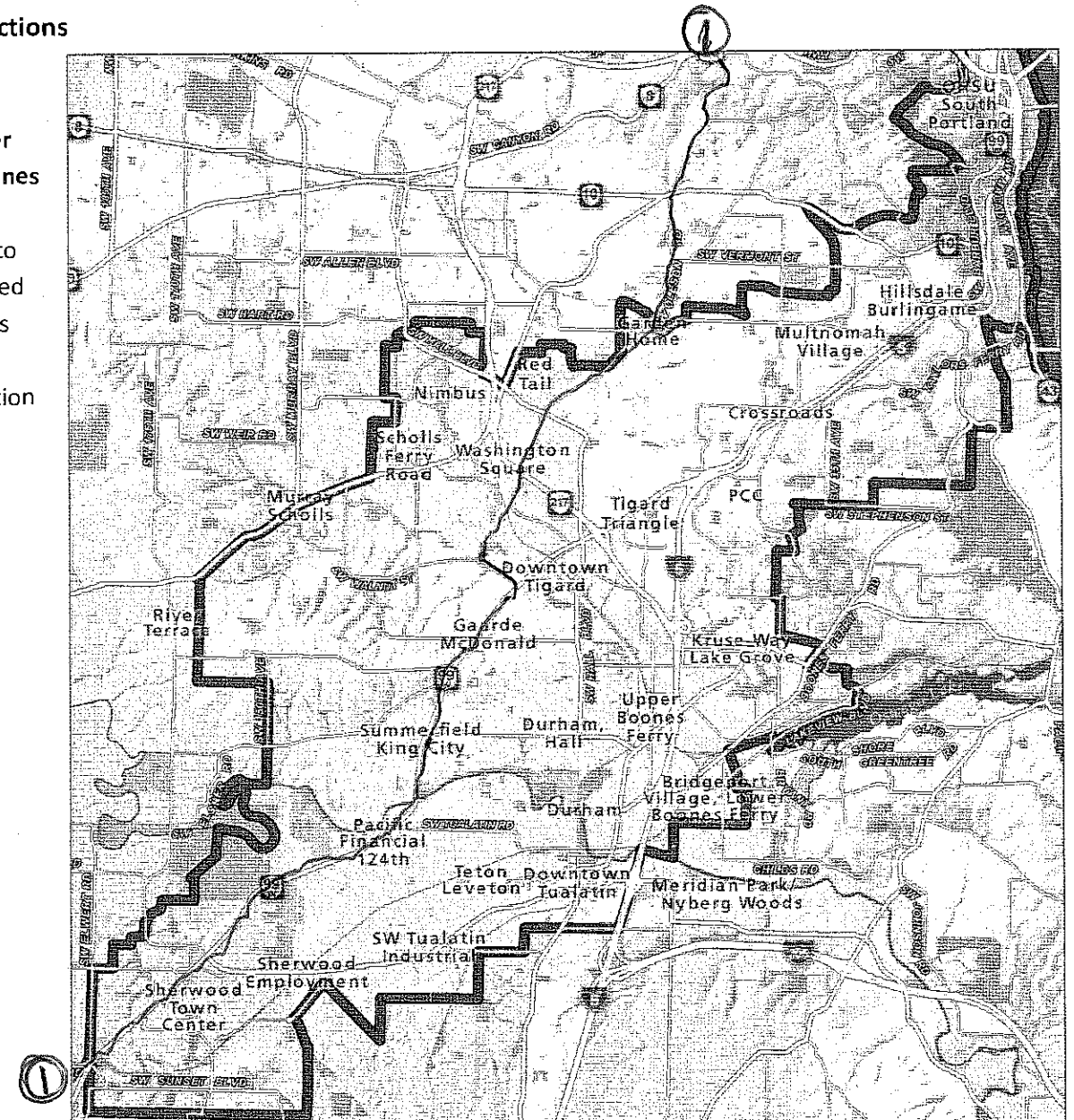
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- ☒ I live in the corridor.
☐ I work in the corridor.
☐ I go to school in the corridor.
☒ I commute through the corridor.
☐ I occasionally travel through the corridor.
☐ None of the above.

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster, has fewer stops, runs more frequently and has larger stations than local bus.

Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

Line 1:	<input checked="" type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail
Line 2:	<input type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail
Line 3:	<input type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail
Line 4:	<input type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail
Line 5:	<input type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☒ Key safety fixes and signal optimization
- ☐ Intersection and connectivity improvements
- ☐ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☒ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☐ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads
- ☒ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☐ On street striped bike lanes on major roads
- ☐ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☐ Off-street separated paved path

8. Transit

- ☒ Improved stop amenities like shelters, lights and posted schedules and maps
- ☒ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☒ Improved local service
- ☐ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☒ Trails through natural areas
- ☐ Trees along major roads
- ☐ Stream health and water quality
- ☒ New parks
- ☐ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|---|--------------------------------------|---|
| <input type="checkbox"/> Safety | <input type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input checked="" type="checkbox"/> Environment | <input type="checkbox"/> Convenience | <input checked="" type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input checked="" type="checkbox"/> Quality of life | <input type="checkbox"/> Equity | |

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions help us to know whether we're hearing from a representative group of people that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- ☐ 20 years or younger ☐ 51 to 65
☒ 21 to 35 ☐ 66 years or older
☐ 36 to 50

2. How long have you lived in your community? (optional)

2 1/2 yrs

3. What is your gender? (optional)

- ☒ Male
☐ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- ☐ High school degree or less ☐ College degree/4-yr degree
☐ Some college/technical/ community college/2-yr degree ☒ Post graduate

5. What is your annual household income? (optional)

- ☐ Less than \$20,000 ☒ \$50,001 to \$100,000
☐ \$20,000 to \$50,000 ☐ More than \$100,000

6. What is your race or ethnicity? (optional)

- ☐ African ☐ Hispanic/Latino
☐ American Indian/ Native American/Alaskan Native ☐ Middle Eastern
☐ Asian or Pacific Islander ☒ Slavic
☐ Black/African American ☒ White/Caucasian
☐ Other

7. How often do you participate in community meetings? (optional)

- ☐ Very often ☐ Rarely
☐ Fairly often ☒ Never

By Dec. 31, 2012

return to
display location

or

M. Barton
 3932 SW Cornus St.
 Portland, OR 97219

Southwest corridor questionnaire: Creating an investment package

Thank you for choosing to take this survey and for giving your thoughts on different kinds of investments in your community. The Southwest Corridor Project is an effort to create better communities along the corridor between Portland and Sherwood, and your involvement is an important part of the decision making process. For more information on the project, please see the attached fact sheet.

1. What is your ZIP code? 97219

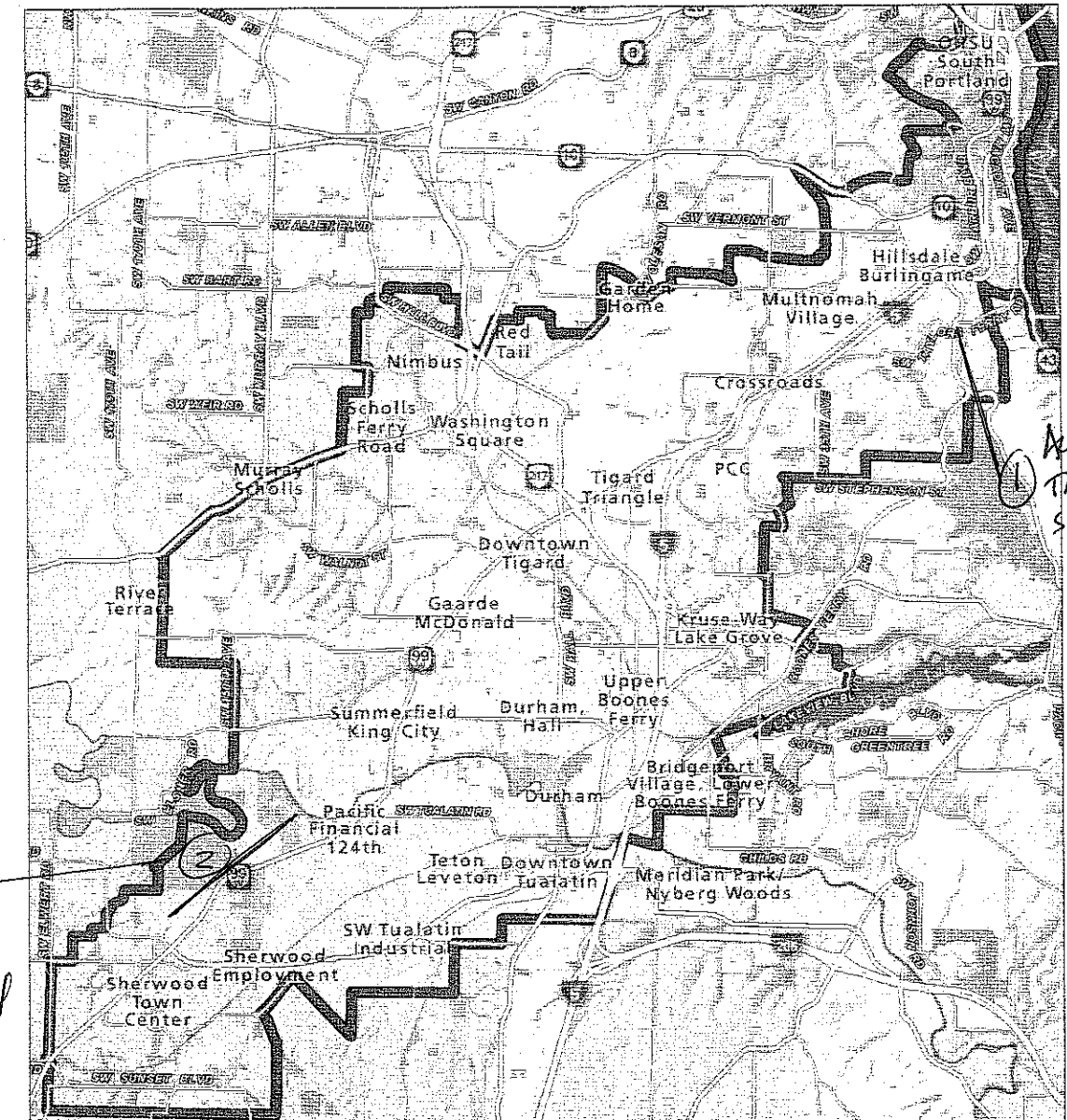
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- ☒ I live in the corridor. ☒ I commute through the corridor.
☒ I work in the corridor. ☒ I occasionally travel through the corridor.
☐ I go to school in the corridor. ☐ None of the above.

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



Easier bus
 Access to
 leave ~~from~~ Tualatin
 River National
 Wildlife
 Refuge

4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster, has fewer stops, runs more frequently and has larger stations than local bus.

Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

Line 1:	<input checked="" type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail
Line 2:	<input checked="" type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail
Line 3:	<input type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail
Line 4:	<input type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail
Line 5:	<input type="radio"/> Local bus	<input type="radio"/> Bus rapid transit	<input type="radio"/> Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☐ Key safety fixes and signal optimization
- ☒ Intersection and connectivity improvements
- ☒ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☒ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☐ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads → Capital Hwy south of Multnomah Village
- ☐ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements

7. Biking

- ☒ Wayfinding (signs and maps); share the road markings, shoulders
- ☒ On street striped bike lanes on major roads
- ☐ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☐ Off-street separated paved path

8. Transit

- ☒ Improved stop amenities like shelters, lights and posted schedules and maps
- ☒ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☒ Improved local service
- ☐ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☒ Trails through natural areas
- ☐ Trees along major roads
- ☐ Stream health and water quality
- ☒ New parks
- ☒ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input checked="" type="checkbox"/> Environment | <input type="checkbox"/> Convenience | <input type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input checked="" type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input type="checkbox"/> Quality of life | <input type="checkbox"/> Equity | |

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions help us to know whether we're hearing from a representative group of people that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- ☐ 20 years or younger
☐ 21 to 35
☐ 36 to 50
☒ 51 to 65
☐ 66 years or older

2. How long have you lived in your community? (optional)

20+ years

3. What is your gender? (optional)

- ☐ Male
☒ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- ☐ High school degree or less
☐ Some college/technical/
community college/2-yr degree
☐ College degree/4-yr degree
☒ Post graduate

5. What is your annual household income? (optional)

- ☐ Less than \$20,000
☒ \$20,000 to \$50,000
☐ \$50,001 to \$100,000
☐ More than \$100,000

6. What is your race or ethnicity? (optional)

- ☐ African
☐ American Indian/
Native American/Alaskan Native
☐ Asian or Pacific Islander
☐ Black/African American
☐ Hispanic/Latino
☐ Middle Eastern
☐ Slavic
☒ White/Caucasian
☐ Other

7. How often do you participate in community meetings? (optional)

- ☐ Very often
☐ Fairly often
☒ Rarely
☐ Never

By Dec. 31, 2012

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mail to:

Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

Thank you for choosing to take this survey and for giving your thoughts on different kinds of investments in your community. The Southwest Corridor Project is an effort to create better communities along the corridor between Portland and Sherwood, and your involvement is an important part of the decision making process. For more information on the project, please see the attached fact sheet.

1. What is your ZIP code? 97223

Respond by
Dec. 31, 2012

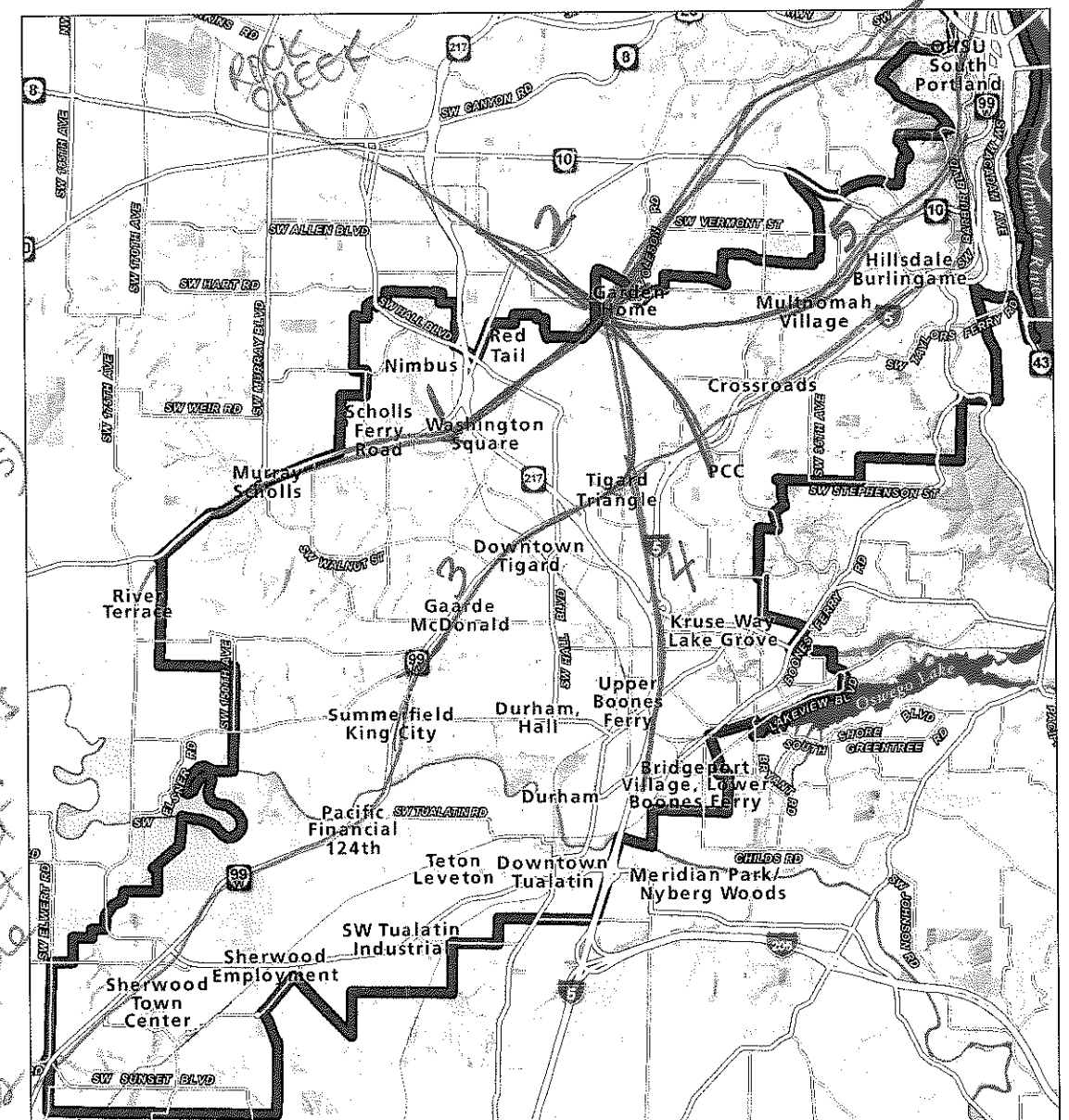
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- ☒ I live in the corridor.
☐ I work in the corridor.
☒ I go to school in the corridor.
☒ I commute through the corridor.
☐ I occasionally travel through the corridor.
☐ None of the above.

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster, has fewer stops, runs more frequently and has larger stations than local bus.

Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

Line 1:	Local bus	Bus rapid transit	Light rail
Line 2:	Local bus	Bus rapid transit	Light rail
Line 3:	Local bus	Bus rapid transit	Light rail
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☒ Key safety fixes and signal optimization
- ☒ Intersection and connectivity improvements
- ☐ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☒ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☐ Adding paved sidewalks on major roads
- ☐ Adding paved sidewalks on large neighborhood streets
- ☒ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☒ On street striped bike lanes on major roads
- ☐ Bike boulevards
- ☒ Cycle track (separated bike lane) on major roads
- ☐ Off-street separated paved path

8. Transit

- ☒ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☒ Improved local service
- ☐ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☒ Trails through natural areas
- ☐ Trees along major roads
- ☒ Stream health and water quality
- ☐ New parks
- ☐ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input checked="" type="checkbox"/> Environment | <input type="checkbox"/> Convenience | <input type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input type="checkbox"/> Quality of life | <input type="checkbox"/> Equity | |

About you

Thank you for taking a moment to answer these demographic questions. Answers to these questions help us to know whether we're hearing from a representative group of people that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your survey without any personal information.

1. What is your age? (optional)

- | | |
|--|--|
| <input type="checkbox"/> 20 years or younger | <input type="checkbox"/> 51 to 65 |
| <input type="checkbox"/> 21 to 35 | <input type="checkbox"/> 66 years or older |
| <input type="checkbox"/> 36 to 50 | |

2. How long have you lived in your community? (optional)

3. What is your gender? (optional)

- ☐ Male
☐ Female

4. What is the highest level of education you have had the opportunity to complete? (optional)

- | | |
|---|---|
| <input type="checkbox"/> High school degree or less | <input type="checkbox"/> College degree/4-yr degree |
| <input type="checkbox"/> Some college/technical/
community college/2-yr degree | <input type="checkbox"/> Post graduate |

5. What is your annual household income? (optional)

- | | |
|---|--|
| <input type="checkbox"/> Less than \$20,000 | <input type="checkbox"/> \$50,001 to \$100,000 |
| <input type="checkbox"/> \$20,000 to \$50,000 | <input type="checkbox"/> More than \$100,000 |

6. What is your race or ethnicity? (optional)

- | | |
|---|--|
| <input type="checkbox"/> African | <input type="checkbox"/> Hispanic/Latino |
| <input type="checkbox"/> American Indian/
Native American/Alaskan Native | <input type="checkbox"/> Middle Eastern |
| <input type="checkbox"/> Asian or Pacific Islander | <input type="checkbox"/> Slavic |
| <input type="checkbox"/> Black/African American | <input type="checkbox"/> White/Caucasian |
| | <input type="checkbox"/> Other |

7. How often do you participate in community meetings? (optional)

- | | |
|---------------------------------------|---------------------------------|
| <input type="checkbox"/> Very often | <input type="checkbox"/> Rarely |
| <input type="checkbox"/> Fairly often | <input type="checkbox"/> Never |

By Dec. 31, 2012

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mail to:
Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Southwest corridor questionnaire: Creating an investment package

Thank you for choosing to take this survey and for giving your thoughts on different kinds of investments in your community. The Southwest Corridor Project is an effort to create better communities along the corridor between Portland and Sherwood, and your involvement is an important part of the decision making process. For more information on the project, please see the attached fact sheet.

1. What is your ZIP code?

97005

Respond by
Dec. 31, 2012

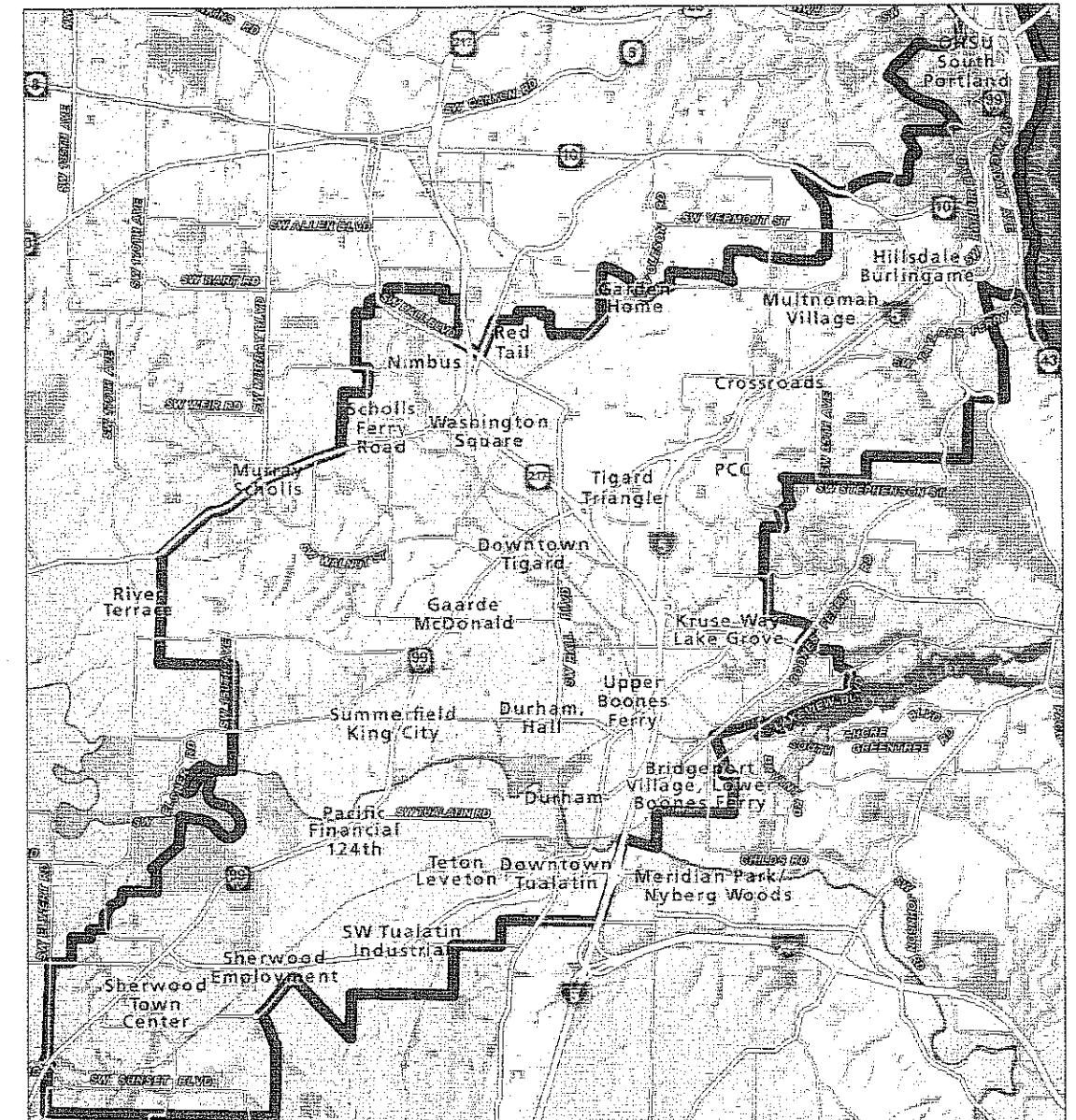
Southwest corridor

2. Which of these apply to you? (pick all that apply)

- | | |
|---|--|
| <input type="checkbox"/> I live in the corridor. | <input checked="" type="checkbox"/> I commute through the corridor. |
| <input checked="" type="checkbox"/> I work in the corridor. | <input type="checkbox"/> I occasionally travel through the corridor. |
| <input type="checkbox"/> I go to school in the corridor. | <input type="checkbox"/> None of the above. |

Transit connections

3. Using the map, draw and number up to five lines where you would like to see improved connections with public transportation



4. For each of the five lines you drew on the map, tell us what type of service you would like to see.

Service descriptions

Local bus focuses on community access, and stops about every two blocks to a quarter mile. Local buses share the road with cars. The route and time of day affect how often the bus travels.

Bus rapid transit (BRT) uses larger buses with more room for standing passengers. Service focuses on regional access and may have its own lane. Service is faster, has fewer stops, runs more frequently and has larger stations than local bus.

Light rail (MAX) uses larger vehicles that run more often than local buses. Light rail focuses on regional access with stops about one half to one mile apart. Light rail connects areas where many residents live to areas where they may work, shop or play. The service has its own right of way which makes it faster and more reliable.

(Circle one for each of your numbered lines)

Line 1:	Local bus	Bus rapid transit	Light rail
Line 2:	Local bus	Bus rapid transit	Light rail
Line 3:	Local bus	Bus rapid transit	Light rail
Line 4:	Local bus	Bus rapid transit	Light rail
Line 5:	Local bus	Bus rapid transit	Light rail

Levels of investments

For each category of investment below, please mark the two options most important to you.

5. Driving

- ☐ Key safety fixes and signal optimization
- ☒ Intersection and connectivity improvements
- ☒ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

6. Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☐ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☒ Adding paved sidewalks on major roads
- ☒ Adding paved sidewalks on large neighborhood streets
- ☒ Plazas, street trees and streetscape improvements

7. Biking

- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☐ On street striped bike lanes on major roads
- ☒ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☒ Off-street separated paved path

8. Transit

- ☒ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☐ Improved local service
- ☒ High capacity transit to two cities
- ☐ High capacity transit to three or more cities

9. Nature/parks

- ☐ Trails through natural areas
- ☐ Trees along major roads
- ☒ Stream health and water quality
- ☐ New parks
- ☒ Purchase open spaces

Investment decisions

10. When thinking about where to make investments, what are the top three factors that influence your choices?

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Community | <input type="checkbox"/> Public spending |
| <input checked="" type="checkbox"/> Environment | <input type="checkbox"/> Convenience | <input type="checkbox"/> Personal finances |
| <input type="checkbox"/> Physical activity | <input type="checkbox"/> Access | <input type="checkbox"/> Other |
| <input type="checkbox"/> Quality of life | <input type="checkbox"/> Equity | |

Sobre usted

Gracias por tomarse un momento para responder estas preguntas demográficas. Las respuestas a estas preguntas **nos ayudan a saber si estamos obteniendo información de un representante de un grupo de personas** que realmente refleja a nuestras comunidades diversas y nos ayuda a centrarnos en el futuro alcance a las poblaciones subrepresentadas. Si tiene preguntas, gustosamente aceptaremos su encuesta sin ninguna información personal.

1. ¿Cuál es su edad? (opcional)

- | | |
|--|---|
| <input type="checkbox"/> 20 años o menos | <input type="checkbox"/> 51 a 65 |
| <input type="checkbox"/> 21 a 35 | <input checked="" type="checkbox"/> 66 años o más |
| <input type="checkbox"/> 36 a 50 | |

2. ¿Hace cuánto que vive en su comunidad? (opcional)

23 - Años

3. ¿Cuál es su género? (opcional)

- ☐ Masculino
☒ Femenino

4. ¿Cuál es el nivel más alto de educación que ha tenido la oportunidad de completar? (opcional)

- | | |
|--|--|
| <input type="checkbox"/> Título de escuela secundaria o menos | <input type="checkbox"/> Título universitario/título de 4 años |
| <input type="checkbox"/> Universitario/técnico incompleto/universidad comunitaria/título de 2 años | <input type="checkbox"/> Postgrado |

5. ¿Cuál es el ingreso anual de su hogar? (opcional)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Menos de \$20,000 | <input type="checkbox"/> \$50,001 a \$100,000 |
| <input type="checkbox"/> \$20,000 a \$50,000 | <input type="checkbox"/> Más de \$100,000 |

6. ¿Cuál es su raza u origen étnico? (opcional)

- | | |
|---|--|
| <input type="checkbox"/> Africano | <input checked="" type="checkbox"/> Hispano/Latino |
| <input type="checkbox"/> Indígena Americano/Nativo Americano/Nativo de Alaska | <input type="checkbox"/> Medio Oriente |
| <input type="checkbox"/> Asiático o de las Islas del Pacífico | <input type="checkbox"/> Eslavo |
| <input type="checkbox"/> Negro/Afroamericano | <input type="checkbox"/> Blanco/Caucásico |
| | <input type="checkbox"/> Otro |

7. ¿Cuán a menudo participa de las reuniones comunitarias? (opcional)

- | | |
|--|---|
| <input type="checkbox"/> Muy a menudo | <input type="checkbox"/> Ocasionalmente |
| <input type="checkbox"/> Regularmente a menudo | <input type="checkbox"/> Nunca |

Antes del
31 de diciembre de 2012

devolver a la
dirección indicada

o

enviar por correo a:
Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Cuestionario del corredor sudoeste: creando un paquete de inversión

Gracias por elegir responder este cuestionario y por darnos su opinión sobre diferentes clases de inversiones en su comunidad. El Proyecto del corredor sudoeste es un esfuerzo para crear mejores comunidades a lo largo del corredor entre Portland y Sherwood y su participación es una parte importante del proceso de toma de decisiones. Para obtener más información sobre el proyecto, vea la ficha adjunta.

1. ¿Cuál es su código postal? 97223

**Responder antes del
31 de diciembre de 2012**

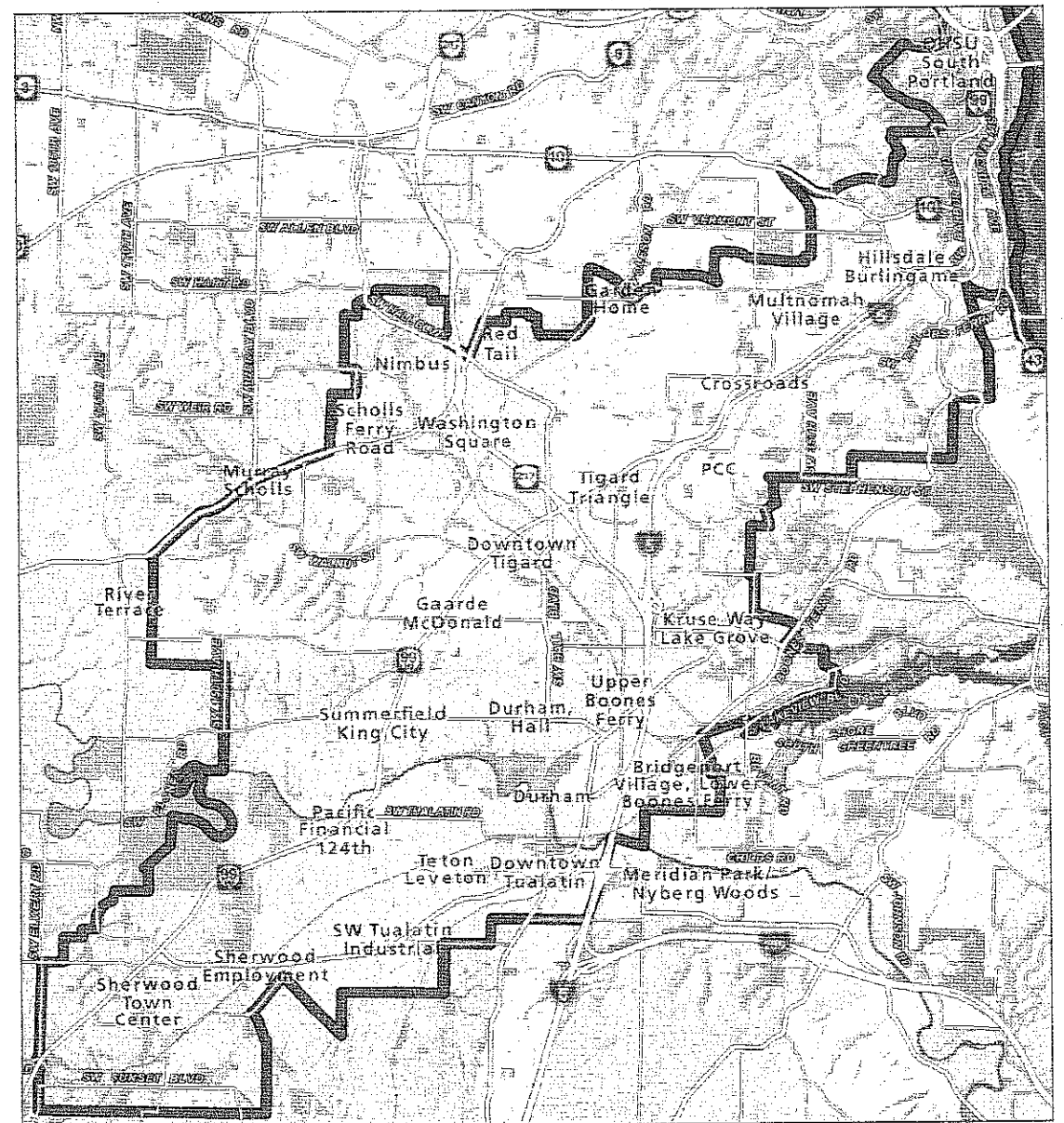
Corredor sudoeste

2. ¿Cuál de las siguientes se aplica a usted? (seleccione todas las que se apliquen)

- | | |
|---|--|
| <input type="checkbox"/> Vivo en el corredor. | <input type="checkbox"/> Viajo a través del corredor. |
| <input type="checkbox"/> Trabajo en el corredor. | <input type="checkbox"/> Ocasionalmente viajo a través del corredor. |
| <input type="checkbox"/> Voy a la escuela en el corredor. | <input checked="" type="checkbox"/> Ninguna de las anteriores. |

Conexiones de tránsito

3. Usando el mapa, dibuje y enumere hasta cinco líneas adonde le gustaría ver mejores conexiones con el transporte público.



4. Para cada una de las cinco líneas que dibujó en el mapa, díganos qué tipo de servicio le gustaría ver.

Descripciones del servicio

El autobús local se centra en el acceso de la comunidad y se detiene cada dos cuadras a un cuarto de milla. Los autobuses locales comparten la carretera con los automóviles. El recorrido y el momento del día afectan la frecuencia de viajes del autobús.

El transporte rápido de autobús (BRT por sus siglas en inglés) usa autobuses más grandes con más espacio para pasajeros parados. El servicio se centra en el acceso regional y puede tener su propio carril. El servicio es más rápido, tiene menos paradas, el servicio tiene una mayor frecuencia y tiene estaciones más grandes que el autobús local.

El ferrocarril ligero (MAX) usa vehículos más grandes cuyo servicio tiene una mayor frecuencia que los autobuses locales. El ferrocarril ligero se centra en el acceso regional con paradas entre media y una milla de distancia. El ferrocarril ligero conecta las áreas donde viven muchos residentes con las áreas donde estas personas trabajan, realizan compras o desarrollan su esparcimiento. El servicio tiene su propio derecho de paso, lo que lo hace más rápido y confiable.

(Marque con un círculo para cada una de las líneas que ha enumerado)

Línea 1:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero
Línea 2:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero
Línea 3:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero
Línea 4:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero
Línea 5:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero

Niveles de las inversiones

Para cada categoría de inversión a continuación, **marque las dos opciones** más importantes para usted.

5. Conducción

- ☐ Correcciones de seguridad clave y optimización de señales
- ☐ Mejoras de intersecciones y conectividad
- ☐ Necesidades de mantenimiento que actualmente carecen de financiamiento
- ☐ Ampliación de calles importantes en los vecindarios
- ☐ Intercambios reconstruidos

6. Caminar

- ☐ Rampas en el bordillo, caminos con gravilla o arcenes y señalización de asistencia (señales y mapas)
- ☐ Mejoras en los cruces peatonales como mejores franjas, camellones, señales y faros rotativos
- ☐ Agregar aceras pavimentadas en carreteras principales
- ☐ Agregar aceras pavimentadas en calles importantes de los vecindarios
- ☐ Mejoras de plazas, árboles y paisajismo de las calles

7. Ciclismo

- ☐ Señalización (señales y mapas), compartir el marcado de las carreteras, arcenes
- ☐ Franjas pintadas para bicicletas en carreteras principales
- ☐ Bulevares para bicicletas
- ☐ Ciclovía (carril para bicicletas separado) en carreteras principales
- ☒ Camino pavimentado separado fuera de la calle

8. Transporte

- ☒ Mayores comodidades en las paradas como albergues, luces y horarios y mapas en exhibición
- ☐ Acceso mejorado a las paradas como rampas cercanas y cruces peatonales marcados cerca de las paradas
- ☐ Servicio local mejorado
- ☐ Transporte de alta capacidad a dos ciudades
- ☐ Transporte de alta capacidad para tres o más ciudades

9. Naturaleza/parques

- ☐ Senderos a lo largo de las áreas naturales
- ☐ Árboles a lo largo de las carreteras principales
- ☒ Salud de los arroyos y calidad del agua
- ☐ Nuevos parques
- ☐ Compra de espacios abiertos

Decisiones de inversión

10. Al pensar sobre el lugar donde realizar las inversiones, ¿cuáles son los **tres factores principales** que influyen sus decisiones?

- | | | |
|--|------------------------------------|--|
| <input type="checkbox"/> Seguridad | <input type="checkbox"/> Comunidad | <input type="checkbox"/> Gastos públicos |
| <input checked="" type="checkbox"/> Medio ambiente | <input type="checkbox"/> Comodidad | <input type="checkbox"/> Finanzas personales |
| <input type="checkbox"/> Actividad física | <input type="checkbox"/> Acceso | <input type="checkbox"/> Otro _____ |
| <input type="checkbox"/> Calidad de vida | <input type="checkbox"/> Equidad | |

Sobre usted

Gracias por tomarse un momento para responder estas preguntas demográficas. Las respuestas a estas preguntas **nos ayudan a saber si estamos obteniendo información de un representante de un grupo de personas** que realmente refleja a nuestras comunidades diversas y nos ayuda a centrarnos en el futuro alcance a las poblaciones subrepresentadas. Si tiene preguntas, gustosamente aceptaremos su encuesta sin ninguna información personal.

1. ¿Cuál es su edad? (opcional)

- ☐ 20 años o menos
- ☒ 21 a 35
- ☐ 36 a 50
- ☐ 51 a 65
- ☐ 66 años o más

2. ¿Hace cuánto que vive en su comunidad? (opcional)

12 años

3. ¿Cuál es su género? (opcional)

- ☐ Masculino
- ☒ Femenino

4. ¿Cuál es el nivel más alto de educación que ha tenido la oportunidad de completar? (opcional)

- ☐ Título de escuela secundaria o menos
- ☐ Título universitario/título de 4 años
- ☐ Universitario/técnico incompleto/universidad comunitaria/título de 2 años
- ☐ Postgrado

5. ¿Cuál es el ingreso anual de su hogar? (opcional)

- ☒ Menos de \$20,000
- ☐ \$20,000 a \$50,000
- ☐ \$50,001 a \$100,000
- ☐ Más de \$100,000

6. ¿Cuál es su raza u origen étnico? (opcional)

- ☐ Africano
- ☒ Hispano/Latino
- ☐ Indígena Americano/Nativo Americano/Nativo de Alaska
- ☐ Medio Oriente
- ☐ Asiático o de las Islas del Pacífico
- ☐ Esloveno
- ☐ Negro/Afroamericano
- ☐ Blanco/Caucásico
- ☐ Otro

7. ¿Cuán a menudo participa de las reuniones comunitarias? (opcional)

- ☐ Muy a menudo
- ☐ Ocasionalmente
- ☐ Regularmente a menudo
- ☒ Nunca

Antes del 31 de diciembre de 2012

devolver a la dirección indicada

o enviar por correo a:
Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Cuestionario del corredor sudoeste: creando un paquete de inversión

Gracias por elegir responder este cuestionario y por darnos su opinión sobre diferentes clases de inversiones en su comunidad. El Proyecto del corredor sudoeste es un esfuerzo para crear mejores comunidades a lo largo del corredor entre Portland y Sherwood y su participación es una parte importante del proceso de toma de decisiones. Para obtener más información sobre el proyecto, vea la ficha adjunta.

1. ¿Cuál es su código postal? 97223

Responder antes del 31 de diciembre de 2012

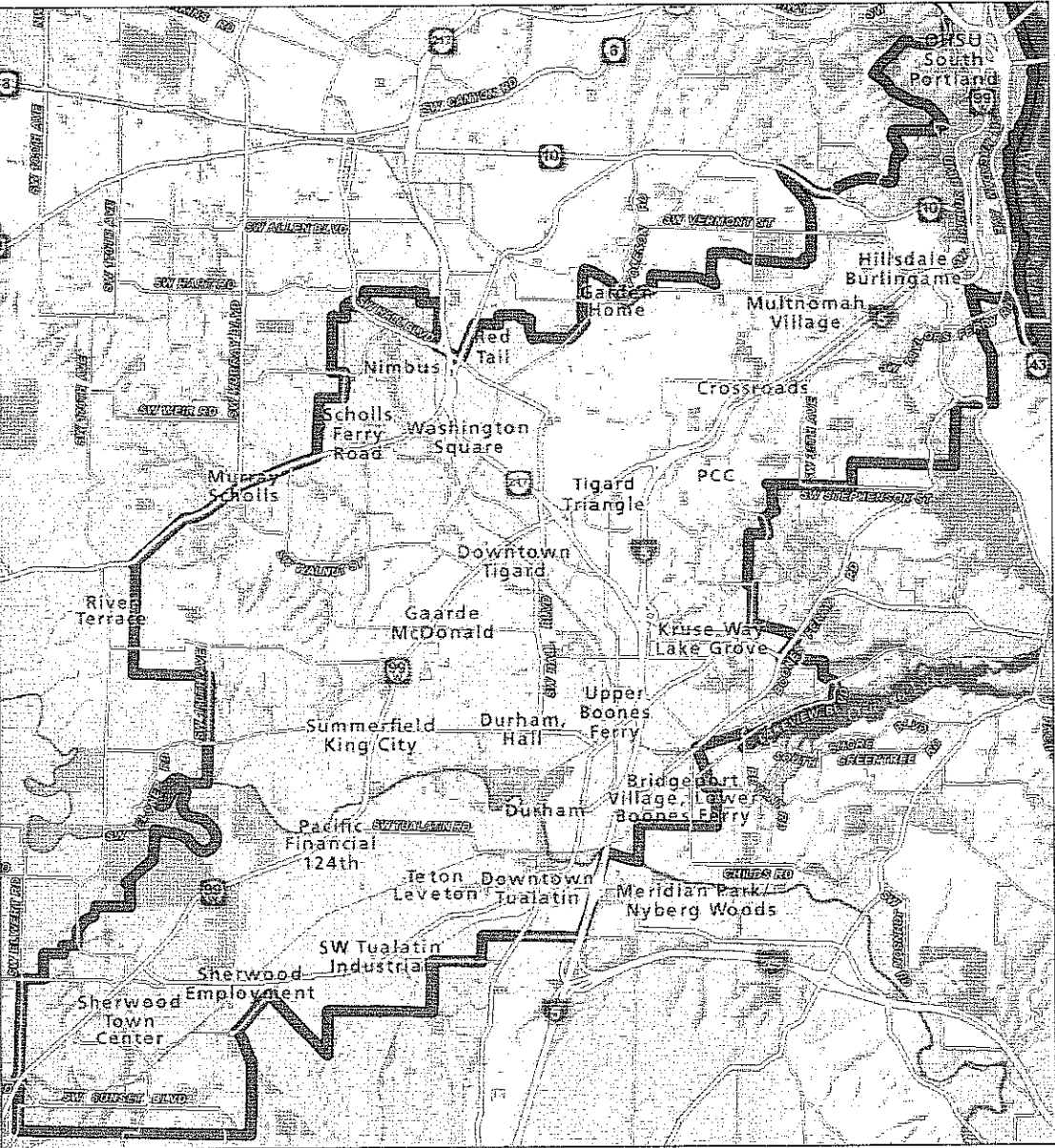
Corredor sudoeste

2. ¿Cuál de las siguientes se aplica a usted? (seleccione todas las que se apliquen)

- ☐ Vivo en el corredor.
- ☐ Viajo a través del corredor.
- ☐ Trabajo en el corredor.
- ☐ Ocasionalmente viajo a través del corredor.
- ☐ Voy a la escuela en el corredor.
- ☐ Ninguna de las anteriores.

Conexiones de tránsito

3. Usando el mapa, dibuje y enumere hasta cinco líneas adonde le gustaría ver mejores conexiones con el transporte público.



4. Para cada una de las cinco líneas que dibujó en el mapa, díganos qué tipo de servicio le gustaría ver.

Descripciones del servicio

El autobús local se centra en el acceso de la comunidad y se detiene cada dos cuadras a un cuarto de milla. Los autobuses locales comparten la carretera con los automóviles. El recorrido y el momento del día afectan la frecuencia de viajes del autobús.

El transporte rápido de autobús (BRT por sus siglas en inglés) usa autobuses más grandes con más espacio para pasajeros parados. El servicio se centra en el acceso regional y puede tener su propio carril. El servicio es más rápido, tiene menos paradas, el servicio tiene una mayor frecuencia y tiene estaciones más grandes que el autobús local.

El ferrocarril ligero (MAX) usa vehículos más grandes cuyo servicio tiene una mayor frecuencia que los autobuses locales. El ferrocarril ligero se centra en el acceso regional con paradas entre media y una milla de distancia. El ferrocarril ligero conecta las áreas donde viven muchos residentes con las áreas donde estas personas trabajan, realizan compras o desarrollan su esparcimiento. El servicio tiene su propio derecho de paso, lo que lo hace más rápido y confiable.

(Marque con un círculo para cada una de las líneas que ha enumerado)

Línea 1:	Autobús local	<u>Transporte rápido de autobús</u>	<u>Ferrocarril ligero</u>
Línea 2:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero
Línea 3:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero
Línea 4:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero
Línea 5:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero

Niveles de las inversiones

Para cada categoría de inversión a continuación, marque las dos opciones más importantes para usted.

5. Conducción

- ☒ Correcciones de seguridad clave y optimización de señales
- ☐ Mejoras de intersecciones y conectividad
- ☐ Necesidades de mantenimiento que actualmente carecen de financiamiento
- ☐ Ampliación de calles importantes en los vecindarios
- ☐ Intercambios reconstruidos

6. Caminar

- ☐ Rampas en el bordillo, caminos con gravilla o arcenes y señalización de asistencia (señales y mapas)
- ☐ Mejoras en los cruces peatonales como mejores franjas, camellones, señales y faros rotativos
- ☒ Agregar aceras pavimentadas en carreteras principales
- ☐ Agregar aceras pavimentadas en calles importantes de los vecindarios
- ☐ Mejoras de plazas, árboles y paisajismo de las calles

7. Ciclismo

- ☐ Señalización (señales y mapas), compartir el marcado de las carreteras, arcenes
- ☒ Franjas pintadas para bicicletas en carreteras principales
- ☐ Bulevares para bicicletas
- ☐ Ciclovía (carril para bicicletas separado) en carreteras principales
- ☐ Camino pavimentado separado fuera de la calle

8. Transporte

- ☒ Mayores comodidades en las paradas como albergues, luces y horarios y mapas en exhibición
- ☐ Acceso mejorado a las paradas como rampas cercanas y cruces peatonales marcados cerca de las paradas
- ☐ Servicio local mejorado
- ☐ Transporte de alta capacidad a dos ciudades
- ☐ Transporte de alta capacidad para tres o más ciudades

9. Naturaleza/parques

- ☐ Senderos a lo largo de las áreas naturales
- ☐ Árboles a lo largo de las carreteras principales
- ☐ Salud de los arroyos y calidad del agua
- ☒ Nuevos parques
- ☐ Compra de espacios abiertos

Decisiones de inversión

10. Al pensar sobre el lugar donde realizar las inversiones, ¿cuáles son los tres factores principales que influyen sus decisiones?

- ☐ Seguridad

☐ Comunidad

☐ Gastos públicos
- ☐ Medio ambiente

☐ Comodidad

☐ Finanzas personales
- ☐ Actividad física

☐ Acceso

☐ Otro
- ☒ Calidad de vida

☐ Equidad

Appendix C: Translated questionnaires

Cuestionario del corredor sudoeste: creando un paquete de inversión

Gracias por elegir responder este cuestionario y por darnos su opinión sobre diferentes clases de inversiones en su comunidad. El Proyecto del corredor sudoeste es un esfuerzo para crear mejores comunidades a lo largo del corredor entre Portland y Sherwood y su participación es una parte importante del proceso de toma de decisiones. Para obtener más información sobre el proyecto, vea la ficha adjunta.

1. ¿Cuál es su código postal? _____

**Responder antes del
31 de diciembre de 2012**

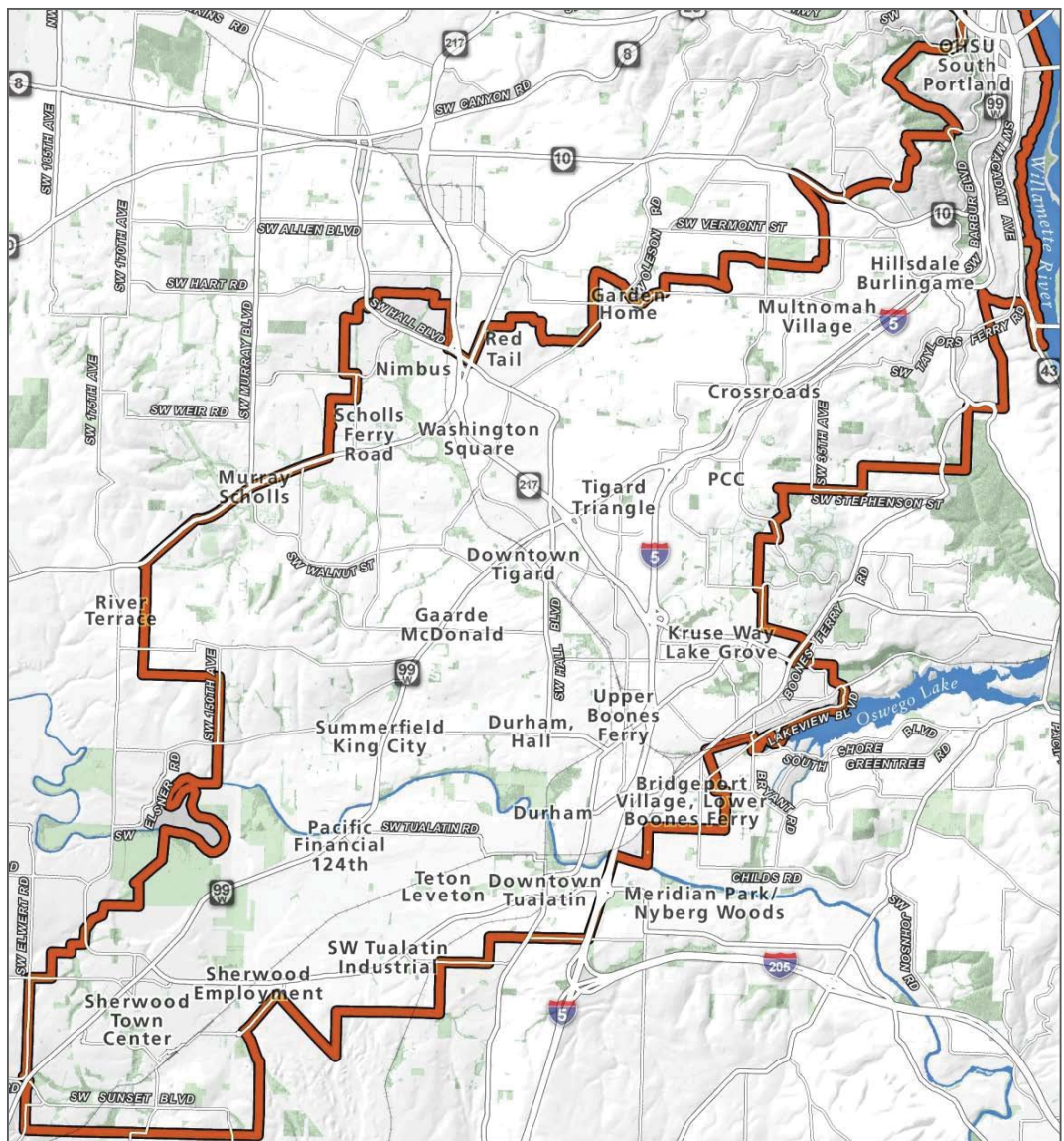
Corredor sudoeste

2. ¿Cuál de las siguientes se aplica a usted? (seleccione todas las que se apliquen)

- | | |
|---|--|
| <input type="checkbox"/> Vivo en el corredor. | <input type="checkbox"/> Viajo a través del corredor. |
| <input type="checkbox"/> Trabajo en el corredor. | <input type="checkbox"/> Ocasionalmente viajo a través del corredor. |
| <input type="checkbox"/> Voy a la escuela en el corredor. | <input type="checkbox"/> Ninguna de las anteriores. |

Conexiones de tránsito

3. Usando el mapa, dibuje y enumere hasta cinco líneas adonde le gustaría ver mejores conexiones con el transporte público.



4. Para cada una de las cinco líneas que dibujó en el mapa, díganos qué tipo de servicio le gustaría ver.

Descripciones del servicio

El autobús local se centra en el acceso de la comunidad y se detiene cada dos cuadras a un cuarto de milla. Los autobuses locales comparten la carretera con los automóviles. El recorrido y el momento del día afectan la frecuencia de viajes del autobús.

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(Marque con un círculo para cada una de las líneas que ha enumerado)

Línea 1:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero
Línea 2:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero
Línea 3:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero
Línea 4:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero
Línea 5:	Autobús local	Transporte rápido de autobús	Ferrocarril ligero

Niveles de las inversiones

Para cada categoría de inversión a continuación, **marque las dos opciones** más importantes para usted.

5. Conducción

- ☐ Correcciones de seguridad clave y optimización de señales
- ☐ Mejoras de intersecciones y conectividad
- ☐ Necesidades de mantenimiento que actualmente carecen de financiamiento
- ☐ Ampliación de calles importantes en los vecindarios
- ☐ Intercambios reconstruidos

6. Caminar

- ☐ Rampas en el bordillo, caminos con gravilla o arcenes y señalización de asistencia (señales y mapas)
- ☐ Mejoras en los cruces peatonales como mejores franjas, camellones, señales y faros rotativos
- ☐ Agregar aceras pavimentadas en carreteras principales
- ☐ Agregar aceras pavimentadas en calles importantes de los vecindarios
- ☐ Mejoras de plazas, árboles y paisajismo de las calles

7. Ciclismo

- ☐ Señalización (señales y mapas), compartir el marcado de las carreteras, arcenes
- ☐ Franjas pintadas para bicicletas en carreteras principales
- ☐ Bulevares para bicicletas
- ☐ Ciclovía (carril para bicicletas separado) en carreteras principales
- ☐ Camino pavimentado separado fuera de la calle

8. Transporte

- ☐ Mayores comodidades en las paradas como albergues, luces y horarios y mapas en exhibición
- ☐ Acceso mejorado a las paradas como rampas cercanas y cruces peatonales marcados cerca de las paradas
- ☐ Servicio local mejorado
- ☐ Transporte de alta capacidad a dos ciudades
- ☐ Transporte de alta capacidad para tres o más ciudades

9. Naturaleza/parques

- ☐ Senderos a lo largo de las áreas naturales
- ☐ Árboles a lo largo de las carreteras principales
- ☐ Salud de los arroyos y calidad del agua
- ☐ Nuevos parques
- ☐ Compra de espacios abiertos

Decisiones de inversión

10. Al pensar sobre el lugar donde realizar las inversiones, ¿cuáles son los **tres factores principales** que influyen sus decisiones?

- | | | |
|---|------------------------------------|--|
| <input type="checkbox"/> Seguridad | <input type="checkbox"/> Comunidad | <input type="checkbox"/> Gastos públicos |
| <input type="checkbox"/> Medio ambiente | <input type="checkbox"/> Comodidad | <input type="checkbox"/> Finanzas personales |
| <input type="checkbox"/> Actividad física | <input type="checkbox"/> Acceso | <input type="checkbox"/> Otro |
| <input type="checkbox"/> Calidad de vida | <input type="checkbox"/> Equidad | _____ |

Sobre usted

Gracias por tomarse un momento para responder estas preguntas demográficas. Las respuestas a estas preguntas **nos ayudan a saber si estamos obteniendo información de un representante de un grupo de personas** que realmente refleja a nuestras comunidades diversas y nos ayuda a centrarnos en el futuro alcance a las poblaciones subrepresentadas. Si tiene preguntas, gustosamente aceptaremos su encuesta sin ninguna información personal.

1. ¿Cuál es su edad? (opcional)

- | | |
|--|--|
| <input type="checkbox"/> 20 años o menos | <input type="checkbox"/> 51 a 65 |
| <input type="checkbox"/> 21 a 35 | <input type="checkbox"/> 66 años o más |
| <input type="checkbox"/> 36 a 50 | |

2. ¿Hace cuánto que vive en su comunidad? (opcional)

3. ¿Cuál es su género? (opcional)

- ☐ Masculino
☐ Femenino

4. ¿Cuál es el nivel más alto de educación que ha tenido la oportunidad de completar? (opcional)

- | | |
|--|--|
| <input type="checkbox"/> Título de escuela secundaria o menos | <input type="checkbox"/> Título universitario/título de 4 años |
| <input type="checkbox"/> Universitario/técnico incompleto/universidad comunitaria/título de 2 años | <input type="checkbox"/> Postgrado |

5. ¿Cuál es el ingreso anual de su hogar? (opcional)

- | | |
|--|---|
| <input type="checkbox"/> Menos de \$20,000 | <input type="checkbox"/> \$50,001 a \$100,000 |
| <input type="checkbox"/> \$20,000 a \$50,000 | <input type="checkbox"/> Más de \$100,000 |

6. ¿Cuál es su raza u origen étnico? (opcional)

- | | |
|---|---|
| <input type="checkbox"/> Africano | <input type="checkbox"/> Hispano/Latino |
| <input type="checkbox"/> Indígena Americano/Nativo Americano/Nativo de Alaska | <input type="checkbox"/> Medio Oriente |
| <input type="checkbox"/> Asiático o de las Islas del Pacífico | <input type="checkbox"/> Esclavo |
| <input type="checkbox"/> Negro/Afroamericano | <input type="checkbox"/> Blanco/Caucásico |
| | <input type="checkbox"/> Otro |

7. ¿Cuán a menudo participa de las reuniones comunitarias? (opcional)

- | | |
|--|---|
| <input type="checkbox"/> Muy a menudo | <input type="checkbox"/> Ocasionalmente |
| <input type="checkbox"/> Regularmente a menudo | <input type="checkbox"/> Nunca |

***Antes del
31 de diciembre de 2012***

**devolver a la
dirección indicada**

o enviar por correo a:
Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Bản câu hỏi thăm dò ý kiến về đường giao thông an toàn của Southwest: Tạo ra một chương trình đầu tư

Cám ơn quý vị đã tham gia phần thăm dò ý kiến này và đã góp ý về những hình thức đầu tư khác nhau trong cộng đồng của quý vị. Dự Án Đường Giao Thông An Toàn của Southwest là một nỗ lực đầu tư tạo nên những cộng đồng tốt đẹp hơn dọc theo đường giao thông từ Portland đến Sherwood, và sự tham gia của quý vị là một phần quan trọng trong việc quyết định này. Để biết thêm chi tiết về dự án, xin xem trang thông tin đính kèm.

1. Số bưu chính của quý vị là gì? _____

**Gửi lại trước ngày 31
tháng Mười Hai, 2012**

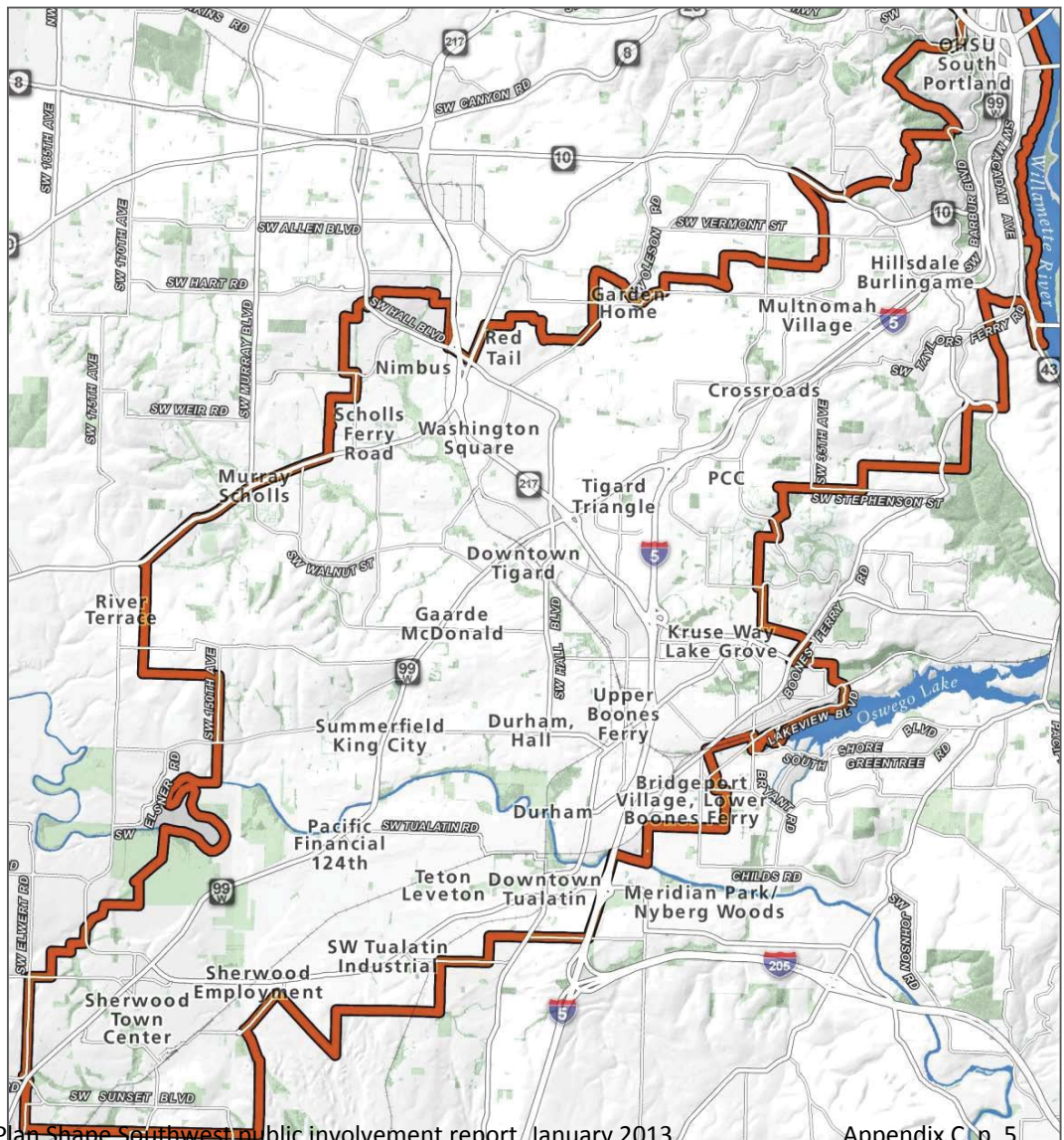
Đường giao thông an toàn của Southwest

2. Những điều nào sau đây đúng với quý vị? (đánh dấu tất cả những câu thích hợp)

- | | |
|---|---|
| <input type="checkbox"/> Tôi ở trong phạm vi của đường giao thông an toàn. | <input type="checkbox"/> Tôi đi làm ngang qua phạm vi của đường giao thông an toàn. |
| <input type="checkbox"/> Tôi làm việc trong phạm vi của đường giao thông an toàn. | <input type="checkbox"/> Thành thạo tôi có đi qua phạm vi của đường giao thông an toàn. |
| <input type="checkbox"/> Tôi đi học trong phạm vi của đường giao thông an toàn. | <input type="checkbox"/> Không chọn câu nào ở trên. |

Những trạm chuyển tiếp

3. Dùng bản đồ, hãy vẽ và đánh số năm tuyến đường mà quý vị mong muốn cải thiện trạm chuyển tiếp với hệ thống chuyên chở công cộng.



4. Mỗi tuyến trong năm tuyến đường mà quý vị vẽ trên bản đồ, xin cho chúng tôi biết quý vị muốn có dịch vụ nào.

Mô tả dịch vụ

Xe bus địa phương chú trọng vào sự thuận tiện sử dụng cho cộng đồng, và những trạm ngừng cách nhau khoảng hai block đường đến một phần tư dặm. Xe bus địa phương đi chung đường với xe hơi. Tuyến đường và giờ giấc trong ngày ảnh hưởng thế nào đến mức độ thường xuyên của xe bus chạy.

Xe bus tốc hành (BRT) sử dụng xe bus lớn có thêm nhiều chỗ cho hành khách đứng. Dịch vụ này chú trọng vào phương tiện chuyên chở trong vùng và có thể có lane đường riêng. Dịch vụ này nhanh hơn, có ít trạm ngừng hơn, chạy thường xuyên hơn và có những trạm lớn hơn xe bus địa phương.

Xe điện (MAX) sử dụng xe lớn hơn và chạy thường xuyên hơn xe bus địa phương. Xe điện chú trọng vào phương tiện chuyên chở trong vùng có những trạm ngừng cách nhau khoảng nửa dặm đến một dặm. Xe điện chở mọi người từ những khu có đông dân cư sinh sống đến những khu mà họ có thể đi làm, mua sắm hoặc đi chơi. Dịch vụ này được ưu tiên trên đường nên chạy nhanh hơn và đáng tin cậy hơn.

(Khoanh tròn một dịch vụ cho mỗi tuyến đường mà quý vị đánh số)

Tuyến 1:	Xe bus địa phương	Xe bus tốc hành	Xe điện
Tuyến 2:	Xe bus địa phương	Xe bus tốc hành	Xe điện
Tuyến 3:	Xe bus địa phương	Xe bus tốc hành	Xe điện
Tuyến 4:	Xe bus địa phương	Xe bus tốc hành	Xe điện
Tuyến 5:	Xe bus địa phương	Xe bus tốc hành	Xe điện

Mức đầu tư

Mỗi cách đầu tư dưới đây, xin **đánh dấu vào hai mục** quan trọng nhất đối với quý vị.

5. Lái xe

- ☐ Những sửa chữa an toàn chính yếu và tối ưu hóa đèn báo hiệu giao thông
- ☐ Cải tiến giao lộ và chỗ chuyển xe
- ☐ Những nhu cầu bảo trì hiện đang thiếu tài trợ
- ☐ Mở rộng đường xá trong những khu phố lớn
- ☐ Tái thiết các giao điểm đổi đường

6. Đi bộ

- ☐ Đường ramp, đường trải sỏi hoặc lề đường và phương tiện giúp tìm đường đi (bảng chỉ đường và bản đồ)
- ☐ Cải tiến chỗ băng qua đường như kẻ vạch sơn rõ hơn, làm đường ngăn giữa, đèn báo hiệu giao thông và đèn chớp báo hiệu
- ☐ Làm thêm vỉa hè đi bộ trên những đường lớn
- ☐ Làm thêm vỉa hè đi bộ trên những đường trong khu phố lớn
- ☐ Tu sửa các quảng trường, cây cối và cây cảnh trên đường

7. Đi xe đạp

- ☐ Phương tiện tìm đường đi (bảng chỉ đường và bản đồ); đánh dấu vạch sơn trên những đường sử dụng chung, lề đường
- ☐ Kẻ vạch sơn lane đường dành cho xe đạp trên những đường lớn
- ☐ Làm đường lớn dành cho xe đạp
- ☐ Làm đường cho xe đạp (lane riêng dành cho xe đạp) trên những đường lớn
- ☐ Làm đường tráng nhựa riêng bên cạnh con đường

8. Phương tiện giao thông công cộng

- ☐ Cải tiến tiện nghi tại những trạm ngừng như chỗ ngồi chờ xe, đèn và lịch trình xe chạy và bản đồ
- ☐ Cải tiến chỗ ra vào thuận tiện tại các trạm ngừng thí dụ như làm chỗ để bước lên xuống dễ dàng ở mép lề đường và kẻ vạch sơn băng qua đường gần trạm ngừng
- ☐ Cải tiến dịch vụ địa phương
- ☐ Phương tiện chuyên chở nhanh và nhiều hành khách đến hai thành phố
- ☐ Phương tiện chuyên chở nhanh và nhiều hành khách đến ba thành phố hoặc nhiều hơn

9. Thiên nhiên/công viên

- ☐ Đường mòn đi qua các khu thiên nhiên
- ☐ Trồng cây dọc theo những đường lớn
- ☐ Tình trạng sông suối và phẩm chất nước
- ☐ Xây công viên mới
- ☐ Mua thêm đất trống

Quyết định đầu tư

10. Khi suy nghĩ về việc nên đầu tư vào đâu, **ba yếu tố quan trọng nhất** tác động đến sự chọn lựa của quý vị là gì?

- | | | |
|---|--|--|
| <input type="checkbox"/> Sự an toàn | <input type="checkbox"/> Cộng đồng | <input type="checkbox"/> Chi tiêu trong công quỹ |
| <input type="checkbox"/> Môi sinh | <input type="checkbox"/> Sự thuận tiện | <input type="checkbox"/> Tài chánh cá nhân |
| <input type="checkbox"/> Thể dục thể thao | <input type="checkbox"/> Phương tiện dễ dàng | <input type="checkbox"/> Yếu tố khác |
| <input type="checkbox"/> Phẩm chất đời sống | <input type="checkbox"/> Sự hợp lý | _____ |

Những chi tiết về quý vị

Cám ơn quý vị đã dành giờ để trả lời những câu hỏi về chi tiết cá nhân này. Việc quý vị trả lời những câu hỏi này **sẽ giúp chúng tôi biết có phải là chúng tôi đã được nghe ý kiến của người đại diện cho một nhóm người hay không** điều đó thực sự thể hiện các cộng đồng đa dạng của chúng ta và giúp chúng tôi định hướng công việc tiếp ngoại trong tương lai của mình để đến được với những người dân chưa có đủ số người đại diện. Nếu quý vị có những điều lo ngại, chúng tôi sẵn sàng nhận phản thăm dò ý kiến không có chi tiết cá nhân của quý vị.

1. Quý vị bao nhiêu tuổi? (không bắt buộc)

- | | |
|--|--|
| <input type="checkbox"/> 20 tuổi trở xuống | <input type="checkbox"/> 51 đến 65 |
| <input type="checkbox"/> 21 đến 35 | <input type="checkbox"/> 66 tuổi trở lên |
| <input type="checkbox"/> 36 đến 50 | |

2. Quý vị đã ở trong cộng đồng của mình được bao lâu? (không bắt buộc)

3. Quý vị là nam hay nữ? (không bắt buộc)

- ☐ Nam
☐ Nữ

4. Trình độ học vấn cao nhất của quý vị ở mức nào? (không bắt buộc)

- | | |
|---|---|
| <input type="checkbox"/> Trung học trở xuống | <input type="checkbox"/> Bằng cử nhân đại học/có bằng đại học 4 năm |
| <input type="checkbox"/> Đại học/kỹ thuật/đại học cộng đồng/có bằng đại học 2 năm | <input type="checkbox"/> Cao học |

5. Lợi tức hằng năm của gia đình quý vị là bao nhiêu? (không bắt buộc)

- | | |
|--|---|
| <input type="checkbox"/> Dưới \$20,000 | <input type="checkbox"/> \$50,001 đến \$100,000 |
| <input type="checkbox"/> \$20,000 đến \$50,000 | <input type="checkbox"/> Trên \$100,000 |

6. Quý vị thuộc chủng tộc hoặc sắc tộc nào? (không bắt buộc)

- | | |
|--|--|
| <input type="checkbox"/> Người Phi Châu | <input type="checkbox"/> Người Tây Ban Nha/La Tinh |
| <input type="checkbox"/> Người Mỹ Da Đỏ/ Thổ Dân Mỹ/Thổ Dân Alaska | <input type="checkbox"/> Người Trung Đông |
| <input type="checkbox"/> Người Á Châu hoặc Đảo Thái Bình Dương | <input type="checkbox"/> Người Slavic |
| <input type="checkbox"/> Người Da Đen/Mỹ Gốc Phi | <input type="checkbox"/> Người Da Trắng/Caucasian |
| | <input type="checkbox"/> Chủng tộc khác |

7. Quý vị có thường hay tham gia các buổi họp cộng đồng không? (không bắt buộc)

- | | |
|---|--|
| <input type="checkbox"/> Rất thường xuyên | <input type="checkbox"/> Hiếm khi |
| <input type="checkbox"/> Khá thường xuyên | <input type="checkbox"/> Không bao giờ |

**Trước ngày 31
tháng Mười Hai, 2012**

**gửi lại đến
xem địa điểm**

hoặc

gửi thư đến:

Metro
Southwest Corridor Plan
600 NE Grand Ave.
Portland, OR 97213

Appendix D: Oct. 9 community planning forum event summary



Event summary

Community planning forum, Oct. 9, 2012

The second community planning forum for the Southwest Corridor Plan was held on Oct. 9, 2012. Twenty-five community members attended this meeting held at the Multnomah Arts Center in Southwest Portland. The majority of attendees were from Southwest Portland and Tigard. There was less representation from the southern end of the corridor due to less promotion as well as many other events and issues taking place in those communities at the time.

The main objective of this meeting was to receive public input on which transit alternatives and road projects to move forward for further analysis. Key stakeholders and engaged community members discussed 10 transit projects and reviewed a list of over 170 road projects. These discussions took place in four small groups. The outcomes of this event were shared with the project steering committee at the Oct. 22 meeting and provided insight for the decision-makers. A summary of the discussions that took place at the community planning forum follows.

Transit

The main theme for the transit discussions was for the plan to find a balance between mobility and development in the corridor. Groups expressed the need for further examination of bus rapid transit and light rail options to better understand the costs and benefits of each. Also reflected was the notion of focusing on creating transportation connections, such as linking local bus routes to any high capacity transit line.

There was significant interest in examining bus rapid transit, which was viewed as a feasible, short-term transit solution for the corridor. Groups were interested in seeing tangible examples of bus rapid transit in other areas of the country and what it would be like in the corridor to better inform the decision-making process. There was concern that a bus rapid transit line would run in existing lanes of traffic and for the potential for increased congestion that this may create. Groups proposed that the solution to this problem would be to ensure that bus rapid transit would operate on its own right of way.

There was also support for further consideration of light rail as an option, and groups noted that light rail was most likely the future transportation vision in the corridor. In addition, groups indicated that, in considering light rail options, it would be important to be realistic about funding as well as scaling down costs in comparison to past regional light rail models.

Roadway projects

Groups discussed several specific roadway projects that they felt needed further consideration in the evaluation process. These concerns mainly focused on redefining large scale projects to make them more feasible in the short or medium term. The Dartmouth Extension was cited as a project

that needed to be redefined in the short or medium term in order to reduce costs while still addressing the major bottleneck and traffic issues in the area. Additionally, groups noted that shorter-term, smaller fixes were important in considering roadway projects on Highway 217 as well as I-5 at 26th Avenue. Finally, the Bertha Boulevard extension project was not supported by neighbors.

Investment strategies

Investment strategies discussions highlighted the importance of balancing needs, between the short and long term, large and small scale, and people and businesses, without precluding the future vision.

Groups expressed a vision for the corridor where biking, walking and transit were linked. In addition, groups highlighted the importance of examining options that would connect key destinations, such as OHSU, downtown Portland and Barbur Boulevard. Transit was presented as an opportunity to catalyze development in the corridor, and groups acknowledged the importance of large investment in jump starting the development process. Groups noted that investors benefit from having some certainty that “it’s coming” in order to make a commitment.

Southwest Corridor October 9 Community Planning Forum Notes (in full)

TABLES # 1 & 2:

Transit Projects

- BRT
 - BRT priority is good—needs to be studied further
 - Converting a lane for BRT use
 - Concerning because Barbur is a safety valve—many sections of Barbur can't handle losing a lane
 - Must consider what reducing a lane for BRT would do in terms of traffic congestion/constriction. Specifically for the Taylors Ferry neighborhood and those neighborhoods directly surrounding I-5
 - Could the retained hillside along I-5 be utilized for an additional lane?
 - BRT needs to operate on its own direct right of way
 - BRT express bus could be overlain on LRT lines, heading out further beyond the realm of LRT
 - Find ways to link with layered LRT and local bus service
 - Examine BRT on shared lanes to Sherwood
 - Local bus enhancement also needs to be studied further
- Streetcar to Sherwood
 - Should be deferred
 - Rapid streetcar cars are too small to support HCT and are therefore not cost effective
 - Streetcar would be a good circulator but not a viable corridor option
 - Streetcar would have to function as LRT within the corridor, thus makes more sense to implement LRT.
- LRT to Tigard and extension of LRT to Tualatin
 - If it's possible financially to implement it should be considered
 - Need to be realistic about funding and change in federal match; LRT would require 50% local match.
 - Should try to push back on cost by scaling it down from past LRT models (i.e. Milwaukie line)
 - No real need for LRT beyond Terwilliger
 - LRT doesn't offer much that BRT couldn't feasibly do—need further examination of LRT v. BRT
 - Should examine storm water comparisons of LRT v. BRT
 - Should consider LRT option going to Washington Square via Multnomah Ave., which could then connect with WES
- Directly linking OHSU with regional mass transit
 - OHSU needs to be a high priority in SW Corridor plan
 - Need to look at Kelly focus area—how do you get from downtown to Barbur?
 - Need a direct connection from HCT station on Barbur to OHSU
 - Examine implementing an incline elevator from OHSU to Barbur

Roadway Projects

- Roadways projects to leave as is
 - 1130 124th Ave.
 - 5001 extension of Brockman to Hall Blvd.
 - 1073 72nd Ave./Upper Boones Ferry Road
 - 1051 Auxiliary lane on 1-5 between Haines St. and Kruse Way/72nd St.
 - 5002 Davies Rd. multimodal street extension
 - 1082 Bonita Road widening: Hall to Bangy
 - 1090 Greenburg intersection improvements
 - 1097 Hall Blvd. extension
- Roadway projects to review/question
 - 1083 Dartmouth St. widening
 - 1084 Dartmouth St. extension
- Important to examine roadway projects that seek to balance the system.

Investment Strategies

- Focus on areas we want to become “special”—areas for opportunity
 - Have to balance “special” areas with surroundings and connections
- Should catalyze development with transit
 - Need alignment for HCT to determine needs and development/redevelopment focus areas for investment.
 - Need some public investment to get it going, but major infusion can come later
 - Need some certainty that “it’s coming” in order for investors to make a commitment
- Linking active transportation to transit options
 - Connections to transit infrastructure with communities along the way

TABLE # 3:

Transit Projects

- Wouldn’t want BRT to mimic LRT:
 - LRT stops too often
 - Transit should be faster than traffic
 - Transit should be cheaper than driving and parking
 - MAX has too many stops- example – Sunset to Orenco
 - There needs to be a balance between mobility and development
 - Questioned removal of I-5 options – they could spur development in focus areas if people choose to live there because of improved transit to employment areas
- BRT
 - A lot of people don’t understand what BRT represents
 - Metro needs to provide tangible examples
 - LRT = another fight, so moving forward with alternative options (like BRT) will diffuse the arguments

- BRT should have fewer stops- 12 Express was fast (line 94), but service has been cut from Sherwood to Tigard
- Should be a WES stop @ Bridgeport (72nd/Durham Road). (Ensuing discussion about why WES is recommended long-term, i.e. separate corridor including Beaverton/Hillsboro). It was explained that another WES stop *might* be addressed in TriMet's SW Corridor enhancement plan, but generally an enhancement plan is about local bus service

Roadway Projects

- Hall Blvd @ Greenburg Rd – bump out in front of Bank of America is a safety issue. Not sure if it's in project list – 1090? 5033? 1099?
- General comments that too many projects on list to think about; wished list were provided earlier.

Investment Strategies

- Money is tight, people are grumpy. We've seen penny-wise and pound foolish before; let's try to make decisions that will serve us in the short/ midterm but not preclude future improvements. I.e. BRT that could convert to LRT. We need to maintain flexibility as we build in the short/mid-term
- All out balance. Short vs. long-term; people vs. businesses. Let's not pit big projects vs. small projects, but do some of both.
- Parks/greens pace has tremendous potential – slopes on Barbur could have trees that green and abate noise. Example is Burnham St off Main St in Tigard. Ron Bunch talked about connecting the green dots in Tigard. Pacific Hwy could be "boulevard-ed" with trees planted.
- We need more public/private partnerships to build more affordable housing along transit, such as senior/mixed housing.

TABLE #4:

Transit Projects

- There was a consensus to keep the LRT projects in the mix for further study. This was viewed as the long-term future of the corridor even if BRT was the shorter term
- ROW for dedicated transit should be bought now for the future (whether it's used for BRT or LRT)
- Project should look at feasibility of a tunnel for HCT starting at the National College of Natural Medicine off Naito

Roadway Projects

- #1052 Bertha Blvd Extension: this project would NOT be supported by the neighborhood. It would take out businesses and should not be moved forward
- #1084 Dartmouth St Extension/217 crossing – while too expensive as defined, this area is a major bottleneck and congestion point. A smaller set of projects in the area should be looked at for short/medium term

- Hwy 217 projects – there are numerous Hwy 217 road projects in the LT category. They have high price tags. However, shorter term projects should be identified, particularly for the 217/72nd Ave area, which is a main congestion point
- # 1037 I-5 at 26th Avenue – a smaller version of this project should be in the short to mid-term category. The full long-term 4-point interchange is estimated to cost \$86 million. The table participants believe an on-ramp to SB I-5 only is a better project and would cost less than \$40 million. That would potentially allow the removal of the ramp at Capitol Highway and put the project in the short- to mid-term.

Investment Strategies

- Want to see HCT down to Tigard to improve health, prosperity and mobility in the corridor. He moved to Portland in large part because of its transportation system and now that he lives and works in Tigard, he wants the same for that area.
- There's not a lot of new area to develop so we should focus on improving what we have and redeveloping existing assets. We need to address the transit corridors as they currently exist. Get people out of their cars. Make big investments to do this. Build rail down the middle of Barbur if it's necessary to get this done.
- We need some big investments plus a lot of smaller ones. Bus service has been destroyed in SW at the expense of light rail. Bus rapid transit could be great for SW. HCT needs a better feeder network to bring people to the main transit lines. People should pay for parking at park-and-rides.
- Parks should be for everyone's use. Don't like the acquisition of land simply for watershed use (i.e. Places that citizens can't access)

General Project Notes:

- #5006 (short/mid-term): This project is not described correctly. It should describe a project that builds standalone bridges for approximately \$12-\$15 million, rather than add bike lanes to structures on the Newbury and Vermont structures (on Barbur)
- #5006 ties directly into Red Electric Trail projects in the Active Transportation list

Appendix E: Dec. 3 community planning forum event summary



Event summary

Community planning forum, Dec. 3, 2012

The third community planning forum for the Southwest Corridor Plan was held on Dec. 3, 2012. Twenty-four community members attended this meeting held at the Tualatin Police Department. A large majority of attendees were white residents of Southwest Portland and Tualatin, and most heard about the event through email.

The purpose of the event was to update the community on projected areas of growth through the land use vision, and to solicit input on building shared investment strategies by discussing transit connections and tradeoffs. Tualatin City Council President, Monique Beikman, kicked off the event with welcoming remarks, and Malu Wilkinson of Metro provided a brief overview of the Southwest Corridor Plan. Leila Aman of Metro presented the corridor land use vision, and Brian Harper of Metro discussed the method for building the shared investment strategies. After providing attendees with this information, small group discussions commenced.

The intent of the small group discussions was to simulate *Shape Southwest*, the online tool launched in mid-November, to receive feedback on transit connections and investment priorities. Discussions took place at five tables, each with four to six participants, a facilitator and a note taker. A total of forty five minutes was allocated for three discussion questions/activities.

Transit Connections

The first question encouraged people to think about what they learned from the land use vision presentation and asked: *Where would you like to see new or improved transit connections?* A large map of the corridor, which included land use concentrations and thirty focus areas, was provided for each table. Participants were asked to draw up to five connections that they would like to see added or enhanced either through local transit service or high capacity transit. The maps from each of the five tables varied greatly from one another. However, every table had some connection between Portland (either Downtown Portland or Hillsdale/Burlingame) and Tigard (either Tigard Triangle or Downtown Tigard). The connection that was drawn most (on four of the five maps) was from Downtown Tualatin to Sherwood Town Center.

Community Investments

The second discussion question asked participants about their priorities for investments in varied modes of transportation as well as in parks and nature: *For each of the five areas of investment (driving, walking, biking, transit, and nature) what are your top priorities?* Each table had a large sheet of paper divided into the five investment categories. Under each of the categories were five examples of investments, for a total of twenty five investment options. Participants were given twelve yellow sticky dots, and three blue dots. They were asked to place the yellow dots next to the top twelve investments they would like to see in their community and the blue dots on the three

categories of investment they felt were most important. Transit, driving and walking investments emerged as the first, second and third priorities respectively, although the single investment that received the most votes was in the walking category: *Crosswalk improvements like better striping, medians, signals and flashing beacons.*

Values

The final question asked participants about their values in an attempt to better understand why they prioritized the investments they did in activity two. Participants were asked: *When making your decisions on where to place your dots in the previous exercise, what were the top factors influencing your choices?* Ten different values were listed on a large sheet of paper: Safety, environment, physical activity, quality of life, community, convenience, access, equity, public spending and personal wealth. In addition, there was space to write in other influential factors. There was only one factor written in: noise. Participants were given three more dots and were asked to place them on the values they felt were most important to their decision making. Quality of life, access and safety emerged as the top three factors, respectively.

Event Evaluations

Almost all participants filled out the event evaluation at the end of the night. Overall, feedback was positive. The majority of participants found the event to be worthwhile, while others indicated it was somewhat worthwhile. When asked how much they agree with the statement, *I felt the meeting encouraged my input and I felt listened to*, all but three participants agreed or strongly agreed. Some of the most important things participants got out of the event include a better understanding of the corridor and the project, the opportunity for an open discussion with fellow residents and the importance of connectivity. Participants also had an opportunity to make suggestions for future events. Some suggestions were to better explain “planner terms” (e.g. HCT), allow more time for map activities and encourage more diversity/Spanish speakers.



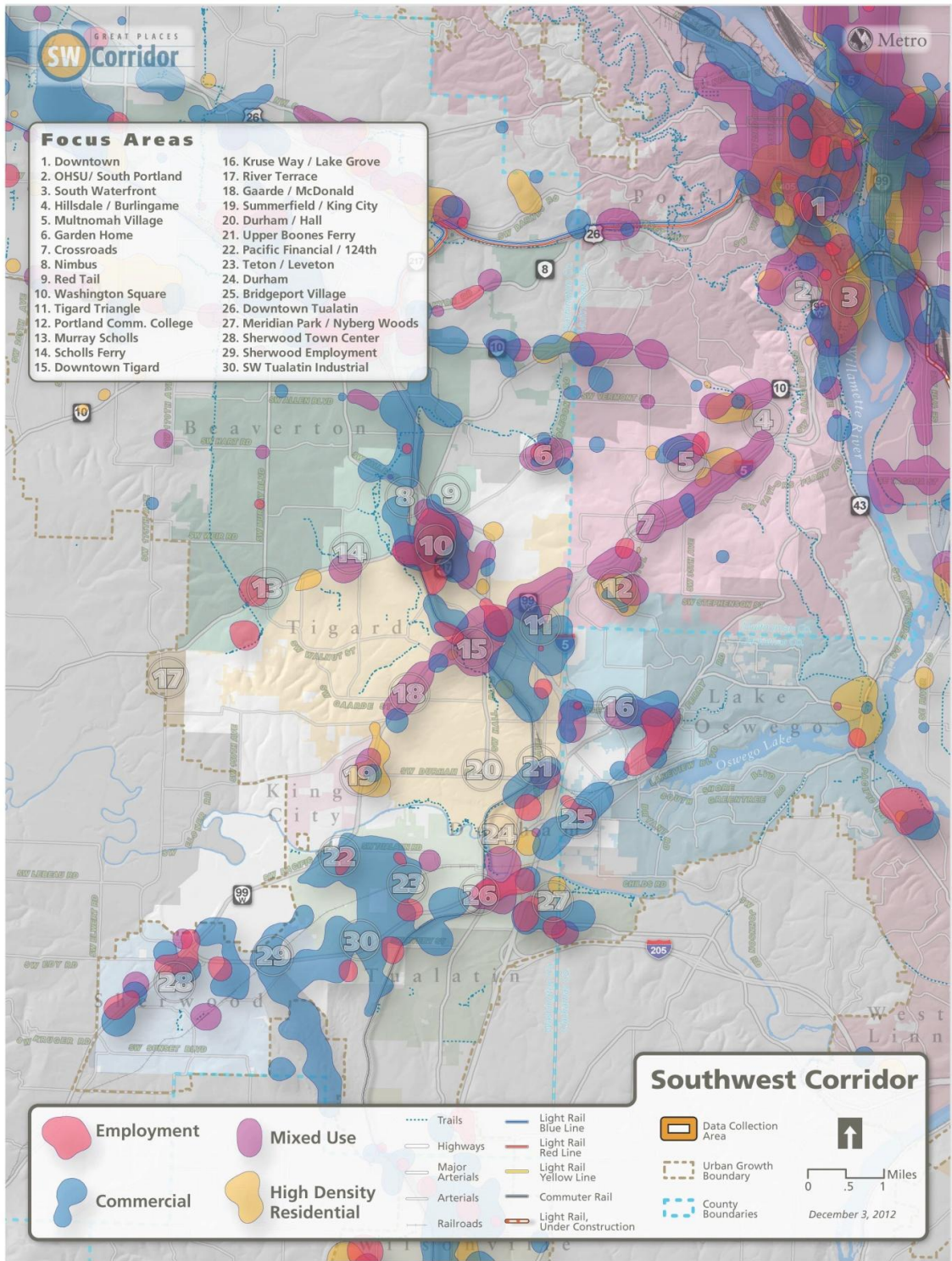
COMMUNITY PLANNING FORUM

December 3rd, 2012

Tualatin Police Department

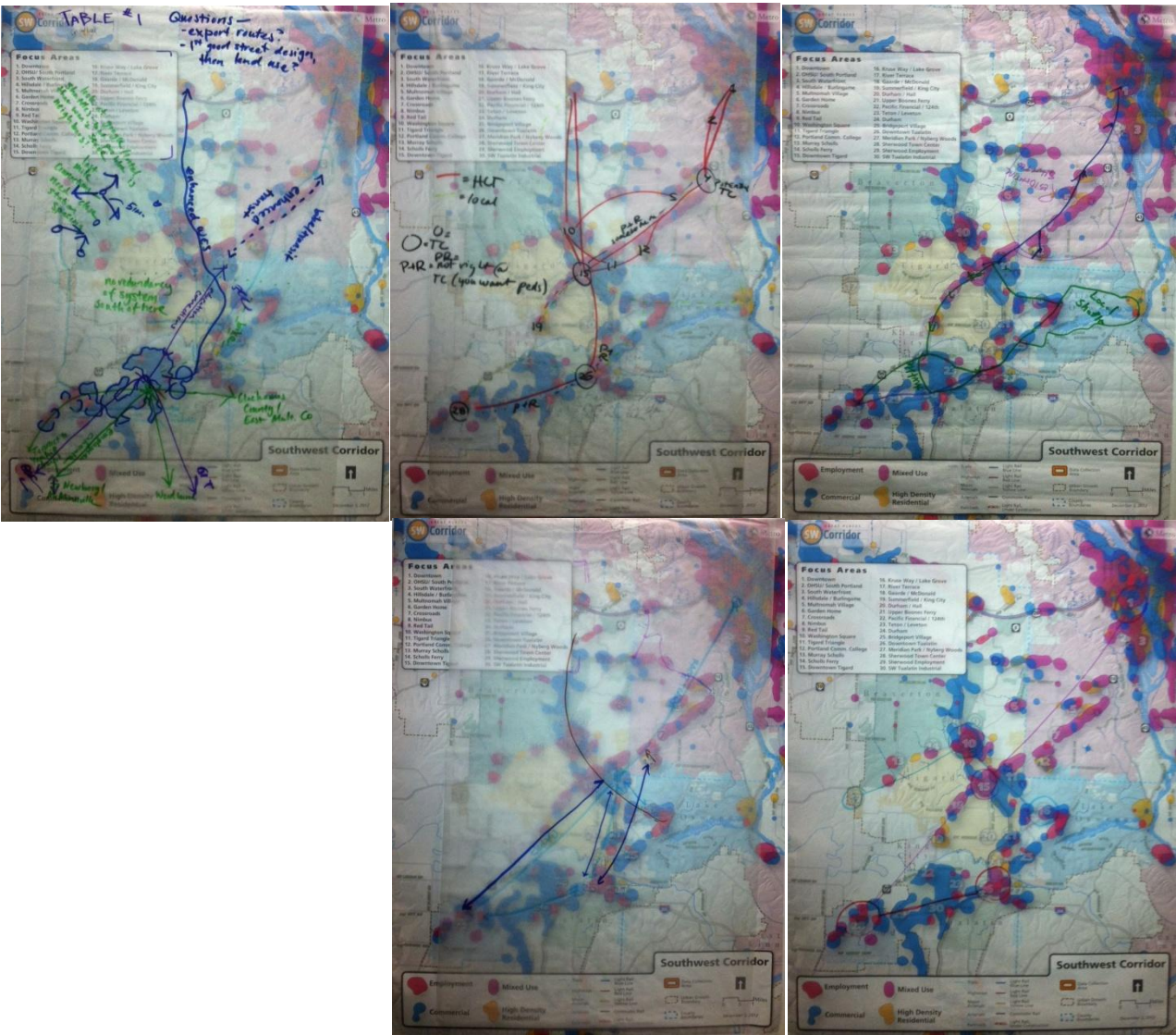
Attachment

Activity 1: Transit Connections- Base map of corridor with land use and focus areas



Activity 1: Transit Connections- Completed maps from tables 1-5

(Each participant was asked to draw in where they were liked to see new or improved transit connections)



Activity 1: Transit Connections- Aggregated data from tables 1-5

Table 1

Desired Connections between focus areas:

4-11	Hillsdale/ Burlingame to Tigard Triangle
11-30	Tigard Triangle to SW Tualatin Industrial

Other connections/ notes:

- SW Tualatin Industrial to Clackamas County/ East Multnomah County
- SW Tualatin Industrial to Woodburn
- SW Tualatin Industrial to Newberg/McMinnville
- SW Tualatin Industrial to Yamhill
- Enhanced WES
- Export routes?
- First good street design, then land use?
- Look at Google/ Intel shuttle- but problem is that won't serve neighbors
- Last mile connections- need close station spacing
- 5 minute radii
- No redundancy of system south of here (Tigard/King City)

Table 2

Desired Connections between focus areas:

1-4	Downtown Portland to Hillsdale/Burlingame
1-2-4	Downtown Portland to Hillsdale/Burlingame (via OHSU/ South Portland)
4-15	Hillsdale/Burlingame to Downtown Tigard
4-12-11-15	Hillsdale/Burlingame to Downtown Tigard (via Portland Comm. College and Tigard Triangle)
5-10	Multnomah Village to Washington Square
10-11	Washington Square to Tigard Triangle
10-15	Washington Square to Downtown Tigard
15-26	Downtown Tigard to Downtown Tualatin
26-28	Downtown Tualatin to Sherwood Town Center
15-19-22	Downtown Tigard to Pacific Financial/ 124th (via Summerfield/ King City) (Local service)
22-23-26	Pacific Financial/ 124th to Downtown Tualatin (via Teton/ Leveton) (Local service)
16-25-26	Kruse Way/ Lake Grove to Downtown Tualatin (via Bridgeport Village) (Local service)
22-28	Pacific Financial/ 124th to Sherwood Town Center (Local service)
15-16	Downtown Tigard to Kruse Way/ Lake Grove (Local service)

Other connections/ notes:

- Downtown Tigard to Sunset Transit Center
- Downtown Tigard to Sunset Transit Center (via Washington Square)

- Downtown Tigard to Lake Oswego (local service)
- Hillsdale/ Burlingame to Lake Oswego (local service)
- Park and Ride somewhere between Hillsdale/ Burlingame and Downtown Tigard
- Park and Ride somewhere between Downtown Tualatin and Sherwood Town Center
- Park and Ride somewhere between Durham and Downtown Tualatin
- Park and rides should not be right at transit centers (you want pedestrians)
- Look at high speed rail in S. part of corridor- South Metro Station
- Hillsdale/ Burlingame good potential transit center

Table 3

Desired Connections between focus areas:

1-2-5-7-11	Downtown Portland to Tigard Triangle (via OHSU/South Portland, Multnomah Village and Crossroads)
7-12	Crossroads to Portland Comm. College
11-16	Tigard Triangle to Kruse Way/ Lake Grove
16-25	Kruse Way/ Lake Grove to Bridgeport Village
25-26	Bridgeport Village to Downtown Tualatin
22-23-26	Pacific Financial/ 124th to Downtown Tualatin (via Teton/ Leveton)
26-30	Downtown Tualatin to SW Industrial Tualatin
22-30	Pacific Financial/ 124th to SW Tualatin Industrial (shuttle)
22-28	Pacific Financial/ 124th to Sherwood Town Center
26-30-29-28	Downtown Tualatin to Sherwood Town Center (via SW Tualatin Industrial and Sherwood Employment) (shuttle)
15-18-19-22	Downtown Tigard to Pacific Financial/ 124th (via Gaarde/ McDonald and Summerfield/ King City)

Other connections/ notes:

- Residential shuttle in the neighborhoods of/ around: OHSU/ South Portland, Hillsdale/ Burlingame, Multnomah Village, Garden Home, Crossroads, and Portland Comm. College
- Local shuttle between Kruse Way/ Lake Grove, Lake Oswego, and Bridgeport Village

Table 4

Desired Connections between focus areas:

1-11-28	Downtown Portland to Sherwood Town Center (via Tigard Triangle) (HCT)
11-16	Tigard Triangle to Kruse Way/ Lake Grove
11-26	Tigard Triangle to Downtown Tualatin
26-30-28	Downtown Tualatin to Sherwood Town Center (via SW Tualatin Industrial)
12-26	Portland Comm. College to Downtown Tualatin

Other connections/ notes:

- Kruse Way/ Lake Grove to Beaverton

- Hillsdale/Burlingame to Raleigh Hills and SW Hills/ Sylvan Highlands areas (local service)
- PCC to connect to HCT

Table 5

Desired Connections between focus areas:

1-15	Downtown Portland to Downtown Tigard
15-28	Downtown Tigard to Sherwood Town Center
26-28	Downtown Tualatin to Sherwood Town Center
10-16	Washington Square to Kruse Way/ Lake Grove
10-17	Washington Square to River River Terrace

Other connections/ notes:

none

Activity 2: Community Investments- Base dot sheet

Driving



- ☐ Key safety fixes and signal optimization
- ☐ Intersection and connectivity improvements
- ☐ Maintenance needs that currently lack funding
- ☐ Expanded large neighborhood streets
- ☐ Rebuilt interchanges

Walking

- ☐ Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)
- ☐ Crosswalks improvements like better striping, medians, signals and flashing beacons
- ☐ Adding paved sidewalks on major roads
- ☐ Adding paved sidewalks on large neighborhood streets
- ☐ Plazas, street trees and streetscape improvements



Biking



- ☐ Wayfinding (signs and maps); share the road markings, shoulders
- ☐ On street striped bike lanes on major roads
- ☐ Bike boulevards
- ☐ Cycle track (separated bike lane) on major roads
- ☐ Off-street separated paved path

Transit

- ☐ Improved stop amenities like shelters, lights and posted schedules and maps
- ☐ Improved access to stops like close-by curb cuts and marked crosswalks close to the stop
- ☐ Improved local service
- ☐ High capacity transit to two cities
- ☐ High capacity transit to three or more cities



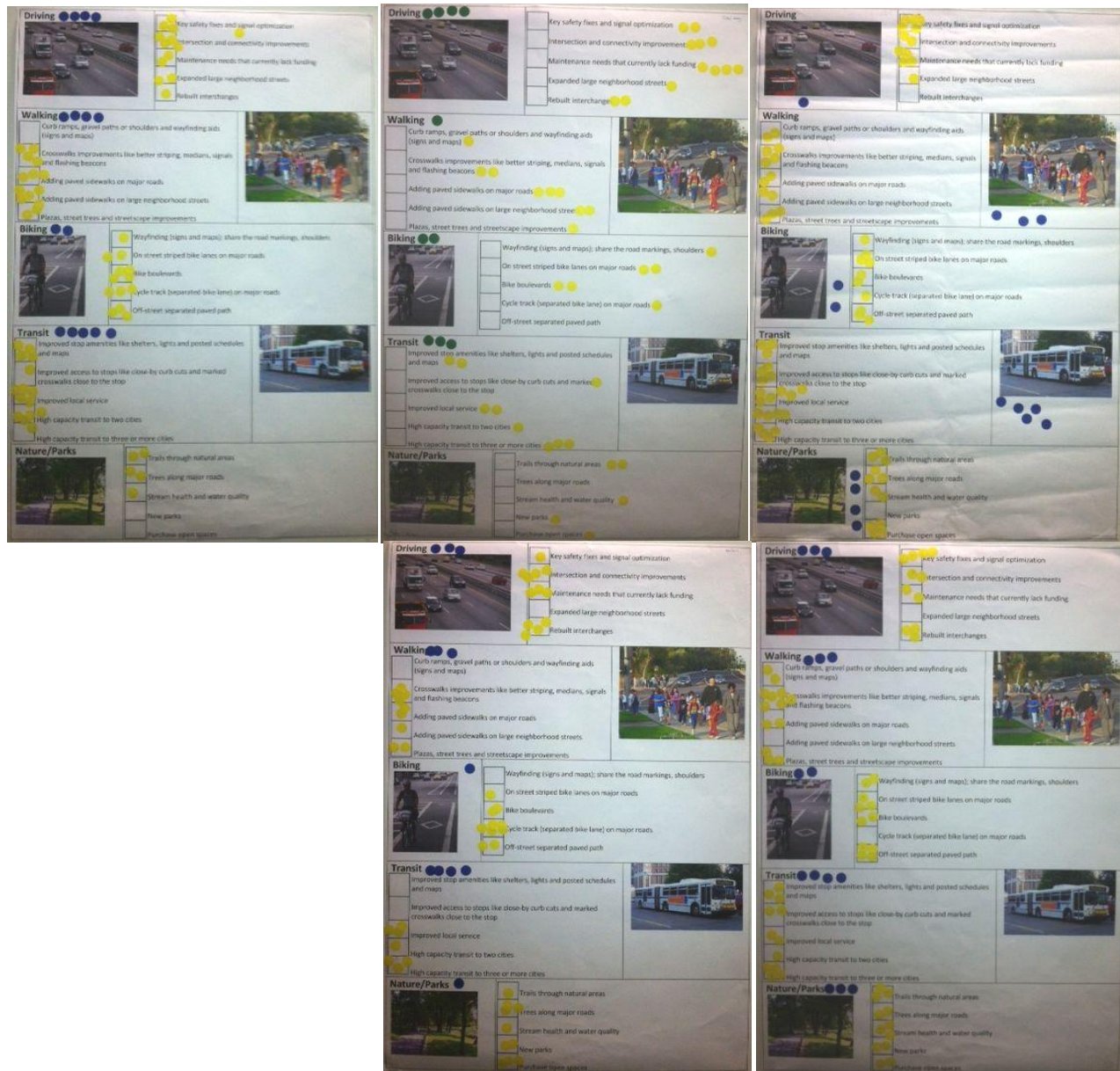
Nature/Parks



- ☐ Trails through natural areas
- ☐ Trees along major roads
- ☐ Stream health and water quality
- ☐ New parks
- ☐ Purchase open spaces

Activity 2: Community Investments- Completed dot activities from tables 1-5

(Each participant was given 12 yellow dots to place on the types of investments they would like to see in their community, and 3 blue dots to place on the investment categories they saw as being most important)



Activity 2: Community Investments- Aggregated data from tables 1-5
(yellow dots)

		Table 1	Table 2	Table 3	Table 4	Table 5	Total
Driving							
	Key safety fixes and signal optimization	4	2	5	1	5	17
	Intersection and connectivity improvements	4	3	2	4	2	15
	Maintenance needs that currently lack funding	2	4	4	3	4	17
	Expanded large neighborhood streets	2	1	1	0	1	5
	Rebuilt interchanges	1	2	0	4	0	7
Walking							
	Curb ramps, gravel paths or shoulders and wayfinding aids (signs and maps)	0	1	2	0	2	5
	Crosswalks improvements like better striping, medians, signals and flashing beacons	4	2	4	4	6	20
	Adding paved sidewalks on major roads	3	3	2	2	2	12
	Adding paved sidewalks on large neighborhood streets	4	2	2	1	0	9
	Plazas, street trees and streetscape improvements	3	1	3	2	3	12
Biking							
	Wayfinding (signs and maps); share the road markings, shoulders	1	1	1	0	2	5
	On street striped bike lanes on major roads	2	2	3	1	3	11
	Bike boulevards	4	2	2	2	2	12
	Cycle track (separated bike lane) on major roads	3	1	1	5	0	10
	Off-street separated paved path	3	0	3	2	4	12
Transit							
	Improved stop amenities like shelters, lights and posted schedules and maps	4	2	3	0	3	12
	Improved access to stops like close-by curb cuts and marked crosswalks close to the stop	1	1	4	0	2	8
	Improved local service	5	2	6	3	2	18
	High capacity transit to two cities	4	1	4	1	1	11
	High capacity transit to three or more cities	1	3	4	3	4	15
Nature/Parks							
	Trails through natural areas	2	2	3	1	3	11
	Trees along major roads	2	0	3	3	2	10
	Stream health and water quality	1	1	2	1	3	8
	New parks	0	1	0	2	2	5
	Purchase open spaces	0	1	4	3	2	10

Activity 2: Community Investments- Aggregated data from tables 1-5
(blue dots)

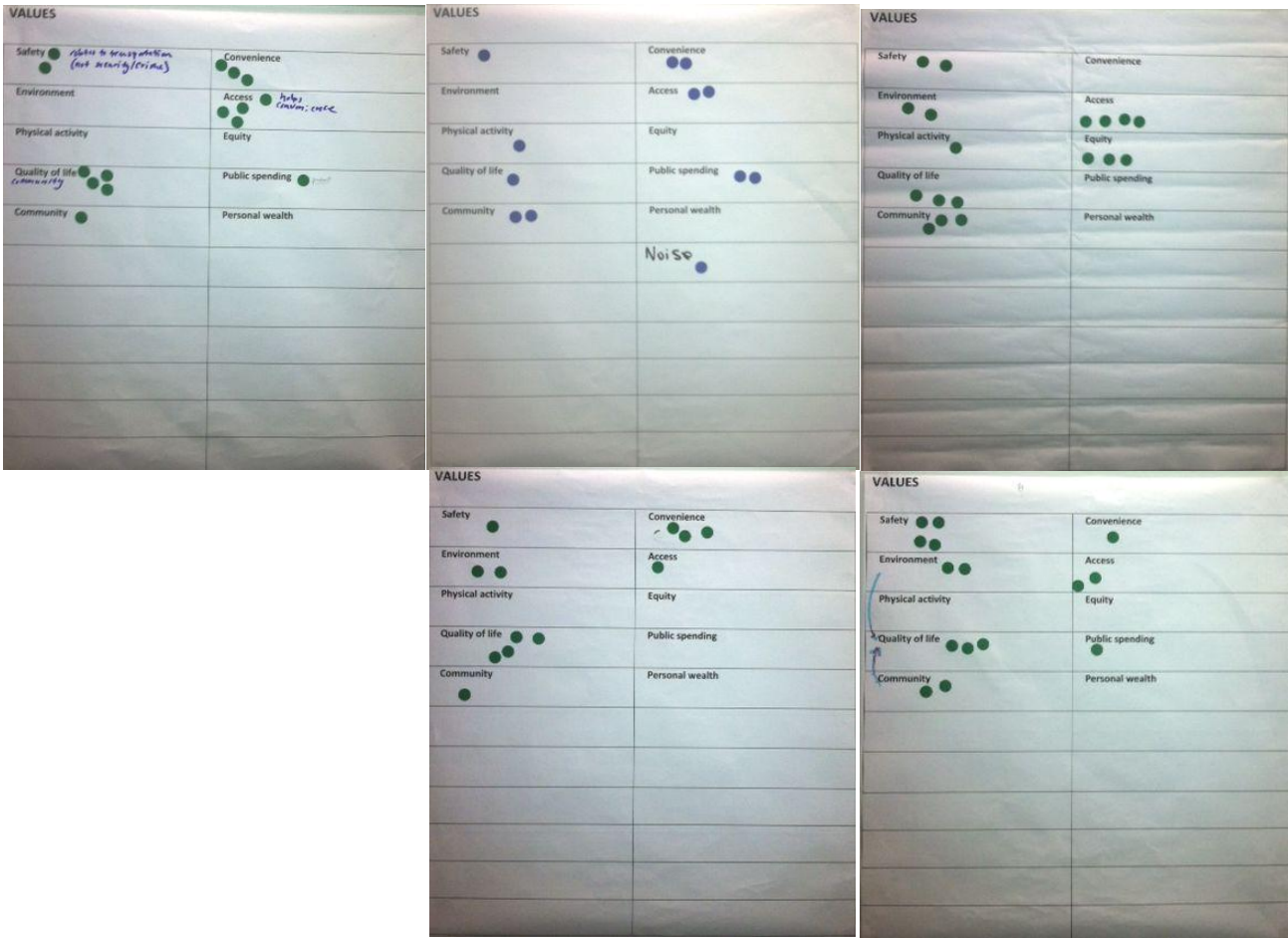
	Table 1	Table 2	Table 3	Table 4	Table 5	Total
Driving	4	4	1	3	3	15
Walking	4	1	3	3	3	14
Biking	2	2	2	1	2	9
Transit	5	3	5	4	4	21
Nature/Parks	0	0	4	1	3	8

Activity 3: Values- Base dot sheet

Safety	Convenience
Environment	Access
Physical activity	Equity
Quality of life	Public spending
Community	Personal wealth

Activity 3: Values- Completed dot activities from tables 1-5

(Each participant was given 3 green dots to place on the vales that most influenced their decisions in the previous activity)



Activity 3: Values- Aggregated data from tables 1-5

	Table 1	Table 2	Table 3	Table 4	Table 5	Total
Safety	2	2	2	1	4	11
Environment	0	0	2	2	2	6
Physical activity	0	1	1	0	0	2
Quality of life	4	1	3	4	3	15
Community	1	2	3	1	2	9
Convenience	3	2	0	3	1	9
Access	4	2	4	1	2	13
Equity	0	0	3	0	0	3
Public spending	1	2	0	0	1	4
Personal wealth	0	0	0	0	0	0

Community Planning Forum Notes

Table 1 (Facilitated by Crista Gardner, Metro)

Transit Connections

- Freight
 - Why focus on transit and not freight?
 - Wyden and Kitzhaber emphasized grow, build, and ship them out
 - We are a major exporter but have trouble getting workers to the employment
 - Does transit infrastructure well serve those goals of export?
 - What do we do to get product from here to elsewhere?
 - Consider global export needs
 - Need freight accessibility to/from Tualatin
- Employees from Sherwood, Tualatin and south need to get access to employment
 - 90% of Tualatin workers don't live there
- No public transit between midnight and 5 a.m.
- HCT
 - funding a concern
 - If we want to make change in land use/ increase density, how do we make that happen without HCT?
 - Change must be in public realm, doubtful developers will do it
 - If we don't see transit today, there won't be development
- What about enhanced local transit?
- Need to think of stations in the middle of density
- Connect to Yamhill County transit at Bridgeport (HCT or local)
- One of the problems with WES is only one stop- last mile becomes important
- If TriMet does not serve businesses, the private sector will, but will only serve their investors, employees and the public loses

Values

- Access- everyone needs access
- Prudent public spending

Table 2 (Facilitated by Talia Jacobson, ODOT)

Transit Connections

- Transit centers
 - Have to have transit centers where HCT connects
 - Need transit center at Burlingame (not Crossroads, which was poorly planned)
- Service from Tigard to Sherwood via King City is currently served by road, HCT from Tigard to Sherwood should go through Downtown Tualatin
 - Disagree, HCT from Tigard to King City could be important

- Transit needs to accommodate 20,000 PCC students
- Local service enhancements needed between downtown Tualatin and Sherwood
- Park and Rides are needed in SW
 - Park and rides should not disrupt other uses
 - Needed between Burlingame and Tigard, and between Tualatin and Tigard
- High speed rail
 - Will there be a high speed rail study?
 - There is a problem with access out of Portland to the south via high speed rail- a new alignment is needed, tunnel through West Hills?

Community Investments

- Improvements to the system are needed
 - Bike improvements
 - Move people around in alternative modes
- How can Lake Oswego better connect to the corridor?
- Driving
 - Driving- key form of transportation in corridor, why are we looking at other modes?
 - People live in the suburbs because they want a suburban experience, not an urban one
 - Nature/parks does not seem to fit
 - Transit is not the solution to the infrastructure problems and is a waste of money
 - Challenges region to mimic Paris- get anywhere in the region within 45 minutes
- Focus should be on walking- sidewalks are needed
 - Takes transit to farmers market (because there is no sidewalks to safely walk)
- Road interchanges need to be reconstructed to better serve the city
- Investments needed in transit, biking and driving
 - Space for walking and biking is available on Barbur- could be multi-modal
- Dot summary: dots spread across the categories, driving remains key but a desire for robust improvements in walking, biking and transit was expressed, less emphasis on parks/nature

Values

- Participant 1: Convenience, Access, Community
 - Wants convenient access to places, connect communities along the way
- Participant 2: Access, Convenience, Public Spending
 - Access and convenience go together- need access to where you need to go and want to get there conveniently
 - Public spending- we can't spend 4 million dollars on this project
- Participant 3: Noise (added category), community, safety
 - Noise- Issue that is being ignored
 - Overheard conversations in the 1970s during the federal highway noise talks, we are missing the intent- there is no noise barriers or noise mitigation efforts
 - Need to think of the cumulative noise
 - Community- We have to build our communities
 - We are 200 different communities, not one big Portland Metro community

- High speed transit should not damage communities
- Safety- We have to be able to cross the street safely
- Participant 4: Quality of life, Physical activity, Public spending
 - Important to like where you live, and not be a victim of the transportation system
 - 20 minute city- should be able to reach your amenities in 20 minutes with a short walk or bike trip, which can build a need for physical activity
 - If you build physical activity into your daily trips, you don't need to go to gym
 - Need to invest in the future of our region and spend enough to do the job efficiently

Table 3 (Facilitated by Morgan Tracy, City of Portland)

Transit Connections

- The number one priority is not getting to Portland (from Tualatin) but rather, connectivity between Lake Oswego, Sherwood, Tigard and Beaverton
- Shuttle bus
 - Want to better move employees from Yamhill County to Tualatin and connect focus areas 28, 29, 30, 22, 23, 26, 27...can a shuttle system do that? Express bus to connect?
 - ODOT, Metro and TriMet need to understand the need for a flexible local shuttle service
 - Residential express bus through SW Portland?
 - City only shuttle? (Lake Oswego)
- Need HCT to connect to the east (of Tigard) but also need to connect south and west to incorporate all the housing
- HCT option (not LRT—too inflexible) along 99W, high frequency and high capacity,
- Need a transit center in Sherwood that people can park and ride out of
- Connection from downtown Portland/OHSU/Hillsdale/PCC/Tigard Triangle
- If you have a system along Barbur/99W it should connect through Kruse Way with an offshoot line
- Increase connectivity and decrease auto traffic
- Support home based business- they don't go out of their home to get work done

Community Investments

- Crossings are dangerous—need better and more pedestrian crosswalks
- Maintain what exists before building anything else
- Improved local service
- Combine HCT service on busy roads

What guided your decision making?

- Transit (more walkers than bikers overall)
- Employees (give them an incentive to get to work in a way that doesn't involve a car)
- Getting people out of their vehicles (make roads safer → make communities more successful)
- LOCAL SERVICE!

Values

- Group expressed some confusion between quality of life & community
- Safety is a big concern in Tualatin and in all parts of the corridor
- Need to re-think how to reach the Hispanic community
- Need a detailed discussion of active transportation (additional meeting?)
- Need to report back on the origin and destinations of traffic in the corridor (would like to see the data)

Table 4 (Facilitated by Ben Bryant, City of Tualatin)

Transit Connections

- Local Connections
 - HCT will be useless if there aren't adequate local transit connections
 - Poor local transit connections leave many areas isolated, "I feel like I'm off the grid and all I want to do is get on the grid"
- North-South connection to HCT needs to be figured out
- Tigard to downtown: "my commute kills my family time. And, I don't have sidewalks to walk on." Need more sidewalks and more rapid transit
- Park and rides
 - If park and rides were more available, it would open up HCT to a much larger area.
 - "Even a shuttle bus that could take people from Hillsdale area to the park and ride at the zoo so you could pick up LRT"
- Kruse Way
 - Lots of density around Kruse Way, would make sense to have HCT connections in this area
 - Kruse Way should be served by something other than 217
- Need connections on Tualatin-Sherwood Road
- Need connections to PCC
- Concern regarding concept of "mixed use"
 - Mixed use reads as more congestion and increased commuting time
 - Would be crucial to have HCT touching the thoroughfare but not clogging it up
 - There are not enough arterials ("this is not the east side"), concerns about what HCT would do in terms of traffic and congestion
 - Make HCT run adjacent to thoroughfare but not run right through it
 - If BRT were implemented it would have to run on a dedicated lane, which would mean even more congestion

Community Investments

- Nature/Parks
 - Should secure land for this purpose ("If you don't get the land, you'll never get the land")

Values

- Overwhelmingly based their decisions on quality of life, followed by:

- 2. Convenience
- 3. Environment
- 4. Safety & Access (tied)
- Need to make an effort to get feedback from individuals under age 40
 - These individuals are not as engaged but their opinions matter
 - Younger people tend to use public transit frequently
 - “I have to alter [younger peoples’] work schedules to accommodate the public transit schedule, would be nice to have their opinion in the plan”

Table 5 (Facilitated by Mike Mason, ODOT)

Transit Connections

- Possibilities: 217/99 to Tualatin/99 W (Tigard Section)
- Suggested Routes
 - Sherwood to Tualatin
 - Make connections between residential and work areas
 - Washington Square to Kruse Way
 - River Terrance to Washington Square
 - Downtown Tigard to Portland
 - Sherwood to Tigard
 - Consistent with employment and homes
- Try to lessen distance they have to travel
- Improve the Infrastructure

Community Investments

- Driving is 95% of the trips so it’s hard to imagine that changing
- Livability for parks and nature because it is critical to everything on the west side
- Stormwater concerns- make parks a good investment
- Transit has the most blue dots
 - Lots of places where transit could be of good use
- Driving takes care of itself, therefore focus new investment on transit
- Hills on west side hinder biking
 - Walking is important
 - Or biking to transit would be attractive
- Nature/ parks category: may not make sense compared with the other ones, which are all transportation
- Need to focus on improving efficiency with driving
 - Need to increase other modes

Values

- Safety- received most dots (4)
 - top concern for all modes

- Quality of life-came in second (3)
- Three way tie for third
 - Access (2)
 - Community (2)
 - Environment (2)
 - protects and adds to safety

December 3rd Community Planning Forum: Event Evaluations

Zip Code	
97062	8
97219	6
97239	2
97223	1
97221	1
97034	1
97224	1
97225	1
97035	1
Race/ Ethnicity (check all that apply)	
Black (not of Hispanic Origin)	0
White (not of Hispanic Origin)	19
Hispanic	0
American Indian or Alaskan Native	0
Asian or Pacific Islander	0
Unknown/Do not wish to disclose	2
Language translation needed	
Chinese	0
Korean	0
Russian	0
Spanish	0
Vietnamese	0
Other	0
How did you hear about today's event? (choose all that apply)	
Project newsletter	1
Announcement in community newsletter or newspaper	4
Newspaper story	0
E-mail	18
Facebook/Twitter/etc.	0
Word-of-mouth	3
Website	1
Other (Barbur Corridor Open House and Tigard City Commission	2

Overall, I believe this meeting was:

Worthwhile	13
Somewhat worthwhile	7
Neutral/don't know	1
Not worthwhile	0

I felt the meeting encouraged my input and I felt listened to:

Strongly agree	8
Agree	10
Neutral/I don't know	3
Disagree	0
Strongly disagree	0

Distribution

Notice of the Community Planning Forum was given by partner agencies to the following groups:

- Beaverton- Planning Commission, Bicycle Advisory Committee, CCI, Vision Advisory Committee, Public info
- Lake Oswego- Planning Commission, Transportation Advisory Board, Sustainability Advisory Board
- Portland: CWG, monthly update for Barbur Concept plan that goes to CWG, TAG, project staff consultants and 123 others
- Sherwood- Town Center TAC, SAC and Planning Commission
- Tigard- Transportation Advisory Committee (TTAC), Central City Advisory Committee (CCAC), Planning Commission, City website
- Tualatin- Linking Tualatin participants, Transportation Task Force members, Planning Commission, Tualatin Parks Advisory Committee, Tualatin Tomorrow Advisory, CIOs, City Council, Chamber of Commerce
- Metro- Interested parties list

Appendix F: Economic summit event summary

Business leaders in Southwest Corridor emphasize transportation, jobs link

Drafted 11-19-12

The Southwest Corridor, which includes areas along 99W from OHSU to Washington Square to Bridgeport, is a very important job center for the region. Together, public and private partners are looking to target public investments to support economic development and grow jobs. Local business owners and employers came together in Tigard to emphasize the need for a wide range of transportation investments that will help them expand businesses, move goods, and get workers, students, and families out of traffic and more safely and reliably to their destinations.

Participants in an economic summit about the corridor in Tigard on Nov. 14 shared ideas about everything from road and transit projects to education, health and new ways to market the area.

"Look at the corridor through an education prism" said Rob Wagner, director of government relations for Portland Community College, because the area has a marketable education focus and many jobs link to education. Wagner added that it would be "beneficial to factor in sustainability," while Tualatin Mayor Lou Ogden suggested focusing in on "the areas that make the corridor special and unique, (places like) wildlife refuges, Fanno Creek, Tryon Creek (and the) Tualatin River."

Current employment concentrations and future opportunities that support community vision for development were analyzed and reported on by economist Eric Hovee. From the professional jobs along Kruse Way to shopping destinations like Washington Square and Bridgeport Village and major educational institutions, there are already strong employment areas in the corridor. The manufacturing sector is well-represented in the Tualatin and Sherwood area, and has room to expand onto undeveloped industrial land.

Current and past interaction with corridor employers indicates that congestion and poor internal circulation are major limiting factors in the economic growth of the Southwest Corridor.

Cheryl Dorman, a West Coast Bank branch manager in Tualatin, summed it up this way: "The major transportation challenge is mobility – both freight and employees."

Jeff Nudelman, vice president of Harsch Investment Properties, said you can have the greatest property on the market but "if it takes so long to get there through traffic, you can't make the deal."

Washington Square senior property manager Jonae Armstrong said, "if we can't get our products or take away our trash, we can't exist."

Analysis shows that a lack of transit service to major employment locations makes it hard for places like Kruse way to compete with downtown when it comes to transportation choices.

"Large employers are looking for a place with transit," said Susan Foote, a property manager with Shorenstein Properties, a major Kruse Way real estate owner.

By next summer, the cities, counties and agencies working together on the Southwest Corridor Plan are seeking agreement on a package of short- and longer-term investments that will help generate the best outcome for economic growth.

Dorman said that investments in the corridor should "make (Highway) 99W a destination rather than an eyesore." Nudelman added that investments should "improve the lives of our employees and tenants where they are." Suggestions focused on making the area more pedestrian friendly and giving bicyclists safe lanes and crossings.

Knowing that there is a need to spend public investment dollars wisely – the amount available is not enough to cover all of the region's needs – the Southwest Corridor partners see a benefit to a cooperative economic development agenda. Ideally, this cooperative agenda will be guided by a coordinated partnership of public, private and non-profit stakeholder interests.

A new interactive planning game, Shape Southwest, will give individuals who live and work in the Southwest Corridor the opportunity to participate in the decision making process between November 14th and December 31st. The game allows users to determine how they would invest in things like transportation improvements, parks and habitat, sidewalks, bikeways and roads and assess how these choices would affect safety, health, prosperity, access and mobility.

The result of working together will support a shared corridor-wide investment strategy that will help define the positive change that people would like to see in their communities and the projects that support economic development and job growth.

Find out more about the Southwest Corridor Plan at: <http://www.swcorridorplan.org>

Appendix G: Outreach events calendar

OUTREACH	LOCATION	EVENT DATE/ TIME	AGENCY	NUMBER REACHED
Project Events				
Community Planning Forum	Multnomah Arts Center	10/9/2012	Metro, project partners	15
Economic Summit	Tigard Public Library	11/14/2012	Metro, project partners	35
Community Planning Forum	Tualatin Police Dept.	12/3/2012	Metro, project partners	25
Community Events				
Town Center Plan Open House	Sherwood	10/3/2012	Sherwood	
CPO 4B- Bull Mountain/Tigard		10/11/2012	Tigard	5
Barbur Concept Plan-Kelly Focus Area Open House	NCNM Annex	11/8/2012	Portland	
Barbur Community Forum		11/29/2012	Portland, Metro	75
Loaves & Fishes	Sherwood/Tigard	12/5/2012	Metro	50
Walkability audits/event	Metro	11/28/2012	Metro, AARP	
Local Government Events				
Barbur Concept Plan Community Working Group	Multnomah Arts Center	9/6/2012	Portland	18
Barbur Concept Plan Community Working Group	Multnomah Arts Center	10/4/2012	Portland	18
City Council Work Session	Tualatin	10/22/2012	Tualatin	
Barbur Concept Plan Community Working Group	Multnomah Arts Center	11/1/2012	Portland	16
Town Center Stakeholder Advisory Group	Sherwood Police Department	11/14/2012	Sherwood	
City Council Work Session	Tigard	11/20/2012	Metro, Tigard	6-8 people
Barbur Concept Plan Community Working Group	Multnomah Arts Center	12/6/2012	Portland	
School Outreach Efforts				
OHSU Farmers Market	OHSU	9/25/2012	Portland	14
Holiday Bazaar	PCC Sylvania Campus	12/4/2012	Metro	12
Web and Social Media				
website published	All	ongoing	Metro	n/a
twitter	All	ongoing	Metro	311 followers as of 1/28/13
facebook	All	ongoing	Metro	54 likes as of 1/18/13

OUTREACH	LOCATION	EVENT DATE/ TIME	AGENCY	NUMBER REACHED
blog	All	ongoing	Metro	37 posts, 2 comments as of 1/28/13
newsfeeds		ongoing	Metro	n/a

Appendix H: Interested persons email updates

From: [Emma Fredieu](#)
To: [Emma Fredieu](#)
Cc: [Clifford Higgins](#)
Subject: Southwest Corridor Plan update: Community planning forum Dec. 3; Shape Southwest. Nov 13-Dec. 31
Date: Monday, November 05, 2012 3:07:52 PM

Southwest Corridor Plan update

Save the date: Dec. 3 community planning forum

The third community planning forum for the Southwest Corridor Plan is fast approaching. Join us from 6 to 8 p.m. on Monday, December 3rd to learn about projected areas of growth in the corridor, discuss potential transit locations and provide input on how investments will be made in your community. How would you like to see resources for transit, roads, parks, trails, sidewalks and bikeways invested to create a more livable community? At the October planning forum, community members provided valuable input on which transit projects should be considered for further analysis, and just as in October, your input will be presented to decision makers.

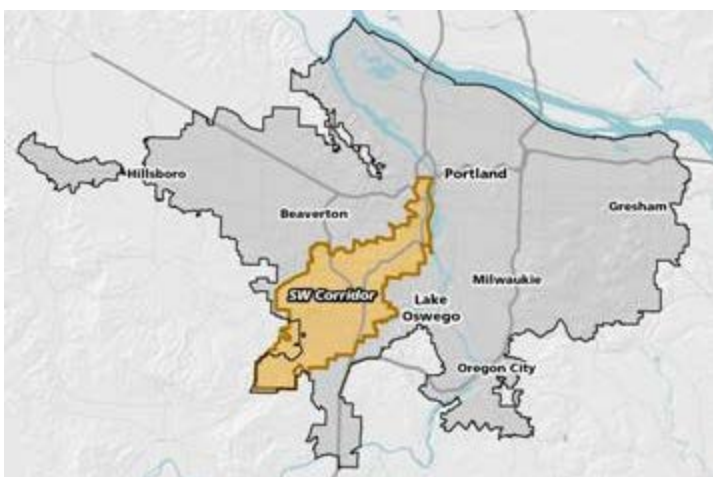
Mark your calendar— community feedback is a critical component to this process and your participation is needed. The December 3rd community planning forum will take place from 6 to 8 p.m. at the Tualatin Police Department, located at 8650 Southwest Tualatin Road.

The Southwest Corridor Plan is a multijurisdictional effort focusing on the corridor between Southwest Portland and Sherwood. This effort examines land use, transportation improvements, and strategies for improving the built environment. Priorities are to increase prosperity, health, and mobility within and through the corridor. For more information on this project, please visit our website at www.swcorridorplan.org or call 503-813-7535.

Shape Southwest



Do you live or work in the Southwest corridor? What makes it difficult to get around? What do you want more of? What do you want less of? Tell us what you think now, so that your input shapes future investments in your community.



Our new interactive planning game, Shape Southwest, gives you the opportunity to participate in the decision making process between Nov. 13 and Dec. 31. How would you invest in things like transportation improvements, parks and habitat, sidewalks, bikeways and roads? How would these investments affect safety, health, prosperity, access and mobility, while giving commuters better options to get where they need to go?

The Southwest Corridor Plan is a comprehensive planning effort to create livable and sustainable communities along the corridor between Portland and Sherwood through integrated community investments in land use and transportation.

We are committed to work together to plan for the future.

The result of working together will support your community's vision, provide more travel options, lead to less time in our cars and, ultimately, more time with our families. Find out the Southwest Corridor Plan, and find Shape Southwest beginning Nov. 13, at www.swcorridorplan.org.

Next steering committee meeting Nov. 26, 2012

For more information about the committee, including meeting agendas, packets and summaries, visit <http://www.oregonmetro.gov/index.cfm/go/by.web/id=38467>.

You are receiving this email from Metro as a member of the Southwest Corridor Plan interested persons list. To be removed from this list, email clifford.higgins@oregonmetro.gov.

From: [Emma Fredieu](#)
To: [Emma Fredieu](#)
Subject: Corridor Plan update: Shape Southwest; community planning forum Dec. 3; existing conditions and BRT
Date: Friday, November 30, 2012 10:59:09 AM

Southwest Corridor Plan update

Shape Southwest: What do you think?

"With aging population and less, more expensive oil, we need to give people other convenient ways to travel to work and other life activities."

"SW is already a great place for cars. Let's make it a great place for people and bikes as well."

"I support equity, public health, economic development etc. but think this plan should stay focused on transportation needs."



Our new interactive planning game, Shape Southwest, gives you the opportunity to be part

of the decision-making process. How would you invest in things like transportation improvements, parks and habitat, sidewalks, bikeways and roads? How would these investments affect safety, health, prosperity, access and mobility, while giving commuters better options to get where they need to go? Let us know before Dec. 31; visit www.swcorridorplan.org.

You're invited: Dec. 3 community planning forum

The third community planning forum for the Southwest Corridor Plan is fast approaching. Join us from 6 to 8 p.m. on Monday, Dec. 3 to learn about projected areas of growth in the corridor, discuss potential transit locations and provide input on how investments will be made in your community. How would you like to see resources for transit, roads, parks, trails, sidewalks and bikeways invested to create a more livable community? At the October planning forum, community members provided valuable input on which transit projects should be considered for further analysis, and just as in October, your input will be presented to decision makers.

Community feedback is a critical component to this process and your participation is needed.

6 to 8 p.m. Monday, Dec. 3
Tualatin Police Department
8650 SW Tualatin Road

The Southwest Corridor Plan is a multijurisdictional effort focusing on the corridor between Southwest Portland and Sherwood. This effort examines land use, transportation improvements, and strategies for improving the built environment. Priorities are to increase prosperity, health, and mobility within and through the corridor. For more information on this project, visit www.swcorridorplan.org or call 503-813-7535.

Existing conditions and bus rapid transit

Did you miss our factsheet on existing conditions in the corridor? It's available here: http://library.oregonmetro.gov/files//swcorridor_factsheet_fall12.pdf (3.5M PDF)

Keep hearing people talk about "BRT" and want to know more?

- CTRAN has put together a nice video showing features of bus rapid transit: http://www.c-tran.com/brt_files/resource_info/planning_guide.php
- Here are some answers to the question, "What is bus rapid transit?": http://library.oregonmetro.gov/files//brt_factsheet-101912web.pdf (1.5M)

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Emma Fredieu
Administrative Specialist

Appendix I: Outreach materials



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 existing conditions report provides the foundation for future efforts. We cannot know where we need to go before we know where we are. The existing conditions report identifies key findings, opportunities and challenges about the Southwest corridor and informs goals, objectives, evaluation criteria and the development of wide-range of potential projects. Information presented below is a snapshot in time about the Southwest corridor based on 2010 data. For additional details visit the document library on the project website, www.swcorridorplan.org.

Existing conditions

What are people like?

Population

198,000 people reside in the Southwest corridor.

13% are 65 years and older, compared to the regional average of 11 percent.

The largest ethnic minority populations were identified as **Hispanic** (9 percent) and **Asian/Asian-American** (6 percent).

45,500 students attend the corridor universities and colleges, which include OHSU, PSU, George Fox and PCC.

Employment

140,000 jobs – 24 percent of the region's jobs – are located in the corridor.

Health

Southwest corridor residents' **health concerns** have links to **physical activity and air quality**.

16.4% of corridor residents are obese.

The prevalence of **obesity, asthma, and poor mental health** in the Southwest corridor **varies by geographic location and income levels**.

Asthma rates in the Southwest Corridor are similar to those of the region.

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Neighborhoods with higher rates of poverty are likely to be located adjacent to major roadways; these neighborhoods are likely to have worse air quality and a higher prevalence of asthma.



Neighborhoods with more seniors are likely to have more prevalence of obesity, cardiovascular disease, diabetes, and asthma; these neighborhoods might have less access to medical facilities.



What are the opportunities to live, work and play?

Amenities and commerce

The Southwest Corridor is home to many neighborhoods where people's *everyday needs can be met within a 20-minute walk*. These neighborhoods typically include a variety of community elements that make the neighborhoods livable, enjoyable and easy to inhabit.

20% of the region's urban amenities (like *grocery stores, coffee shops, library branches, movie theaters*) are found in the Southwest corridor.



39 grocery stores and fruit, vegetable and meat markets are in the corridor, which is 13 percent of the region's total.



Housing

The Southwest corridor is a desirable place to live, but the corridor has *a lack of housing choices needed for a diverse population that includes students, growing families and retirees*.

The *average median cost of monthly rent is \$750* in the cities of the corridor.

The *average median home value is \$276,175* in the cities of the corridor.

1,342 people are waitlisted for 160 regulated affordable housing units in Southwest Portland alone.



Areas with a concentration of a single land use (jobs or housing)



are likely to have higher traffic congestion and less access to urban amenities and parks.



Parks

7,500 acres of parks and natural areas are in the corridor.

25 miles of regional trails run through the corridor.

45% of residents in the corridor live within a 10 minute walk to a park, trail or natural area, compared to 69 percent regionally.



Neighborhoods rich in urban amenities, farmer's markets, social and health services and parks are likely to have more people bicycling and walking and less prevalence of obesity, cardiovascular disease and diabetes; these neighborhoods are also likely to have higher housing costs.



Neighborhoods rich in employment are likely to have more transportation access; these employment areas are likely to have more air pollution associated with major roadways and often have few cafes and other urban amenities.



Neighborhoods with higher rates of poverty are likely to have less access to urban amenities, farmer's markets, social and health services, trees and parks; these neighborhoods are likely to have more prevalence of obesity, cardiovascular disease and diabetes.



What are the opportunities to get around and move goods?

Roadways

Notable areas of evening congestion include Highway 99W between Interstate 5 and Highway 217, the I-5/217 interchange, Tualatin-Sherwood Road, Hall Boulevard near Washington Square and south of Tigard, Taylors Ferry Road between Highway 99W and Boones Ferry Road, Upper Boones Ferry Road/Carman Drive, and portions of Highway 99W.

Active transportation

327 miles of corridor roadways lack sidewalks, creating gaps in the pedestrian and bicycle network.

Most *bicycle routes* in the corridor *follow high speed arterials*. Limited parallel, low traffic, calm routes are available to avoid unsafe riding conditions.



Transit

7,560 rides per day

are taken on the 12 Barbur Boulevard bus; 4,100 on the 44 Capitol Highway; 3,030 on the 76 Beaverton/Tualatin; 2,730 on the 78 Beaverton/Lake Oswego; and 2,310 on the 8 Jackson Park.

Freight

Major freight routes in the corridor are Interstate 5, Highway 99W and Highway 217; freight connectors include Tualatin Sherwood, Roy Rogers and Scholls Ferry roads, 72nd and 124th avenues and Murray Boulevard.

Safety

18 crashes with fatalities and 108 crashes with serious debilitating injuries occurred in the Southwest Corridor from 2007-2010 in all transportation modes.

Most pedestrian injuries/fatalities and bicycle crashes happened in downtown Portland and along major roadways, such as Highway 99W, Capitol Highway and along Tualatin-Sherwood Road.

Hilly areas are likely to have less pedestrian and bicycle connections; without recreation opportunities, these areas can have a higher prevalence of obesity, cardiovascular disease and diabetes.



Areas with higher traffic congestion are likely to have worse air quality and higher rates of asthma.



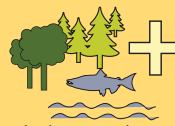
What are the opportunities to enjoy and protect nature?

Natural areas and urban trees

29% of the corridor *has urban, natural area and park tree canopy*.

Less than 1/6 of industrial and commercial areas, many of which are directly adjacent to major roadways, *are covered by tree canopy*.

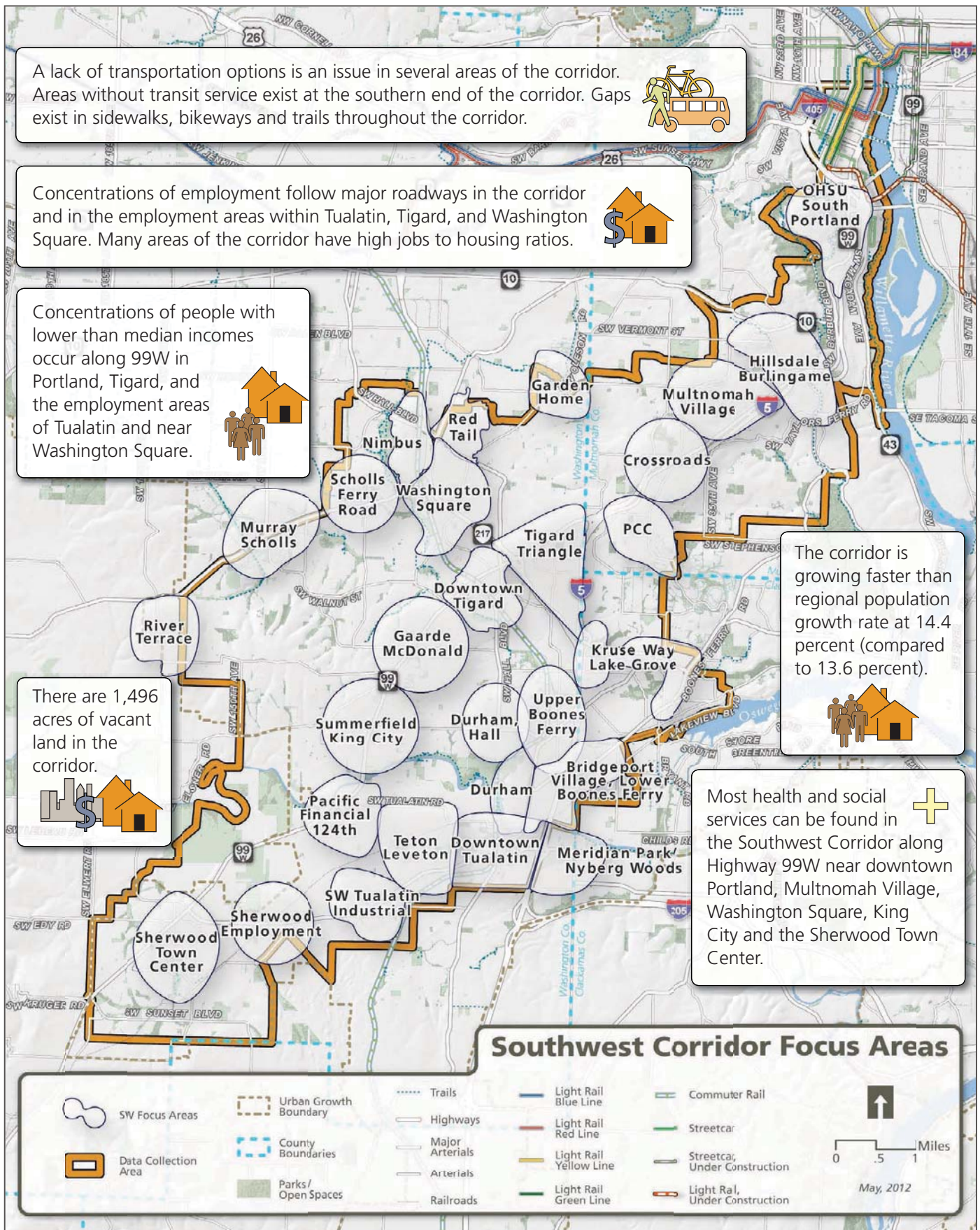
Tree canopy can help beautify the area, clean the air, cool water in streams and slow and clean urban storm water runoff.



Watersheds and habitat

98 miles of streams run through the corridor in three separate watersheds, which is more than 10 percent of the region's waterways.

Protected wildlife species found throughout the Southwest corridor, include the northern red-legged frog, western painted turtle, Pacific pond turtle, bald eagle, American peregrine falcon, band-tailed pigeon, pleated woodpecker, olive-sided flycatcher, little willow flycatcher, purple martin and white-breasted nuthatch.





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.

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Metro has teamed with cities and counties along the Southwest Barbur Boulevard/Highway 99W corridor to create a plan for making improvements over the next 15 years.

What type of improvements?

The Southwest Corridor Plan is exploring ways to make it easier and safer for people to get to where they need to go, make a more healthy community with parks and natural areas, and improve the economy through smart development.

Some things that people might see in the next 5, 10 or 15 years include:



walking improvements, like new sidewalks and safer crosswalks



biking improvements like new bike lanes



driving improvements like safety and intersection fixes



transit improvements like new shelters, more local bus service or faster, more direct service (maybe even something like MAX)



parks and nature improvements like more trees along roads, watershed projects, or new parks or natural areas



commercial development or redevelopment



economic development, creating jobs



more housing options



health and safety improvements

You can make a difference

Stay informed about the process. Let project partners know what is important to you.

Everyone who lives or works in the corridor wants to make these communities better. Working together, we can make improvements that allow us and our kids to prosper here. We cannot do everything. Some things might be too expensive. Some might not create the changes we want to see. Some tough choices will need to be made. In the end, the Southwest Corridor Plan will create a package of improvements that will make the most of public money and programs and also inspire private investment.

Upcoming steps

Fall 2012

Bundle projects into investment packages

Winter 2013

Create options for the package of improvements

Spring/summer 2013

Agree on investment package

Begin improvements

Study larger transit (like MAX or something similar) or road projects (like new lanes or intersections)

503-813-7535

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Sherwood – Town Center Plan

Sherwood will identify the best focus area for town center activity

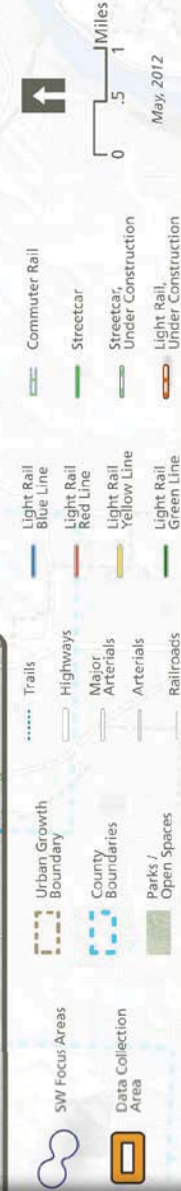


Tualatin – Linking Tualatin

Tualatin will investigate locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit.



Southwest Corridor Focus Areas



Transit alternatives analysis (Metro led)

A subset of the transportation plan, the transit alternatives analysis will evaluate how we would want a larger transit improvement to work. This includes looking at a high capacity transit service (like MAX or a bus that works more like MAX than local buses do) and where such a service would run. This is the first step in the federal process to determine the most efficient public investment in transit for the corridor.



Who are the partners?

Metro As a regional government, Metro crosses city limits and county lines to work with communities in creating a vibrant and sustainable region for all. Metro is responsible for long-term, regional plans for transportation and land use. Metro also manages the Oregon Zoo, the Oregon Convention Center, Expo, the Portland Center for Performing Arts and regional parks and natural areas.

ODOT As part of the state government, the Oregon Department of Transportation works to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

October 2012

TriMet As the regional transit provider, TriMet provides bus, light rail (MAX) and commuter rail (WES) transit services. These transportation options connect people with their community, while easing traffic congestion and reducing air pollution.

Multnomah and Washington counties The counties are in charge of functions like tax collection, courts, elections, records and local roads outside of cities.

The cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City and Lake Oswego Cities are generally in charge of things like local streets, parks, land use zoning and police and fire departments.

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About the corridor

198,000 people reside in the Southwest corridor.

13% are 65 years and older, compared to the regional average of 11 percent.

The largest ethnic minority populations were identified as **Hispanic** (9 percent) and **Asian/Asian-American** (6 percent).

45,500 students attend the corridor universities and colleges, which include OHSU, PSU, George Fox and PCC.

140,000 jobs – **24 percent of the region's jobs** – are located in the corridor.



The **average median cost of monthly rent is \$750** in the cities of the corridor.

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1,342 people are waitlisted for 160 regulated affordable housing units in Southwest Portland alone.



7,500 acres of parks and natural areas are in the corridor.

327 miles of corridor roadways lack sidewalks, creating gaps in the pedestrian and bicycle network.

Most **bicycle routes** in the corridor **follow higher-speed, larger roads**.

7,560 rides per day are taken on the 12 Barbur Boulevard bus; 4,100 on the 44 Capitol Highway; 3,030 on the 76 Beaverton/Tualatin; 2,730 on the 78 Beaverton/Lake Oswego; and 2,310 on the 8 Jackson Park.

Southwest corridor residents' **health concerns** have links to **physical activity and air quality**.

The prevalence of **obesity, asthma, and poor mental health** in the Southwest corridor **varies by geographic location and income levels**.

Neighborhoods with more seniors are likely to have more prevalence of obesity, cardiovascular disease, diabetes, and asthma; these neighborhoods might have less access to medical facilities.



Neighborhoods with higher rates of poverty are likely to be located adjacent to major roadways; these neighborhoods are likely to have worse air quality and a higher prevalence of asthma.



Neighborhoods that have grocery stores, coffee shops, farmer's markets, social and health services and parks are likely to have more people bicycling and walking and less prevalence of obesity, cardiovascular disease and diabetes; these neighborhoods are also likely to have higher housing costs.





Este esfuerzo comienza con planes de uso de los terrenos locales para identificar acciones que respalden comunidades habitables. Desarrollando los planes de uso de los terrenos, el plan de transporte examina alternativas de transporte masivo de pasajeros y potenciales mejoras de carreteras, sendas para bicicletas y peatones.

Las acciones e inversiones resultantes de este plan apoyarán los elementos clave de una región exitosa, cosas como comunidades vibrantes, prosperidad económica, opciones de transporte, aire y agua limpios, liderazgo minimizando los efectos al cambio climático y a la equidad.

Socios del Plan del corredor sudoeste: ciudades de Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard y Tualatin, condados de Multnomah y Washington, ODOT, TriMet y Metro.

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503-797-1756

Metro se ha asociado con ciudades y condados a lo largo del corredor sudoeste de Barbur Boulevard/Highway 99W para crear un plan para realizar mejoras durante los próximos 15 años.

¿Qué tipo de mejoras?

El Plan del corredor sudoeste está explorando maneras para que la gente pueda llegar adonde necesita ir de forma más fácil y segura, hacer que la comunidad sea más saludable con parques y áreas naturales y mejorar la economía mediante el desarrollo inteligente.

Algunas de las cosas que la gente podría ver en los próximos 5, 10 ó 15 años incluyen:

- | | | | |
|---|---|---|---------------------------------------|
|  | mejoras para los peatones, como nuevas aceras y cruces peatonales más seguros |  | desarrollo o re-desarrollo comercial |
|  | mejoras para los ciclistas, como nuevos carriles para bicicletas |  | desarrollo económico, creando empleos |
|  | mejoras para los conductores como reparaciones en cuanto a la seguridad y en las intersecciones |  | más opciones de vivienda |
|  | mejoras en el transporte como nuevos albergues, un mayor o más rápido servicio de autobús local, un mayor servicio directo (incluso algo como el MAX) |  | mejoras de salud y seguridad |
|  | mejoras en parques y naturaleza como más árboles a lo largo de las carreteras, proyectos de cuencas o nuevos parques o áreas naturales |  | |

Usted puede marcar la diferencia

? Manténgase informado acerca del proceso. Hágale saber a los socios del proyecto qué es importante para usted. **!**

Todas las personas que viven o trabajan en el corredor quieren mejorar estas comunidades. Trabajando juntos, podemos realizar mejoras que nos permitan a nosotros y a nuestros hijos prosperar aquí. No podemos hacer todo. Algunas cosas pueden ser demasiado costosas. Algunas pueden no crear los cambios que queremos ver. Se deberán tomar algunas decisiones difíciles. Finalmente, el Plan del corredor sudoeste creará un paquete de mejoras que aprovechará al máximo el dinero y los programas públicos y también promoverá la inversión privada.

Pasos siguientes

Otoño de 2012

Agregar proyectos en paquetes de inversión

Invierno de 2013

Crear opciones para el paquete de mejoras

Primavera/Verano de 2013

Acordar sobre el paquete de inversión
Comenzar las mejoras



Estudiar proyectos de transporte (como MAX o algo similar) o de carretera (como nuevos carriles o intersecciones) más amplios

503-813-7535

www.swcorridorplan.org

Estrategia de inversión compartida (dirigida por Metro)

La estrategia de inversión compartida resumirá acuerdos entre socios de proyectos en una serie de regulaciones e inversiones coordinadas para construir una visión de la comunidad compartida. Guiará la búsqueda de oportunidades en todo el corredor sudoeste y puede incluir mejoras en el transporte masivo de pasajeros, el servicio de autobús local, carreteras, bicicletas y peatones, parques y senderos, viviendas asequibles y para la fuerza de trabajo, y desarrollo económico.



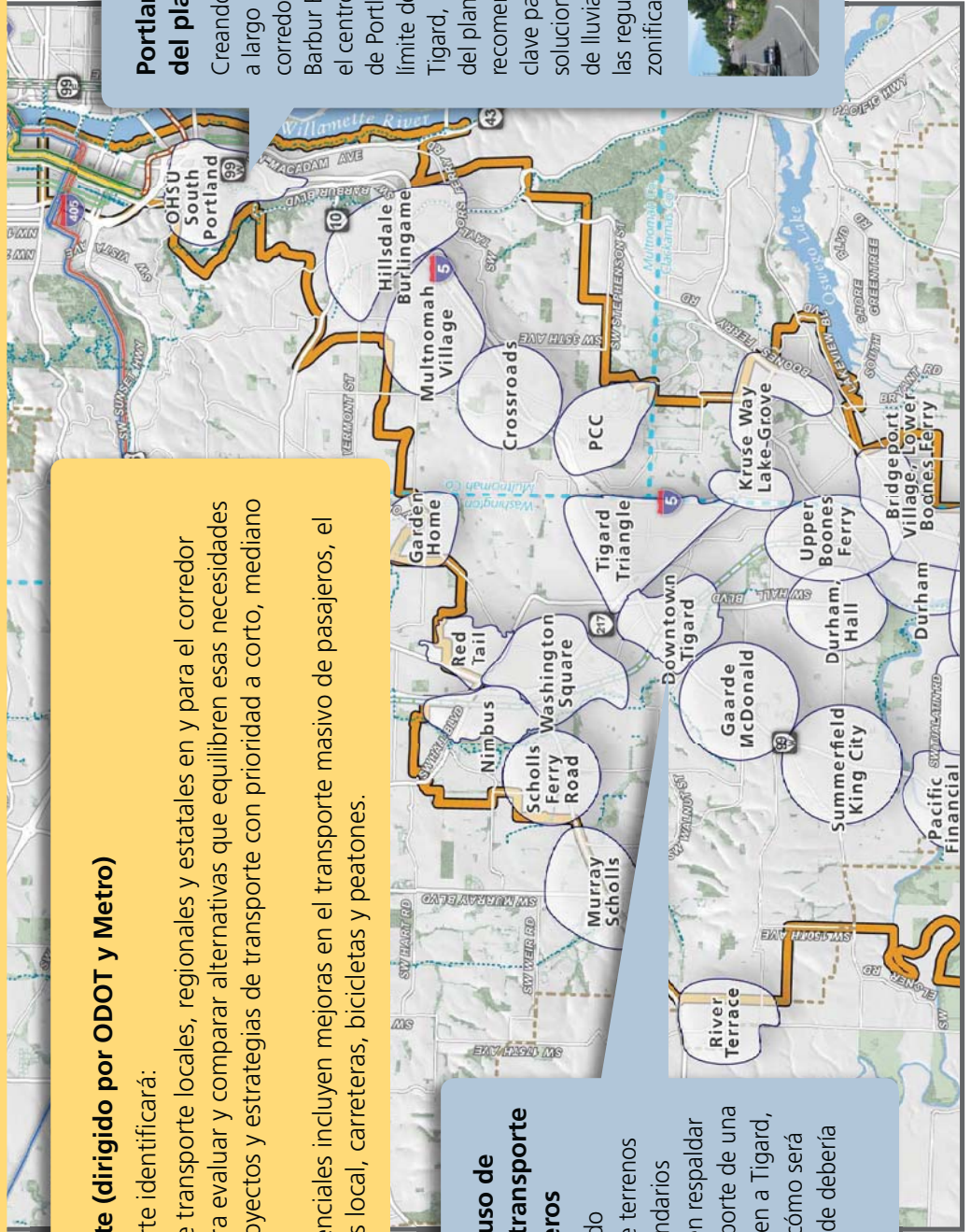
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El plan de transporte identificará:

- Los proyectos potenciales incluyen mejoras en el transporte masivo de pasajeros, el servicio de autobús local, carreteras, bicicletas y peatones.

Tigard ha desarrollado conceptos de uso de terrenos para centros de vecindarios vibrantes que pueden respaldar inversiones de transporte de una manera que se ajusten a Tigard, ayudando a decidir cómo será el crecimiento y dónde debería ubicarse.

Creando una visión a largo plazo para el corredor de 6 millas de Barbur Boulevard desde el centro de la ciudad de Portland hasta el límite de la ciudad de Tigard, el Concepto del plan de Barbur recomendará inversiones clave para el transporte, soluciones para el agua de lluvia y cambios en las regulaciones y la zonificación de la ciudad.



Sherwood – Plan del centro de la ciudad

Sherwood identificará la mejor área de enfoque para la actividad y el desarrollo del centro de la ciudad, creando una estrategia para el éxito continuo de la comunidad.

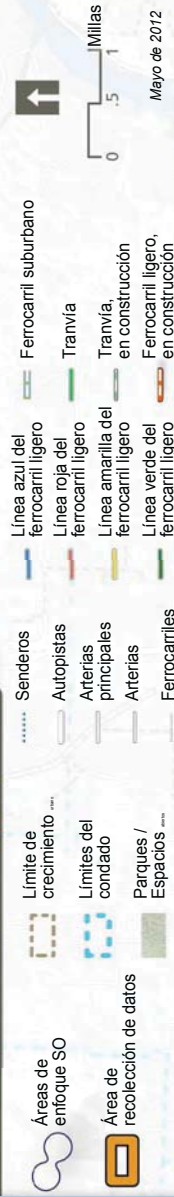


Tualatin – Vinculando a Tualatin

Tualatin investigará las áreas de estaciones de preferencia local y tipologías de urbanización, al igual que los cambios de regulaciones, inversión y código necesarios para respaldar el transporte masivo de pasajeros.



Área de enfoque del corredor sudoeste



Análisis de alternativas de transporte (dirigido por Metro)

Como un subconjunto del plan de transporte, el análisis de alternativas de transporte evaluará cómo querríamos que funcione una mejora de transporte más amplio. Esto incluye tener en cuenta un servicio de transporte masivo de pasajeros (como MAX o un autobús que funcione más como MAX que como un autobús local) y dónde funcionaría tal servicio. Este es el primer paso en el proceso federal para determinar la inversión pública más eficiente en el transporte para el corredor.



¿Quiénes son los socios?

Metro Como un gobierno regional, Metro cruza los límites de la ciudad y las líneas del condado para trabajar con las comunidades para crear una región vibrante y sostenible para todos. Metro es responsable por los planes regionales a largo plazo de transporte y uso de terrenos. Metro también administra el Zoológico de Oregon, el Centro de Convenciones de Oregon, Expo, el Centro de Artes Interpretativas de Portland y parques y áreas naturales regionales.

ODOT Como parte del gobierno estatal, el Departamento de Transporte de Oregon trabaja para ofrecer un sistema de transporte seguro y eficiente que apoye las oportunidades económicas y las comunidades habitables para la gente de Oregon.

TriMet Como el proveedor regional de transporte, TriMet brinda servicios de transporte de autobús, ferrocarril ligero (MAX) y ferrocarril suburbano (WES). Estas opciones de transporte conectan a la gente con su comunidad, aliviando la congestión de tránsito y reduciendo la contaminación del aire.

Condados de Multnomah y Washington Los condados se encargan de funciones como la recaudación de impuestos, cortes, elecciones, registros y carreteras locales fuera de las ciudades.

Las ciudades de Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City y Lake Oswego Las ciudades generalmente están a cargo de cosas como las calles, parques, zonificación del uso de terrenos y los departamentos de policía y bomberos locales.

Sobre el corredor

198.000 personas residen en el corredor sudoeste.

El 13% tiene 65 años o más, en comparación al promedio regional de 11 por ciento.

Las poblaciones de minorías étnicas más grandes fueron identificadas como **Hispano** (9 por ciento) y **Asiático/Asiático estadounidense** (6 por ciento).

45.500 estudiantes asisten a las universidades del corredor, entre los que se incluyen OHSU, PSU, George Fox y PCC.

140.000 empleos – **24 por ciento de los empleos de la región** – se encuentran ubicados en el corredor.



El **costo medio promedio del alquiler mensual es \$750** en las ciudades del corredor.

El **valor medio promedio de una casa es \$276.175** en las ciudades del corredor.

1.342 personas se encuentran en la lista de espera para 160 unidades de viviendas económicas reguladas tan solo en la región sudoeste de Portland.

Los vecindarios con más personas mayores tienen más posibilidades de contar con una mayor prevalencia de obesidad, enfermedades cardiovasculares, diabetes y asma; estos vecindarios pueden tener un acceso reducido a instalaciones médicas.



Los vecindarios con índices de pobreza más altos tienen más posibilidades de estar ubicados al lado de carreteras principales; estos vecindarios tienen más posibilidades de contar con una peor calidad de aire y una mayor prevalencia de asma.



7.500 acres de parques y áreas naturales se encuentran en el corredor.

327 millas de carreteras del corredor no tienen aceras, creando brechas en la red de peatones y bicicletas.

La mayoría de los **camino para bicicletas** en el corredor **siguen carreteras de mayor velocidad y más amplias**.

7.560 viajes por día se toman en el autobús 12 Barbur Boulevard; 4.100 en 44 Capitol Highway; 3.030 en 76 Beaverton/Tualatin; 2.730 en 78 Beaverton/Lake Oswego; y 2.310 en 8 Jackson Park.

Las **preocupaciones de salud** de los residentes del corredor sudoeste están relacionadas a la **actividad física y la calidad del aire**.

La prevalencia de la **obesidad, asma y salud mental deficiente** en el corredor sudoeste **varía según la ubicación geográfica y los niveles de ingreso**.

Para obtener más información o ayuda en español, llame al 503-813-7535

Los vecindarios que cuentan con tiendas de comestibles, cafeterías, mercados, servicios sociales y de salud y parques tienden a tener más personas andando en bicicleta y caminando y una menor prevalencia de obesidad, enfermedades cardiovasculares y diabetes; es probable que estos vecindarios tengan un mayor costo de vivienda.





Nỗ lực này sẽ bắt đầu với kế hoạch sử dụng đất đai tại địa phương nhằm xác định những biện pháp trợ giúp cho các cộng đồng năng động. Dựa trên kế hoạch sử dụng đất đai, kế hoạch về chuyên chở sẽ phân tích các chọn lựa về phương tiện chuyên chở nhanh và nhiều hành khách cũng như những cải tiến có thể thực hiện cho đường chạy xe, đường đi xe đạp và đi bộ.

Những biện pháp và sự đầu tư do kế hoạch này mang lại sẽ trợ giúp cho những yếu tố chính của một vùng thành công, những khía cạnh như cộng đồng năng động, sự thịnh vượng về kinh tế, chọn lựa về phương tiện chuyên chở, không khí và nước sạch, lãnh đạo trong việc góp phần giảm thiểu sự thay đổi khí hậu, và sự hợp lý.

Các nơi cộng tác với trong Kế Hoạch Đường Giao Thông An Toàn Southwest là: thành phố Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard và Tualatin, quận Multnomah và Washington, ODOT, TriMet và Metro.

LIÊN LẠC

www.swcorridorplan.org

swcorridorplan.blog.com

[f/SWCorridor](https://www.facebook.com/SWCorridor)

[@SWCorridor](https://twitter.com/SWCorridor)

trans@oregonmetro.gov

503-797-1756

Những sự thay đổi trong cộng đồng của quý vị

Metro đã hợp tác với các thành phố và quận nằm dọc theo phạm vi đường giao thông của Southwest Barbur Boulevard/Highway 99W để hoạch định một kế hoạch thực hiện những cải tiến trong 15 năm tới.

Những cải tiến thuộc loại nào?

Kế Hoạch Đường Giao Thông An Toàn Southwest đang nghiên cứu những cách để giúp người dân đi đến những nơi mà họ cần đến một cách dễ dàng và an toàn, tạo nên một cộng đồng lành mạnh hơn với nhiều công viên và các khu thiên nhiên, đồng thời cải thiện nền kinh tế qua sự phát triển có kế hoạch.

Một số điều mà người dân có thể sẽ thấy trong 5, 10 hay 15 năm tới bao gồm:



những cải tiến về phương tiện đi bộ, chẳng hạn như làm vỉa hè mới và chỗ băng qua đường an toàn hơn



những cải tiến về phương tiện đi xe đạp chẳng hạn như làm lane đường mới cho xe đạp



những cải tiến về đường cho xe chạy chẳng hạn như sửa chữa về an toàn và ở giao lộ



những cải tiến về phương tiện chuyên chở công cộng chẳng hạn như chỗ ngồi chờ xe mới, thêm dịch vụ xe bus địa phương hoặc chạy nhanh hơn, thêm dịch vụ trực tiếp (có thể là cả những phương tiện như MAX)



những cải tiến về công viên và thiên nhiên chẳng hạn như trồng thêm cây dọc theo các con đường, dự án về khu phân thủy, hoặc những công viên hay khu thiên nhiên mới



phát triển hoặc tái phát triển thương mại



phát triển kinh tế, tạo ra việc làm



thêm sự chọn lựa về nhà ở



cải thiện sức khỏe và sự an toàn

Quý vị có thể tạo nên sự khác biệt.

Hãy theo dõi tiến trình này. Hãy cho những nơi cộng tác trong dự án biết những điều gì là quan trọng đối với quý vị.

Bất cứ ai cư ngụ hoặc làm việc trong phạm vi đường giao thông an toàn đều muốn giúp cho các cộng đồng ở đây được tốt đẹp hơn. Cùng làm việc với nhau, chúng ta có thể thực hiện những cải tiến sẽ giúp cho chúng ta và con cháu của chúng ta được thành công tại đây. Chúng ta không thể làm được tất cả mọi việc. Một số có thể là quá tốn kém. Một số có thể không tạo ra được những thay đổi mà chúng ta mong muốn. Sẽ cần phải đưa ra một số chọn lựa khó khăn. Cuối cùng, Kế Hoạch Đường Giao Thông An Toàn của Southwest sẽ tạo nên sự cải tiến sẽ tận dụng tối đa tiền trong công quỹ và các chương trình công cộng và cũng đồng thời khích lệ sự đầu tư của lãnh vực tư.

Những bước sắp tới

Mùa thu 2012

Tổng hợp dự án thành các chương trình đầu tư

Mùa đông 2013

Làm những chọn lựa trong chương trình cải tiến

Mùa xuân/mùa hè 2013

Đồng ý về chương trình đầu tư

Bắt đầu các cải tiến

Nghiên cứu về phương tiện chuyên chở cỡ lớn (như MAX hay phương tiện nào đó tương tự) hoặc các dự án về đường xá (chẳng hạn như các lane đường hoặc giao lộ mới)

Sherwood – Kế Hoạch Town Center

Sherwood sẽ xác định khu chú trọng thích hợp nhất cho sự hoạt động và phát triển của trung tâm thành phố, hoạch định sách lược để cộng đồng được tiếp tục thành công.



Tualatin – Nối Kết Tualatin

Tualatin sẽ nghiên cứu những khu thích hợp tại địa phương để đặt trạm ngừng và phát triển các kiểu hình cũng như chính sách, đầu tư và những thay đổi trong bộ luật cần thiết để hỗ trợ cho phương tiện chuyên chở nhanh và nhiều hành khách.



Khu Vực Chú Trọng của Đường Giao Thông An Toàn Southwest



Phân tích những chọn lựa về phương tiện chuyên chở (do Metro lãnh đạo)

Là một phần trong kế hoạch về phương tiện chuyên chở, phân tích những chọn lựa về phương tiện chuyên chở sẽ lượng định chúng ta muốn cải tiến về phương tiện chuyên chở lớn thực hiện như thế nào. Điều này bao gồm xem xét dịch vụ chuyên chở nhanh và nhiều hành khách (chẳng hạn như MAX hoặc xe bus hoạt động giống với MAX hơn là xe bus địa phương) và dịch vụ đó sẽ hoạt động ở đâu. Đây là bước đầu tiên trong tiến trình của liên bang hầu quyết định sự đầu tư công cộng hiệu quả nhất vào hệ thống chuyên chở trong đường giao thông an toàn.



Những nơi cộng tác là ai?

Metro Là cơ quan thuộc chính quyền tiểu bang, Metro vượt qua những phạm vi của thành phố và quận để làm việc với các cộng đồng hầu tạo nên một vùng năng động và ổn định cho tất cả mọi người. Metro chịu trách nhiệm về kế hoạch phương tiện chuyên chở và sử dụng đất đai lâu dài, trong toàn vùng. Metro đồng thời còn quản lý Sở Thú Oregon, Oregon Convention Center, Expo, Trung Tâm Trình Diễn Nghệ Thuật Portland và các công viên và khu thiên nhiên trong vùng.

ODOT Là cơ quan thuộc chính quyền tiểu bang, Sở Giao Thông Oregon làm việc để thực hiện hệ thống giao thông an toàn, hiệu quả hầu trợ giúp các cơ hội kinh tế và những cộng đồng năng động cho người dân Oregon.

TriMet Là dịch vụ chuyên chở trong vùng, TriMet phục vụ việc chuyên chở bằng xe bus, xe điện (MAX) và xe điện cho người đi làm (WES). Những chọn lựa về phương tiện chuyên chở này giúp nối kết người dân với cộng đồng của họ, đồng thời giúp giảm kẹt xe và giảm bớt ô nhiễm không khí.

Quận Multnomah và Washington Các quận này phụ trách những công việc như thu thuế, tòa án, bầu cử, hồ sơ và đường phố ở địa phương bên ngoài các thành phố.

Thành phố Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City và Lake Oswego Các thành phố nói chung phụ trách về đường phố tại địa phương, công viên, phân chia việc sử dụng đất đai và sở cảnh sát và cứu hỏa.

Những điều nên biết về đường giao thông an toàn

Có 198,000 người cư ngụ trong phạm vi của đường giao thông an toàn Southwest.

13% là những người từ 65 tuổi trở lên, so với mức trung bình trong vùng là 11 phần trăm.

Sắc dân thiểu số lớn nhất được biết là **Người Tây Ban Nha** (9 phần trăm) và **Người Á Châu/Mỹ Gốc Á** (6 phần trăm).

Có 45,500 sinh viên học tại các viện đại học và trường đại học trong phạm vi đường giao thông này, trong đó có Trường OHSU, PSU, George Fox và PCC.

Có 140,000 việc làm – 24 phần trăm số việc làm trong vùng – nằm trong phạm vi đường giao thông an toàn.



Tiền mướn nhà trung bình hằng tháng là \$750 tại các thành phố trong phạm vi đường giao thông an toàn.

Giá nhà trung bình là \$276,175 tại các thành phố trong phạm vi đường giao thông an toàn.

Có 1,342 người đang để tên trong danh sách chờ để được mua 160 căn hộ có giá quy định phải chăng chỉ riêng ở vùng Southwest Portland.

Những khu có đông người cao niên thường hay có nhiều người bị bệnh mập phì, bệnh tim mạch, tiểu đường, và suyễn; những khu này có thể không có đủ phương tiện để đến các cơ sở y tế.



Những khu có mức nghèo túng cao thường nằm gần những đường lớn; những khu này thường có phẩm chất không khí kém và người dân hay bị bệnh suyễn.



Có 7,500 mẫu đất công viên và khu thiên nhiên nằm trong phạm vi đường giao thông an toàn.

Có 327 dặm đường cho xe chạy trong đường giao thông không có vỉa hè, tạo ra những khoảng trống trong mạng lưới giao thông đi bộ và đi xe đạp.

Hầu hết **các tuyến đường xe đạp** trong phạm vi đường giao thông **đều chạy dọc theo những con đường lớn, vận tốc nhanh**.

Có 7,560 người mỗi ngày đi tuyến xe bus 12 Barbur Boulevard; 4,100 người đi tuyến 44 Capitol Highway; 3,030 người đi tuyến 76 Beaverton/Tualatin; 2,730 người đi tuyến 78 Beaverton/Lake Oswego; và 2,310 đi tuyến 8 Jackson Park.

Những lo ngại về sức khỏe của cư dân trong phạm vi đường giao thông an toàn của Southwest có liên quan đến **thể dục thể thao và phẩm chất không khí**.

Mức độ phổ biến của **bệnh mập phì, suyễn, và tình trạng sức khỏe tâm thần kém** trong phạm vi đường giao thông an toàn của Southwest **khác nhau tùy theo địa điểm địa lý và mức lợi tức**.

Muốn biết thêm chi tiết hoặc được giúp bằng tiếng Việt, hãy gọi số

503-813-7535

Những khu có chợ, tiệm cà phê, chợ nông sản, dịch vụ xã hội và y tế và công viên thường có nhiều người đi xe đạp và đi bộ và có ít người bị bệnh mập phì, bệnh tim mạch và tiểu đường; những khu này cũng thường có giá nhà cao.



What is bus rapid transit?

Bus rapid transit service uses high capacity buses in their own guideway or mixed in with traffic, with limited stops and a range of transit priority treatments to provide speed, frequency and comfort to users. Most stations have significant and easily identifiable passenger infrastructure, including waiting areas that are weather protected. Additional station amenities may include real-time schedule information, trip planning kiosks, ticket machines, special lighting, benches and bicycle parking.

Building a Better Bus

How some cities are tricking out their rapid-transit systems

Most rapid-transit bus systems, especially those that allow riders to pay at the bus stop, outfit their buses with **three or four doors** for quicker loading and unloading of passengers.

Electric-diesel hybrid systems cut emissions and noise.

Some buses include rows of **seats that face the aisle** rather than the front, providing more leg room and wider aisles.



Seattle unveiled its rapid-transit bus lines in 2010 and 2011. Their bright colors are designed to stand out from regular, local buses.

Ned Ahrens/King County

Rapid-transit buses such as those in Los Angeles include **bike racks** on the front of most buses, while buses in Las Vegas include racks inside to stow bikes on board.

Some buses offer **free Wi-Fi** for riders.

Express buses in San Jose, Calif., offer overhead **reading lights**.

Bus systems such as those in San Jose, Calif., and the Kansas City area offer seats with **high backs** for comfort.

MAX rapid-transit buses in Kansas City have **larger windows** than its regular local-service buses. The MAX passenger seats are set higher to give riders a better view.

Kansas City's rapid-transit buses offer **13 inches of leg room** as opposed to 11 inches on regular buses. Buses in San Jose, Calif., include footrests.

Some systems use **signal priority transmitters** to hold a green light long enough for the bus to get through the intersection. The transmitters can change a red light to green more quickly as a bus approaches.

Dedicated lanes are set aside specifically for fast-service buses on portions of their routes, freeing the vehicles from traffic.

Stops on rapid-transit bus systems are farther apart than regular local-service bus routes, cutting commute times by half or more.

Off-board ticketing allows customers to pay at machines at each bus stop. Without needing to pay the driver, riders can board the bus more quickly through any of several doors.

Systems include **estimated arrival signs** at covered bus stops that estimate the number of minutes until the next rapid-transit bus arrives.

Curb-level boarding ensures the height of the curb at the bus stop matches the bus floor so that riders don't need to scale stairs.

Most bus rapid-transit systems feature a slightly **aerodynamic sleek exterior design** to mimic a train, with a sloped front end.

Sources: Transportation districts, Wall Street Journal research

The Wall Street Journal

The Wall Street Journal, "The Commute of the Future," Sept. 27, 2012.

Vehicles

Bus rapid transit vehicles often have a larger passenger capacity than conventional buses and utilize modern designs and special branding to differentiate bus rapid transit from standard local bus service. They often have level-platform boarding and multiple doors to make entering and exiting the vehicles easier and faster. Many bus rapid transit systems use vehicles with alternative fuels and pollutant emissions controls.



Cleveland vehicle (Matt Johnson, GGW)



Eugene vehicle



Vehicle interior

Stops and stations

Bus rapid transit stations are generally spaced further apart than standard service stops in order to improve travel time for riders. Stations are typically designed similarly to light rail stations, with features that enhance the passenger experience. These may include enhanced shelters, improved accessibility, improved security elements, and real-time arrival information. Stations contribute to the branding of bus rapid transit systems that distinguish them from standard bus service.



Eugene station and crosswalk



Cleveland's HealthLine (Institute for Transportation and Development Policy; Urban Indy)

Dedicated lanes

Bus rapid transit can operate in mixed traffic, in transit priority lanes or in dedicated transitways. Dedicated transitways operate much like light rail tracks, providing the bus rapid transit with exclusive use of a transit guideway that greatly improves speed and reliability. Transitways could be constructed over long distances or over shorter distances in targeted areas, and could operate in one or both directions.



Eugene dedicated lane and station



Eugene double track median guideway with landscaping



Eugene single track median guideway and station

Off-board ticketing

Some bus rapid transit systems include off-board ticketing similar to light rail. Off-board ticketing allows passengers to board through either door, expediting boardings, minimizing vehicle time at stations and contributing to improved travel times and reliability.



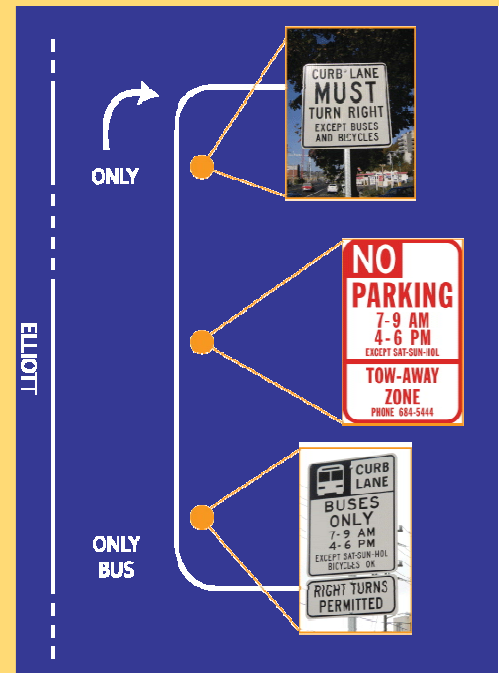
Eugene fare machine with emergency call button



Cleveland fare machine (Marvin Fong, The Plain Dealer)

Business access and transit lanes

Transit priority lanes might include business access and transit (BAT) lanes, where buses share the lane with autos turning right at the next intersection or into a business. BAT lanes can operate all-day or only in peak periods. BAT lanes provide auto access to businesses along the route while allowing bus rapid transit vehicles to bypass congestion on the main roadway.



Seattle Department of Transportation

Bus rapid transit in other cities

Boston, Mass.



The Massachusetts Bay Transit Authority's (MBTA) Silver Line in Boston is an example of bus rapid transit in an urban corridor. The Silver Line operates using dedicated transit lines as well as in mixed traffic. In addition, the Silver Line has a 1.5 mile underground segment which includes three underground stations.

Eugene, Ore.



The Eugene Emerald Express (EmX) operates using both separate running ways and in dedicated lanes alongside mixed traffic. The separate running ways account for about 60 percent of the route and consist of exclusive single and dual bus lanes. The remaining 40 percent of the route is dedicated bus lanes, which are at a grade and separated from general traffic by yellow bus lane marking. When operating alongside traffic, the EmX utilizes traffic signal prioritization and queue jump lanes.

Cleveland, Ohio



The HealthLine operates in Cleveland in dedicated bus lanes and uses traffic signal prioritization. In downtown Cleveland, buses run along exclusive lanes in the center of the street.

Las Vegas, Nev.



The Metro Area Express (MAX) in Las Vegas has 4.5 miles of dedicated lanes out of a total route of 7.5 miles. These dedicated lanes are aligned at the curb and shared with right turning traffic. The Strip Downtown Express (SDX) includes the same elements as the MAX plus a central median and dedicated right of way for 2.25 miles.

Los Angeles, Calif.



The Orange Line operated by the Los Angeles County Metropolitan Transit Authority (Metro) is a two lane, fourteen mile dedicated busway. The Orange Line operates using signal prioritization, dedicated bus lanes and uses an existing railroad right of way.

Kansas City, Mo.



The Metro Area Express (MAX) runs on a 6-mile linear route in Kansas City. The MAX operates using bus-only curb lanes during peak hours and full time bus-only lanes in downtown Kansas City. The MAX is also given signal priority during peak hours.

Appendix J: Shape Southwest methodology



Shape Southwest methodology, Dec. 1, 2012

Shape Southwest is an interactive online tool created to educate the public on the type of choices to be made when creating a shared investment strategy. The shared investment strategy will be the result of the Southwest Corridor Plan and address land use and transportation needs in the corridor. The Shape Southwest tool allows users to submit their ideas for their investment strategies and refers users to a questionnaire to express why they made those choices. The Shape Southwest tool has two components: a “connections map” and an “investment strategy exercise.” The connections map allows the user to make up to five connections he or she would like to see for future transit connections. The investment strategy exercise balances the benefits and tradeoffs of selected capital improvements.

Connections map (Choose your future transit connections)

The connections map allows users to make up to five transit connections. In the near term, the information collected will inform TriMet’s analysis for local bus service enhancement and in the longer term, the potential for capital investment in high capacity transit in the Southwest Corridor.

Background The transit alternative analysis will be part of a larger transportation plan, which will examine opportunities for improvements to the roadway, bike, pedestrian and freight networks. The Southwest corridor, identified as near-term priority under Metro’s 2009 Regional High Capacity Transit System Plan (as part of the 2035 Regional Transportation Plan), shows the greatest ridership projections for potential high capacity transit corridors in the region.

Map points There are 28 focus areas in the Southwest corridor, represented by the map points that users can connect. These focus areas were identified by city and county partners as areas that had potential to best benefit from the focused investments that are anticipated to come out of the Southwest Corridor Plan. For each jurisdiction, the reasons for selecting these areas may differ. Among other things, they may be areas that have known transportation connection issues; they may currently support employment but lack transportation options for employees; they may be ready for redevelopment and other community improvements; or they may have high commercial activity.

Input to the process The connections map asks the user to make up to five connections he or she would like to see for future transit connections. These five connections will be used to inform the potential form and route for high capacity transit as well as TriMet’s local bus service enhancement analysis. Offering up to five connections requires the user to prioritize the connections they would like to see. The questionnaire that follows the Shape Southwest exercises asks what kind of service the user would like to see (such as local bus, high frequency service, bus rapid transit, light rail, etc.) for each connection.

Investment strategy exercise (Invest in your community)

The Southwest Corridor Plan will result in a shared investment strategy, wherein the partner jurisdictions will focus federal, state, regional and local funds to make the most of the public dollars spent to maximize community and regional health, prosperity and access and mobility benefits. The Shape Southwest tool is designed to express that investment decisions are a balance between benefits and tradeoffs. The tool also illustrates that not everything can be afforded and that different types and levels of investment may require different levels of funding (not all investment types or levels are equal). In order to simplify this complexity into a tool that is accessible and interesting to a wide audience, certain quantitative and qualitative assumptions were required.

Types of investment In order to best engage people in the exercise, the tool focuses mostly on capital improvements that can be seen on the ground in communities, things like:



- driving (roadway improvements)
- walking (pedestrian facility improvements)
- biking (bicycle facility improvements)
- transit (transit access, operational improvements and capital project investments)
- nature and parks (improvements that add or protect nature and parks, including stream health and water quality investments).

For ease of use, real-world overlap across investment types was simplified. Each investment type was expressed as distinct, even though decision-makers, planners and engaged residents realize that is not the case when moving projects forward. For instance, major investments in roadways require that bicycle and pedestrian infrastructure along those roadways also be built to satisfy current laws. Since the goal of the tool is to get a qualitative assessment of what residents value, it was determined that some accuracy could be sacrificed in favor of the overall learning and feedback exercise.

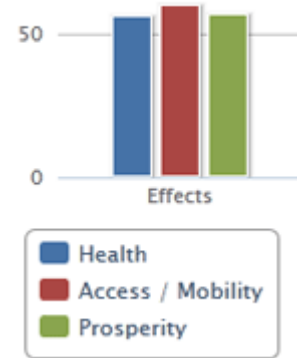
Levels of investment In order to best engage people in the exercise, the tool focuses on different levels of capital improvements that can be seen on the ground in communities. Different types and levels of investment "cost" a different number of points based on calculations created by project staff and consultants with experience in transportation and nature/parks projects. These cost calculations are drawn from broad estimates, but best effort was made to offer an honest assessment of the different capital costs for each type of investment.



Although the investment types focus on capital projects, it is important to note that capital improvements require maintenance (and often operation) funding as well. For example, a level three transit investment in improved local service includes operational costs. Cost calculations for different levels of investment attempted to include these estimated maintenance and operations (ongoing) costs to the extent possible within this simplified expression. This decision was made in an attempt to strike a balance between ease of engagement on one side and absolute accuracy on the other.

Health User investments that could affect health were given a "score" to demonstrate the effects of the investments on personal health and safety as well as environmental health. Best efforts were made to give an accurate estimate of the effects of each level of investment would have on health based on the actual types projects that each level most likely represents. For instance, things like

improved striping for bike lanes (biking, investment level one) gets a slight health benefit due to improving safety conditions for bicyclists. In another example, bike boulevards (biking, investment level three) get a moderate health score benefit due to improving safety conditions and making it easier to bicycle, which in turn has a personal and environmental health benefit (with the presumption that the alternative would be driving).¹



A summary of health effects affecting scores, by type of investment:

- Driving: Health benefits derive from improved safety conditions, reducing crashes and other incidents.
- Walking: Health benefits derive from improved safety conditions and conditions for improved personal health by improving feasibility and motivation to walk for pleasure or exercise.
- Biking: Health benefits derive from improved safety conditions and conditions for improved personal health as well as improved environmental health by an increase in travel options, reducing automobile emissions.²
- Transit: Health benefits derive from improved environmental health by an increase in travel options, reducing automobile emissions, as well as some personal health for active living benefits.³
- Nature/parks: Health benefits derive from improved environmental health as well as some personal health by improving access to areas for physical activity for pleasure or exercise.

Access and mobility As with above, user investments that could affect access and mobility were given a "score" to demonstrate the effects of the investments on both access and mobility. Best efforts were made to give an accurate estimate of the effects of each level of investment based on the actual types of projects that each level most likely represents.

Benefits to access look to a combination of direct accessibility and availability of places that people want to go within their communities, including jobs, coffee shops, parks, grocery stores, etc. Benefits to mobility rely on improvements to the ease with which people are able to travel to destinations outside of their immediate community to places like jobs in larger employment areas, larger or more regional entertainment destinations, shopping centers, colleges and universities, etc.

A summary of access and mobility benefits affecting scores, by type of investment:

- Driving: These benefits derive from an increase in both access and mobility.
- Walking: These benefits derive from an increase in local access as well as some mobility improvements by increasing access to transit.
- Biking: These benefits derive from an increase in both access and mobility as well as by relieving some pressure on the roadway network as these investments make biking more feasible as a transportation option (and thus improving system mobility).
- Transit: These benefits derive from an increase in mobility, including investments that make transit a more feasible transportation alternative, as well as relieving some pressure on the roadway network (and thus improving system mobility).
- Nature/parks: These benefits derive from an increase in access to parks and natural areas, which are in themselves travel destinations.

¹ Even with a personal lower- or zero-emission vehicle, additional vehicles on the road may affect emissions of other vehicles by adding to congestion or other travel delays such as cues at intersections.

² See footnote 1.




³ See footnote 1.

Prosperity As with above, user investments that could affect prosperity were given a "score" to demonstrate the effects of the investments on both personal and community prosperity. Best efforts were made to give an accurate estimate of the effects of each level of investment based on the types of actual projects that each level most likely represents. Benefits to personal prosperity may rely on – and thus overlap with – improved access and mobility in that it improves access to jobs, but it also includes increases in home values. Community prosperity includes an aggregate of personal prosperity as well as improvements for freight movement and the potential for jobs resulting from effects on commercial development/redevelopment and economic development within the community.

A summary of prosperity benefits affecting scores, by type of investment:

- **Driving:** Prosperity benefits derive from improved freight mobility and access to employment (which impacts the employee and customer as well as the employer/goods and service provider).
- **Walking:** Prosperity benefits derive from access to employment (which impacts the employee and customer as well as the employer/goods and service provider).
- **Biking:** Prosperity benefits derive from access to employment (which impacts the employee and customer as well as the employer/goods and service provider).
- **Transit:** Prosperity benefits derive from increased economic focus that high capacity transit stations provide as well as access to employment (which impacts the employee and customer as well as the employer/goods and service provider).
- **Nature/parks:** Prosperity benefits derive from increased home values in areas with street trees and access to parks and natural areas.⁴

Combinations of investments In order to show how some investments add together to create even more community benefit, "bonus" icons appear when combinations of investments support safety, economic development, commercial development or housing options.

- **Safety** The safety "bonus" appears when a certain level of investment is made in the four transportation types of investment. Safety standards must be met when building new facilities and significant facility modifications, so the safety bonus reflects the increases in the perception and operation of those facilities. 
- **Economic development** The economic development "bonus" appears when certain levels and combinations of investments are made that open market opportunities for an increase in job activities, including commercial development (see below), manufacturing, healthcare services, office employment, etc. Calculations are drawn from broad estimates that are based on research and regional history. For instance, opportunities for economic development or redevelopment are opened up by investments in high capacity transit combined with investments in biking and walking; this combination allows people better access to transit from a wider area, encouraging businesses to take advantage of the permanence of the high capacity transit facilities as a transportation option for employees. 
- **Commercial development** The commercial development "bonus" appears when certain levels and combinations of investments are made that open market opportunities for private investments in shops, stores, markets, restaurants, etc. Calculations are drawn from broad estimates that are based on research and regional history. The examples above combining high capacity transit or road improvements with biking and walking investments also supports commercial development because 

⁴ Bebb, Janet and Wilton, Hilary, A synthesis of the relationship between parks and economic development, http://library.oregonmetro.gov/files/parks_and_economic_development_report.pdf, March 28, 2012.

businesses are able to take advantage of those combinations in order to be more accessible to and attract customers.

- Housing options The housing options "bonus" appears when certain levels and combinations of investments are made that open market opportunities for private investments in new housing choices or when the combination improves access and mobility to existing housing in the corridor. Calculations are drawn from broad estimates based on research and regional history.



Appendix K: Environmental justice outreach



Metro | Memo

Date: Jan. 8, 2013
To: Karen Withrow, Public Involvement Manager; Cliff Higgins, Public Involvement Specialist
From: Jenny Cadigan, Southwest Corridor Project Intern
Subject: Environmental Justice Outreach, Fall 2012

INTRODUCTION

In tandem with *Shape Southwest* promotion, outreach was conducted to Environmental Justice (EJ) organizations in an attempt to engage a wider and more diverse population. A promo article was emailed out to several organizations, a paper survey that mirrored the online tool was created and distributed in three different languages along with a fact sheet and poster, and events were held to target minority or underserved populations. This memo summarizes the EJ outreach efforts for the Southwest Corridor Plan during November and December, 2012. The bulk of this memo is devoted to the poster project, the component of EJ outreach which received the most time and attention.

EMAILS

The Shape Southwest promo article was slightly modified to better suit the EJ population and emailed to 15 organizations the first week of November. Though the email asked for a reply, few responses were received. Of the 15 organizations, three (Tigard Tualatin Family Resource Center, Elders in Action and AARP) confirmed that they had or were planning on sending it out to their contacts. One organization replied that they were not doing any work in the corridor and could not help. It is unknown whether the other 11 organizations received or forwarded on the email.

In mid-December, a translated (Spanish and/or Vietnamese) promo article was sent to seven organizations. In all but one case (St. Anthony School), these organizations had previously received the English promo article. Two of the organizations responded, saying they were either unable or uninterested in sending out the article. No response was received from the other five organizations.

POSTERS

Between November 14th and 29th, 19 English language posters containing a dozen fact sheets and surveys each were distributed to libraries and community organizations throughout the corridor. Between December 4th and 13th, five Spanish posters and two Vietnamese posters with translated factsheets and surveys were delivered to some of these same organizations.

In total, an estimated 441 surveys and fact sheets were distributed throughout the corridor in English, 90 in Spanish and 24 in Vietnamese, for a total of 555 factsheets and surveys. To date, 20 completed surveys have been returned; 18 in English, and two in Spanish. Thus, the rate of return was about 4%. Some of the libraries and organizations have agreed to keep the posters up with the fact sheets.

Libraries

Posters were displayed at 10 libraries in the corridor. The Tigard Library requested and received another 60 fact sheets/surveys shortly after the initial 12 were delivered. Capitol Hill Library received an additional 12, Lake Oswego Library received an additional 25, and Multnomah County

Central branch requested another five, but the survey period was over by the time this request was received.

Garden Home Library is the only Washington County library that leases rather than owns their building. They were very hesitant to participate, claiming they had no space for the poster. This is the only library not recommended as a site for further outreach.

Working with the libraries was fairly easy. As a public entity, they are set up to handle this type of request with their community bulletin boards. Overall the libraries were willing to participate.

Community organizations

Posters were displayed at nine community organizations in the corridor. The community organizations presented a greater challenge than did the libraries. At many of the organizations, posters were left with a receptionist rather than the designated contact. In some cases, it is unknown whether the poster ever got into the right hands and hung up. Even when the poster was delivered directly to the contact, they seemed to be unfamiliar with the Southwest Corridor Plan and had no recollection of talking to someone at Metro and agreeing to hang a poster. More regular contact with the organizations ahead of time was needed to confirm that they were still willing to participate in the outreach and to brief them on the status of Southwest Corridor Plan.

In mid-December, a face to face meeting took place with Rick Nitti, Executive Director at Neighborhood House. This proved to be very fruitful. Rick was more than happy to help by having his staff ask clients if they would complete a survey while they waited. Sixty factsheets/surveys in English and 30 in Spanish were delivered to Rick for him to distribute over the final weeks of the survey period. About half of all returned surveys came from Neighborhood House.

The meeting with Rick illustrates the positive effect that a face to face meeting can have. For future outreach, face to face meetings will be conducted with other organizations. Specifically, meetings with PSU Native American Center and St. Anthony Parish are recommended. In addition, it could be beneficial, but not as essential, to have meetings with the Tigard Senior Center/Loaves and Fishes, Sherwood Helping Hands Food Bank/Methodist Church and Multnomah Arts Center.

While still willing to hang the poster, several organizations seemed either uninterested or inconvenienced to do so. Ideally, the organizations would be able to see their participation in Southwest Corridor outreach as mutually beneficial—that Metro is helping them advance their mission by attempting to inform their constituents of important things happening in their community, and further, by providing them an opportunity to make their voice heard. Continued thought should be given to how this message can be conveyed. Again, face to face meetings could help communicate this idea.

Translated materials

The poster, fact sheet and survey were translated into Spanish and Vietnamese. Two Vietnamese posters (24 surveys and fact sheets) were distributed; no Vietnamese surveys were returned. Ability to work through outreach contacts with St. Anthony Catholic Church, IRCO and/or Asian Pacific American Chamber of Commerce would enable better reach to and response from this population.

Five Spanish posters and 90 surveys and fact sheets were distributed. Two Spanish surveys were completed and returned. Both of these surveys originated from Neighborhood House where direct contact was made with the individuals. Perhaps this reinforces the idea that people are more likely

to fill out a survey if 1) they are directly asked, 2) they are waiting. These factors should be taken into consideration for future survey projects.

Other notes

- It would have been interesting to somehow code the surveys to track their origin.
- “Survey inside” message was not conveyed on poster. Had it been evident that there was a survey within the factsheet, there might have been more inserts taken and more surveys returned.
- Several sites expressed concern about available space to hang poster, and/or that the mass of the poster was cumbersome. Additional thought should be given on better ways to distribute information.

EVENTS

There were 19 organizations listed for events or project briefings. Three EJ events took place. Two of these events resulted directly from the poster project.

When dropping off posters, Deb Crawford at PCC recommended setting up a table in the commons to engage students because their earlier event was postponed. Similarly, Thressa Caulkins at the Sherwood/Tigard Loaves and Fishes and Senior Center suggested a lunch time presentation to the seniors would be most effective. Contact with about a dozen individuals was made during the two hour tabling session at the PCC holiday bazaar. About fifty seniors were present during the lunchtime presentation at the Tigard Sherwood Loaves and Fishes. Fact sheets and surveys were distributed to all of the tables. While many seemed engaged, no surveys were completed (unless mailed in independently).

While no other EJ events took place, the following efforts were made:

- Contact was made with St. Anthony’s Parish regarding tabling between their masses, but they were not interested during the Christmas season. Other parish events occur throughout the year and may present better tabling opportunities.
- Phone calls or emails were made to the Tigard Tualatin School District PASS, the Asian Pacific American Chamber of Commerce and the Hispanic Chamber of Commerce, but led nowhere.
- Elders in Action said they would be willing to have Metro speak during one of their spring meetings, or would partner for some sort of event, but their December calendar was full.
- Project team members will reach out to the Somali Community Services Coalition of Oregon to discuss how to best engage the Somali Community over the next six months.

EJ Outreach Summary

Email:

- Community Alliance of Tenants
- Neighborhood House
- Sherwood Family Resource Center
- St. Anthony Parish (+ Spanish and Vietnamese)
- St. Anthony School (Spanish and Vietnamese only)
- Tigard Senior Center/Loaves and Fishes
- Tigard-Tualatin Family Resource Center
- Vision Action Network
- AARP
- Portland Community College
- Tigard-Tualatin School District Parent Groups (+ Spanish)
- Community Partners for Affordable Housing Inc. (+ Spanish)
- Connecting Communities Coalition
- Elders in Action
- IRCO Asian Family Center (+ Vietnamese)
- Willamette West Habitat for Humanity (+ Spanish)

Posters:

- Multnomah County Central Library
- Hillsdale Library
- Capitol Hill Library
- Sherwood Public Library (+ Spanish)
- Tualatin Public Library (+ Spanish)
- Tigard Public Library
- Beaverton City Library
- Beaverton City Library @ Murray Scholls
- Garden Home Community Library
- Lake Oswego Library
- Native American Center (PSU)
- Neighborhood House
- Portland Community College (+ Spanish and Vietnamese)
- Sherwood Helping Hands Food Bank/ Methodist Church
- Multnomah Arts Center
- Sherwood/ Tigard Loaves and Fishes
- Tigard Senior Center/ Loaves and Fishes (+ Spanish)
- St. Anthony's Parish (+ Spanish and Vietnamese)
- Oregon Food Bank

Events:

- AARP- walkability workshop
- PCC- table at holiday bazaar
- Sherwood/ Tigard Loaves and Fishes- lunchtime presentation

Appendix L: Shape Southwest promotion

SHAPE SOUTHWEST INFORMATION DISTRIBUTION

JURISDICTIONS:

Sherwood

Shared with Town Center TAC, SAC

Shared with Planning Commission

Information shared at Sherwood Town Center Plan on October 3rd. (Michelle Miller)

Tualatin:

Shared with Linking Tualatin participants

Shared with Transportation Task Force members

Shared with Planning Commission, Tualatin Parks Advisory Committee and Tualatin Tomorrow Advisory Committee

Shared with CIOs

Shared with City Council

Shared with Chamber of Commerce

Tigard

Shared with Transportation Advisory Committee (TTAC), Central City Advisory Committee (CCAC) and Planning Commission

Link on the city web site

Portland

Community Working Group (CWG), Monthly Barbur CET e-update that goes to CWG, TAG, project staff/consultants and 123 others

Attempting to get the online tool and community planning forum announced in BPS e-news

Lake Oswego – per Christine 10-30-12

Sent to: LO Review, Board and Commission Chairs, Westside Neighborhood Associations, weekly communication piece to Council (publicly available) called the Dispatch)

Likely to send to: every other week newsletter, the LODown

Beaverton

Shared with Planning Commission, Bicycle Advisory Committee, CCI, Vision Advisory Committee,

Homestead Neighborhood Association

Sent out invitation and meeting notice email

Opt-In

Sent out to all Southwest Corridor zip codes

LARGE EMPLOYER LIST (*employers within the corridor who distributed information to their employees regarding online tool and/or an invitation to participate*):

1. Maryville Nursing Home (contact name: Joyce Howard)
2. National College of Natural Medicine - Faculty & Staff (contact name: Marilyn Considine)

3. SAIF Corporation (contact name: Tracy Meyer)
4. Tualatin Valley Water District (contact name: Kathryn Crews)
5. Walsh Construction Company (contact name: Anna Yates)
6. DP Specialty Foods (contact name: Kelli Woodworth)
7. OHSU Transportation & Parking (contact name: John Landolfe)
 - message to staff and students through: internal blog (10,000-13,000 pg views per month), members bike site (600-1,000 visitors per day), twitter feed (160 followers), Transportation & Parking home page (30,000 views per month)
8. City of Lake Oswego (contact name: Susan Millhauser)
9. Planar Systems, Inc. (contact name: Paige Khan)
 - shared it in online employee newsletter (plan to run for approximately 3 weeks)
10. Elders in Action (contact name: Leslie Foren)
 - emailed and shared link via Facebook
11. AT&T Mobility (contact name: Helen Ball)
 - Posted flyers throughout office
12. City of Beaverton (contact name: Margaret Middleton)
 - Provided information to employees who live in the corridor
13. AARP (contact name: Bandana Shrestha)
 - Posted a link to their Facebook page, emailed to volunteers who live in the corridor, placed in statewide newsletter

SHAPE SW POSTCARD RECIPIENTS:

1. Bandana Shrestha (AARP)- 100
 - distributed at (at least) 3 events
2. PTL (Nov. 8, 2012)- 100
3. Distributed at economic summit (Nov. 14, 2012)
4. Jonae Armstrong (Washington Square)-200
5. Tigard Library- 500

SOCIAL MEDIA:

1. Multiple posts on Southwest Corridor's Facebook and Twitter feeds
2. Tweeted by Metro News
3. Sent invitations to participate to blogs: Bike Portland, Portland Transport, The Portlander
4. AARP posted to their Facebook page and other social media outlets
5. OHSU Parking & Transportation posted links on their Facebook, blog, and Twitter
6. Elders in Action shared a link on their Facebook page

SHAPE SW POSTER:

1. Three 20" x30" Shape SW promotional posters hung at kiosk locations throughout Old Town Sherwood.

SHAPE SW ENVIRONMENTAL JUSTICE OUTREACH:

Shape SW Promo article sent to:

1. Community Alliance of Tenants
2. Neighborhood House, Portland
3. Sherwood Family Resource Center (SHARE)
4. St. Anthony Parish
5. Tigard Senior Center/ Loaves and Fishes
6. Tigard- Tualatin Family Resource Center
7. Vision Action Network
8. AARP
9. Portland Community College
10. Tigard-Tualatin School District Parent Groups
11. Community Partners for Affordable Housing Inc. (CPAH)
12. Connecting Communities Coalition
13. Elders in Action
14. IRCO Asian Family Center
15. Willamette West Habitat for Humanity

Translated promo article sent to:

1. St. Anthony Parish (Spanish and Vietnamese)
2. St. Anthony School (Spanish and Vietnamese)
3. Tigard-Tualatin School District Parent Groups (Spanish)
4. Tigard- Tualatin Family Resource Center (Spanish)
5. Community Partners for Affordable Housing Inc. (CPAH) (Spanish)
6. Willamette West Habitat for Humanity (Spanish)
7. IRCO Asian Family Center (Vietnamese)

SW Corridor poster (with fact sheets and surveys) hung at:

1. Tigard Public Library
2. Tigard Senior Center/ Loaves and Fishes
3. St. Anthony Parish
4. Lake Oswego Public Library
5. Sherwood Public Library
6. Sherwood Helping Hands Food Bank/ Methodist Church
7. Sherwood/Tigard Loaves and Fishes
8. Beaverton City Library @ Murray Scholls
9. Oregon Food Bank
10. Beaverton City Library
11. Garden Home Community Library
12. Multnomah County Central Library
13. Portland State University Native American Center
14. Hillsdale Library
15. Multnomah Arts Center
16. Neighborhood House, Portland

17. Capitol Hill Library Portland Community College
18. Portland Community College
19. Tualatin Public Library

Translated poster (with translated fact sheets and surveys) hung at:

1. Tigard Senior Center/ Loaves and Fishes (Spanish)
2. St. Anthony Parish (Spanish and Vietnamese)
3. Sherwood Public Library (Spanish)
4. Portland Community College (Spanish and Vietnamese)
5. Tualatin Public Library (Spanish)



Visit the interactive website to investigate the benefits and tradeoffs of different investments in the Southwest corridor.

Step 1: Choose your future transit connections.

Step 2: Invest in your community.

Step 3: Review your investment results.

Step 4: Tell us about your choices.



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Join the comprehensive planning effort to create livable and sustainable communities along the corridor between Portland, Tigard and Sherwood.

The Southwest Corridor Plan is a new approach to partners coming together to agree on a set of priority investments. These investments will help grow downtowns, employment areas and main streets with the right combination of things like parks and sidewalks as well as safety, transit and road improvements. The result of working together will be a shared investment strategy that helps realize community visions.



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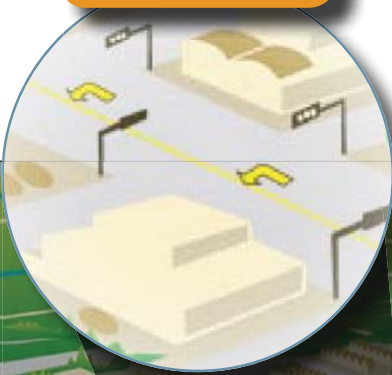


www.swcorridorplan.org

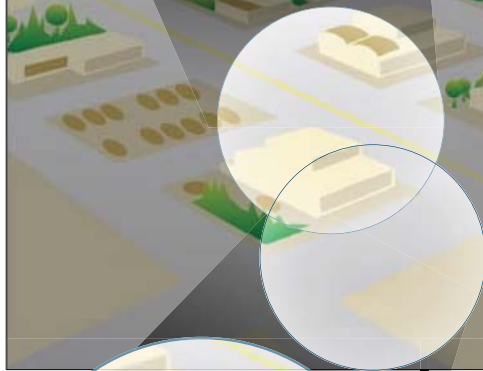
Nov. 13 through Dec. 31

What investments would you make to support great communities from Sherwood to Portland?

Invest in roads



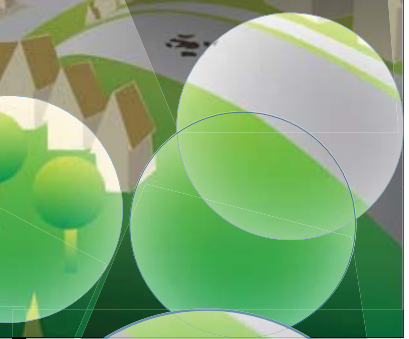
Invest in walking



Invest in transit



Invest in parks and nature



Invest in biking

How would you invest in your community?



www.swcorridorplan.org

Nov. 14 – Dec. 31

Shape Southwest is an interactive website for the Southwest Corridor Plan.

Appendix M: Comments by jurisdiction analysis



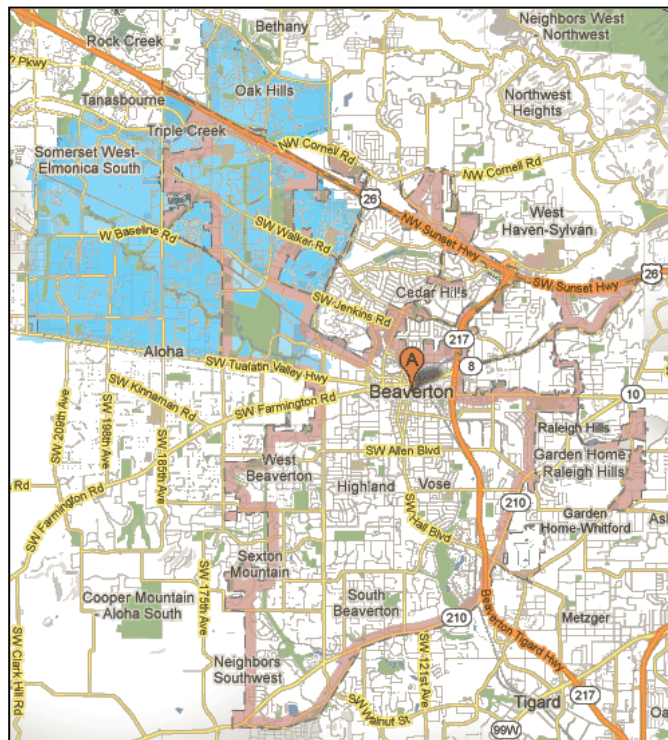
Metro | Memo

Date: Tuesday, Jan. 15, 2013
To: Karen Withrow, public involvement manager
From: Clifford Higgins, public involvement specialist
Subject: Shape Southwest outreach results by jurisdiction

Recent conversations with Southwest Corridor Plan partners have indicated a need for additional data analysis of the Shape Southwest tool and questionnaire results. Specifically, partners have requested a clearer breakdown of results by jurisdiction.

The following pages give graphic representations of the online questionnaire results, broken down by city jurisdiction using the ZIP codes provided by respondents. The ZIP codes in the corridor do not correlate perfectly with municipal boundaries, so respondents from ZIP codes that predominantly cover a city area were identified as that city's residents, with priority given to partner cities. Though there may be some respondents from unincorporated areas that would be misidentified as city residents, this method provides the best snap shot of the sentiments of each city's respondents using the data collected.

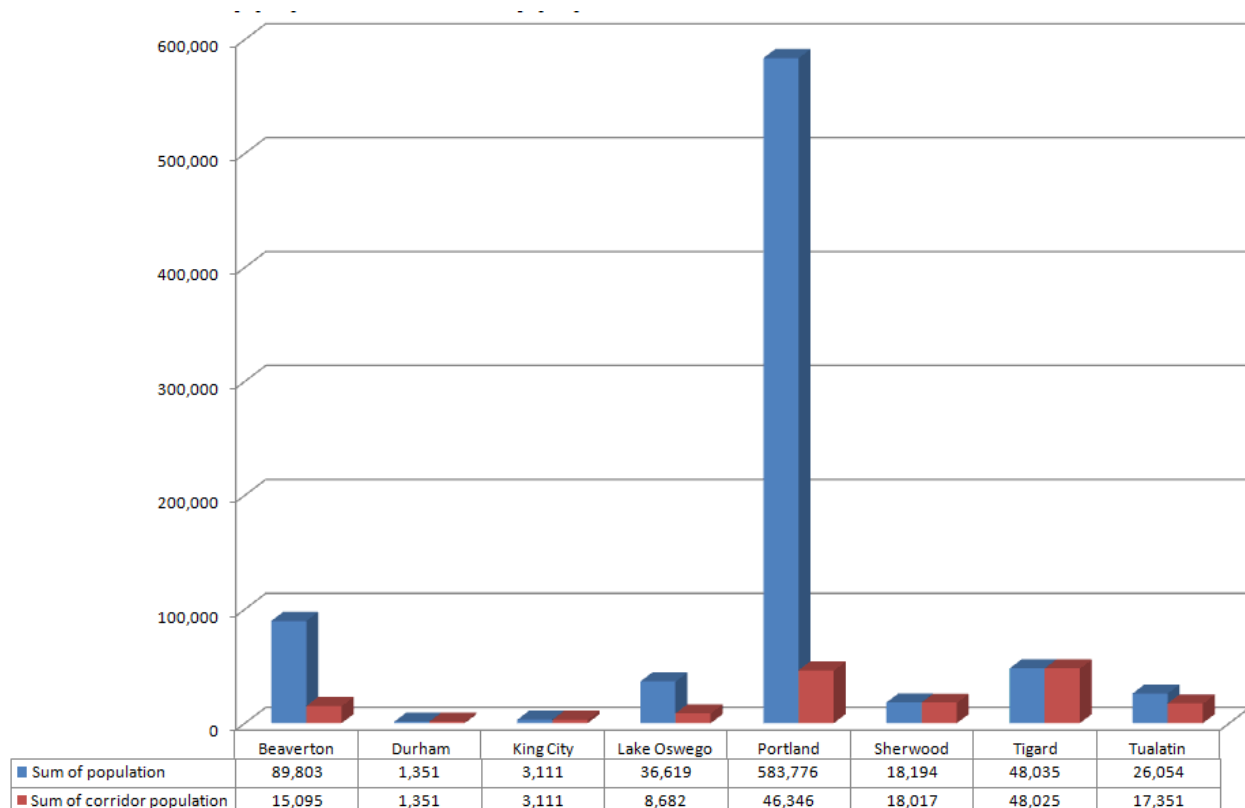
Because of the high number of respondents from Portland ZIP codes, these residents were separated into respondents from corridor ZIP codes and those from ZIP codes outside of the corridor. This will allow project and city staff to determine if the needs and preferences of corridor residents differ from those of non-corridor residents. Respondents from ZIP codes that intersect with the corridor were considered in corridor, with the exception of those from ZIP codes 97209 and 97221 who were deemed to be out of the corridor for this analysis due to the very small overlap of these ZIP codes with the corridor.



Google maps.

Example using ZIP code 97006 (in blue) overlapping Beaverton (outlined in pink). Though some respondents may live in unincorporated Washington County, this analysis identified all respondents from 97006 as Beaverton residents to provide specific comments and feedback to that city's staff.

Project partners also requested population ratio information to compare to the participation rates expressed by this analysis. The following chart gives total 2010 U.S. Census city populations and estimates for city populations within the Southwest corridor.¹ The chart below compares



The chart below compares percent of corridor population to percent of respondents per city.

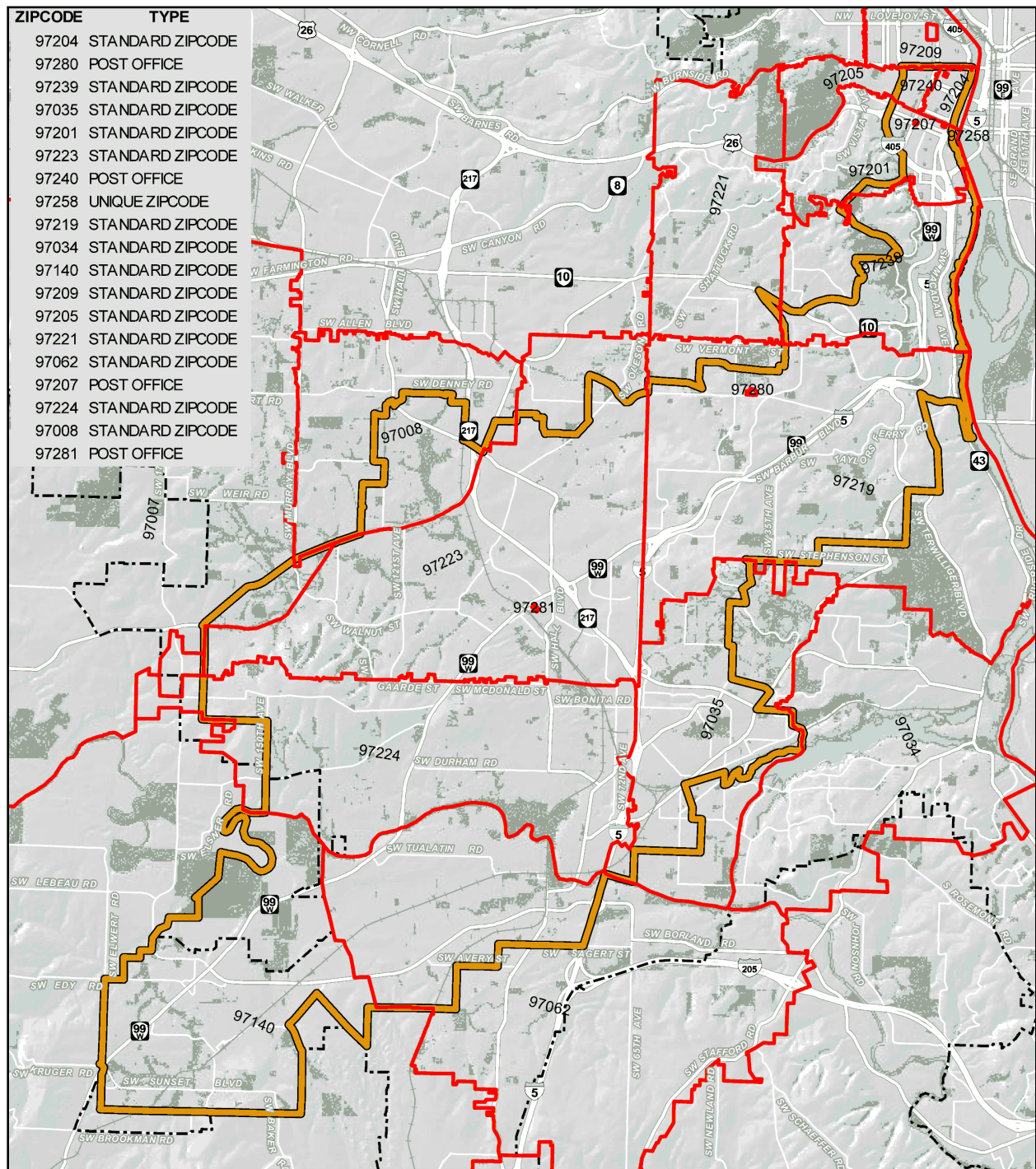
	percent of corridor population	percent of respondents
Beaverton	8.32%	5.08%
Durham and King City*	2.46%	
Durham, King City, Tigard, Tualatin*		4.47%
Lake Oswego	4.79%	5.48%
Portland in corridor	25.55%	41.46%
Portland out of corridor		20.93%
Sherwood	9.93%	2.44%
Tigard*	26.48%	14.02%
Tualatin*	9.57%	3.05%

* ZIP code 97224 spans Tigard, Tualatin, King City and Durham.

In addition to this summary, I have also prepared a spreadsheet file that offers each of the municipal partners the comments of each jurisdiction. The spreadsheet follows the identification by ZIP code convention addressed above.

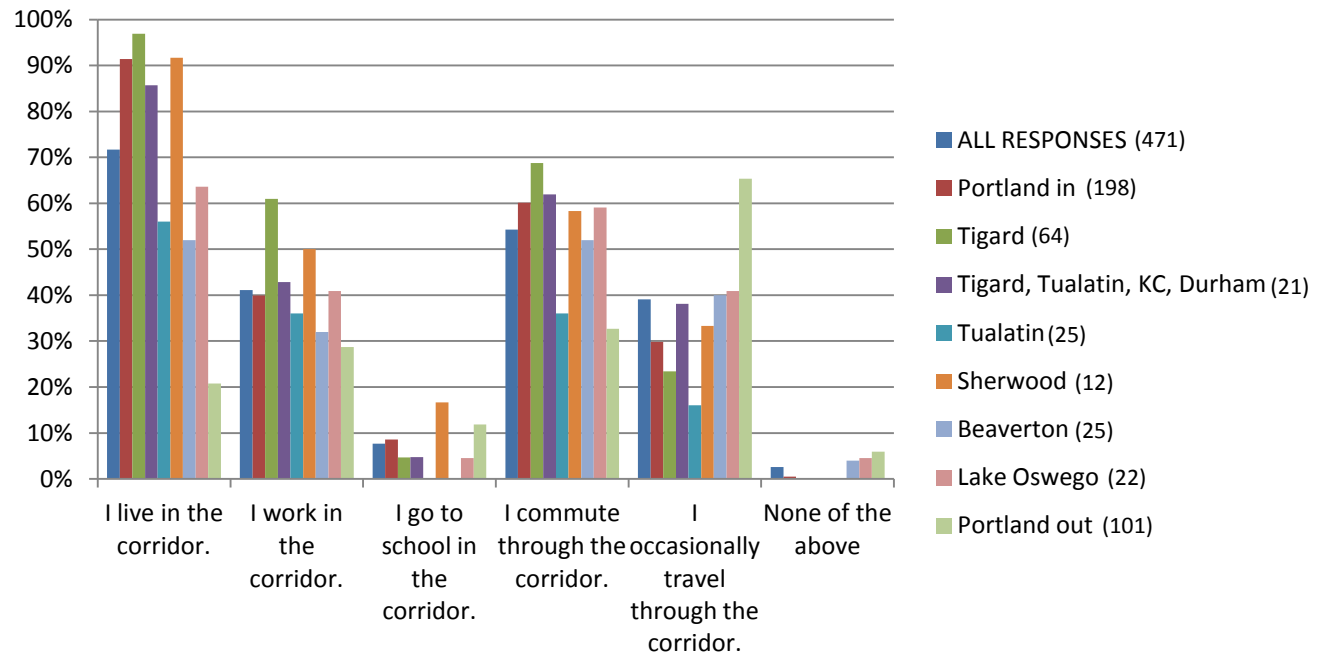
¹ In corridor city populations were made by calculating the ratio of the area of a census block that intersects with the corridor and assigning the same ratio of the population of that census block.

ZIP codes intersecting the Southwest corridor



The charts below show the data collected in the online questionnaire. The data is broken down by jurisdiction, but it may be impossible to draw reliable conclusions from a jurisdictional comparison due to the small sample sizes from some cities. The response number for each city is provided in the legends for these comparative charts.

Relationship to the corridor (pick all that apply)



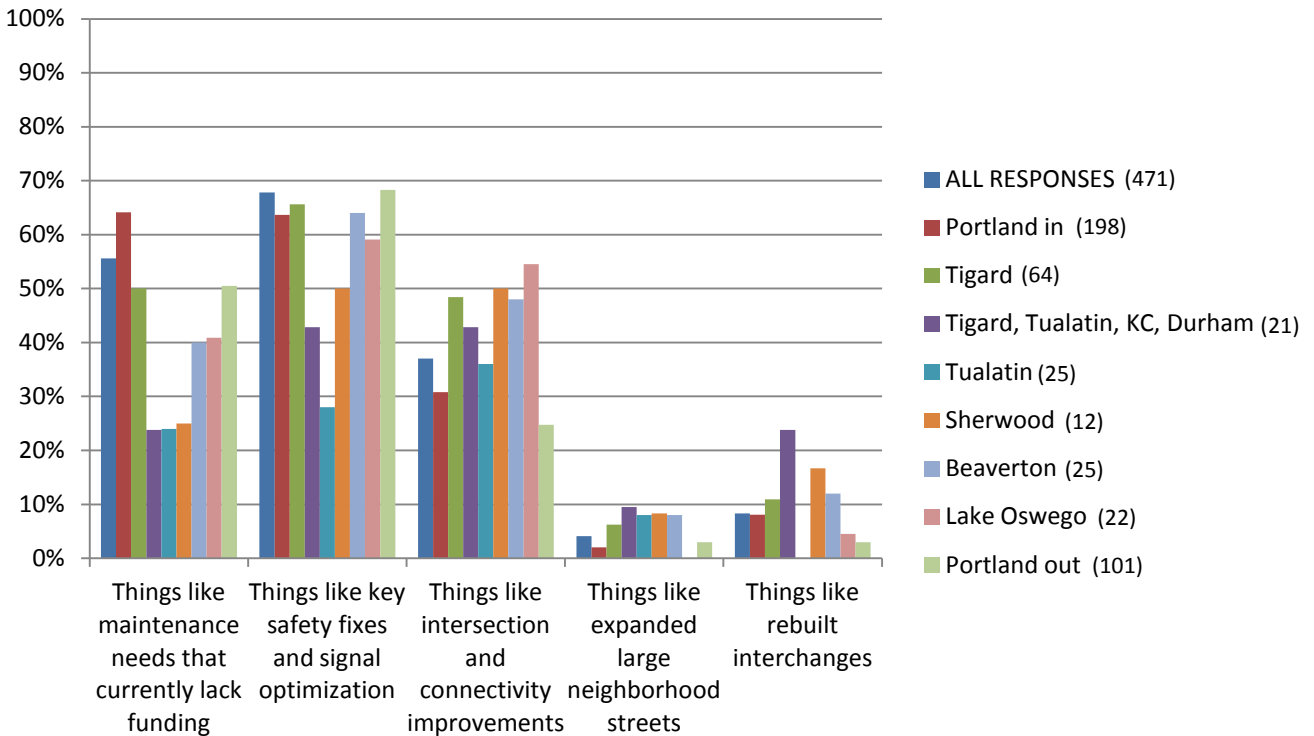
Most respondents from all jurisdictions identified as living in the corridor. There may, however, be some confusion about the boundaries of the plan's data collection area, as a good portion of respondents who live outside of the corridor boundaries identified as living in the corridor (see Portland out of corridor). There was also a good response from those who work in, commute through or occasionally travel through the corridor.

There have been questions about how people perceived "commute through the corridor"; this could be interpreted as:

- "I only commute through" (both home and work are outside of the corridor, but they use the corridor for travel between the two)
- "I work in the corridor" (home is outside of the corridor, but they commute through to get to their jobs)
- "I live in the corridor, but work out of the corridor" (they commute through to get to their jobs)
- "I live and work in the corridor and commute between them."

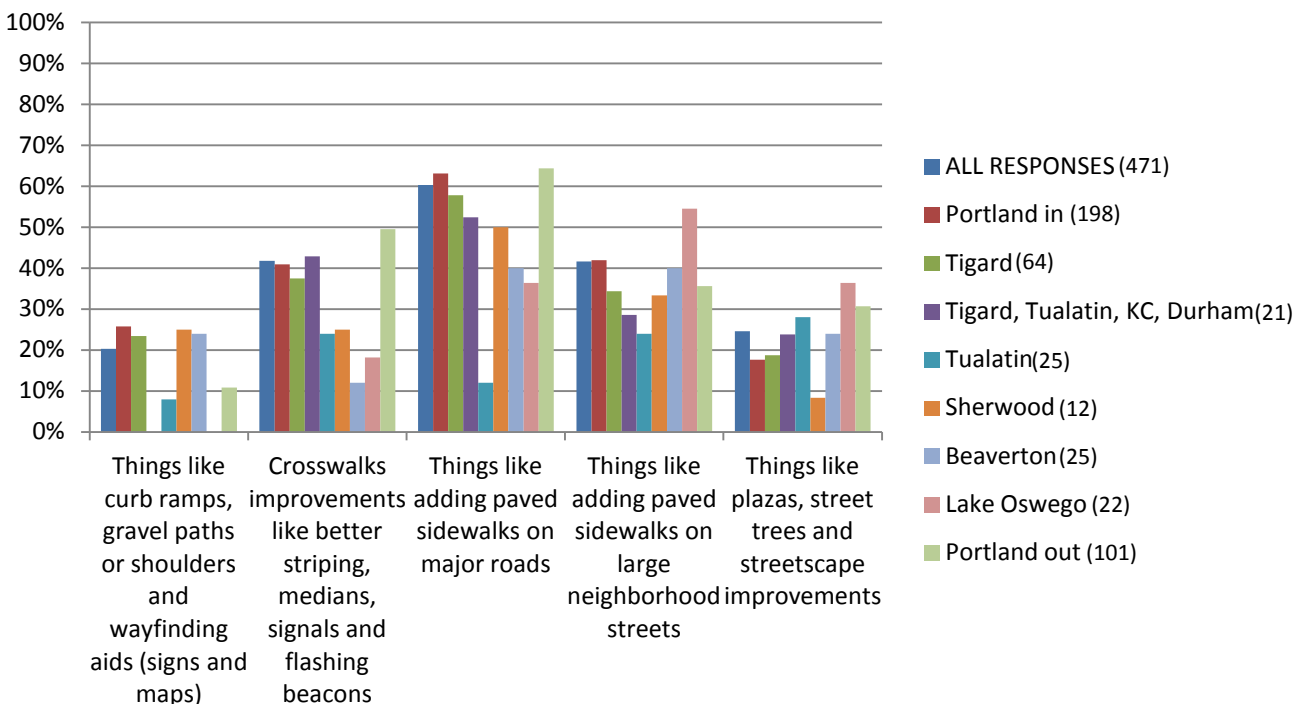
The questionnaire did not define "commute through," both for space and ease-of-use purposes, leaving it up to the user's interpretation. The goal was to ensure that outreach efforts are connecting with people who have a strong identification with the area as a necessary travel corridor, which is demonstrated by the responses.

Driving investment priorities (pick one or two)



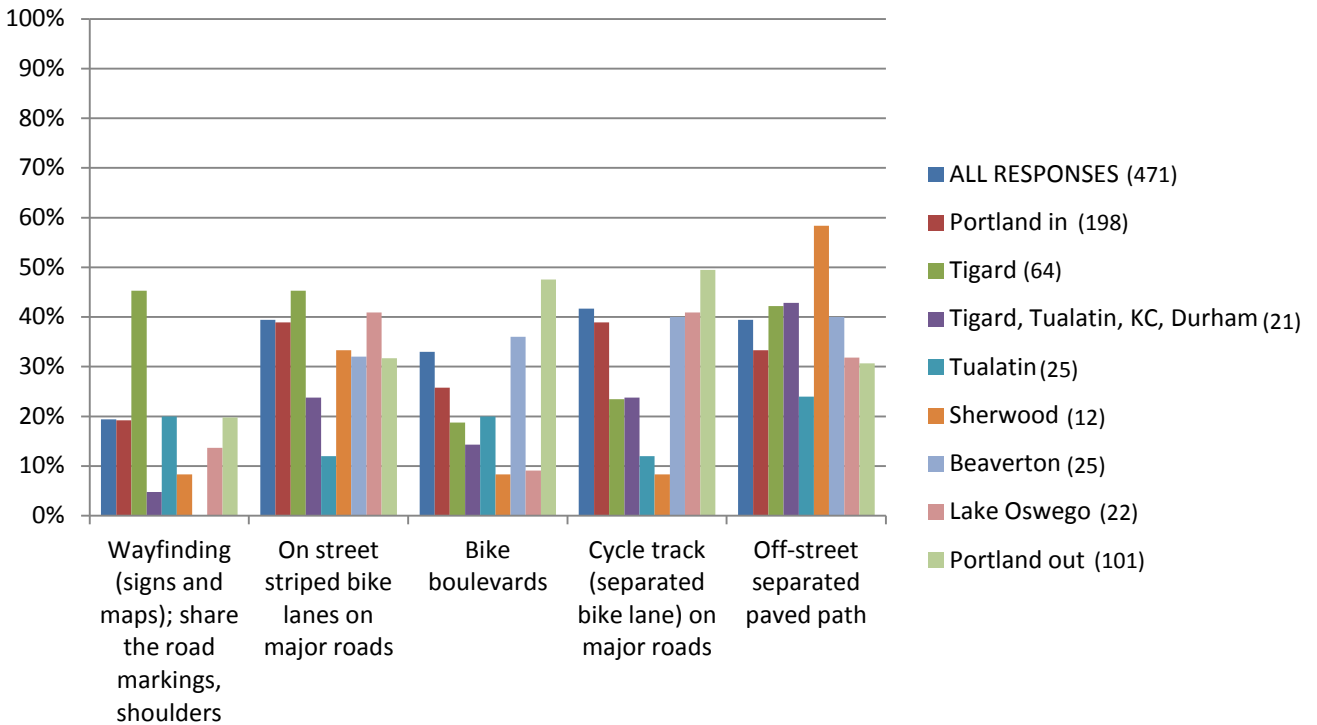
Responses generally favor things like key safety fixes and signal optimization, followed by maintenance needs that currently lack funding and intersection and connectivity improvements.

Walking investment priorities (pick one or two)



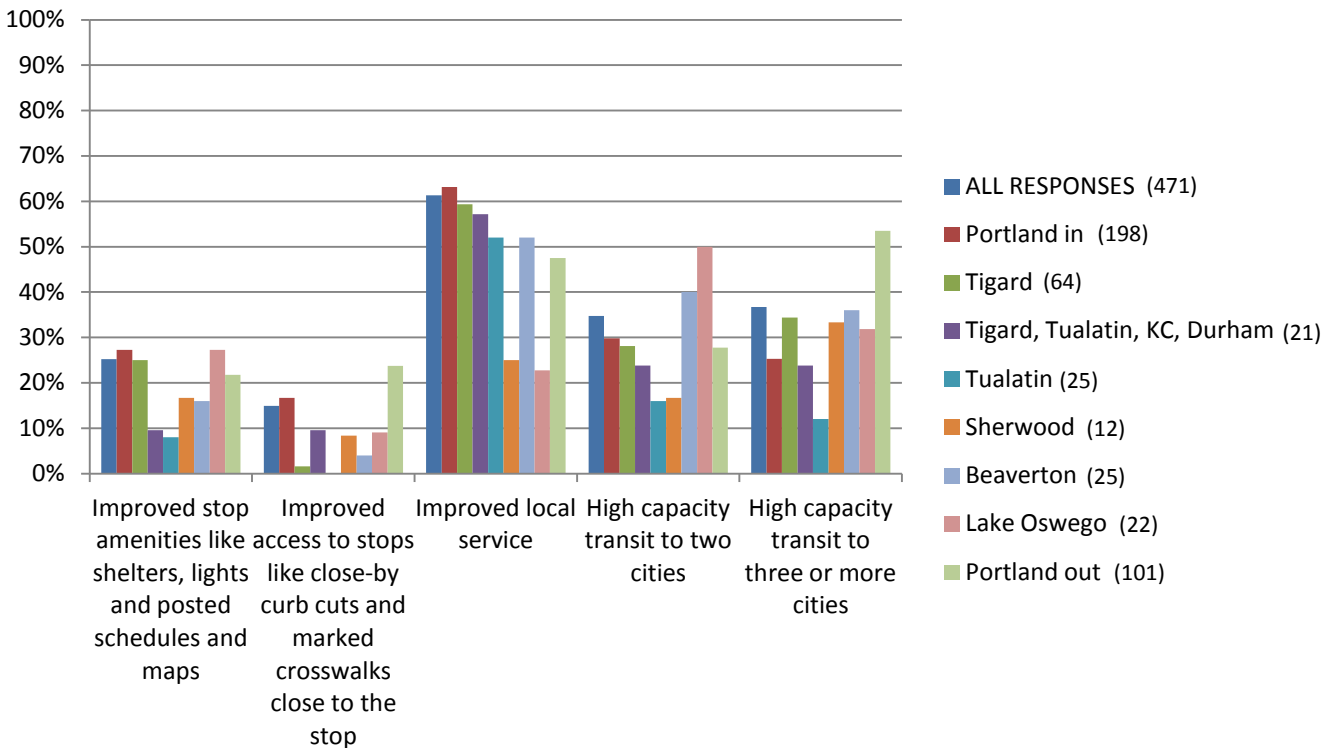
Responses generally favored adding sidewalks to major roads, with some support for crosswalk improvements.

Biking investment priorities (pick one or two)



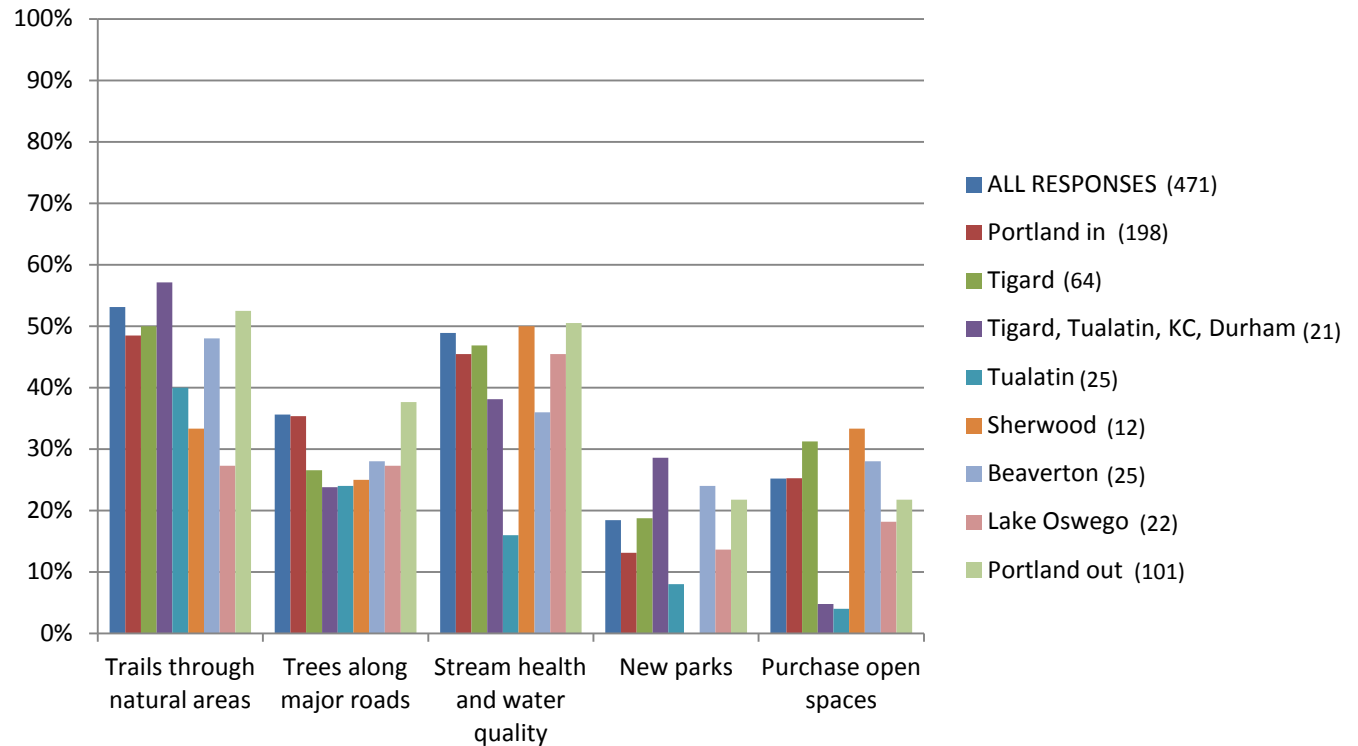
Responses generally favored on-street striped lanes and/or some clearly separated route.

Transit investment priorities (pick one or two)



Responses generally favored improved local service, though most comments regarding future transit demonstrate a desire for high capacity transit in the corridor.

Parks and nature investment priorities (pick one or two)



Responses generally favored trails through natural areas and stream health and water quality, though the Shape Southwest tool results saw high interest in investment level 2, trees along major roads.

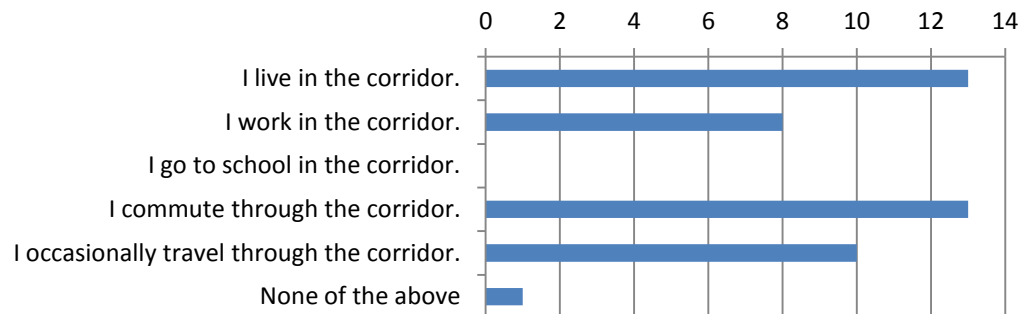
The following attachments show this information separately for each city. They also show responses to what factors influenced the respondents on their investment choices and information on the ethnicities of respondents.

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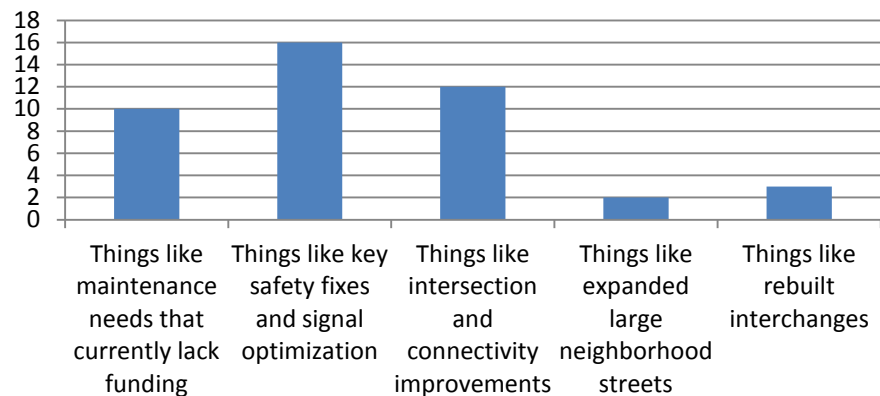
Beaverton

25 people from Beaverton responded to the Shape Southwest questionnaire.²

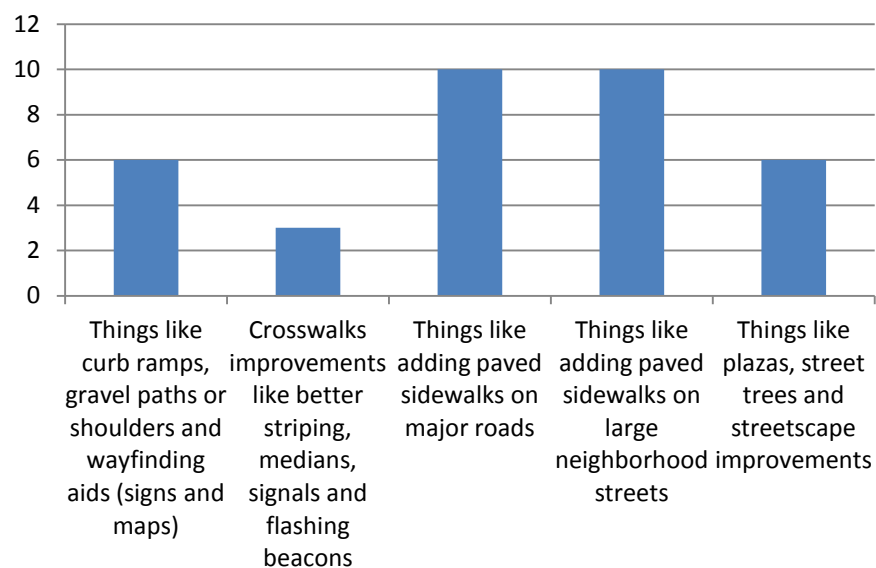
Relationship to the corridor (pick all that apply)



Driving investment priorities (pick one or two)

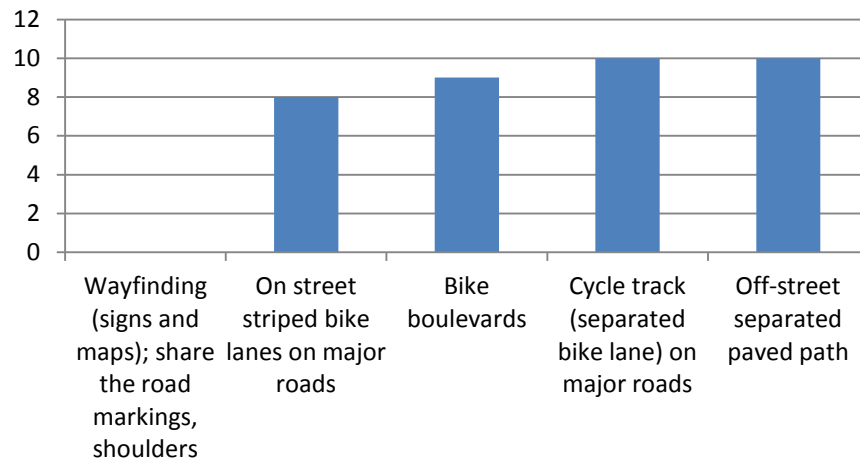


Walking investment priorities (pick one or two)

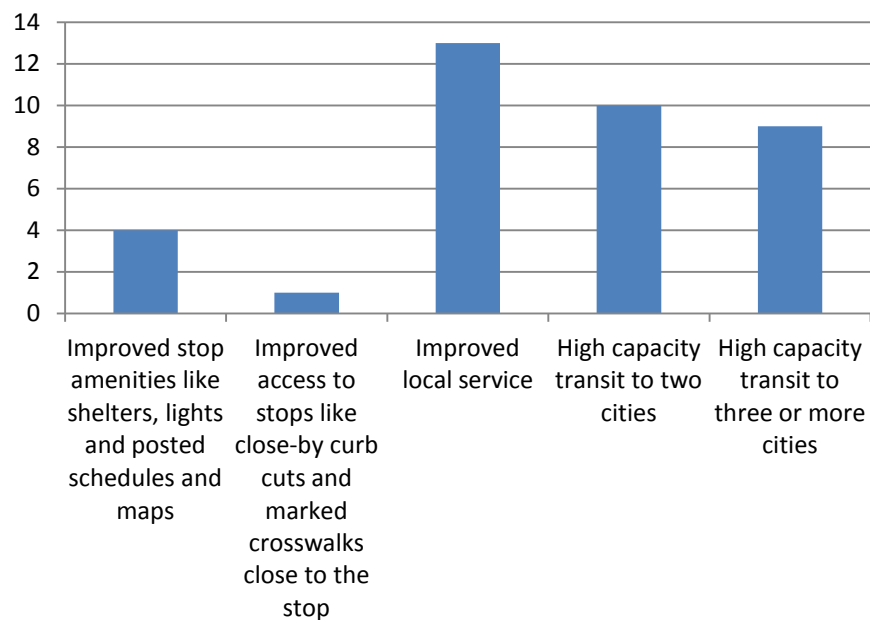


² As identified by ZIP codes 97005, 97006, 97007, 97008, 97225 and 97291.

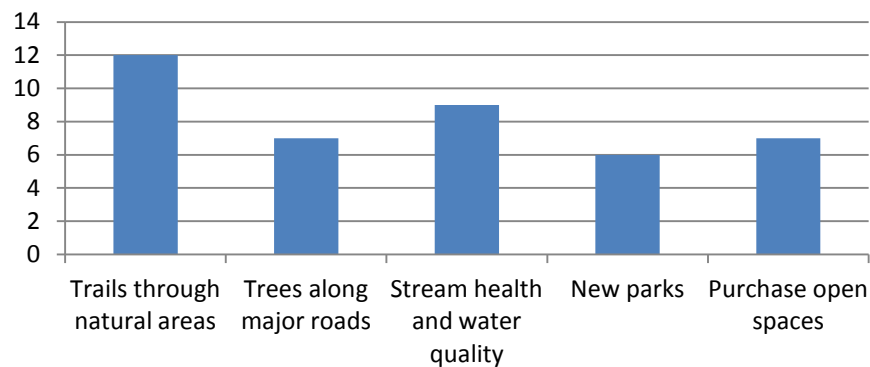
Biking investment priorities (pick one or two)



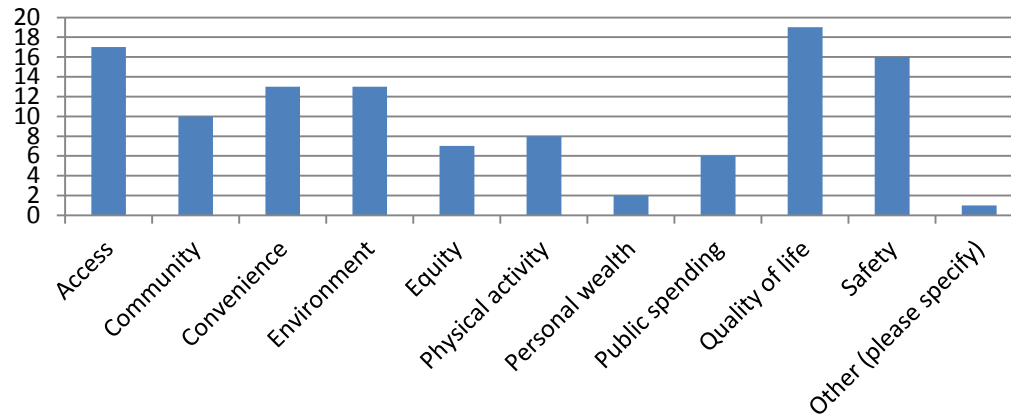
Transit investment priorities (pick one or two)



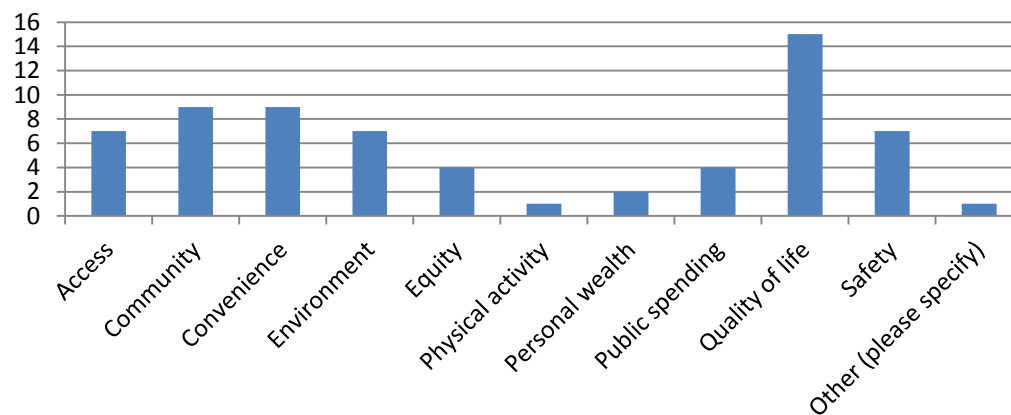
Parks and nature investment priorities (pick one or two)



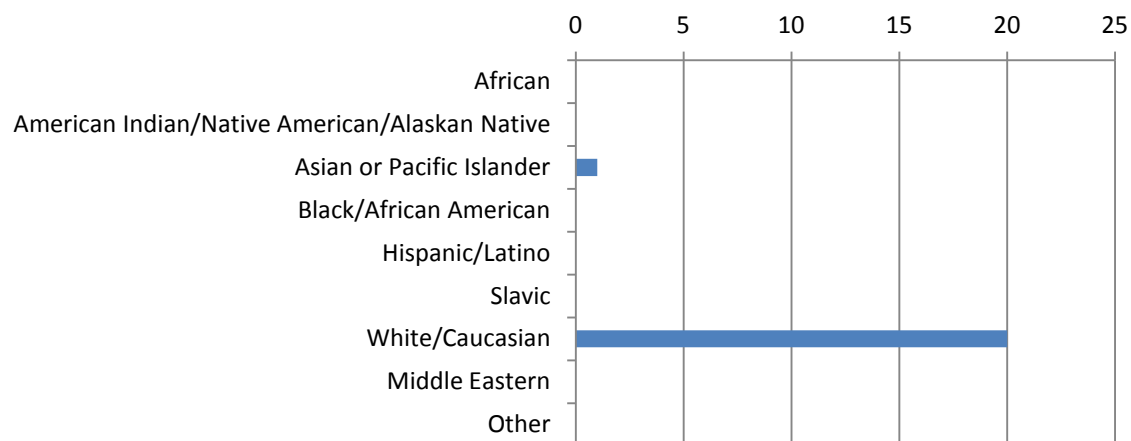
Factors that influenced investment choices (pick all that apply)



Top factors that influenced investment choices (pick three)



Ethnicity (multiple choices allowed)

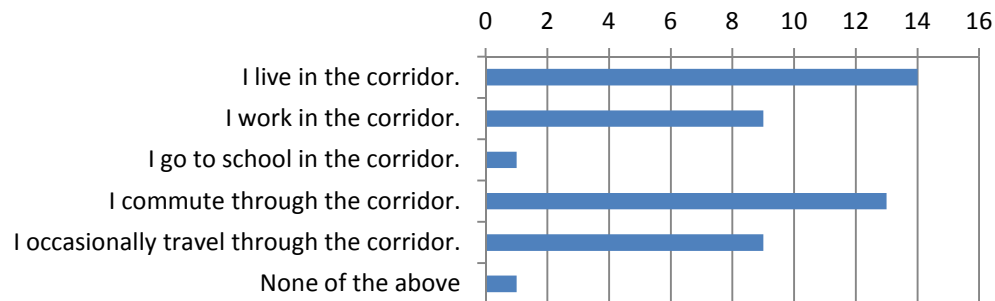


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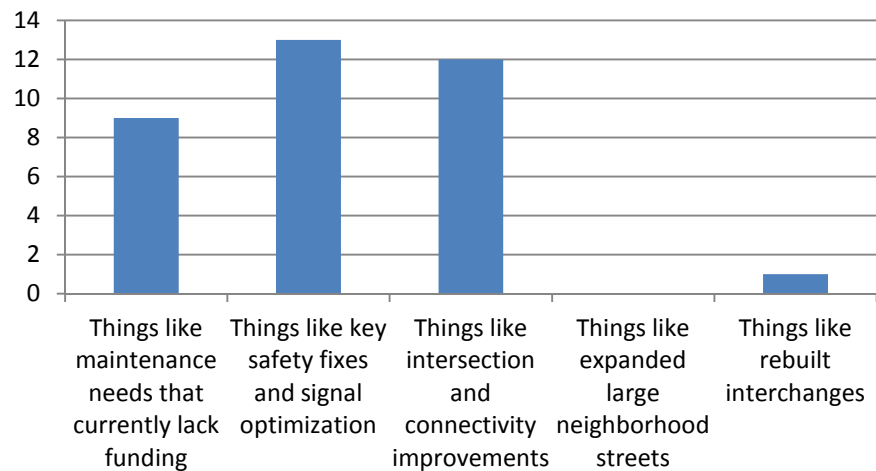
Lake Oswego ^{CO}

22 people from Lake Oswego responded to the Shape Southwest questionnaire.³

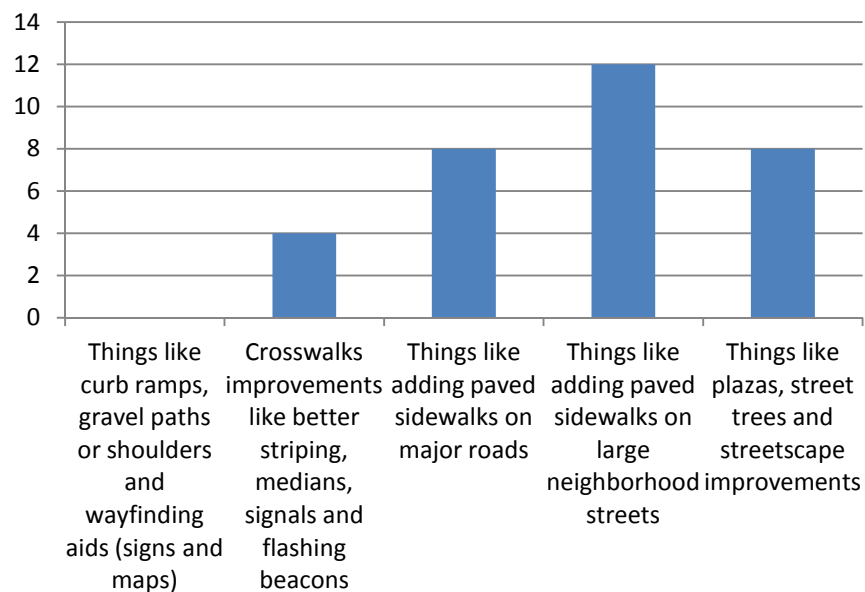
Relationship to the corridor (pick all that apply)



Driving investment priorities (pick one or two)

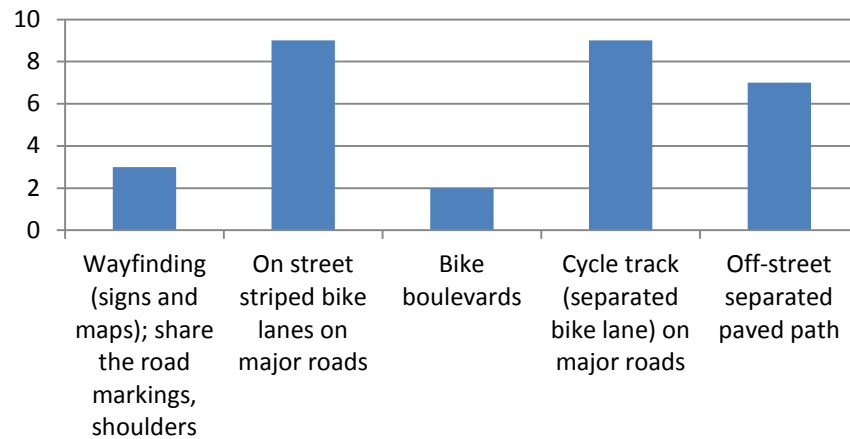


Walking investment priorities (pick one or two)

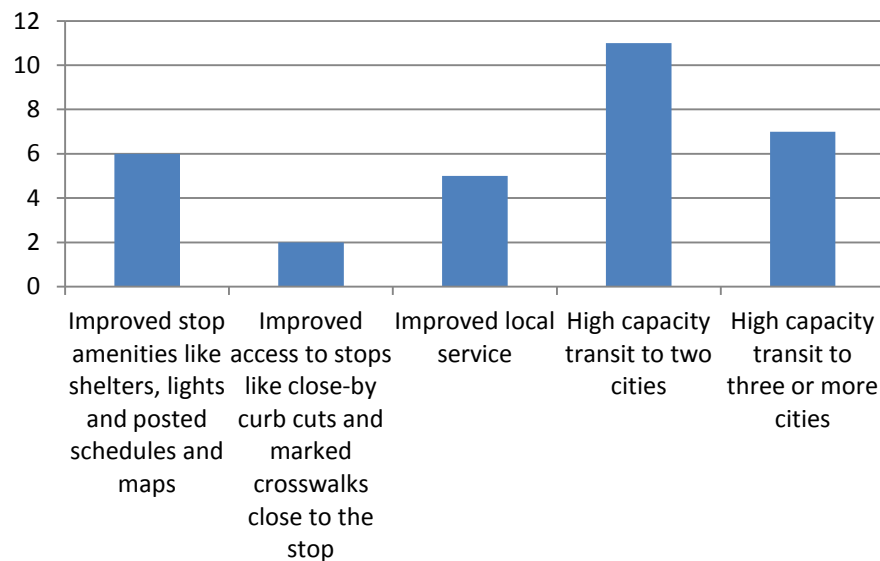


³ As identified by ZIP codes 97034 and 97035.

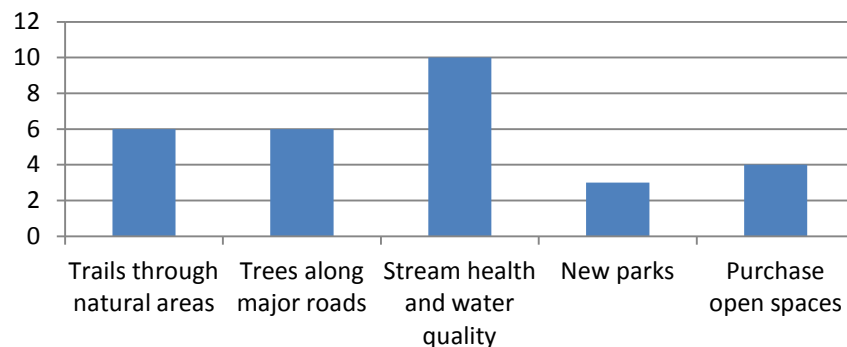
Biking investment priorities (pick one or two)



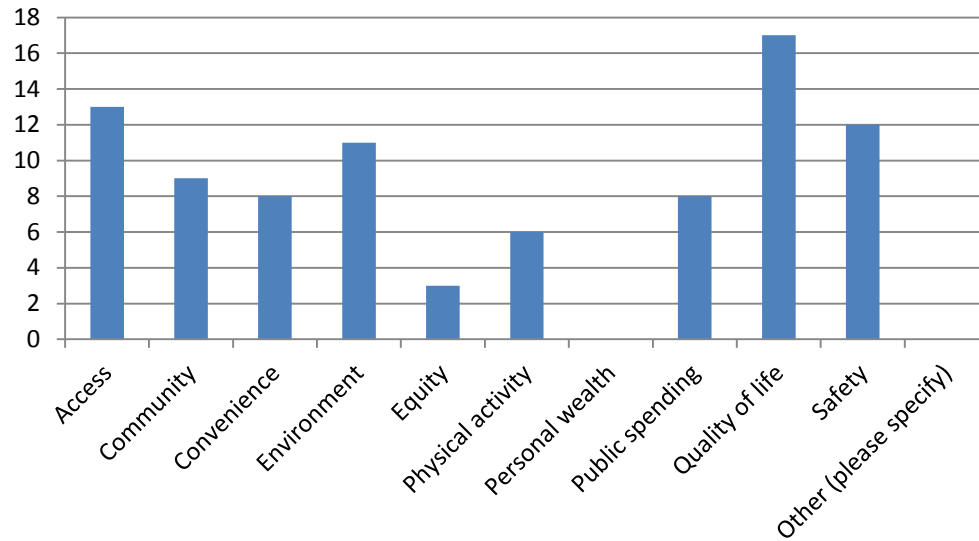
Transit investment priorities (pick one or two)



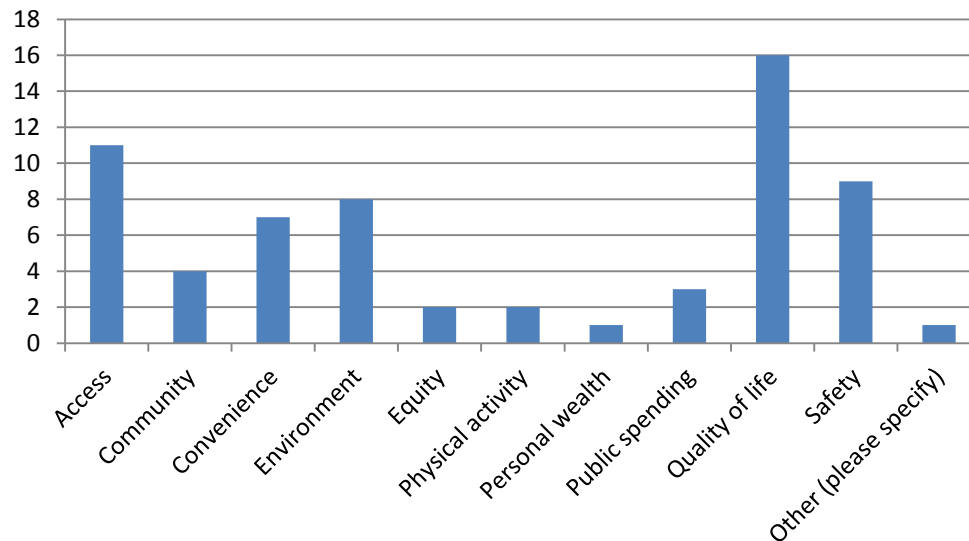
Parks and nature investment priorities (pick one or two)



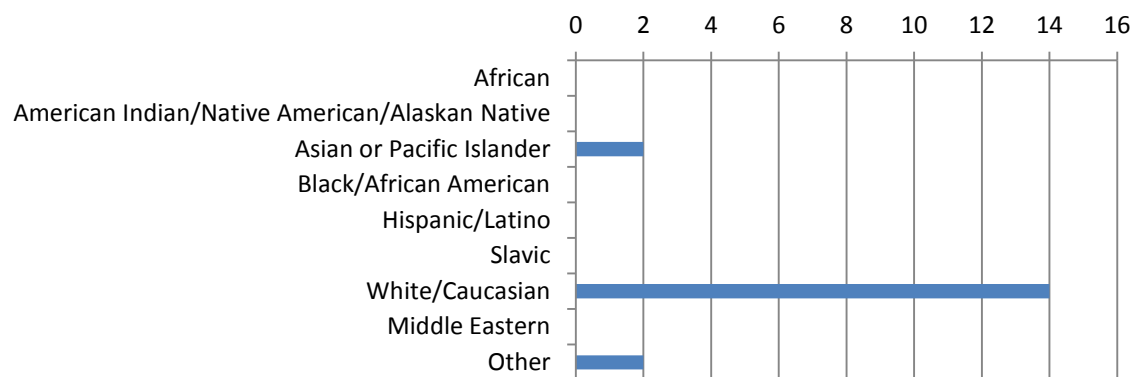
Factors that influenced investment choices (pick all that apply)



Top factors that influenced investment choices (pick three)



Ethnicity (multiple choices allowed)

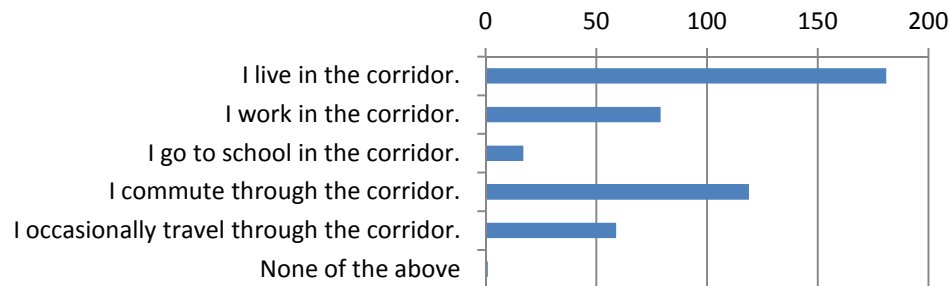


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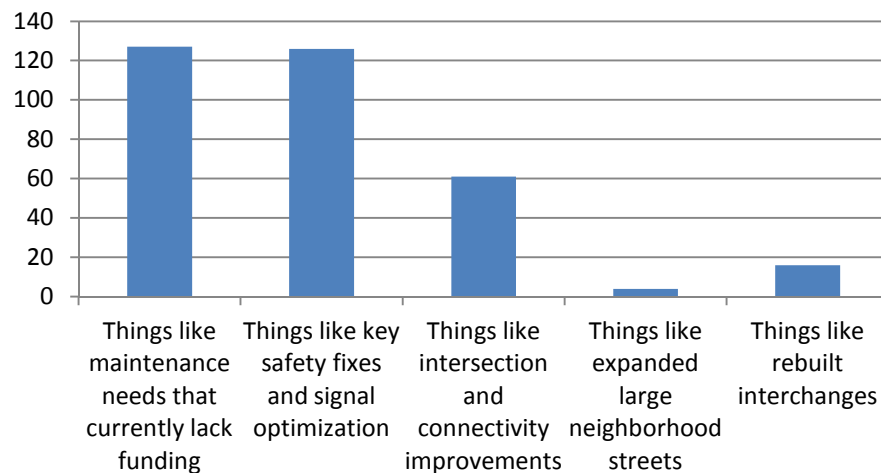
Portland (in corridor)

198 people from the Portland area of the corridor responded to the Shape Southwest questionnaire.⁴

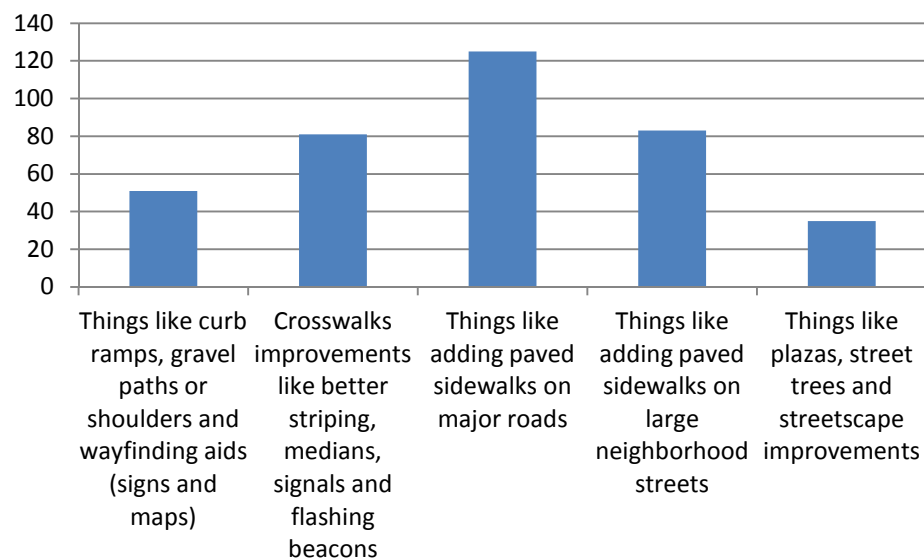
Relationship to the corridor (pick all that apply)



Driving investment priorities (pick one or two)

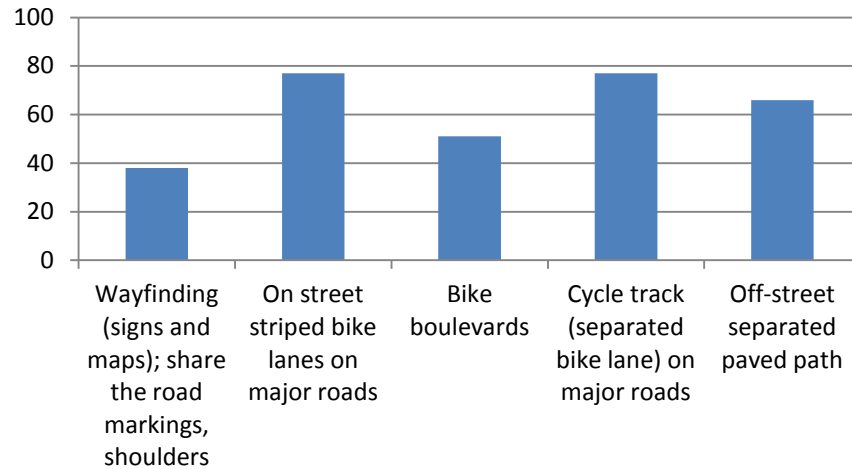


Walking investment priorities (pick one or two)

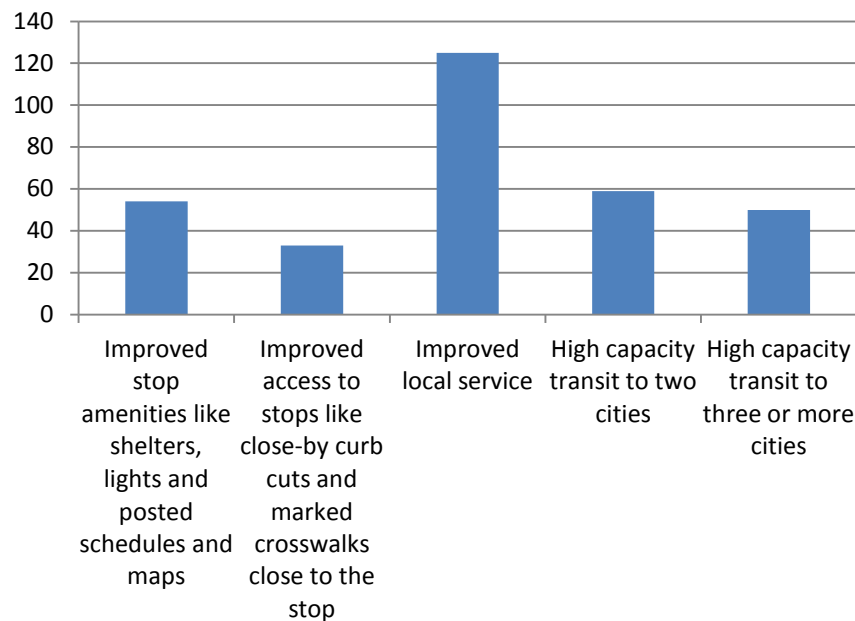


⁴ As identified by ZIP codes that overlapped with the corridor area of 97201, 97204, 97205, 97219 and 97239. Due to the very small overlap that ZIP codes 97209 and 97221 have with the corridor, respondents with those ZIP codes were deemed to be out of the corridor for this analysis.

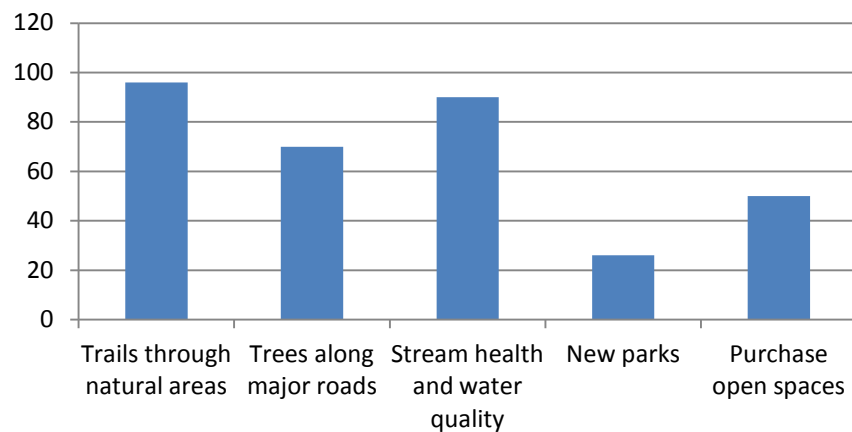
Biking investment priorities (pick one or two)



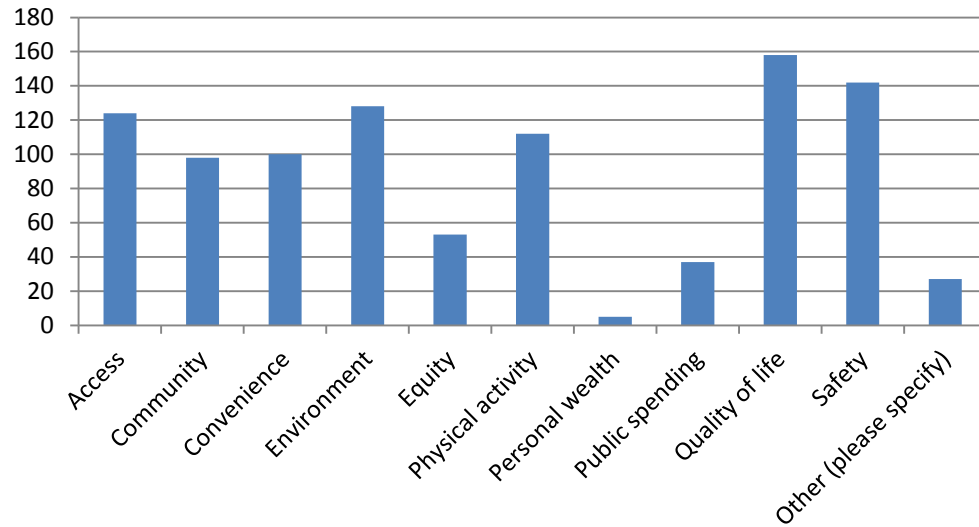
Transit investment priorities (pick one or two)



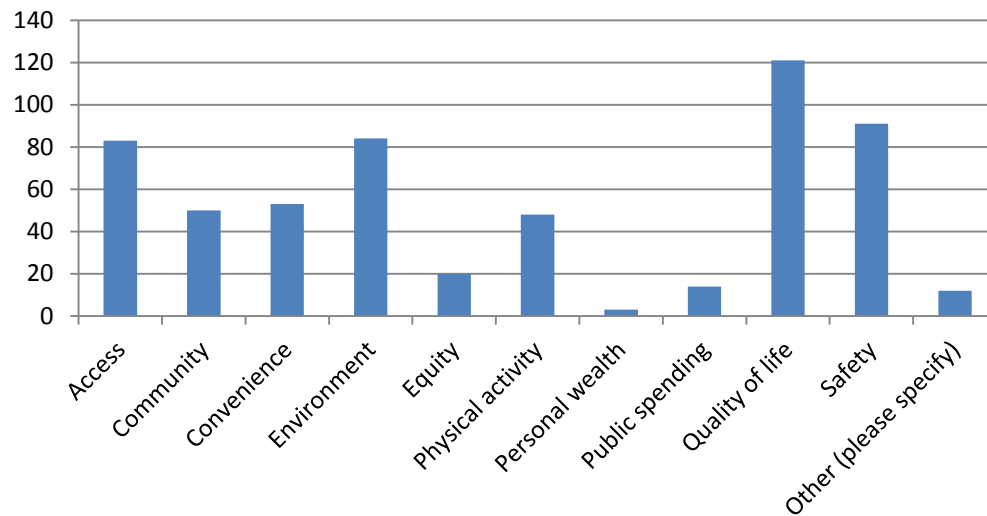
Parks and nature investment priorities (pick one or two)



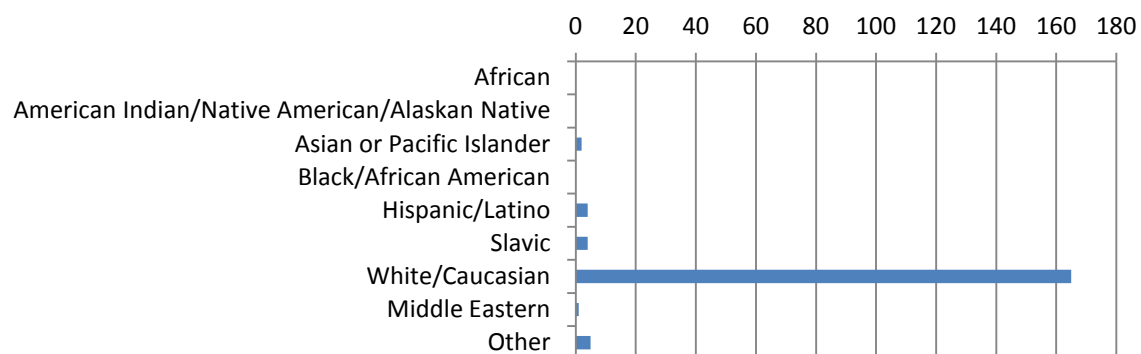
Factors that influenced investment choices (pick all that apply)



Top factors that influenced investment choices (pick three)



Ethnicity (multiple choices allowed)

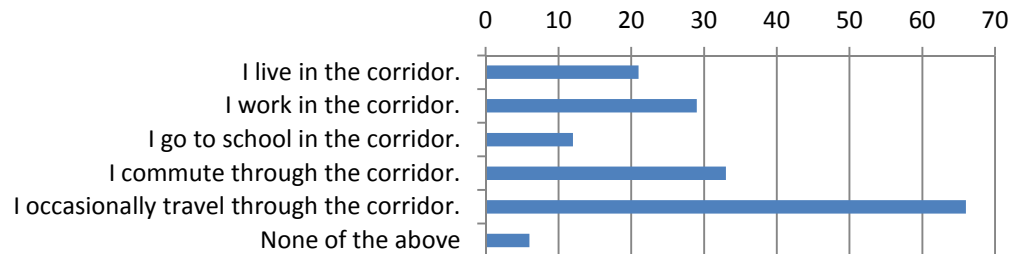


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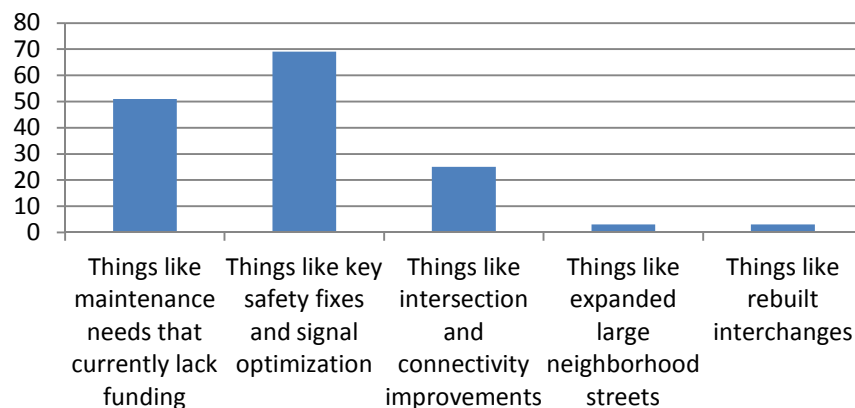
Portland (out of corridor)

101 people from areas of Portland outside of the corridor responded to the Shape Southwest questionnaire.⁵

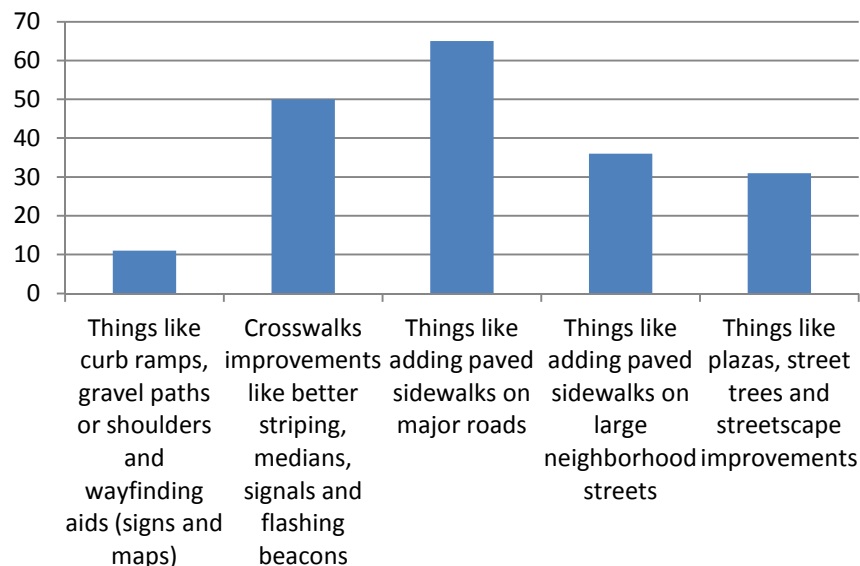
Relationship to the corridor (pick all that apply)



Driving investment priorities (pick one or two)

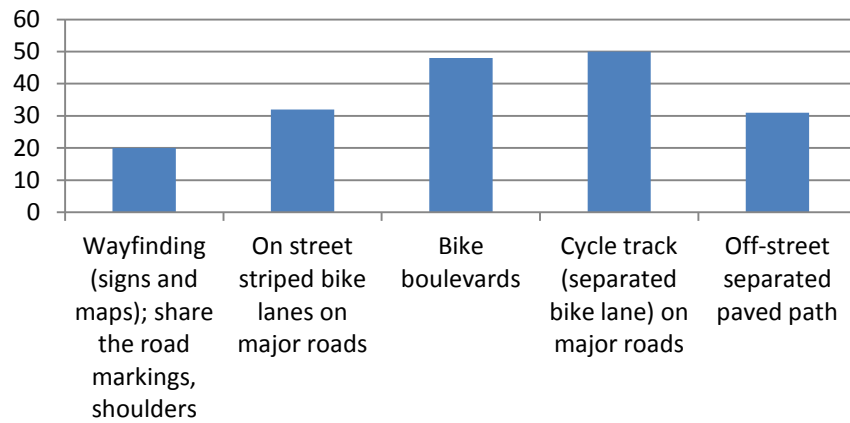


Walking investment priorities (pick one or two)

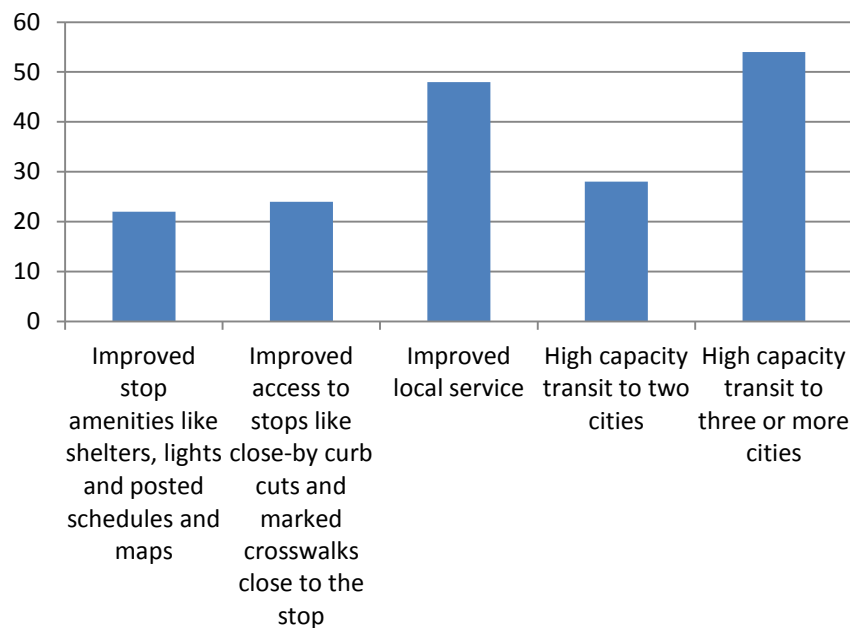


⁵ As identified by ZIP codes 97202, 97203, 97206, 97209, 97210, 97211, 97212, 97213, 97214, 97215, 97216, 97217, 97218, 97220, 97221, 97227, 97229, 97232, 97233, 97236 and 97266. Due to the very small overlap that ZIP codes 97209 and 97221 have with the corridor, respondents with those ZIP codes were deemed to be out of the corridor for this analysis.

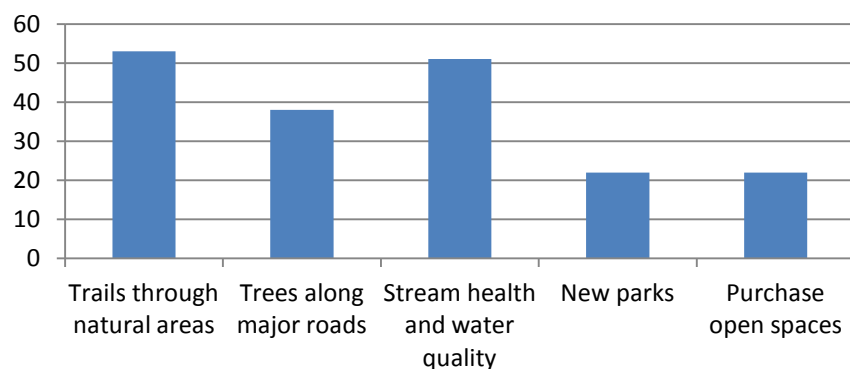
Biking investment priorities (pick one or two)



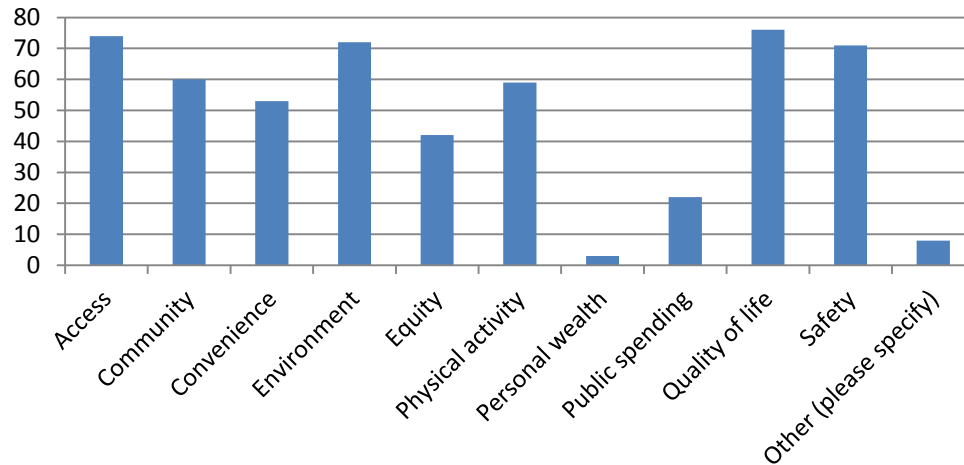
Transit investment priorities (pick one or two)



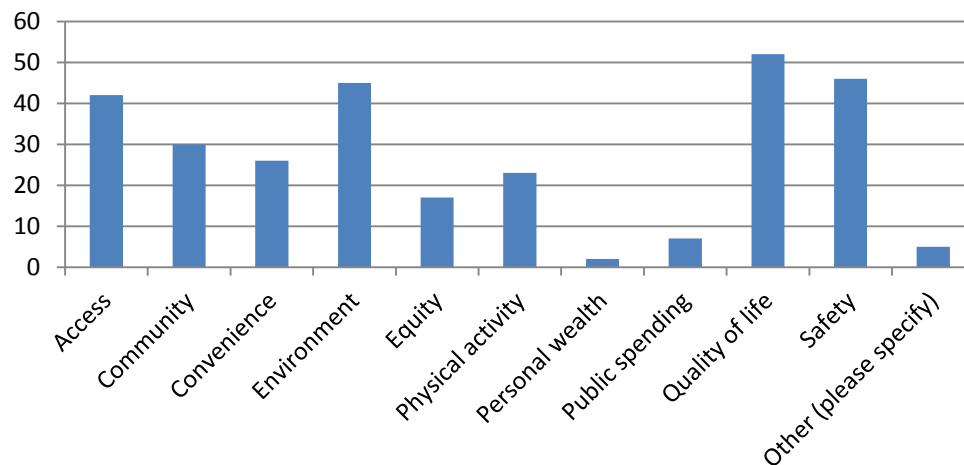
Parks and nature investment priorities (pick one or two)



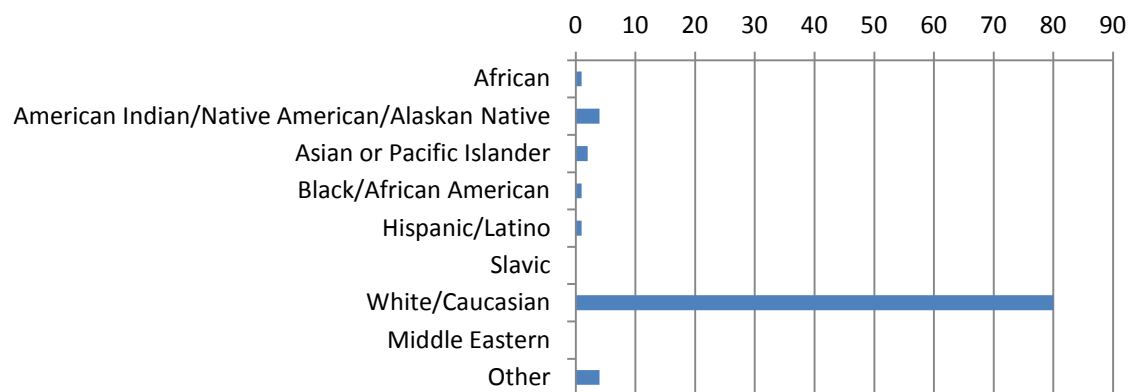
Factors that influenced investment choices (pick all that apply)



Top factors that influenced investment choices (pick three)



Ethnicity (multiple choices allowed)

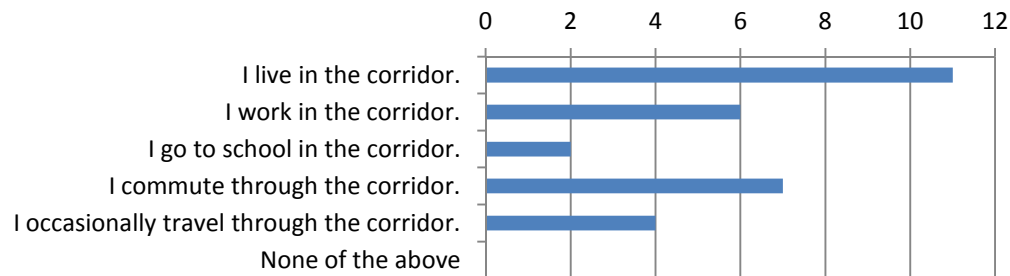


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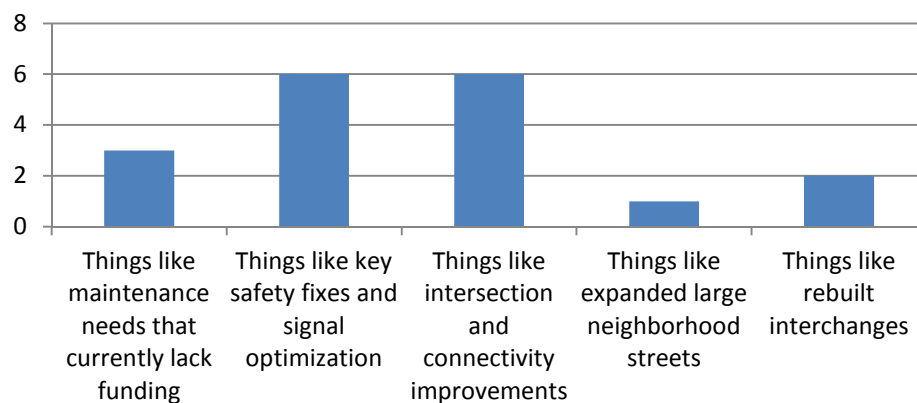
Sherwood

12 people from Sherwood responded to the Shape Southwest questionnaire.⁶

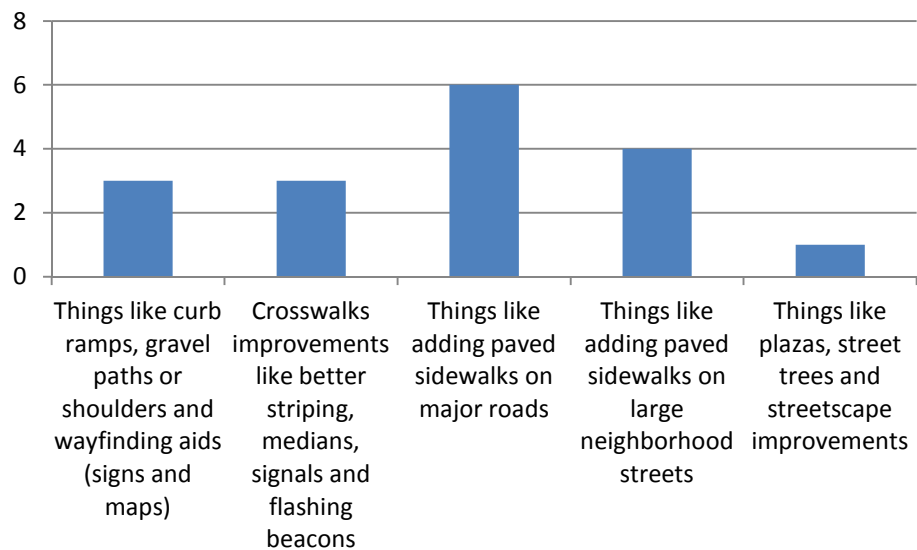
Relationship to the corridor (pick all that apply)



Driving investment priorities (pick one or two)

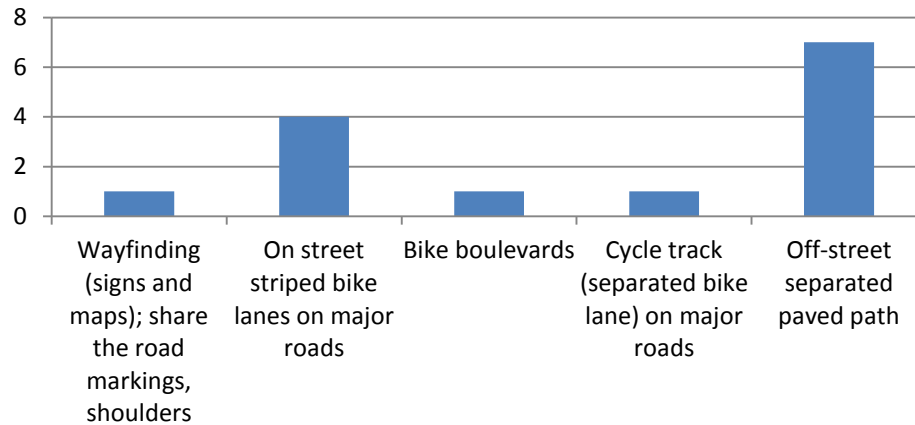


Walking investment priorities (pick one or two)

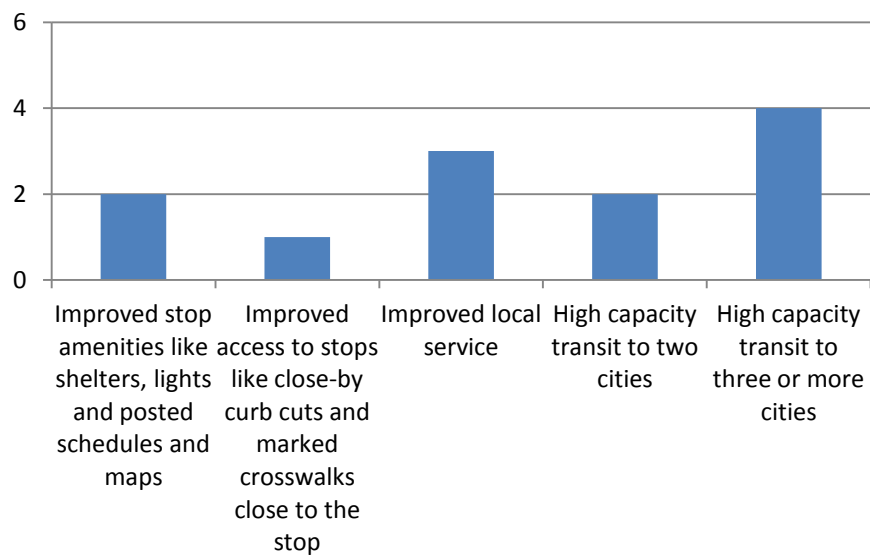


⁶ As identified by ZIP codes 97005, 97006, 97007, 97008, 97225 and 97291.

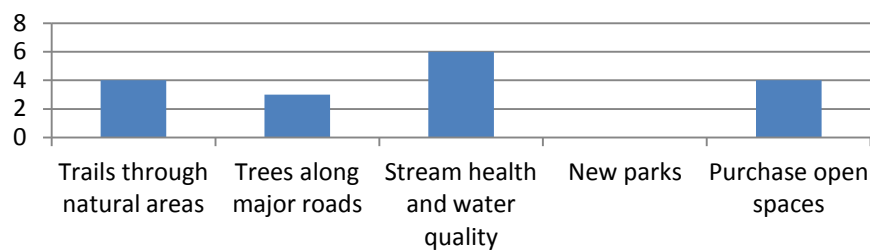
Biking investment priorities (pick one or two)



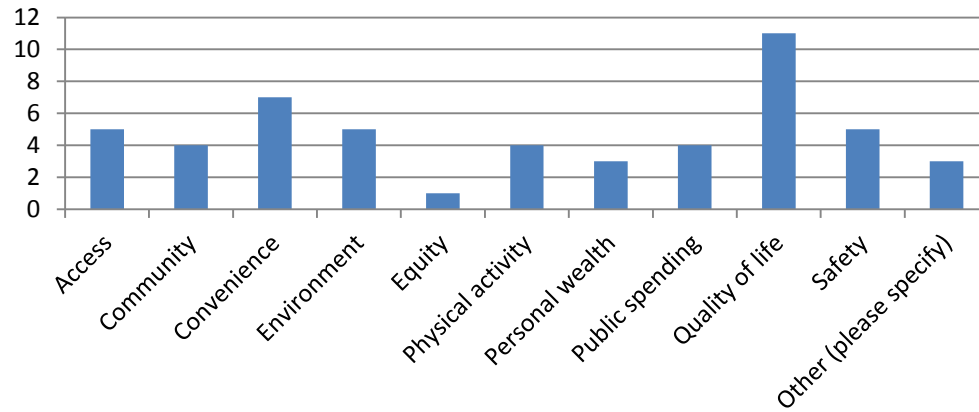
Transit investment priorities (pick one or two)



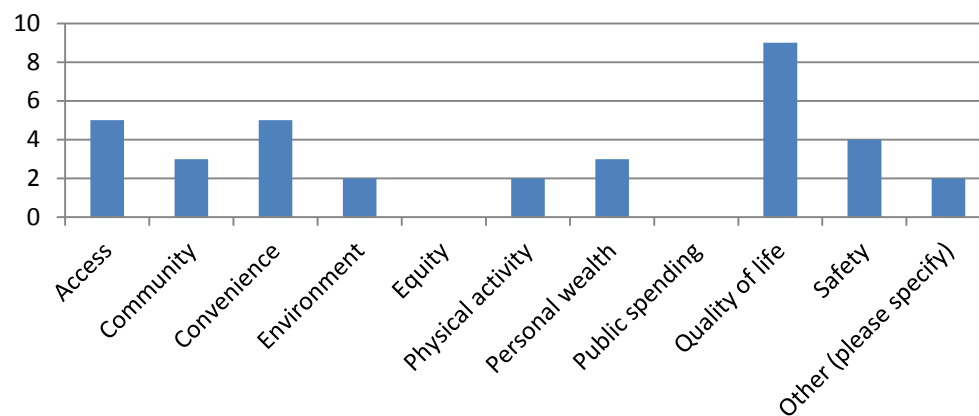
Parks and nature investment priorities (pick one or two)



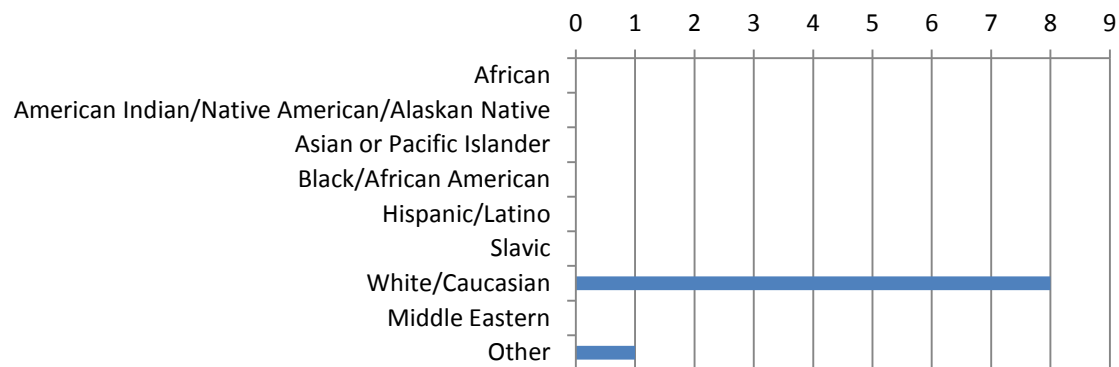
Factors that influenced investment choices (pick all that apply)



Top factors that influenced investment choices (pick three)



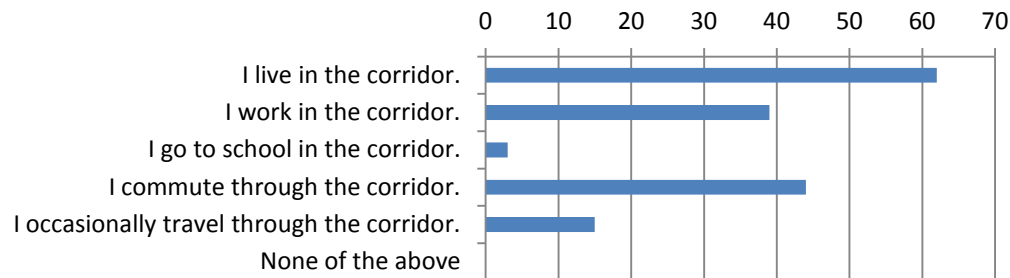
Ethnicity (multiple choices allowed)



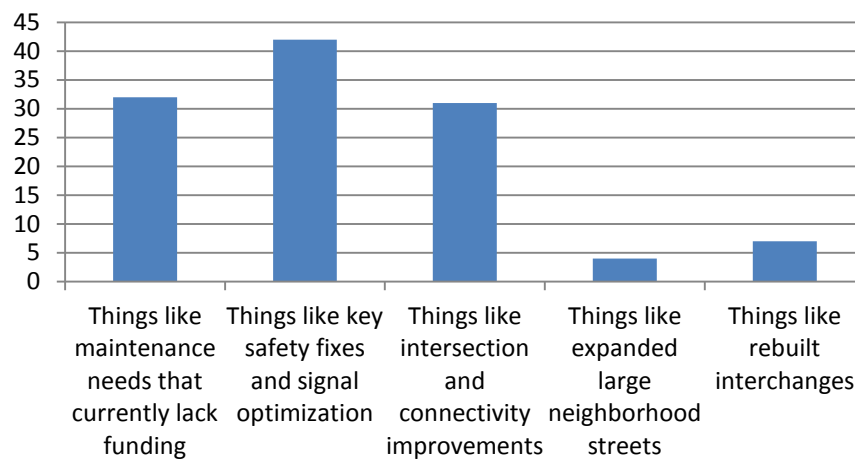
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64 people from Tigard responded to the Shape Southwest questionnaire.⁷

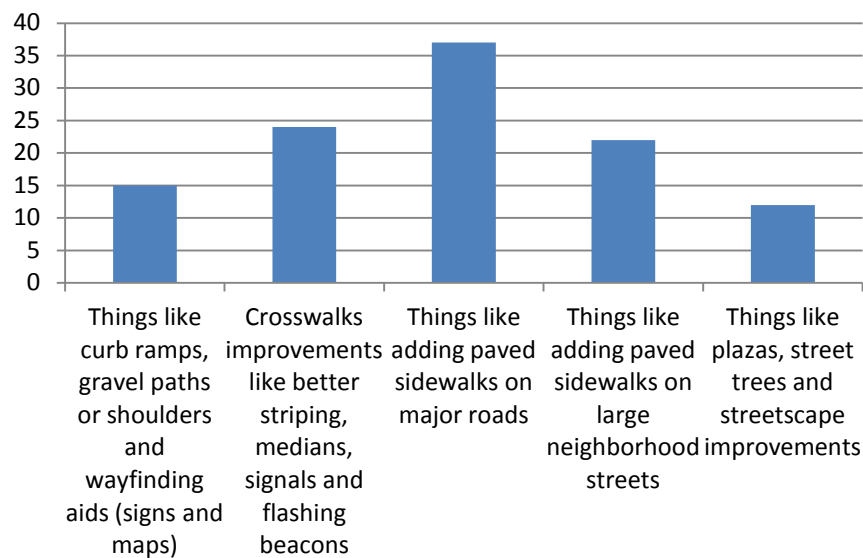
Relationship to the corridor (pick all that apply)



Driving investment priorities (pick one or two)

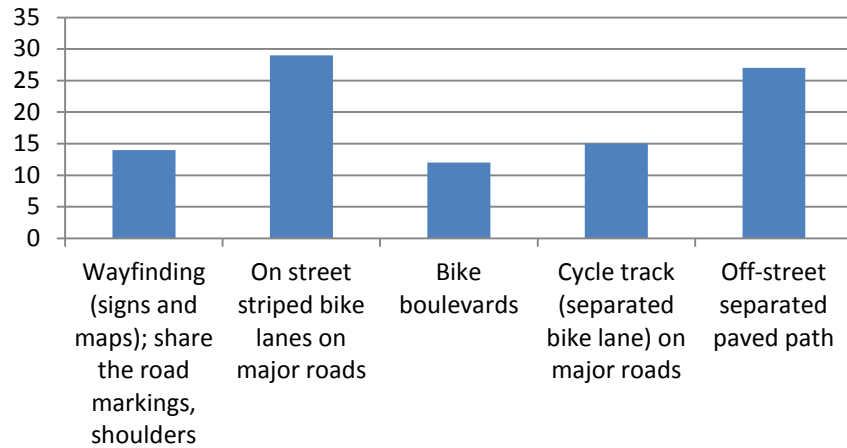


Walking investment priorities (pick one or two)

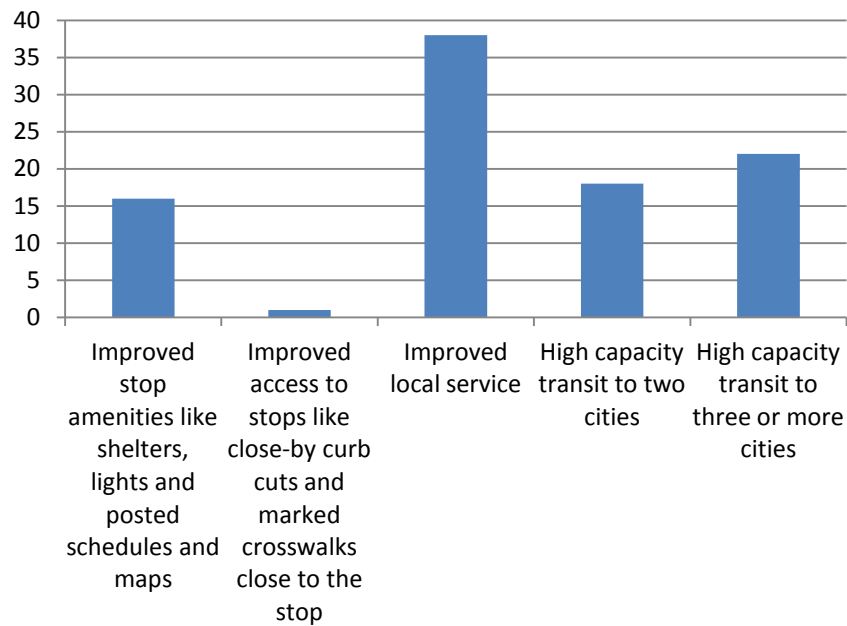


⁷ As identified by ZIP code 97223. This data does not include Tigard residents from ZIP code 97224, which spans Tigard, Tualatin, King City and Durham.

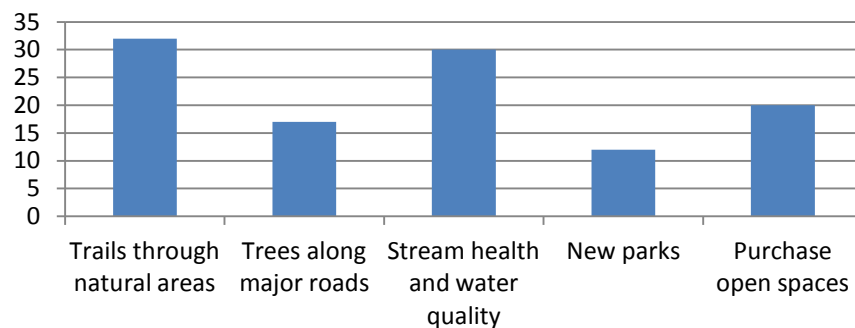
Biking investment priorities (pick one or two)



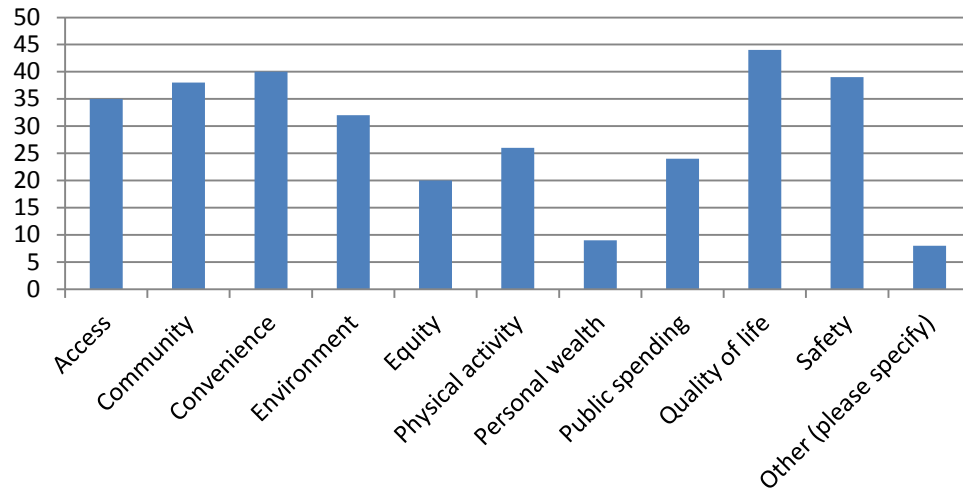
Transit investment priorities (pick one or two)



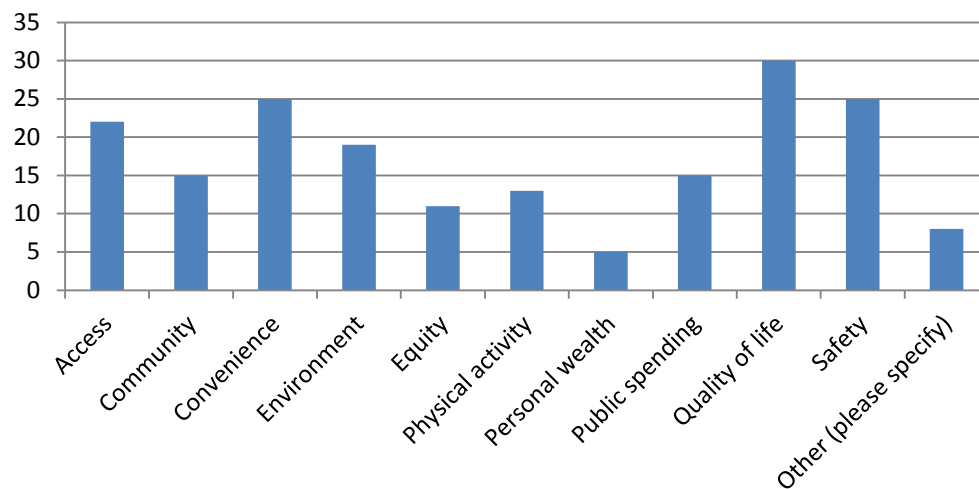
Parks and nature investment priorities (pick one or two)



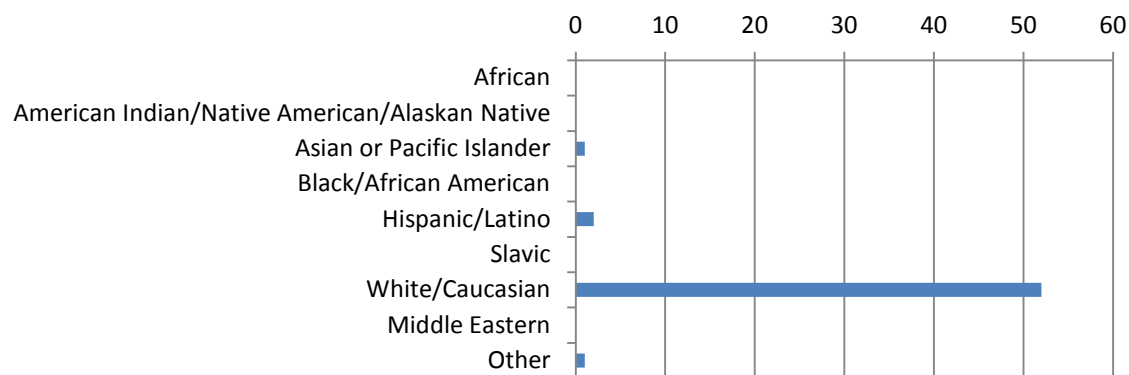
Factors that influenced investment choices (pick all that apply)



Top factors that influenced investment choices (pick three)



Ethnicity (multiple choices allowed)

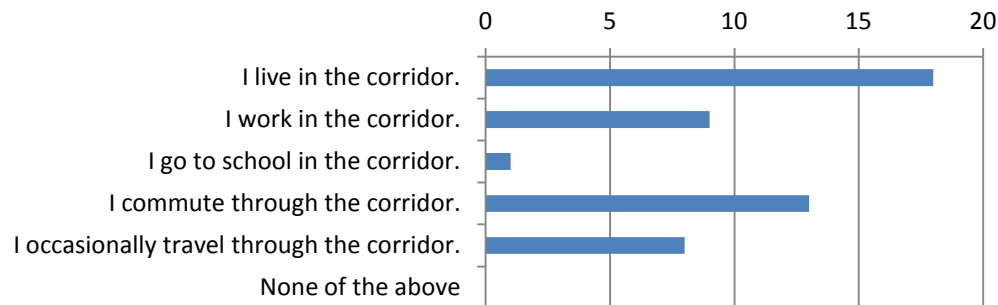


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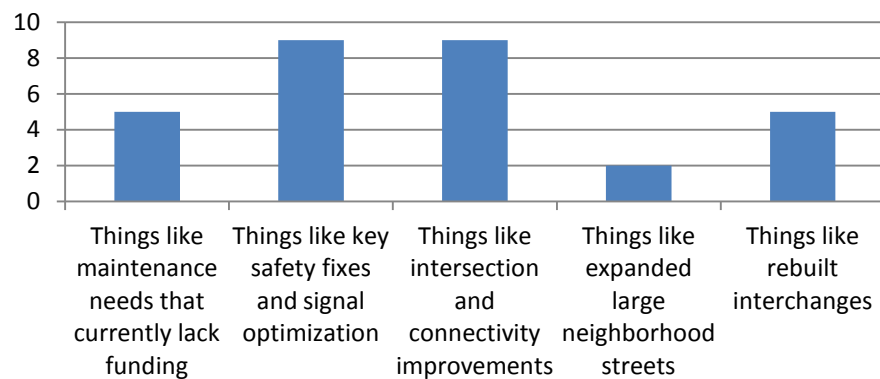
Tigard, Tualatin, King City and Durham

21 people from Tigard, Tualatin, King City and /or Durham to the Shape Southwest questionnaire.⁸

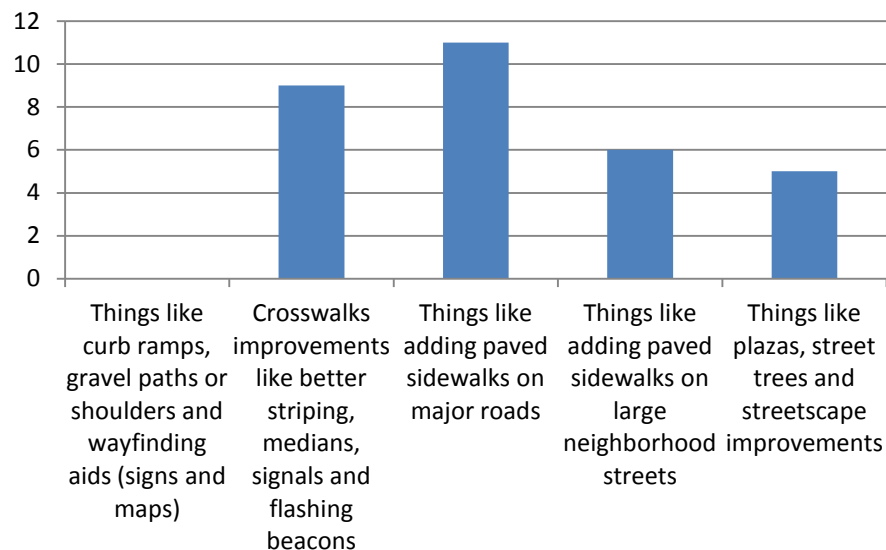
Relationship to the corridor (pick all that apply)



Driving investment priorities (pick one or two)

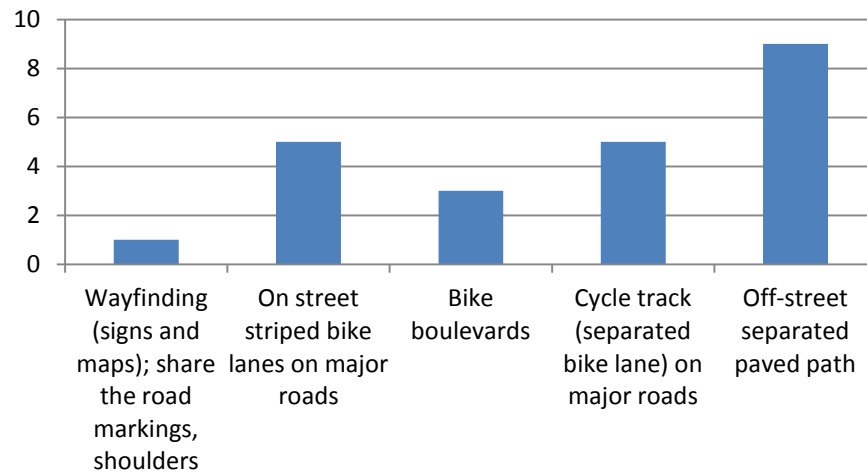


Walking investment priorities (pick one or two)

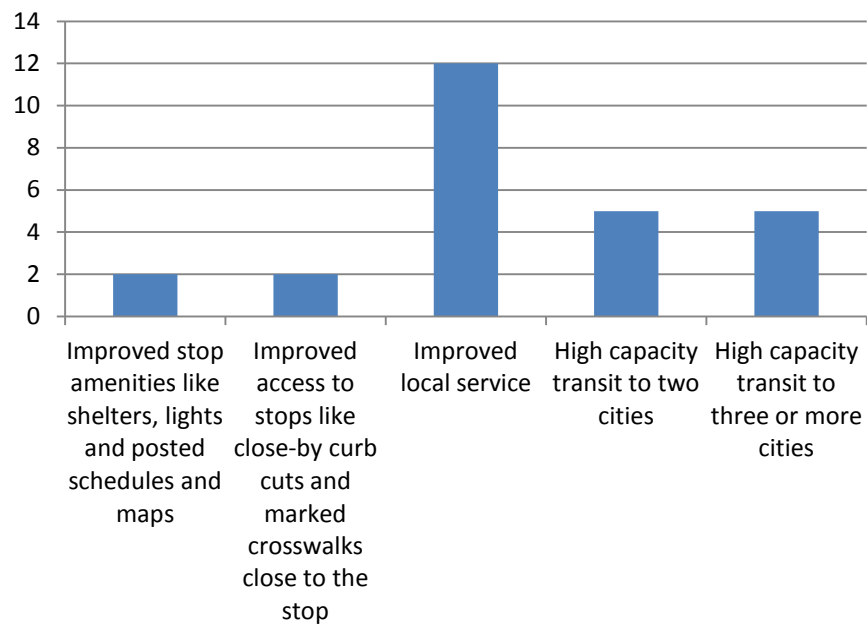


⁸ As identified by ZIP code 97224, which spans Tigard, Tualatin, King City and Durham.

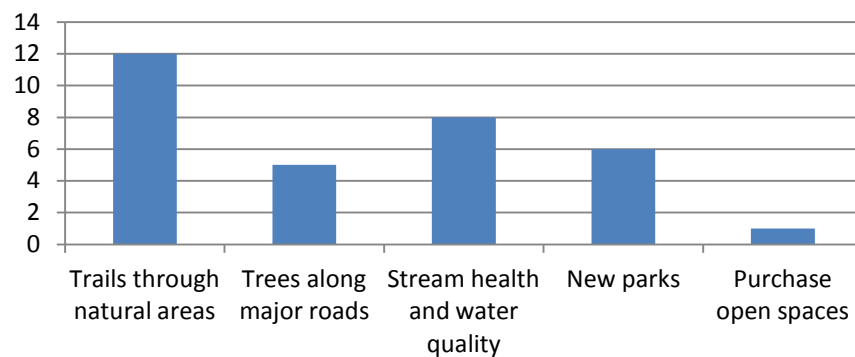
Biking investment priorities (pick one or two)



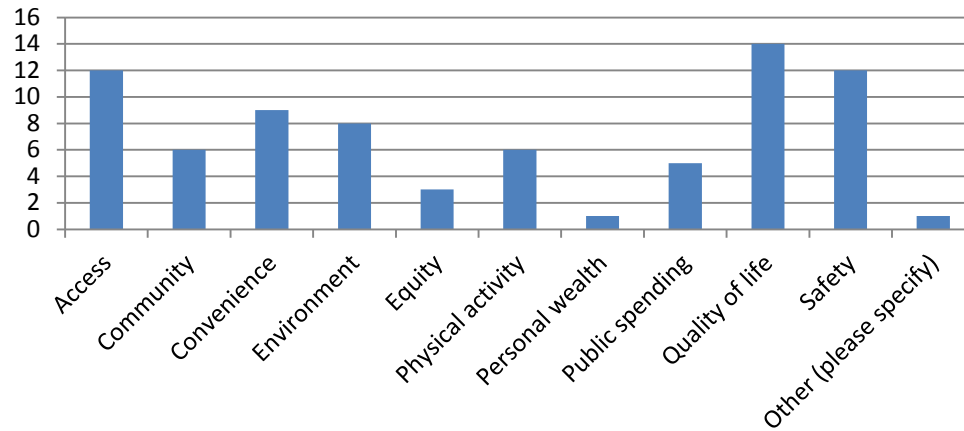
Transit investment priorities (pick one or two)



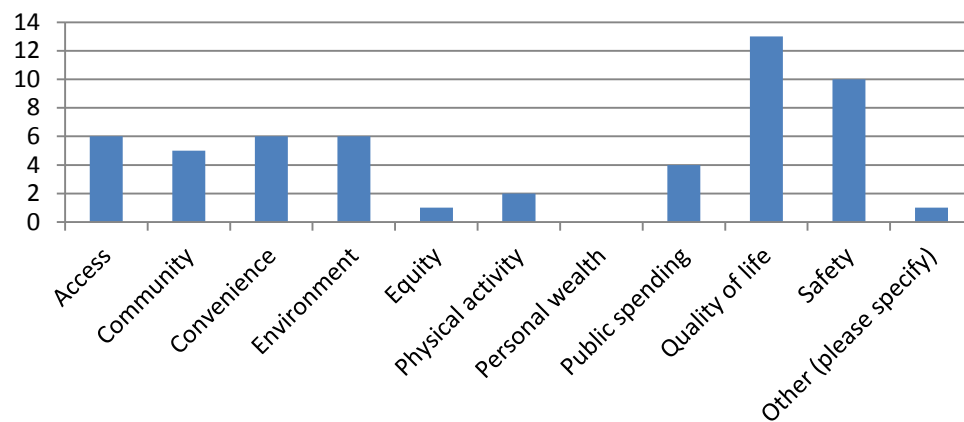
Parks and nature investment priorities (pick one or two)



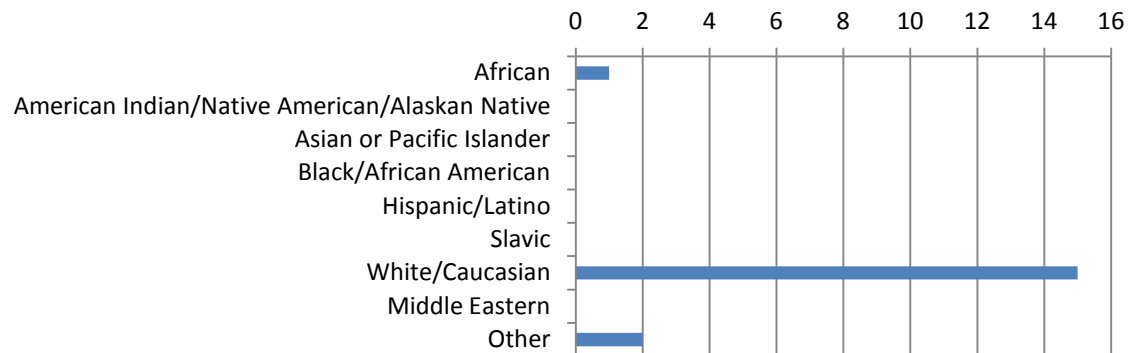
Factors that influenced investment choices (pick all that apply)



Top factors that influenced investment choices (pick three)



Ethnicity (multiple choices allowed)

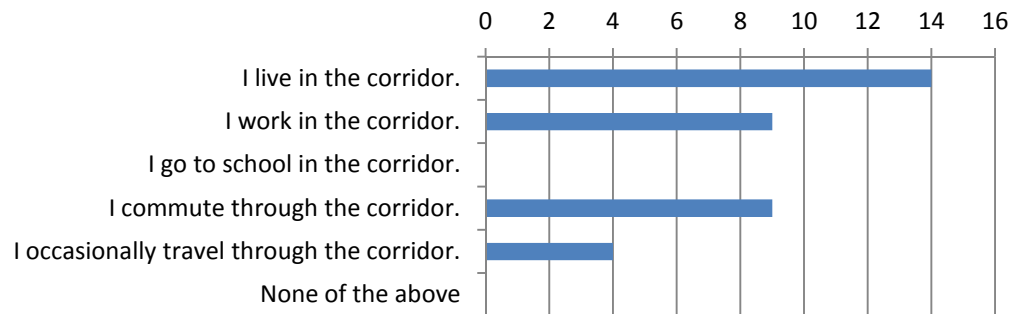


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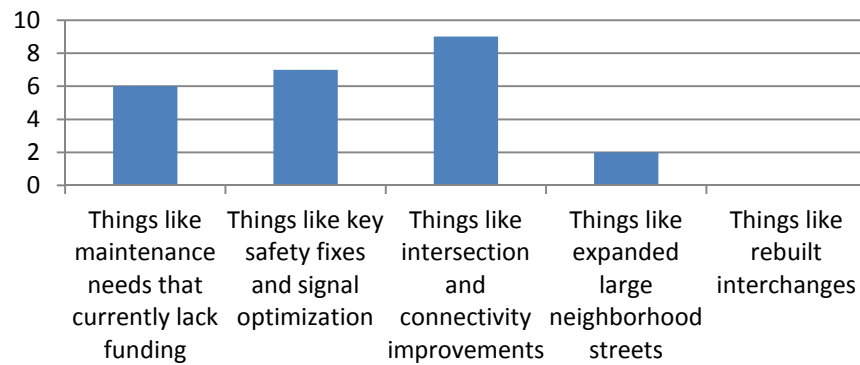
Tualatin

15 people responded to the Shape Southwest questionnaire.⁹

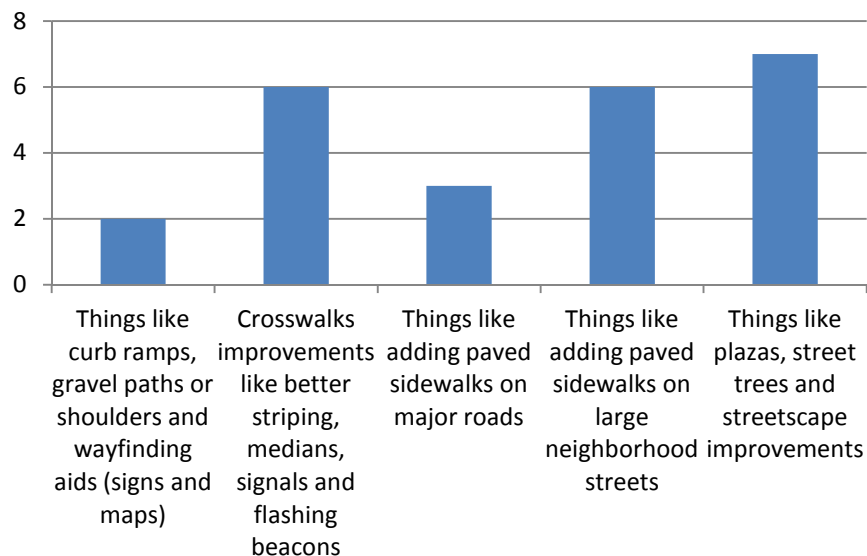
Relationship to the corridor (pick all that apply)



Driving investment priorities (pick one or two)

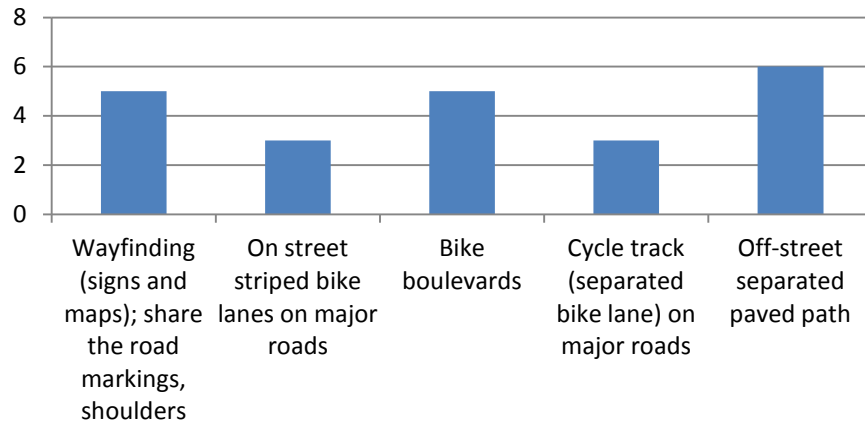


Walking investment priorities (pick one or two)

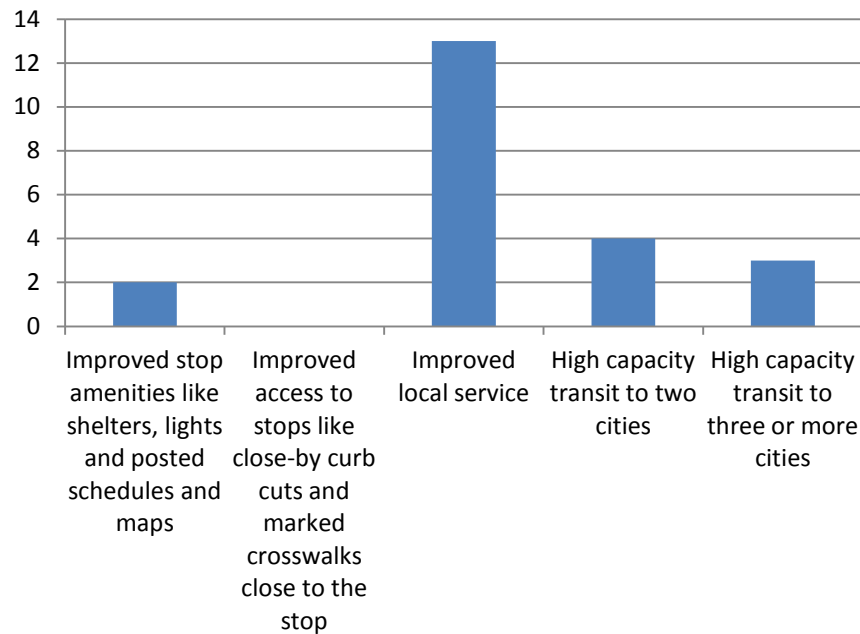


⁹ As identified by ZIP code 970621. This data does not include Tualatin residents from ZIP code 97224, which spans Tigard, Tualatin, King City and Durham.

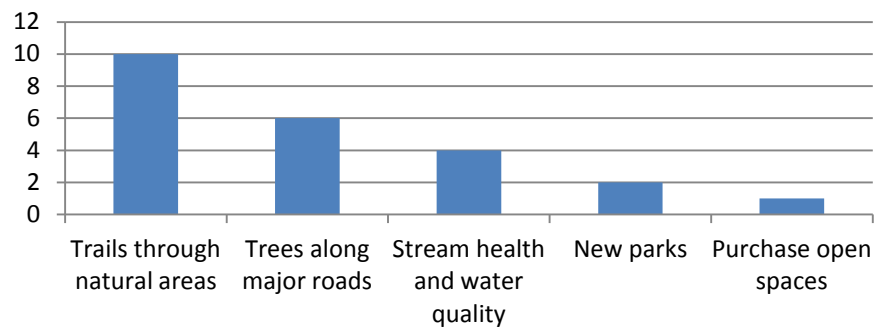
Biking investment priorities (pick one or two)



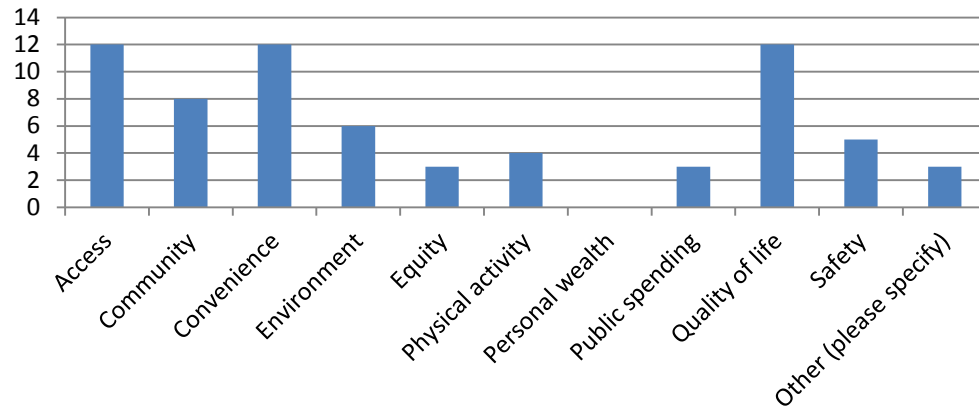
Transit investment priorities (pick one or two)



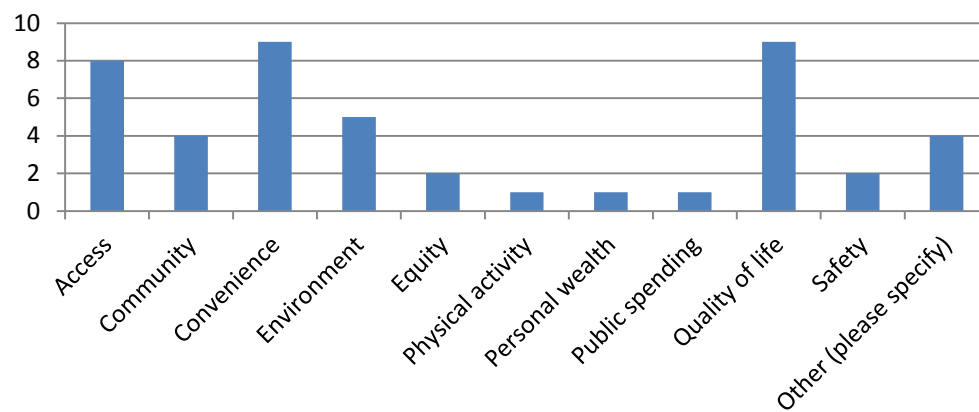
Parks and nature investment priorities (pick one or two)



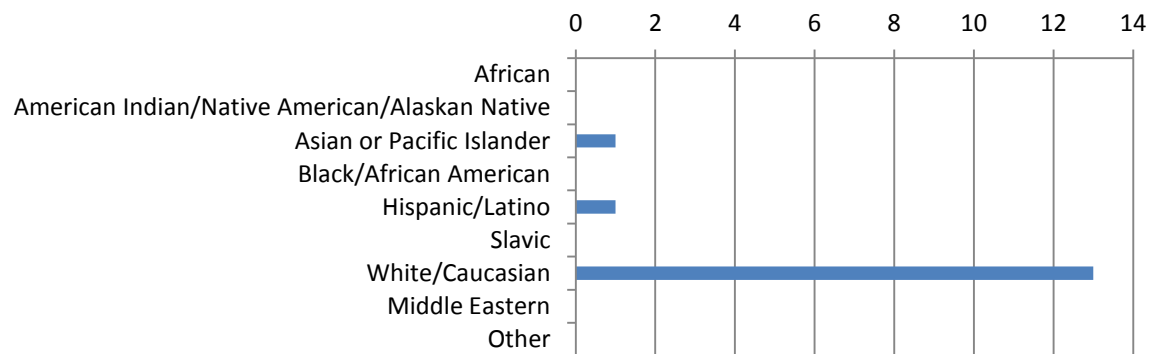
Factors that influenced investment choices (pick all that apply)



Top factors that influenced investment choices (pick three)



Ethnicity (multiple choices allowed)

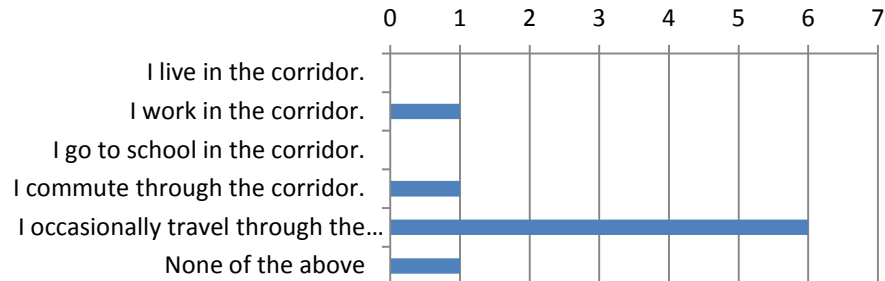


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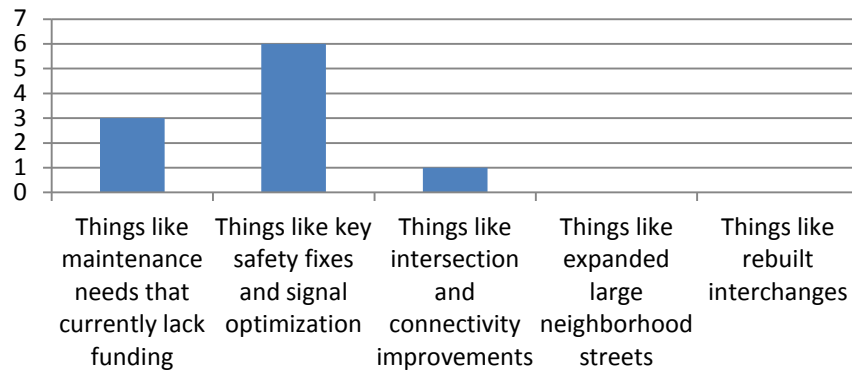
Other, in region

7 people from Hillsboro, Milwaukie, Oak Grove and Oregon City responded to the Shape Southwest questionnaire.¹⁰

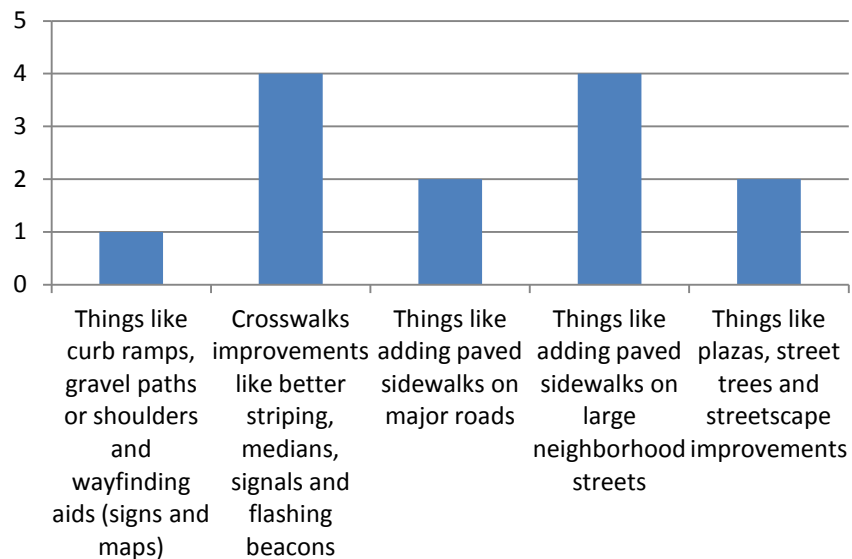
Relationship to the corridor (pick all that apply)



Driving investment priorities (pick one or two)

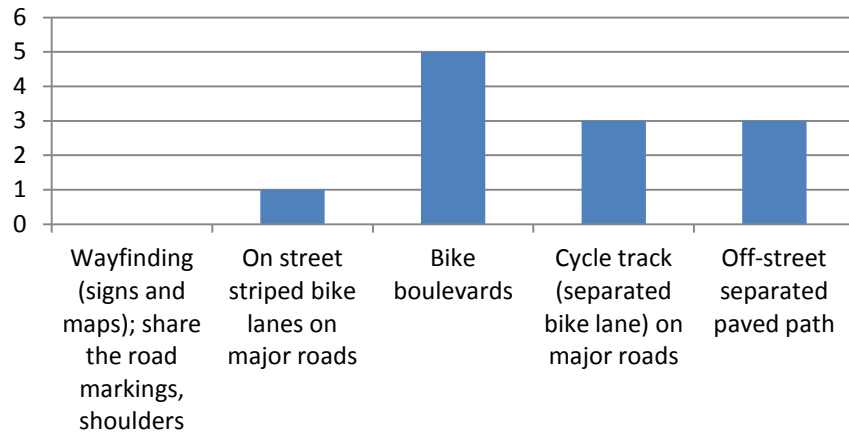


Walking investment priorities (pick one or two)

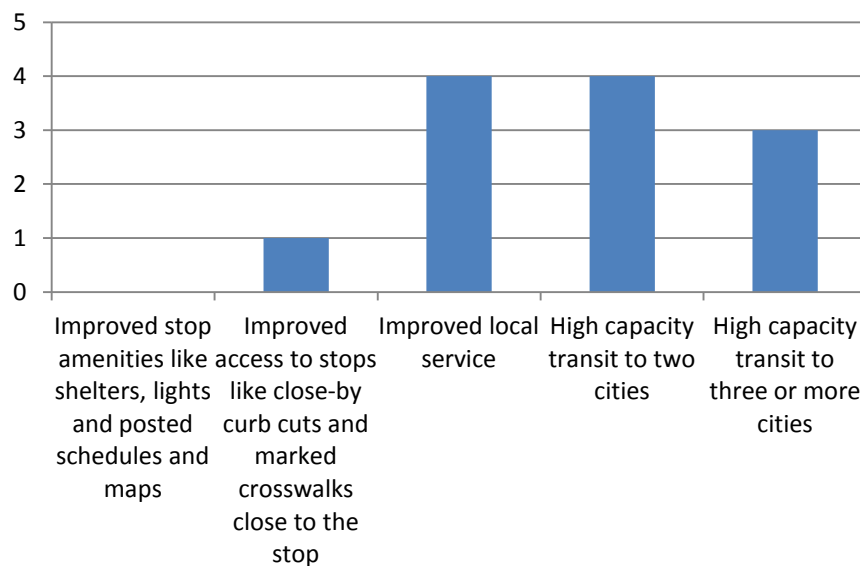


¹⁰ As identified by ZIP codes 97123, 97214, 97222, 97267 and 97045.

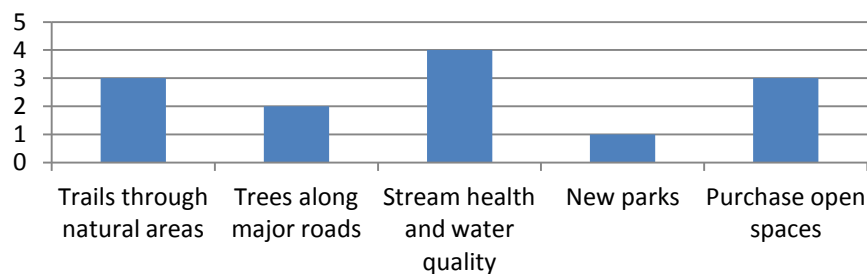
Biking investment priorities (pick one or two)



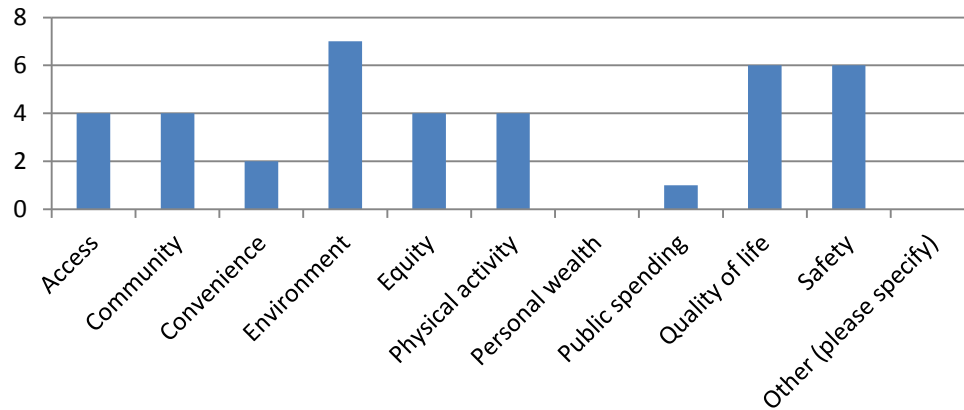
Transit investment priorities (pick one or two)



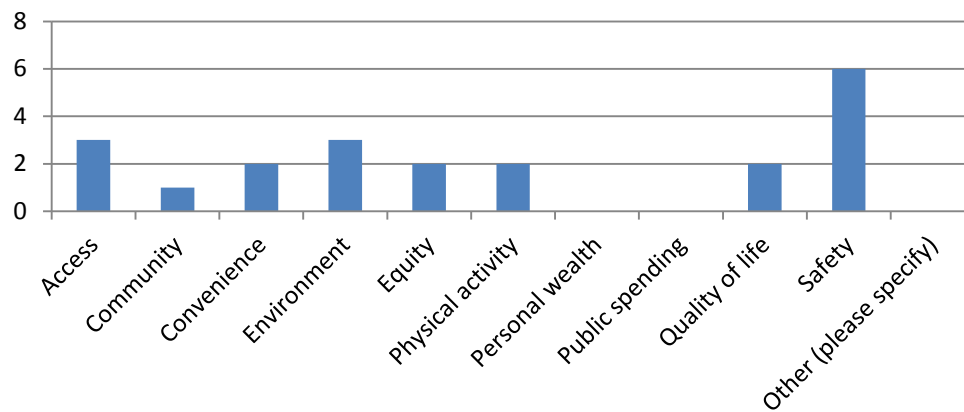
Parks and nature investment priorities (pick one or two)



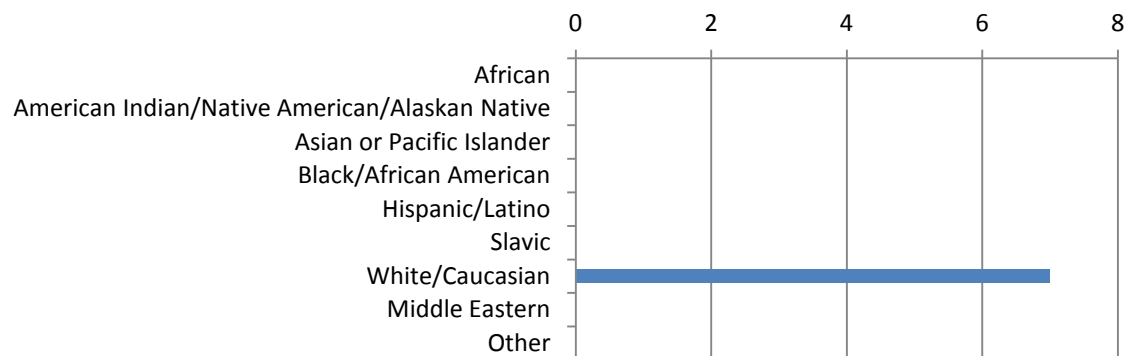
Factors that influenced investment choices (pick all that apply)



Top factors that influenced investment choices (pick three)



Ethnicity (multiple choices allowed)

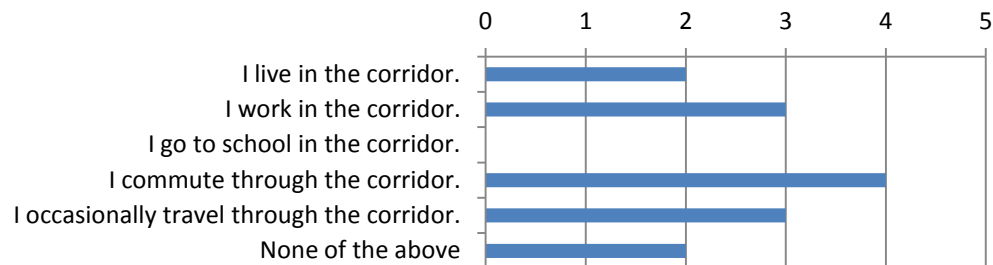


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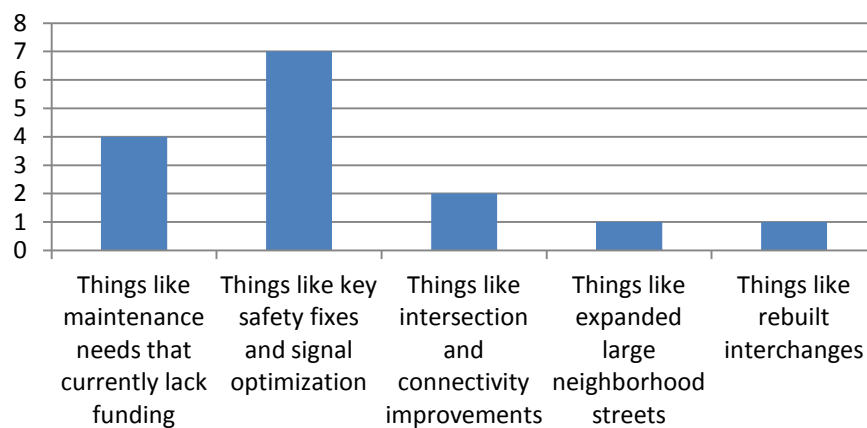
Other, out of region

9 people from outside the responded to the Shape Southwest questionnaire.¹¹

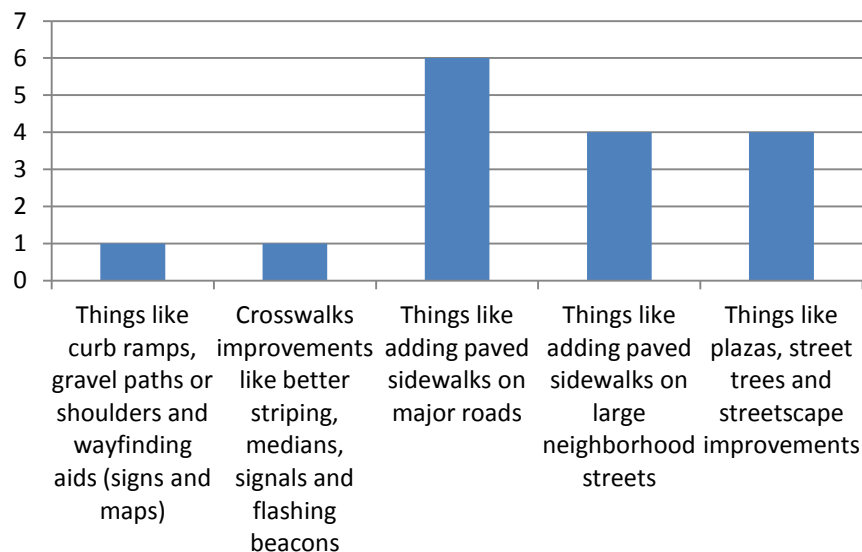
Relationship to the corridor (pick all that apply)



Driving investment priorities (pick one or two)

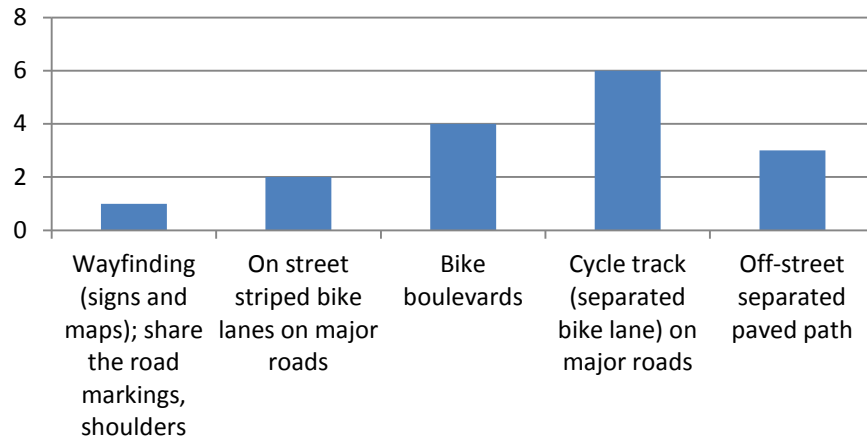


Walking investment priorities (pick one or two)

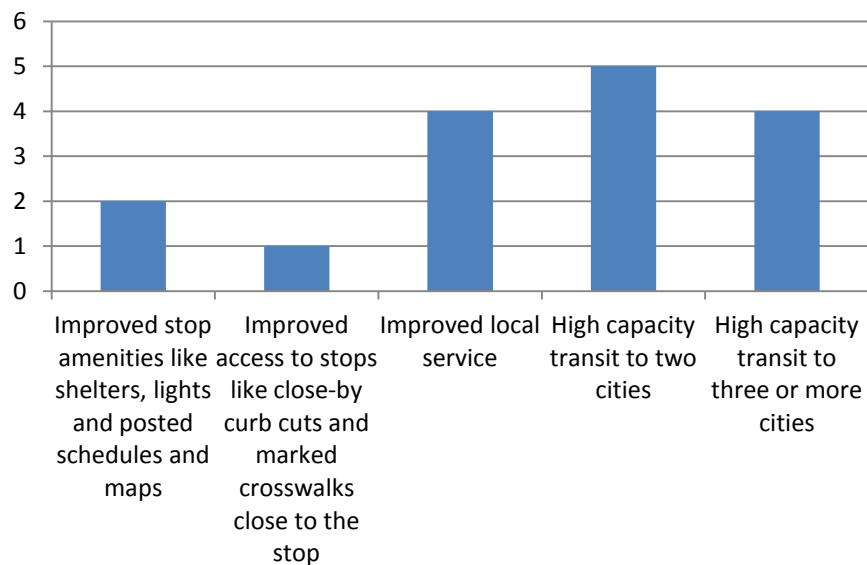


¹¹ As identified by ZIP codes 80303 (Boulder, Colo.), 97040 (Mosier, Ore.), 97137 (St. Paul, Ore.), 97302 (Salem, Ore.), 97402 (Eugene, Ore.), 97701 (Bend, Ore.), 98661 and 98682 (Vancouver, Wash.).

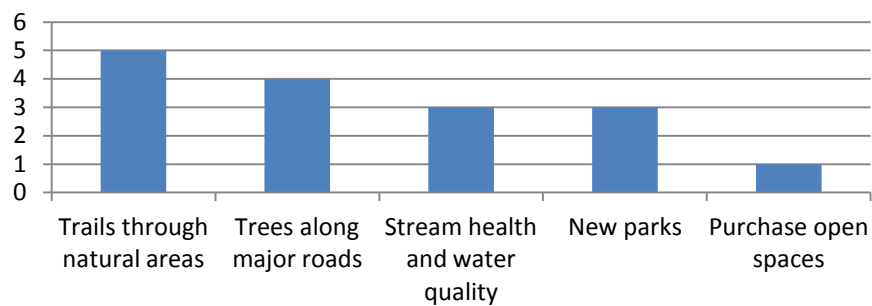
Biking investment priorities (pick one or two)



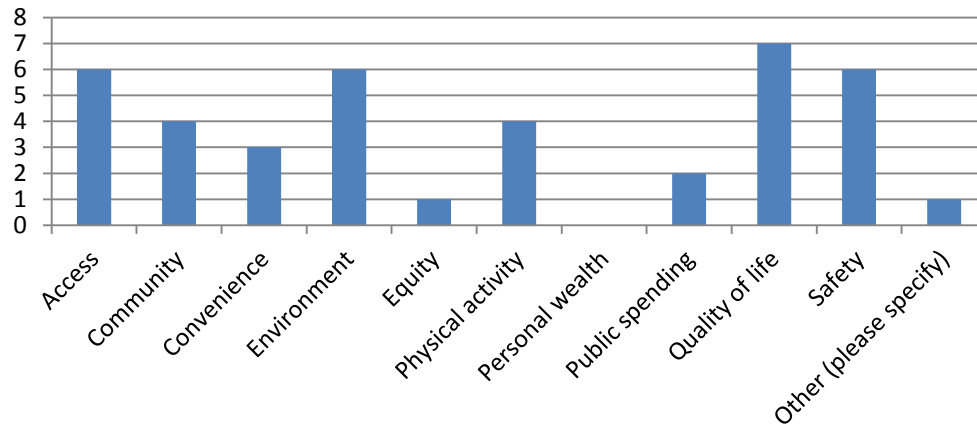
Transit investment priorities (pick one or two)



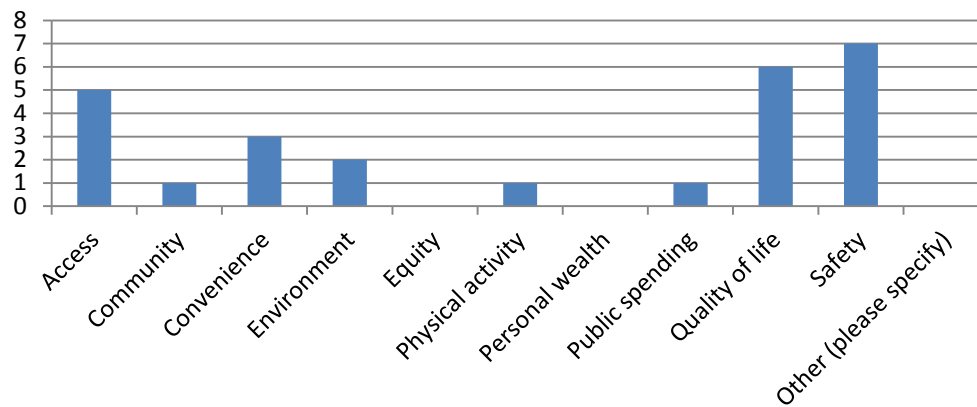
Parks and nature investment priorities (pick one or two)



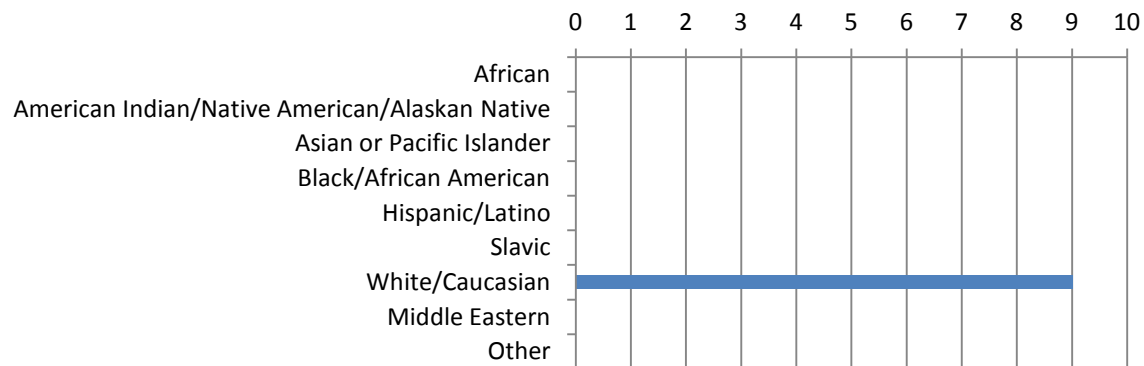
Factors that influenced investment choices (pick all that apply)



Top factors that influenced investment choices (pick three)



Ethnicity (multiple choices allowed)



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 providing services, operating venues and 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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