



## 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](http://www.swcorridorplan.org)

## Table of contents

Executive summary .....	v
Introduction.....	1
Background.....	1
Previous public engagement, September 2011 to February 2012.....	3
Previous public engagement, February 2012 to August 2012 .....	3
Current public engagement, August to December 2012 .....	4
Summary of outreach activities.....	6
Equitable engagement .....	6
Shape Southwest .....	7
Summary of Shape Southwest results and comments.....	8
Future transit connections .....	8
Community investments .....	13
Investments in driving .....	14
Investments in walking.....	15
Investments in biking.....	16
Investments in transit.....	17
Investments in parks and nature.....	18
Investment priorities, paper questionnaires.....	19
Outcomes .....	20
Additional factors that influenced investment choices.....	22
Leveraged investments.....	23
Who participated?.....	25
Where they live .....	25
Relationship to the corridor .....	26
Demographic information .....	26
Participation .....	30
Conclusions.....	31
Process.....	31
Planning.....	31
Appendix A: Shape Southwest and questionnaire responses	
Appendix B: Creating an investment package questionnaire responses	

Appendix C: Translated questionnaires  
Appendix D: Oct. 9 community planning forum event summary  
Appendix E: Dec. 3 community planning forum event summary  
Appendix F: Economic summit event summary  
Appendix G: Outreach events calendar  
Appendix H: Interested persons email updates  
Appendix I: Outreach materials  
Appendix J: Shape Southwest methodology  
Appendix K: Environmental justice outreach  
Appendix L: Shape Southwest promotion  
Appendix M: Comments by jurisdiction analysis

## Tables and figures

Figure 1. Shape Southwest promotional poster.....	7
Figure 2. Shape Southwest connections map .....	8
Table 1. Shape Southwest future transit connections from Shape Southwest.....	9
Figure 3. Shape Southwest transit connection points.....	10
Table 2. Shape Southwest future transit connections from paper questionnaires .....	11
Table 3. Beyond corridor or focus area connections from paper questionnaires .....	12
Figure 4. Shape Southwest submissions: driving investments.....	14
Figure 5. Driving investment priorities .....	14
Figure 6. Shape Southwest submissions: walking investments .....	15
Figure 7. Walking investment priorities .....	15
Figure 8. Shape Southwest submissions: biking investments .....	16
Figure 9. Biking investment priorities.....	16
Figure 10. Shape Southwest submissions: transit investments .....	17
Figure 11. Transit investment priorities .....	17
Figure 12. Shape Southwest submissions: parks and nature investments .....	18
Figure 13. Parks and nature investment priorities.....	18
Figure 14. Most important driving investments.....	19
Figure 15. Most important walking investments .....	19
Figure 16. Most important biking investments .....	19
Figure 17. Most important transit investments .....	20
Figure 18. Most important parks and nature investments .....	20
Figure 19. Influence of health outcomes on investment choices .....	21
Figure 20. Influence of access and mobility outcomes on investment choices .....	21
Figure 21. Influence of prosperity outcomes on investment choices .....	22
Figure 22. Factors that influenced investment choices, selection of any and all factors .....	23
Figure 23. Factors that influenced investment choices, selection of top three factors.....	23
Figure 24. Ranking of importance for encouraging housing choices .....	24
Figure 25. Ranking of importance for encouraging commercial development .....	24
Figure 26. Ranking of importance for encouraging economic development.....	24
Figure 27. Cities of residence of respondents.....	25
Figure 28. Relationship to the corridor of respondents.....	26

Figure 29. Age of respondents.....	26
Figure 30. Respondents' years lived in their community.....	27
Figure 31. Gender of respondents .....	28
Figure 32. Level of education of respondents .....	28
Figure 33. Annual household income of respondents.....	28
Figure 34. Ethnicity of respondents .....	29
Figure 35. Community meeting participation frequency of participants .....	30

## 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.

This page intentionally left blank.



## 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 Portland<sup>1</sup>
- 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 217<sup>2</sup>

<sup>1</sup> 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.

<sup>2</sup> 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-217<sup>3</sup>
- has a resident population of approximately 200,000<sup>4</sup>
- 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

<sup>3</sup> Ibid

<sup>4</sup> 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](http://www.swcorridorplan.org))
- publicized articles on the project blog for wider-topic considerations, conversations and facts about the corridor ([www.swcorridorplan.blog.com](http://www.swcorridorplan.blog.com))
- maintained the project Twitter feed for quick updates and reminders of events ([twitter.com/#!/SWCorridor](https://twitter.com/#!/SWCorridor))
- maintained a Facebook page for quick updates, announcements and photos from events ([www.facebook.com/SWCorridor](http://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](http://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.”

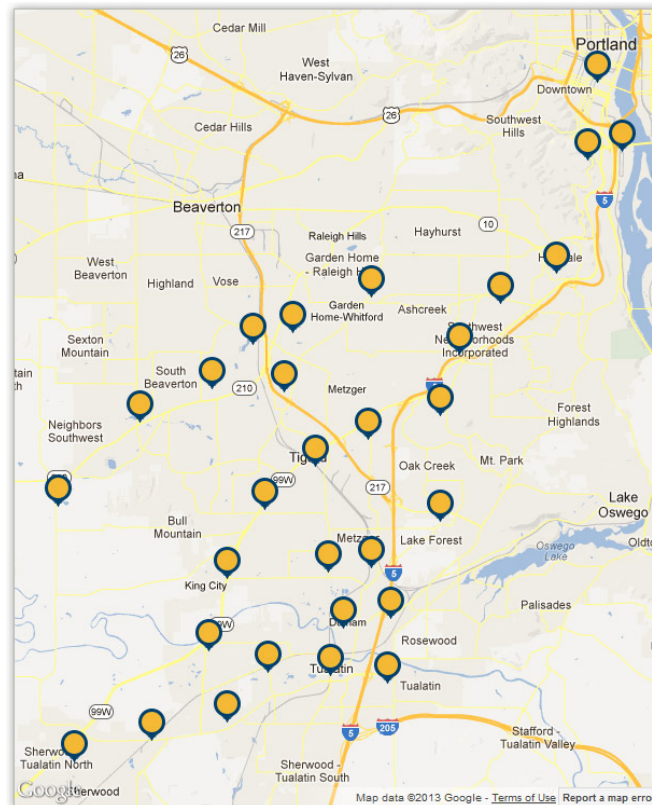
“[We] need high capacity transit from downtown to key places like Hillsdale, PCC Sylvania and Tigard.”

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

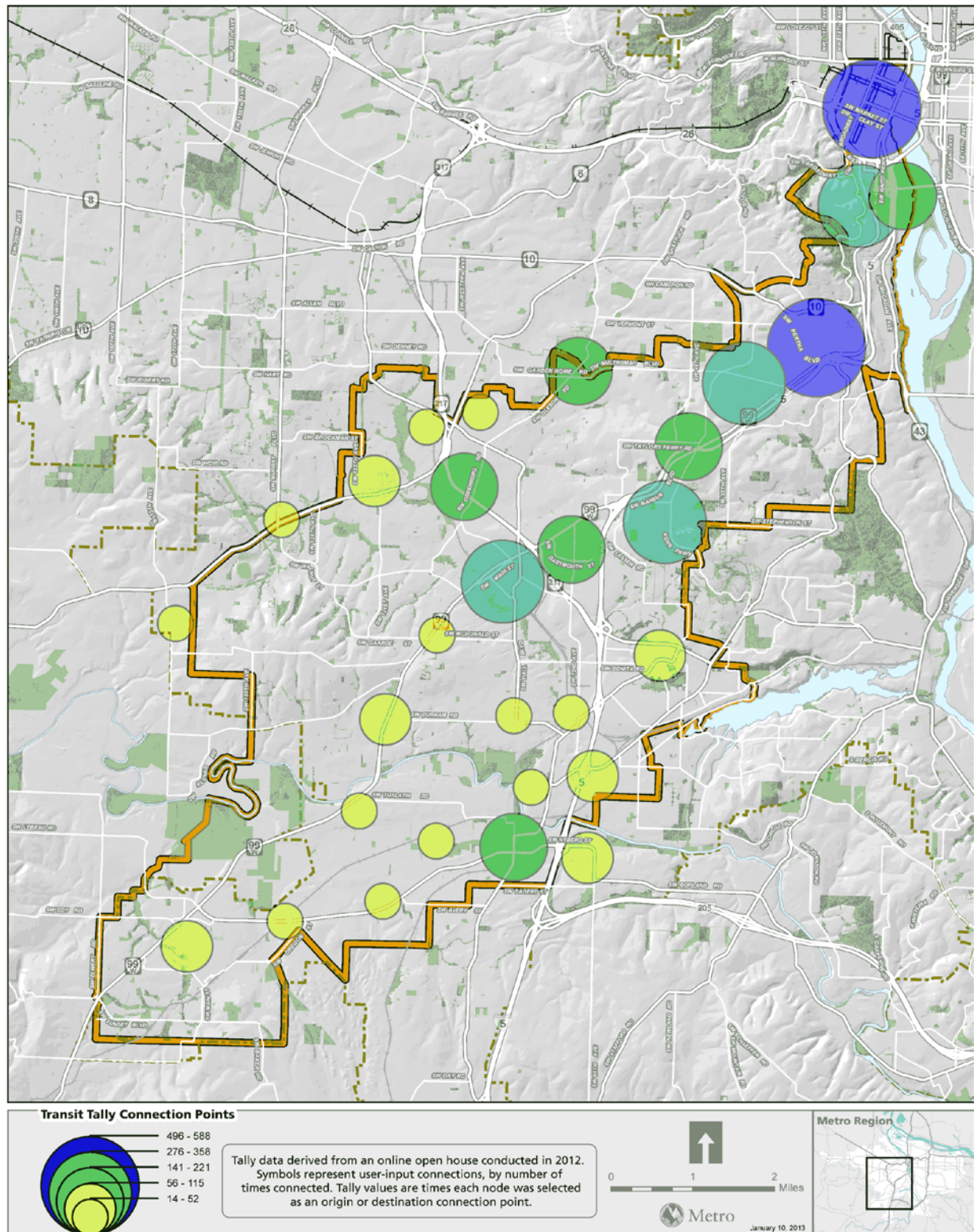
more. Figure 3, Shape Southwest transit connection points, shows the most often chosen connection points. Tables 2 and 3 provide information given in the 20 received paper questionnaires.



**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	Scolls Ferry	Murray Scholls	Red Tail	Nimbus	River Terrace	Upper Boones Ferry	Durham	Gaarde/ McDonald	Pacific Financial/ 124 <sup>th</sup>	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 <sup>th</sup>	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

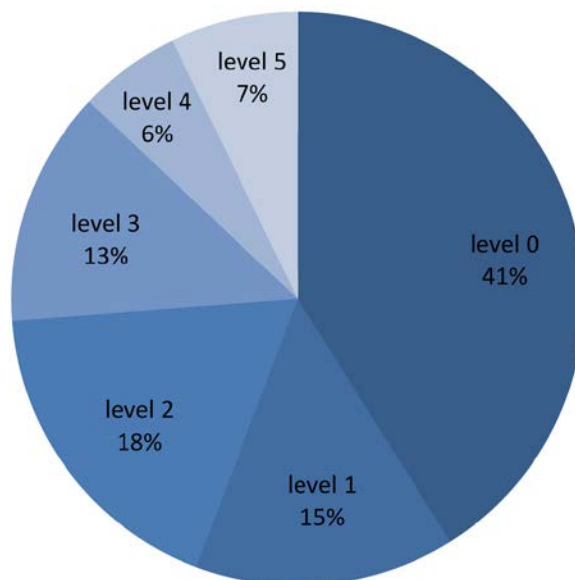


Investments in driving represent roadway improvements in the community. For the Shape Southwest tool, levels of investment represented:

- 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 all<sup>5</sup>; 125 chose level 2; 102 chose level 1; 92 chose level 3; 50 chose level 5; and 40 chose level 4.

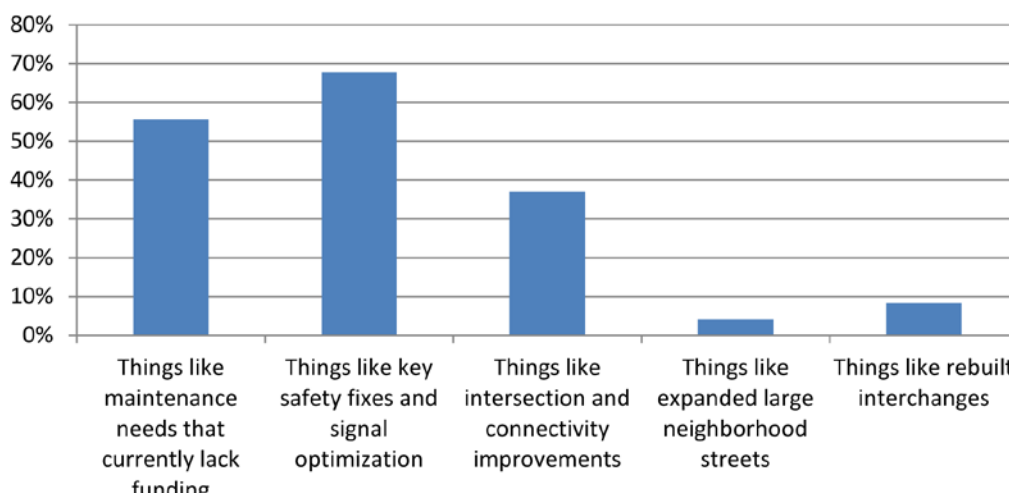
**Figure 4. Shape Southwest submissions: driving investments**



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**



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

## Investments in walking

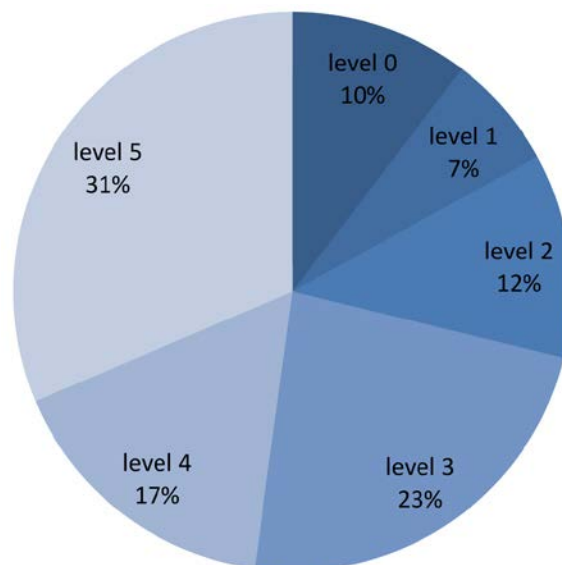


Investments in walking represent pedestrian facility improvements in the community. For the Shape Southwest tool, levels of investment represented:

- 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

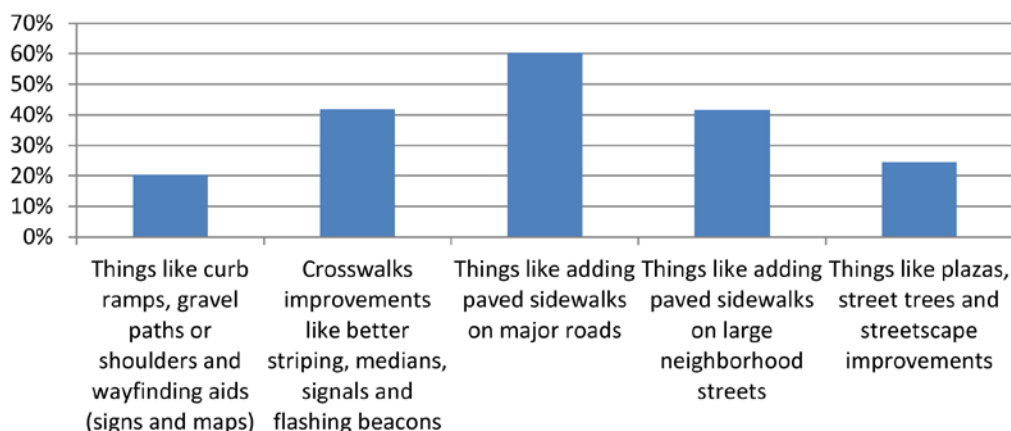
**Figure 6. Shape Southwest submissions: walking investments**



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

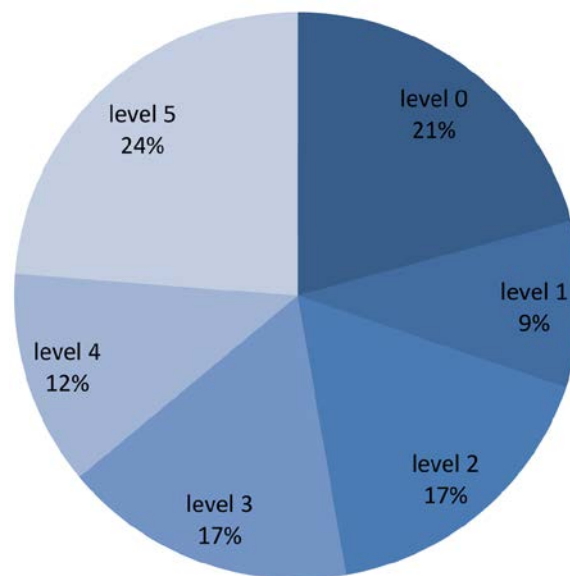


Investments in biking represent bicycle facility improvements in the community. For the Shape Southwest tool, levels of investment represented:

- 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.

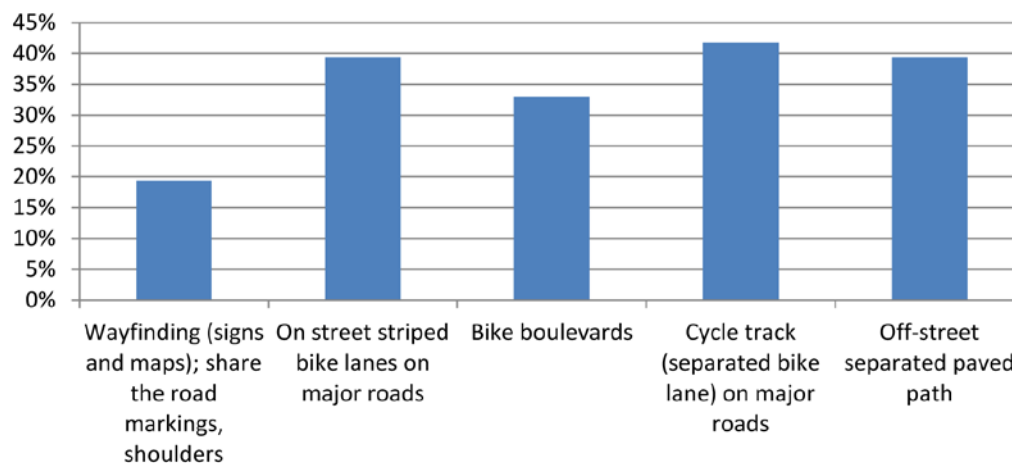
**Figure 8. Shape Southwest submissions: biking investments**



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

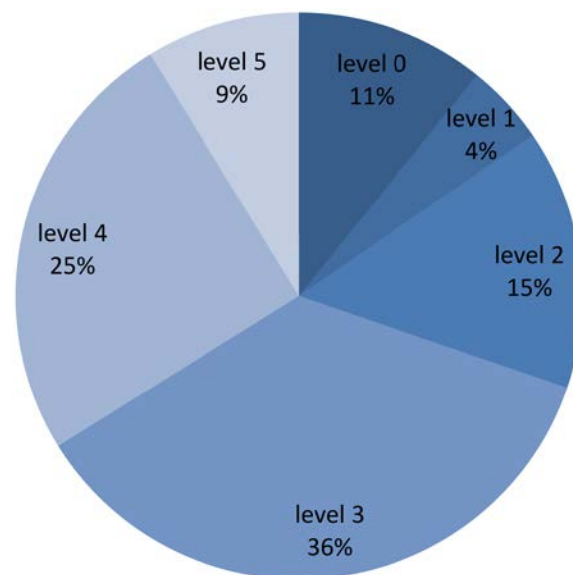


Investments in transit represent transit access and operational improvements and capital project investments in the community. For the Shape Southwest tool, levels of investment represented:

- 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.

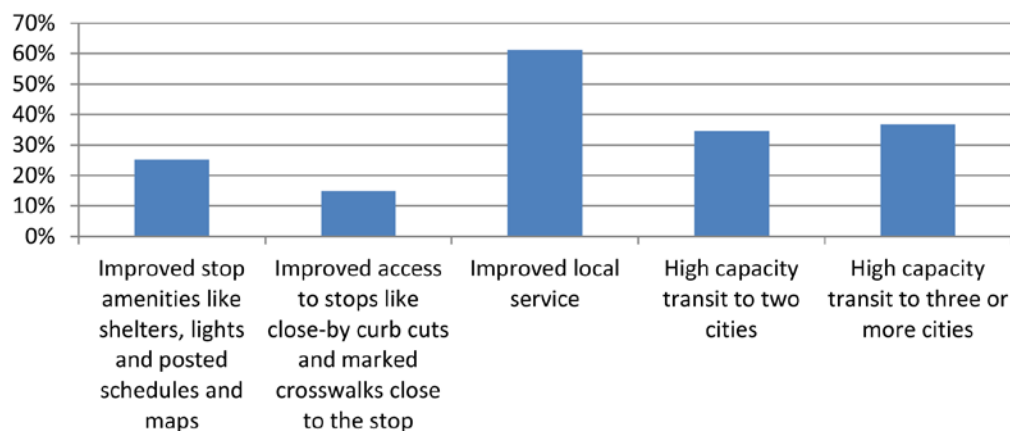
**Figure 10. Shape Southwest submissions: transit investments**



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

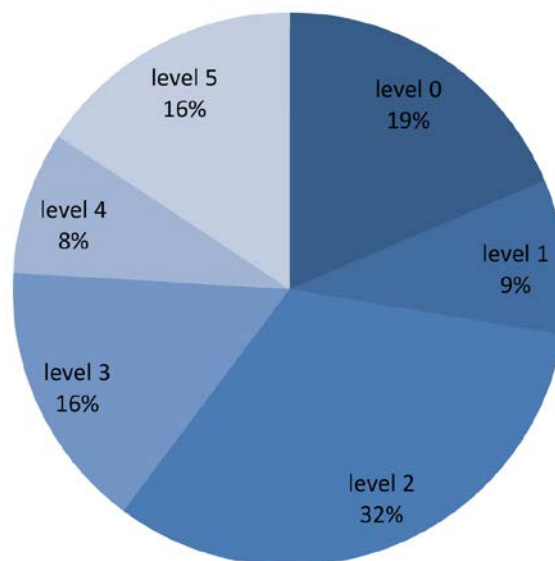


Investments in parks and nature represent improvements in the community that add or protect those resources, including stream health and water quality investments. For the Shape Southwest tool, levels of investment represented:

- 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.

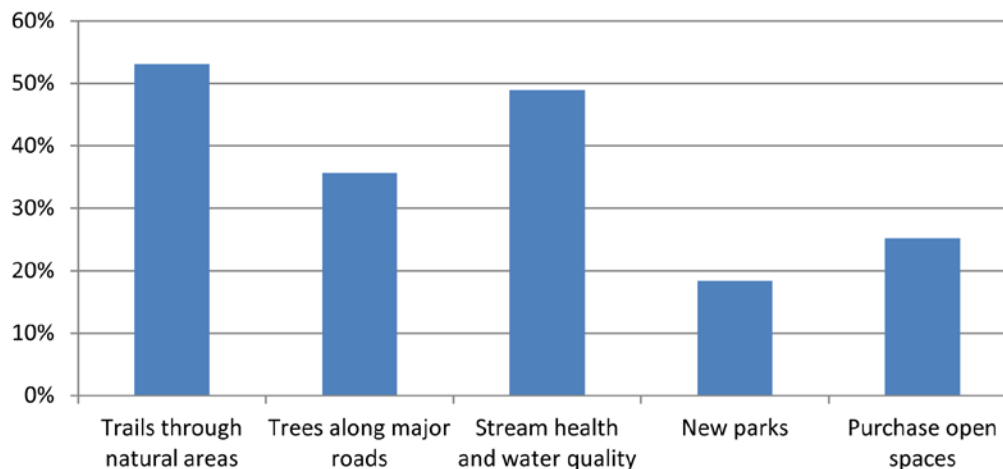
**Figure 12. Shape Southwest submissions: parks and nature investments**



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.

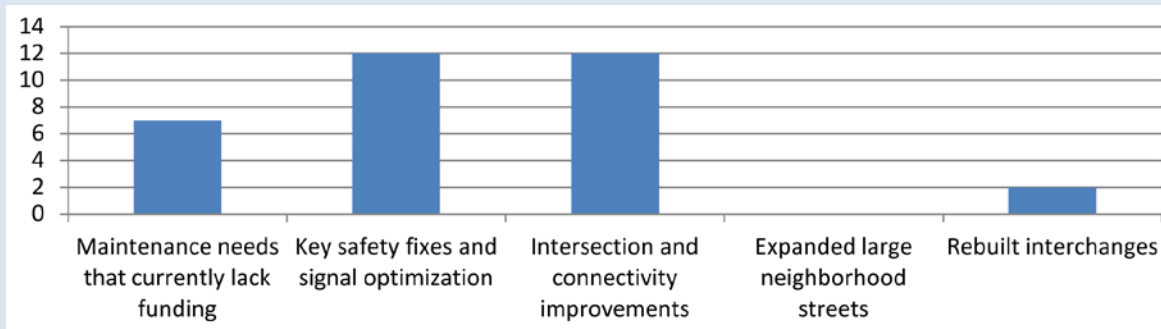
**Figure 13. Parks and nature investment priorities**



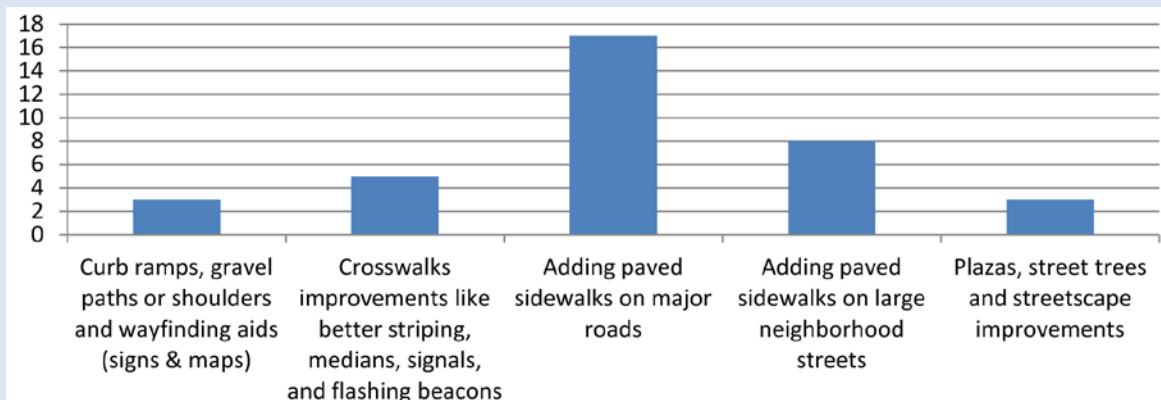
### Investment priorities, paper questionnaires

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.

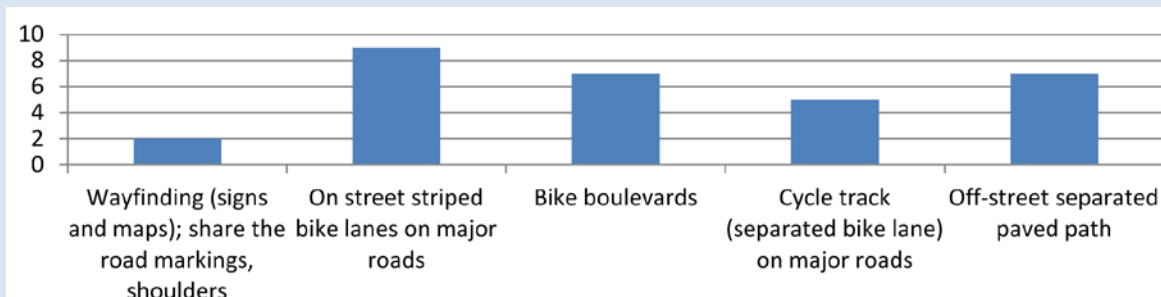
**Figure 14. Most important driving investments**



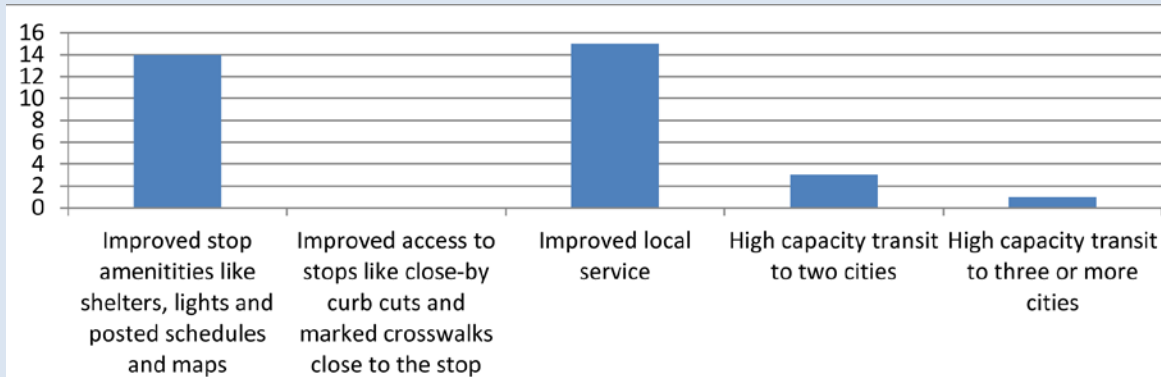
**Figure 15. Most important walking investments**



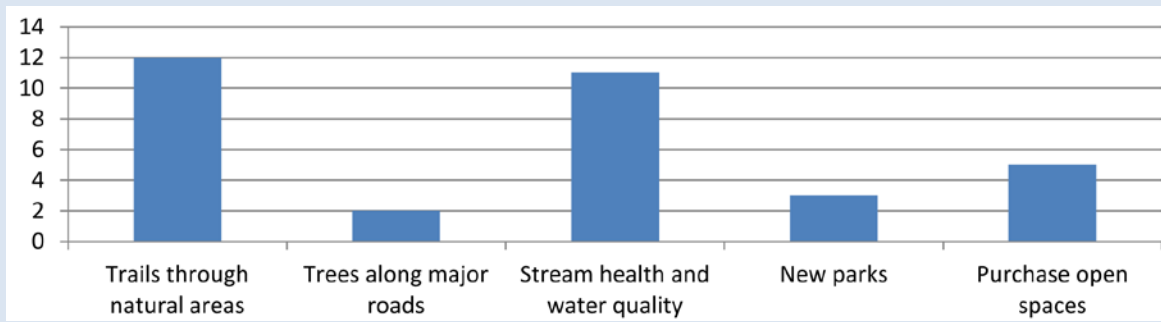
**Figure 16. Most important biking investments**



**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):

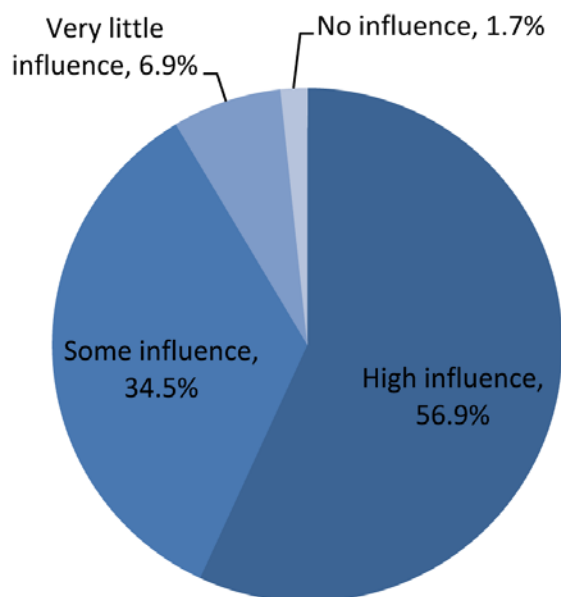
- health, demonstrating the effects of the investments on personal health and safety as well as environmental health
- access and mobility, demonstrating the effects of the investments on both local access and regional mobility

- 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.

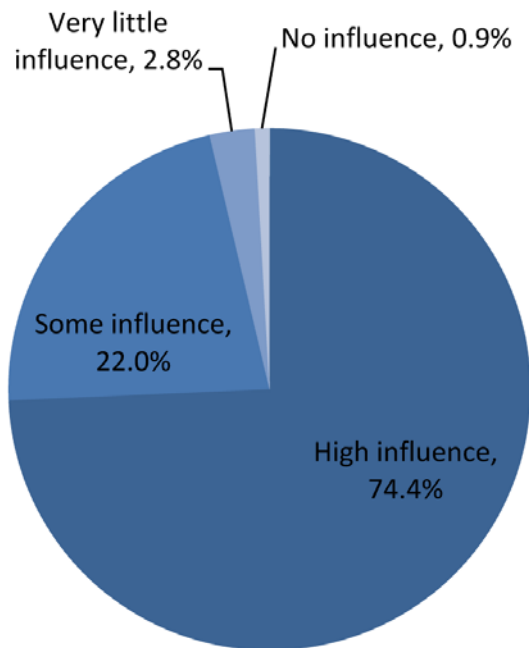
Of 464 respondents, 424 (91 percent) were highly or somewhat influenced by the health results.

**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.”

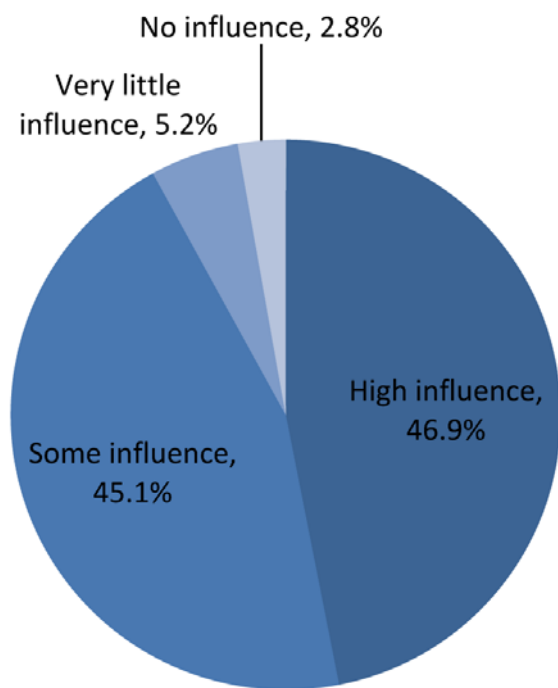
“As much as I’d love to walk everywhere, driving is the most time-efficient and load-appropriate method for our family.”

“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).

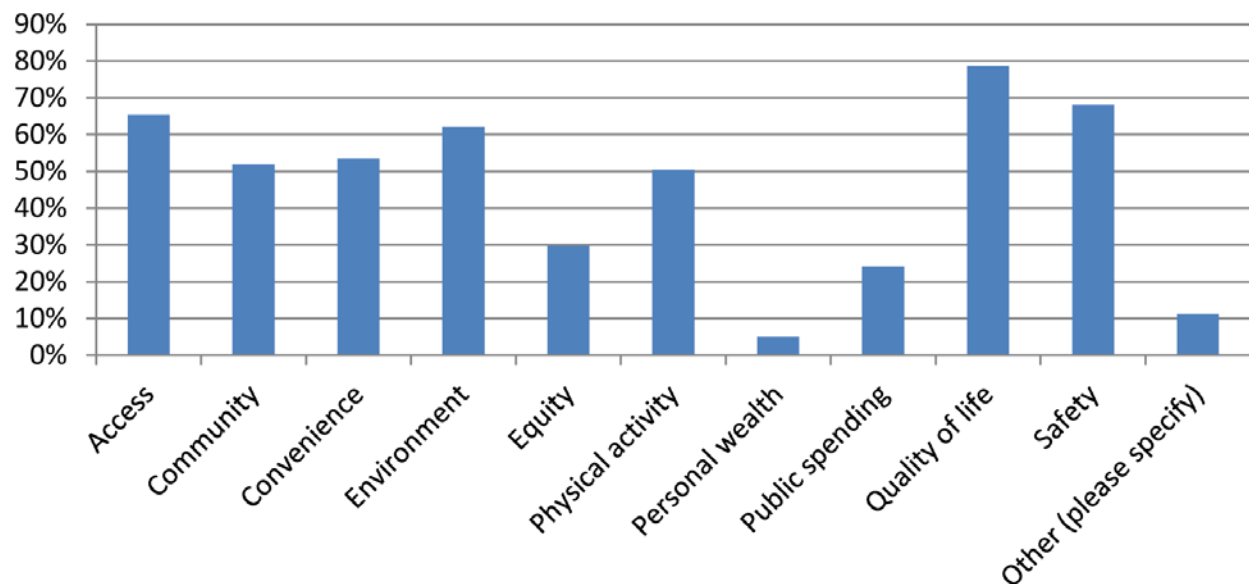
When asked to choose the top three factors that most influenced them, the 461 respondents most often chose the same factors of quality of life (59 percent), safety (45 percent), access (42 percent) and the environment (39 percent).

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.

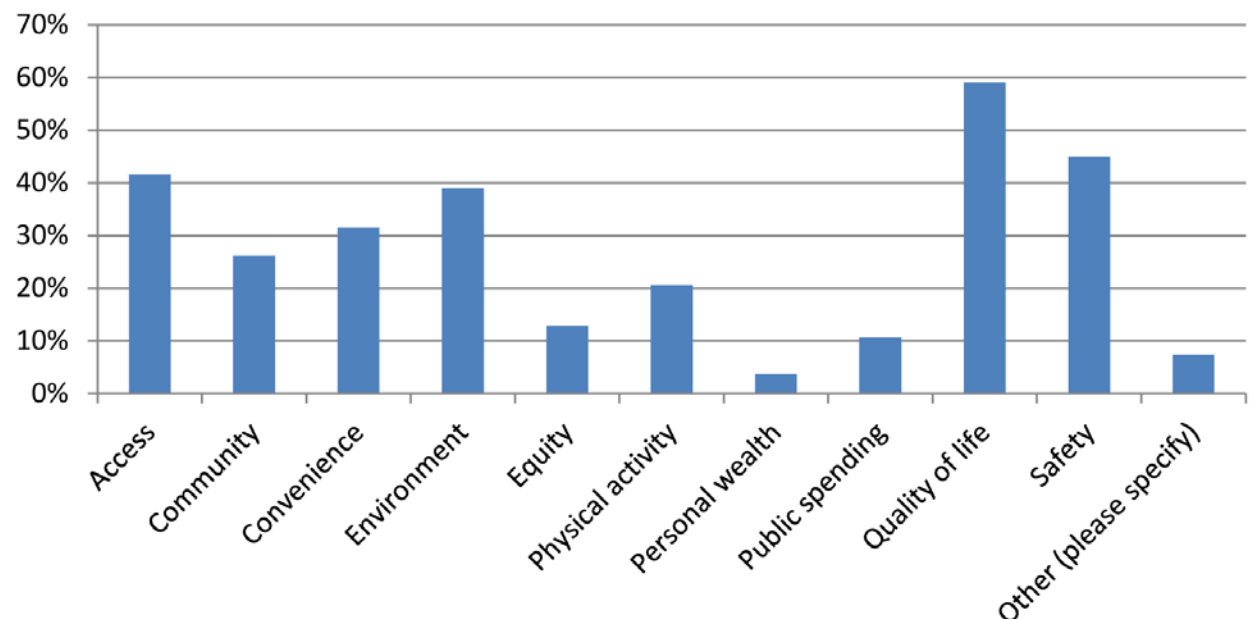
"I just wish I felt safer driving/walking in my own community. There is a park literally a block away from my house. To get there, I have to run across a busy road with three small children. There's no crosswalk or safety help – so we never go to that park.

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)

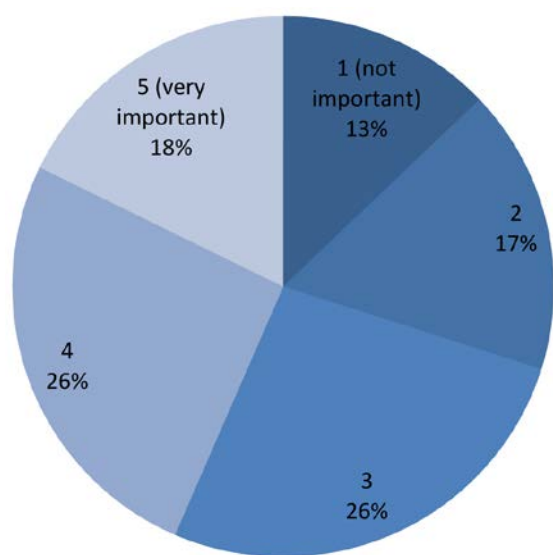
- new economic development and jobs (encouraging job growth).

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**

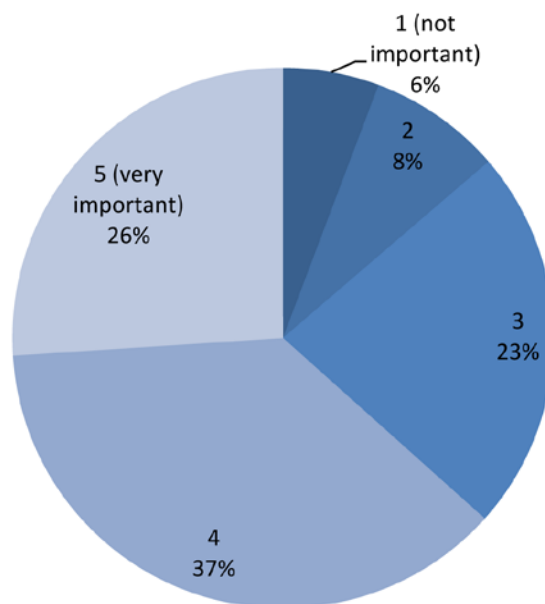


For commercial development, 287 respondents (63 percent) ranked it as either important or very important.

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

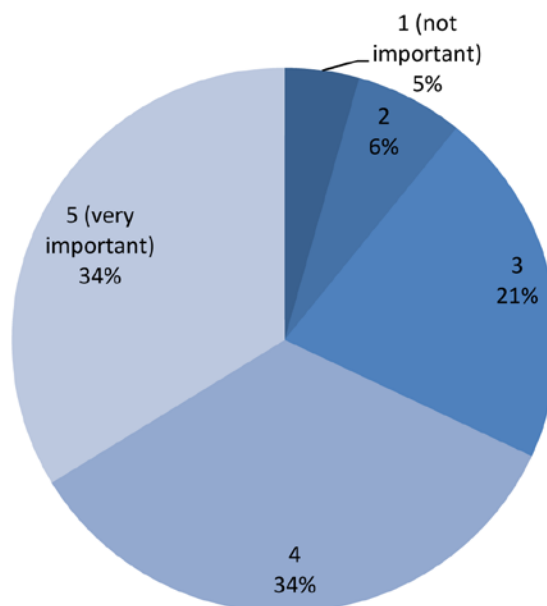
“We need to actually make the investments, not just talk about goals in the abstract.”

**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**





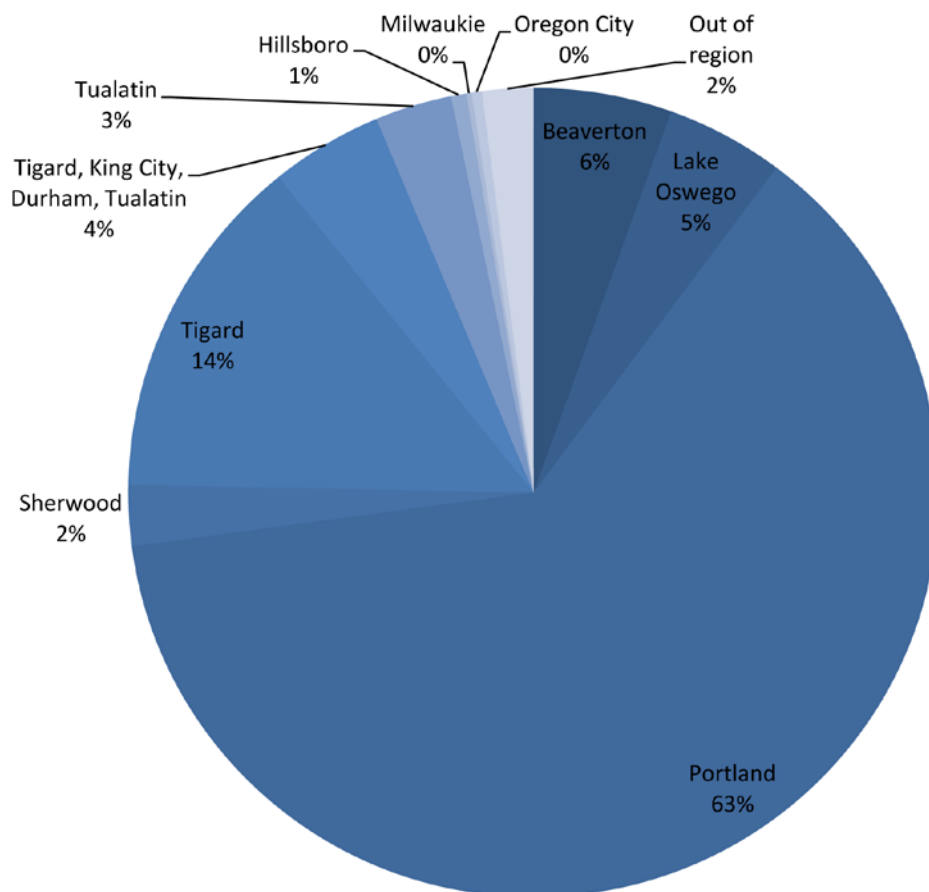
## Who participated?

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.<sup>6</sup>

**Figure 27. Cities of residence of respondents**

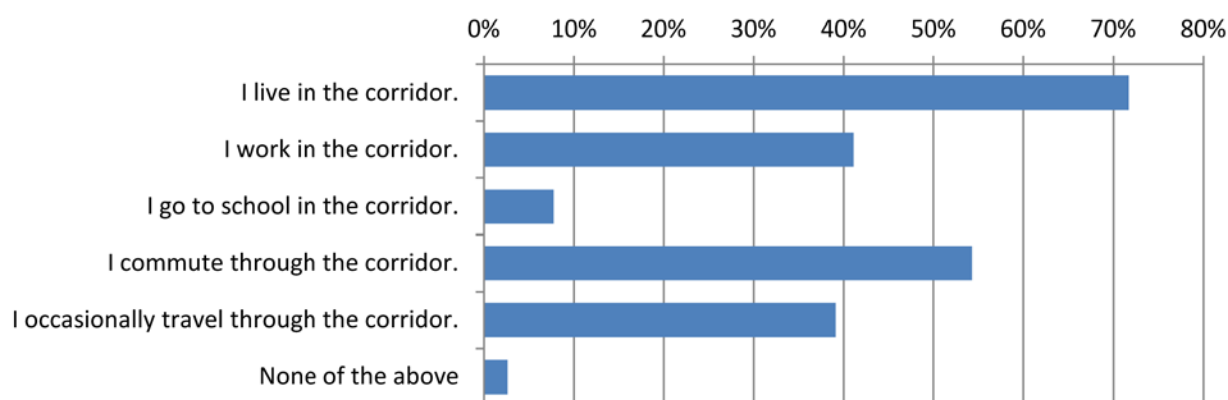


<sup>6</sup> All online questionnaire respondents were required, and paper questionnaire respondents were asked, to provide their ZIP codes, on which this analysis is based; though respondents may live in unincorporated areas, residency in city boundaries was presumed for illustrative purposes. ZIP code 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

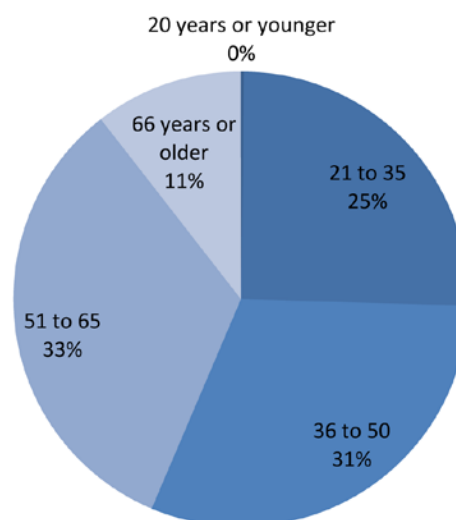
Questionnaire respondents also were asked to provide additional demographic information to help staff respond to Metro's independently elected auditor's recommendations to engage a diverse audience and seek demographic information in order to measure whether a cross-section of the public is being reached.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

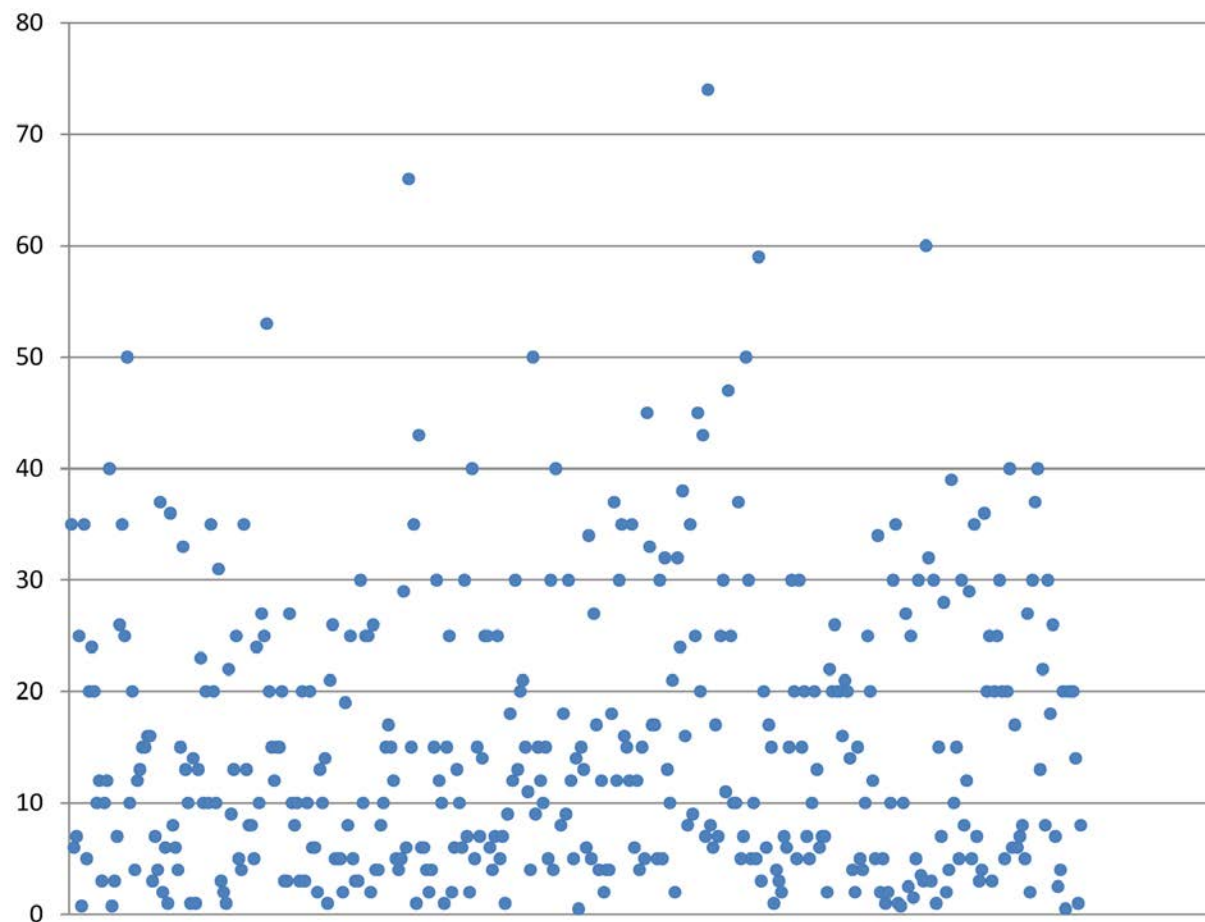
younger (11 percent of respondents 34 years and younger; *see Southwest Corridor Plan Wide range and screening process public comment report, August 2012*).

**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**

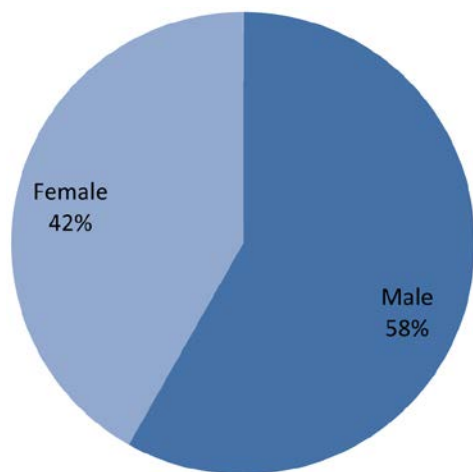


"The corridor doesn't need to be like the rest of Portland. It should retain its current qualities so that it appeals to the people who have already been attracted to live and work there."

"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.

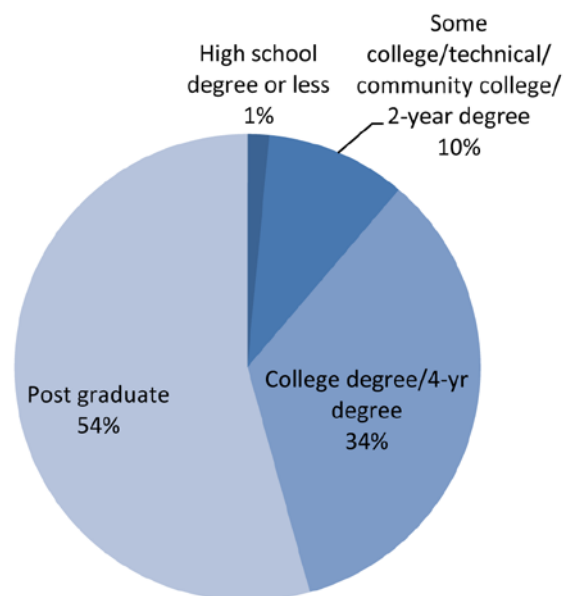
**Figure 31. Gender of respondents**



**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.

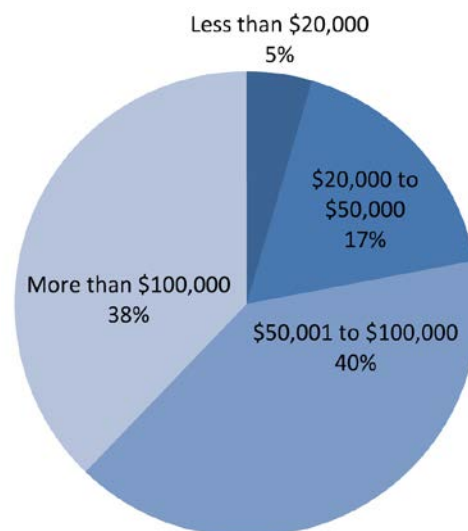
In comparison to the previous public involvement stage, this indicates a higher participation rate for those with a post graduate education (50 percent of respondents to the prior engagement stage) and lower for those that have some college, technical school or a two-year degree (16 percent of respondents; *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.<sup>7</sup>

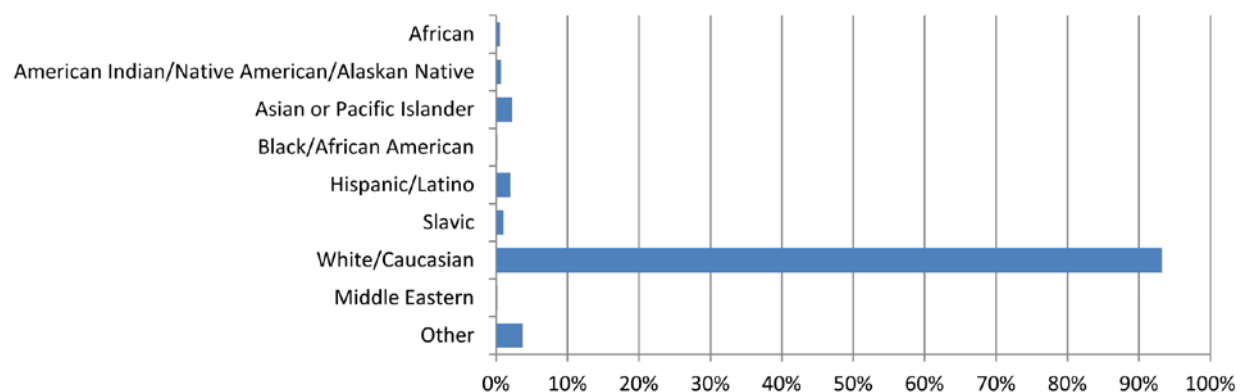
Of 427 respondents, 15 (4 percent) identified themselves as one of the above racial minorities, and 10 (2 percent) identified themselves as Hispanic; 396 (93 percent) identified themselves as White/Caucasian; four (1 percent) as Slavic; one as Middle Eastern; and 16 (4 percent) as being something other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



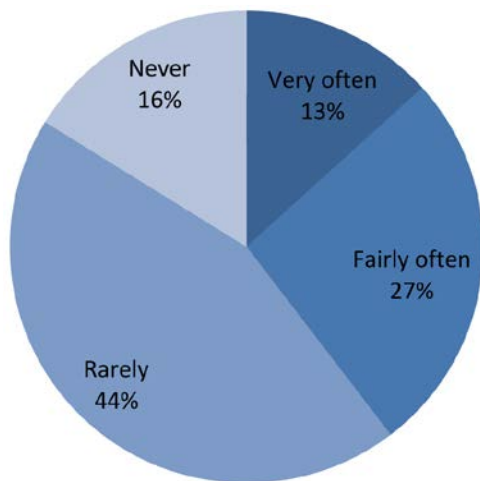
<sup>7</sup> Per U.S. Census Bureau data collection practice, “race” categories are distinct from the Hispanic/non-Hispanic “ethnicity” category.

## 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.<sup>8</sup>

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

---

<sup>8</sup> 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"<sup>9</sup>
- "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.

---

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





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.

[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)

### **Metro Council President**

Tom Hughes

### **Metro Council**

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Suzanne Flynn

# MAKING A GREAT PLACE



Metro